

**NORTH SOMERSET COUNCIL
DELEGATED PLANNING APPLICATION
REPORT SHEET**

Target Date: 24 July 2014
Extended date: 27th July 2015

Application No. 14/P/0746/F2
EIA

Application Type: Full Planning Perm &

Case Officer: Sally Evans

Proposal: Large scale major application for Leisure complex together with an Environmental Impact Assessment with change of use from agricultural lakes to tourist facility(D2) providing a water-park for cable-tow wake-boarding, water-skiing, canoeing and other non-powered water-based sports with construction of retaining bank for a series of lakes consisting of a long lake for triathlon with 2no islands, a main lake with central island, up to 8 masts for cable-skiing, a balancing lake and a training lake. Works to include erection of club house with showers/wc, restaurant/cafe, equipment hire/shop (A1), kitchen (A3 and A4), offices, training facilities and grounds management. Erection of a boat and equipment storage building, boiler room, pumping and control cabins, parking for 65 vehicles, reed-bed treatment plant, associated landscaping with hardsurfaced tracks and water-control features for attenuation of excess water.
(part retrospective)

Location: Weston Wake Park, Accommodation Road, Bleadon, BS24 0AP

Planning History/Background – most recent applications

11/P/0305/F. Construction of 3 no lakes to store water for irrigation of agricultural land to be fed by River Axe (under license 16/52/012/S/035) and to include the import of materials for construction of bunds with associated pumping equipment, alteration to field access to the north to improve visibility onto Accommodation Road, hard-surfaced parking area for 4 vehicles and construction of a culvert. Approved.

95/1821/F, application for recreational use of land adjacent to this, submitted by Purn International Holiday Park, Refused. (Adjacent land)

13/P/0854/F2, Proposed Solar park. Refused. (Northern side of Accommodation Road.)

Policy Framework

- Outside settlement boundary; Railway line in close proximity to western boundary; Proposed cycleroute at Accommodation Road; Flood zone; Nature Conservation Site; Greater horseshoe bat conservation area.

Development Plan

North Somerset Core Strategy (adopted April 2012)

Policy Ref Policy heading

CS1	Addressing climate change and carbon reduction
CS2	Delivering sustainable design and construction

CS3	Environmental impacts and flood risk management
CS4	Nature Conservation
CS5	Landscape and the historic environment
CS10	Transport and movement
CS11	Parking
CS12	Achieving high quality design and place making
CS20	Supporting a successful economy
CS22	Tourism Strategy
CS27	Sport, recreation and community facilities
CS28	Weston super Mare
CS34	Infrastructure delivery and Development Contributions

Core Strategy - High Court Challenge

In March 2013 a judgment following a legal challenge to the Core Strategy concluded that the Inspector who undertook the examination was found to have 'failed to give adequate or intelligible reasons' for his conclusion that the North Somerset housing requirement made sufficient allowance for latent demand, i.e. demand unrelated to the creation of new jobs. Policy CS13 which relates to the housing requirement was remitted back to the Planning Inspectorate for re-examination. In addition, Policies CS6, CS14, CS19, CS28, CS30, CS31, CS32, CS33 were also remitted on the grounds that should the housing requirement be increased, then this may have consequences for one or more of these policies. The judge was clear that there is nothing unlawful about these policies per se and that they can still be accorded appropriate weight in decision making. All other policies remain adopted. The examination of the remitted policies is currently taking place and hearings were held in respect of the overall housing requirement (Policy CS13) in March 2014. An Inspector's letter was received on 22 April 2014 in which he considers that the housing requirement should be increased. The council responded on 24 July 2014 to propose that the required number of dwellings is increased. The Inspector replied on 12 August 2014 to confirm that the proposed increase could provide a basis for moving the examination forward. It is considered that the above proposal is not materially affected by this re-examination.

North Somerset Replacement Local Plan (saved policies) (adopted March 2007)

Three NSRLP policies were not saved in March 2010. The Core Strategy supersedes some but not all of the remainder. It does not supersede the following policies:
Quote relevant non superseded policies

The following policies are particularly relevant to this proposal:

Policy Ref	Policy heading
GDP/3	Promoting good design and sustainable construction
ECH/1	Amenity areas and gateways to settlements
ECH/6	Archaeology
ECH/8	Mendip Hills Area of Outstanding Natural Beauty
ECH/11	Protected species and their habitats
ECH/12	Wildlife sites of international importance
ECH/13	Sites of Special Scientific Interest and National Nature Reserves
ECH/14	Wildlife and geological sites and local nature reserves
ECH/15	Coastal zone

E/7	Proposals for business development in the countryside
E/9	New or extended hotel accommodation and tourist facilities
T/1	Existing and proposed railway lines
T/8	Strategic cycle routes
T/10	Highway safety, traffic and the provision of infrastructure associated with development
RT/2	Rejuvenating Weston super Mare
CF/3	Cultural and community facilities in the countryside

Other material policy guidance

National Planning Policy Framework (NPPF) (March 2012)

The following is particularly relevant to this proposal:

Section No	Section heading
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1	Building a strong, competitive economy
3	Supporting a prosperous rural economy
7	Requiring good design
8	Promoting healthy communities
10	Meeting the challenge of climate change, flooding and coastal change
11	Conserving and enhancing the natural environment

Other National Policy Guidance

- National Planning Practice Guidance (March 2014)
- Technical Guidance to the National Planning Policy Framework (March 2012)
- Practice Guide to Planning Policy Statement 25 (December 2009)

Emerging Development Plan

The Sites and Policies Plan Development Plan Document is being prepared and will replace the North Somerset Replacement Local Plan once adopted. However, this is at an early stage in the process and currently carries limited weight.

Supplementary Planning Documents (SPD) and Development Plan Documents (DPD)

- North Somerset Parking Standards SPD (adopted November 2013)
- Affordable Housing SPD (adopted November 2013)
- Travel Plans SPD (adopted November 2010)
- North Somerset Landscape Character Assessment SPD (adopted December 2005)
- Biodiversity and Trees SPD (adopted December 2005)

Consultation Summary

Copies of representations received can be viewed on the council's website. This report contains summaries only.

Environment Agency:

The application site lies within Flood Zone 3 but benefits from the sea defences at Brean and the Axe Tidal Bank. No objections provided the flood risk Sequential Test is met, and the conditions and notes are attached to address the following (refer to letter for full details.)

Conditions :

i) A surface water drainage scheme, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, shall be submitted to and approved and implemented prior to the completion of development. The scheme shall include details of maintenance and managed after completion. An associated advice note explaining the required information –.

ii) There must be no interruption to the surface water drainage system of the surrounding land as a result of the operations on the site. Provisions must be made to ensure that all existing drainage systems continue to operate effectively and that riparian owners upstream and downstream of the site are not adversely affected.

iii) An as built volume check survey of the surface water attenuation within the development must be submitted to and formally approved in writing by the LPA on substantial completion of the drainage works.

iv) There must be no new buildings, structures (including gates, walls, fences or other means of enclosure) or raised ground levels within:
- 5.0m of the top of any bank of the watercourse(s) fronting or crossing the site, and
- 5.0m of any flood defence structure on or adjoining the site.

v) Finished floor levels should be set a minimum of 150mm above the existing ground levels.

vi) Prior to the commencement of development, a scheme to dispose of foul waters and to install trapped gullies shall be submitted to, and approved in writing by, the LPA. The scheme shall be implemented as approved.

vii) Prior to the commencement of development a scheme for foul drainage shall be submitted to, and approved in writing by, the LPA. The scheme shall be implemented as approved.

Additional advice notes and consultations are required regarding : Water Quality; Waste Management; Flood Risk; Consents required from the EA; Consents required from the Internal Drainage Board; Water Resources; and Biodiversity.

(Officer comment. The sequential test requirements have been met.)

Natural England.

The site is within 1.4 m of the Severn Estuary European designated site. Natural England is satisfied that North Somerset, as competent authority under the provisions of the Habitats Regulations, has adequately assessed the proposal to check for the likelihood of significant effects. The assessment concludes that the proposal can be screened out from further stages of HRA because significant effects are unlikely to occur, either alone or in combination. We particularly note the assessment findings that the proposal site is currently unsuitable to support interest features of the SPA, SAC and Ramsar site and that the proposals, including the creation and management of a large pond within an

undisturbed area of the site, are likely to provide a positive impact for bird assemblages, which we agree appears reasonable. We also note and support the recommendations for suitably worded planning conditions to secure a ten year Habitat Creation and Management Plan for the site, coupled with an appropriate monitoring strategy, to be agreed with the council. Based on the above and subject to the recommended planning conditions being applied to the consent, Natural England concurs with the HRA conclusion that the proposal can be screened out from further assessment.

Highways Agency

No objections.

Avon and Somerset Police:

The proposed location is relatively isolated with little or no natural surveillance. Site and building security is important as it could become an attraction for gatherings out of hours.

- Perimeter security is important but little detail is provided other than a comment about the main entrance being securely gated. Other proposed boundary treatments appear to a stone wall along the railway line and hedges along Accommodation Road. More detail is required regarding proposed perimeter protection measures. (*Officer comment –to be conditioned.*)
- The visitor's car park is to the front of the clubhouse in an area of reasonable surveillance with parking in straight rows which should assist visibility. The cycle racks seem too far away from the clubhouse. (*Officer comment –to be conditioned.*)
- The proposed Clubhouse incorporates a Retail Area, Equipment Hire, Bar, Café and Clubroom all of which are potential targets for burglary, theft and vandalism. Appropriate attention should be paid to the security of the Clubhouse i.e. monitored intruder alarm, CCTV etc. (*Officer comment – an advice note will be added to the decision notice.*)
- There should be appropriate site lighting and cctv and external doors and easily accessible windows should comply with PAS 24:2012. (*Officer comment – an advice note will be added to the decision notice.*)

Somerset Drainage Boards Consortium

No objections provided a condition is attached requiring that prior to the commencement of development, foul and surface water drainage details are submitted to and approved in writing by the LPA. An advice note should also be added to state that Land Drainage Consent will be required for any works proposed within 9m of the top of bank of any water course. These details and any underground cabling, or modification of any accesses will have to be consented by the Axe Brue Board.

The site is within the Axe Brue IDB's area of responsibility and any surface water run-off will require to be effectively managed to ensure food risk and drainage are satisfactory. The Boards has been in discussion with the developer and has agreed and consented modification of the land drainage network to facilitate these proposals. The Board's restricts the construction of any buildings or structures within 9m of the top of banks, and is responsible for the water course at the southern site boundary (Middle Rhyne) . We suggest that an operational Maintenance Manual should be produced, approved and

implemented as part of the foul & surface water disposal regimes. Any connections to the drainage network will require consent from the Board.

National Planning Case Work Unit

No comments received.

Somerset Tourism Association.

Support the application. The development offers a wide range of attractive features and is much needed at Weston-super-Mare and widen the tourism offer and increase income. It will be provided at a minimal public cost.

NSC Flood Risk Management Team.

The development proposes an increase in impermeable areas and an associated increase in surface water runoff. This potentially could increase flood risk to the adjacent properties or the highway if not adequately controlled. The Flood Risk Assessment includes some outline details and calculations for the capture, storage and removal of surface water. These calculations indicate an intention to restrict discharge flow rates to 3.8 L/s/ha as per the 1 in 2 year event, whereas it will be necessary to ensure that discharge flow rates are restricted to a rate as per the 1 in 1 year event. The applicant has also indicated that a post development proposal for an outfall into the rhyne system. It will therefore be necessary to ensure details of the treatment for any surface water runoff from car parking areas, are satisfactory. Detailed drainage designs including layout and calculations should be submitted and approved. In conclusion: no objection subject to the following drainage condition:

i) No development shall be commenced until surface water drainage details together with a programme of implementation have been submitted to and approved by the Local Planning Authority. Such works shall be carried out in accordance with the approved details.

NSC Highways and Transportation Officer.

Recommendation: Approve subject to the completion of a S106 agreement and conditions.

The site is approx 1km west of Bleadon village and 4km south of Weston-super-Mare. Accommodation Road borders the northern and western extremities, the River Axe forms the eastern and southern border. The north-east corner is bordered by a field which is used for car-boot sales. Accommodation Road is a two-way single carriageway road with no or limited road markings. The width varies, but it is approx 6m wide in the vicinity of the proposed site access, and narrows to around 4.7m at Summerways Bridge. To the east of the site adjacent to the Old Wall access the road width is approximately 6.8m, but this narrows to around 5.5m on approach to the junction with the A370 Bridgwater Road.

Accommodation Road is subject to the national speed limit although it reduces to 30 or 40mph in the built up areas. Notwithstanding the national speed limit, the practical operating speed is considered to be lower than this due to the geometry and alignment of the road. The ATC survey undertaken on Accommodation Road confirms this with 85th percentile vehicle speeds recorded as 32.6 and 37.5 mph in the eastbound and westbound directions respectively.

Bridgwater Road (A370) is an 'A' class road and is approx 100m to the north of the Old Wall access. It is a single lane two-way carriageway. The A370 provides access to the M5 motorway and the A38 providing the main access into Weston-super-Mare from the south.

The speed limit of the A370 as it passes the junction with Accommodation Road is 50mph. The junction with Accommodation Road is a priority junction incorporating a ghost island right turn lane for vehicles turning right onto Accommodation Road.

There are limited pedestrian facilities around the proposed site. A footway exists along the eastern and then western side of Accommodation Road, immediately to the south-west of the junction with the A370 Bridgwater Road. The footway is narrow for the most part, and pedestrians are required to cross the carriageway. Either side of the T-junction with the A370 there are high quality footways at least 2m in width in both directions which continue along the A370 to Weston-super-Mare. There are pedestrian refuge islands situated to the north and to the south of the junction, allowing pedestrian access to bus stops.

Approx 150m to the south of the junction with the A370 on Accommodation Road is the Old Wall Access. This footpath is currently within the control of the applicant and is used for agricultural purposes and as an access to the River Axe for dog walkers and anglers. It is generally around 3m wide and is intended to become the main pedestrian and cycle access for the proposed development. The quality of the surface will be improved to ensure that it can be used in the manner that is intended. There are five existing bus services that operate in proximity to the proposed development.

The application is supported by a Transport Assessment which considers the potential transport impact of the operational phase of the proposed water-sports development only as agreed during pre-application discussions.

The preliminary design for the proposed site access junction is shown in drawing 30313/5501/006. The junction has been designed to a design speed of 36 mph on the basis of the Accommodation Road 85th percentile ATC survey results that were obtained. The layout therefore achieves a visibility splay of 4.5 x 56m which is appropriate for the design speed that has been adopted.

Traffic Impact

The Transport Assessment (ref 30313/5581 Rev C dated 6 October 2014) shows that the busiest period on a weekday during the peak summer season is forecast to be between 15:00 & 16:00 when 11 vehicles are expected to arrive and 17 depart. On summer weekends the peak is also expected to occur between 15:00 & 16:00 when 31 and 28 arrivals and departures respectively are predicted.

The analysis demonstrates that the junction of A370 Bridgwater Road / Accommodation Road junction, and Accommodation Road itself, will operate well within capacity and with limited queuing in all traffic scenarios considered. The proposed development is shown to have a negligible impact on the operation of the junction.

S106 Heads of Terms:

The applicant is aware of the safety record on the A370 at its junction with Accommodation Road, the limited width and absence of footways on the Accommodation Road approach, and that the Council is developing a scheme to introduce traffic signals to control the junction. In addition the bends on Accommodation Road immediately prior to the proposed site access currently lack speed reduction measures. It has been agreed that the applicant will provide financial contributions totalling £26,000, made up as follows:

1. Improvements on the A370 at the junctions of Accommodation Road and Bleadon Road (likely to involve signalisation of the junctions) - £10k.

2. Proposed off-site footway improvements to Accommodation Road - £15k. (To include the following in part or in all: Site clearance; Excavation and disposal of material; Footway construction (heavy duty); Kerbing – channel line and back of footway; White lining; Preliminaries at 15%; Contingency at 20%.
3. Introduction of speed reduction measures: provision of new 'SLOW' and yellow bar road markings on Accommodation Road at the bend prior to the site entrance (mirroring those that are already present on the other side of the junction) - £1k.

The scale of contribution is agreed as satisfying the necessary tests and should be secured in a S106 agreement. Items 1 and 2 combined comprise a contribution towards the design and construction of the proposed improvement of the junction and the approach from Accommodation Road. The improvement is being designed and constructed by the Council with principal costs being met from Local Transport Funding. Item 3 is the full cost for the Council to install the proposed speed reduction measures.

Conclusion

Provided the above S106 contributions are received and the following conditions are attached, the application is acceptable.

1. The access must be constructed in accordance with the layout shown on drawing WPL.004-1 prior to the opening of the development. Full construction details of that junction must be submitted to and approved in writing by the LPA in consultation with the Highway Authority prior to commencement of construction.
2. The junction visibility splay shown on drawing WPL.004-1 must be maintained free of obstruction, including vegetation above a height of 600mm above carriageway level.
3. The application documents show it is possible that the development site may host larger leisure events on an infrequent basis.
4. The traffic impact of such events have not been considered. At present an operator of the site has not been identified. However, a condition should be attached to any consent that may be granted requiring that within 3 months of appointment the operator must submit a Special Event Management Plan to the LPA for formal approval. The plan should be subject to review following major events to ensure that any lessons are learned and applied.
5. In the event of planning approval being secured for the proposed development, any additional construction traffic that would be generated over above the maximum already permitted in connection with the consented scheme, and appropriate controls or mitigation needed to accommodate it must be clearly demonstrated in a Construction Management Plan (CMP) which shall be submitted to the LPA for approval prior to commencement of development. The CMP should be secured by planning condition and will be expected to include, but not be limited to, the following:
 - Proposed work programme and likely volume / composition of construction traffic
 - Proposed hours in which vehicles will arrive and depart the site
 - Access arrangements / routes for vehicles travelling between the site and the surrounding road network

- Parking and loading arrangements
- On & off site measures to be implemented to minimise traffic disruption (in terms of flow and safety).

6 A condition will be required to secure a Travel Plan to set out a long-term strategy for reducing dependence on travel by private car. Its objective is to reduce private car mileage in favour of more sustainable modes of travel, which reflects current Government policy objectives in respect of transport. The overall requirement of a Travel Plan is the identification of a package of travel measures that will lead to agreed modal split targets, performance measures and a monitoring regime in respect of promoting more sustainable modes of travel from the early stages of development. Any targets should be aimed at achieving a reduction in the number of trips made to and from the site by car, especially single occupancy car trips, in favour of other modes. Suitable targets, therefore, will likely include aims to increase walking, cycling and public / passenger transport use associated with the site. The Travel Plan should be submitted to and approved by the LPA prior to the development comes into use.

NSC Landscape Officer.

This scheme proposes to extend the previously approved main lake, incorporate a new long lake to the west of it and add a training lake to the north. Comparing this application with the previous masterplan, the available land between Lakes 1 and 2 has been significantly narrowed and the original deeper belts of planting can no longer be delivered. However more planting is introduced around the site perimeter and parking areas which balances this.

Previously the proposals included some substantial tree planting to help alleviate the impact from Purn Hill, the initially submitted plans excluded this but an amendments (ref no 1642.100 rev B) have increased the amount of planting particularly around the car park and this is now acceptable. The tall pylon structures are difficult to screen but they are further from visual receptors and the types of trees can be chosen to include taller specimens so this the impacts are acceptable. The planting should either be sufficiently deep or layered to assist with screening elevated views at Purn Hill and views from the perimeter roads.

The treatment of the site entrance will need careful consideration and should also be subject to the submission of detailed plans, as should the hard and soft landscaping around the main building / car parks. The submission of detailed landscape proposals should be a condition of any approval. If possible the larger landscaped blocks and trees should be planted early in the site development.

NSC Ecology and Biodiversity (Green Infrastructure Team)

The HRA as agreed with NE includes a requirement for two conditions:

- 1) Pond habitat creation, ten year landscaping and ecological management plan
Prior to the commencement of development, a habitat creation and ten year habitat management plan shall be submitted to the local planning authority in writing, which shall include:
 - i) details of the proposed balancing pond and associated smaller wildlife ponds, to include details of depth and profiling of margins. These ponds should be maintained as an

undisturbed area of the site, and the balancing pond designed and managed to encourage wetland birds.

2) Bird strategy.

Prior to the commencement of development, details of a wintering wetland bird monitoring strategy shall be submitted to the local planning authority in writing.

Condition 1 has been amended to incorporate the need for ecological management plan. Additional conditions and/or notes will be required to address the issues raised in the January 2015 AWT ecological report. The recommendations in the approved Updated Ecological Survey and report dated January 2015 shall also be taken into account.

NSC Environmental Protection.

No objections provided conditions are attached to ensure the following:

- Boats used in for waterskiing should have silencers fitted in order to minimise the noise impact.
- The use of jet skis should not be permitted
- All external plant either singly or in combination shall not exceed background levels at any noise sensitive property when assessed in accordance with BS4142.
- The hours of use should be restricted to those on the application form.

NSC Archaeology and Historic Environment.

The application site contains a sequence of former river beds which once drained the River Axe, and which have enhanced potential for the survival of archaeological materials. Although the assessment submitted with the application assessed and concluded the archaeological potential for the area as being low to medium, there has been well preserved archaeology found in nearby development areas eg the pipeline excavations and West Wick. The area has been under arable cultivation in recent years so much of the surface archaeology will have been degraded or destroyed. The potential for buried archaeology remains, and eg unexpected medieval building remains were found when the new sewers were laid to the Bleadon treatment works. There also may be late prehistoric or Roman saltworks in the area. The applicant should commission a geophysical survey of the area and there should be an enhanced watching brief during the development which can be conditioned.

Officer comment: The geophysical survey has taken place and found nothing of archaeological interest and it is concluded no conditions are necessary.

NSC Tourism and Economic Development team:

Support. This year round leisure and sports facility will be an asset to the District's tourism and leisure facilities and will attract new visitors from around the region. It will have a positive effect on local businesses at Weston and the surrounding area. We would encourage partnerships with other nearby tourist facilities, to offer hotel or other tourism accommodation, attractions and leisure uses. The Park will create new jobs and also be attractive to existing residents.

NSC Access Officer.

Consent should be conditional to details of access for disabled people being submitted and approved prior to works commencing. Works should be in accordance with British Standard BS8300:2009+A1:2010.

Detailed attention should be paid to:

- Access to the site
- Transport provision
- Landscaping and movement around the site
- Access into the building and around its environs
- Provision of facilities for disabled people to enable them to use all the services offered at the site

(Officer comment – advice notes will be added.)

Consultation with Members:

Executive Member for development and Environment: No objections provided the Highways Officers concerns are satisfied, particularly concerning any impacts on the junction of Accommodation Road with the A370 by the Anchor Inn.

Cllr T Porter (Parish): No objections provided the Highways concerns have been dealt with.

Parish Comments

None received

Neighbour's Views

The principal planning points made are as follows:

17 objection

Adverse impacts on views, particularly from hills; adverse impacts from lighting on countryside views; potential for noise from power boats and site users; traffic and highway hazards in Accommodation Road; improvements required to junction with the A370; if approved there should be an hours of use restriction to prevent disturbance late at night, including from music and powered boats; increase in highway hazards from traffic movements; no need for the development; dumping of rubbish on site and timescale of development should be strictly controlled; adverse impacts on flora & fauna; adverse landscape impacts from bunding around lakes; lack of clarity in the supporting details; lack of details about the proposed fishing lake and use; lack of cycle and pedestrian access; loss of farmland; loss of archaeology; insufficient car parking provision; insufficient access by public transport; unnatural appearance of the lakes.

In response to the additional highways information objection reiterated to turning movements at the A370 and accommodation Road.

10 support and 3 partial support

Beneficial to area and whole County; good location; potential for a much needed new leisure and tourist facility; will create a new attraction in the recreational sector for water sports and there are very few such facilities in the region and the whole area will gain from it; will reduce the need to travel to gain access to such facilities elsewhere in the Country; it will provide recreational facilities for a younger age group (25 to 40) which is currently lacking; there will be a wider economic gain from associated spending on tourist accommodation, shopping and associated visits; similar facilities at eg Cirencester and Cornwall are very popular; it will help replace the loss of the Tropicana and the proposed Leisuredome.

Conclusions

Relevant policies are set out above.

1) Proposals and principle of development.

The proposed development is for the construction of four lakes with leisure facilities which will see the useable size of the site increase from the previously permitted agricultural lakes (16ha) to 23ha. The proposals are:

- 'Main Lake' for water skiing use (60,000 m² of water surface) with some open water swimming prior to main activities commencing;
- 'Long Lake' to be used for boat towed skiing as well as other non-powered sports such as windsurfing, kayaking and open water skiing (72,000 m² of water surface);
- A training lake;
- Balancing lake close to the River Axe, water surface area of approx 10,000 m²;
- Four smaller wildlife lakes and associated planted areas;
- A beach constructed at the northern end of the Long Lake;
- Two storey club house (545sqm class D2) comprising a range of ancillary uses including a reception area, refreshments counter, toilets and changing facilities, storage space for water sports equipment and a hire counter for wetsuits etc.
- Bunds around each of the lakes, between 3m and 1.5m above land level (top of bank); 15 degree slope and up to 13m wide.
- Masts and pylons to support wires, the tallest are 9.6m high with a 15m sloping support, anchored by 2 x 30m cables.
- Water-ski supports are embedded within a raised area in the lake
- Boat shed – agricultural appearance (timber cladding/rendered blockwork) and 4 roller doors, 18m x 6m and 5.5m high, with a low pitch roof.
- Pumphouse near the river Axe, 3m x 4m
- New drove and tracks inside site boundary;
- New rhyes to link and replace some existing.

Hours of operation and employee numbers.

The site is expected to operate between the hours of 08:00 – 22:00 during the peak summer/autumn season and between 09:00 – 16:30 during winter/spring, although this is light dependent. During the peak season it is anticipated that a total of 12 employees on a weekday and 21 on a weekend will be required on site.

Car parking.

The site plan shows 65 car parking spaces of which some will be allocated for the disabled. Additional coach and minibus parking will also be provided. Further overflow parking spaces will also be provided via grasscrete or similar and this will be managed by on-site staff as required. Total of 85 car spaces.

Access.

Site access is proposed on the northern boundary of the site on the southern side of Accommodation Road at the location of the existing construction access, which is being used to construct the lakes which have approval under a previous application.

The application proposes to:

- Create a Regional scale waters sports park. It currently has planning permission for two agricultural lakes (11/P/0305/F). Development has commenced and this application revises the position and design of these lakes and increase the development and facilities on site.
- The site will cater for wake boarding via the cable tow; waterskiing via boats with silencers; triathlon swimming in the main lake timed to avoid boating activities; sailing boats; canoeing; windsurfing; rowing boats.
- The clubhouse (class D2) will create a sports facility.
- Jet skis will not be permitted.
- Water-skiing is to be on one of the lakes, all day use with a single boat, one person skiing at a time;
- Some groups of visitors would travel by minibus to reduce traffic impacts.
- The lakes will be created using a raised bund, lined with clay, using imported regulated materials (in part from the nearby Wessex Water sewage treatment works improvements and from the creation of the strategic flood solution water storage ponds at Weston (Bleadon and St Georges.)
- The two larger lakes (long lake and middle lake) are linked at the north with a bridge over. The main lake has a long thin island; the long lake has a small southern island.
- The smaller rectangular training lake is north of the main lake.
- Water will be taken under licence from the Environment Agency, from the River Axe. The balancing lake will accommodate the extracted water and de-silt it. The release of excess water is to be controlled to prevent flood risk.
- The applicant advises that agreement in principle has been obtained by the applicant from the Environment Agency and Lower Axe IDB.

Site features.

The site is 44 ha's of land. The main railway line at the western boundary requires a 10m corridor for potential future expansion with no buildings in it. At the east and south boundaries is the River Axe (a Main river under the control of the Environment Agency) from which the applicant has a permit to withdraw water, which enters the site via the settlement lake to remove sediment. The nearest neighbour is the farm near the southern boundary, the river Axe and low embankments are inbetween.

2) Flood Risk and drainage.

The site is mainly with flood zone 3a, the remainder is in FZ2. The Environment Agency and IDB do not object to the application. The development complies with the Sequential test because the proposals are to adapt previously approved lakes and use existing infrastructure on site. It is accepted there are no other suitable nor available sites within the District. The application does not need to pass the Exceptions Test because it is water compatible development, (refer to policy CS3.) There is no residential accommodation on site. The lakes are proposed to accommodate approx 6,698 cubic metres of water.

Current site levels are between 5.15m and 5.79m AOD. Surrounding roads are 5.81m and 5.9m AOD. The tidal defence is 8.0m AOD protecting against the 1:200 year event. The scheme has the ability and is designed to allow for no net increase in surface water runoff from the site. Details of existing and proposed levels are on the Landscape Masterplan. The existing rhyme crossing the site will be filled in and replaced with a new one. The IDB has not objected to this

Hydrology

The Abstraction licence granted to the Environment Agency on 1st December 2011 (lasting for 24 years) takes this into account. Abstraction uses small pumps at the eastern and western sides of the site. The balancing lake is specifically designed to ensure that net water movement to and from the site will be within normal and current parameters.

3) Design and layout.

Amended and missing details were submitted 4th November 2014. The main building (the clubhouse) is a high quality design with a partial green roof. It includes wrap around decking and access to the water and car parks. The design maximised outward views and the feature roof is supported by a structure of visible ribs. The boathouse is a standard design suited for the use.

To improve landscape impacts an amended landscape plan was submitted Nov 2014 which included more tree planting. This does not have a direct impact on third parties and it was not considered necessary to reconsult.

4) Sustainability

The development makes use of development spoil from the Sewage Treatment works at Bleadon and building sites at Weston-super-Mare which reduces the amount of traffic and produces less carbon. The development is designed to produce as much energy as it consumes.

5) Loss of agricultural Land

The land is agricultural classification grade 3 which is not particularly high quality. It is frequently wet with standing water and does not support a wide variety of agricultural uses. The development will benefit ecology by creating a wide variety of habitats and support a greater degree of biodiversity than the current mono-crop use.

6) Noise generation.

The acoustic assessment was carried out on the basis of (i) one tow boat in operation at a time; (ii) the use being limited to daylight hours. The nearest noise sensitive property is 50 m distant. The vast majority are at least 500m distant. Background noise is between 30 – 35 dB(A). Noise problems are possible from both the operations and activities at the clubhouse and the use of motorised machinery at the lakes. Both will be controlled by planning conditions. Provided the conditions are applied the development should be practically inaudible at the nearest noise sensitive property.

7) Highways and transportation.

Refer to officer comments. Measures to reduce traffic generation include a site wide travel plan for staff and the site operations which will result in an acceptable sustainably development. There are existing bus stops at the A370 within 100m of the site. The application included a TA which has been revised and updated. Highways officers concerns with potential impacts on highway safety – particularly at the junction of Accommodation Road with the A370 Bridgwater Road, have been assessed and up-to-date traffic counts have been undertaken. It is concluded that subject to a S106 agreement providing for contributions and conditions as set out in the Highways Officer comments above, the development is acceptable and will not result in unacceptable impacts to the highway network nor residents.

8) Biodiversity and Habitats Regulations Assessment.

Following advice from Natural England, an updated ecological survey report was carried out in January 2015. Due to the proximity of the development to the Severn

Estuary (European designated site) an assessment under the Habitats Regulations has been carried out and approved by the Council and Natural England.

There is a badger sett near Accommodation Road which is proposed to be retained.

Reptiles have been found on site. The Avon Wildlife Trust's January report's recommendations will be implemented by conditions and advice notes.

9) Landscape Impact.

The development retains much of the existing site character. The main use is for agricultural cultivation and lakes. The site is within the Somerset levels and retains standing surface water. Although bunds are not an ideal landscape feature for a mainly flat site, it is recognised there are existing similar features in the sea walls and the landscape planting will shield distant views. The bunds low degree of slope will prevent them from being obvious in distant views. Other higher features nearby are the caravan park and the railway line, which is raised above the surrounding area by up to 2 metres. A site wide lighting strategy will be conditioned to ensure no major unacceptable adverse impacts. This is also required to enhance the ecology and protect badger habitat.

10) Archaeology.

Assessments found the site to have been in agricultural use since the 1600's. There is evidence of some medieval land reclamation & sea walls. The historic environment records refer to a post medieval water pump windmill but there are no records of its location. A further archaeological investigation was carried out with trial trenches at 100m intervals. It found very little evidence of any archaeological remains and concluded the area has been in sole use for agriculture. No conditions required.

11) Neighbours and Third parties.

The buildings are as distant as possible from neighbours located at the south of the site. They consist of dispersed farm houses and are separated from the development by the River Axe, flood bunds, fields and tracks. There is a residential and holiday caravan park nearer the south east boundary and there are lakes and woodland planting inbetween.

Objections have been raised by distant residents of Bleadon village which is separated from the site by the Bridgwater Road, fields and woodlands. The objections and responses are as follows:

- adverse impacts on views, particularly from hills.

Landscaping and tree planting have been increased but lakes are a current feature of the site and of the Somerset Levels. The development is distant from and will not be highly visible from the majority of the village. The objection is not accepted.

- adverse impacts from lighting on countryside views;

Lighting will be conditioned to minimise potential impacts but there is existing lighting from the caravan park and the race track located to the north. The objection is not accepted.

- potential for noise from power boats and site users;

A condition will be applied to minimise potential impacts, the application has been assessed by the Environmental Protection Officer who does not object subject to conditions. The objection is not accepted.

- traffic and highway hazards in Accommodation Road and improvements required to junction with the A370;

The application has been fully assessed by the Highways officers and is considered acceptable subject to a financial contribution towards the addition of traffic lights at the junction of Accommodation and Bridgwater Road.

- if approved there should be an hours of use restriction to prevent disturbance late at night, including from music and powered boats;

This will be conditioned.

- dumping of rubbish on site and timescale of development should be strictly controlled;

Waste is controlled under other Regulations. A phasing plan will be conditioned, completion of a development can be enforced if there are relevant planning reasons to support it.

- adverse impacts on flora & fauna;

This has been assessed and conditions will ensure suitable mitigation where necessary. There are significant areas set aside for wildlife on site.

- adverse landscape impacts from bunding around lakes;

Landscape planting will provide mitigation and it is not accepted that there is a significant impact, given the character of the surrounding area.

- lack of clarity in the supporting details;

The objection is not accepted. Conditions have been attached where necessary.

- lack of details about the proposed fishing lake and use;

The objection is not accepted.

- lack of cycle and pedestrian access;

The objection is not accepted.

- loss of farmland;

The objection is not accepted. The site is relatively low grade agricultural use and will provide significant benefits to wildlife and the surrounding area and economy.

- loss of archaeology;

This has been assessed and no significant archaeology has been found.

- insufficient car parking provision;

The objection is not accepted.

- insufficient access by public transport;

The objection is not accepted.

- unnatural appearance of the lakes.

The objection is not accepted. There is sufficient landscaping to mitigate any concerns.

Recommendations

(Including consideration of the Natural Environment and Rural Communities (NERC) Act 2006 & the Crime and Disorder Act 1998)

Approve subject to the completion of a S106 agreement to provide for:

- (a) Improvements on the A370 at the junctions of Accommodation Road and Bleadon Road (likely to involve signalisation of the junctions) - £10,000 and
- (b) Proposed off-site footway improvements to Accommodation Road - £15,000 and
- (c) Speed reduction measures, provision of new 'SLOW' and yellow bar road markings on Accommodation Road at the bend prior to the site entrance (mirroring those that are already present on the other side of the junction) - £1,000.

and the conditions and notes as set out below.

In recommending this application, due consideration has been given to the relevant policies of the Development Plan and the comments made by the consultees and other interested parties and the:

- Natural Environment and Rural Communities (NERC) Act 2006
- Crime and Disorder Act 1998

- Human Rights Act 1998.

Signed: Sally Evans

Dated: 23/07/15.

CONDITIONS.

1) The development hereby permitted shall be begun before the expiry of five years from the date of this permission.

Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990.

2) The development hereby permitted shall, unless otherwise subsequently agreed by the Local Planning Authority, be carried out in accordance with the following approved letters, documents and plans:

Documents:

- Design and Access statement;
- Archaeological report May 2013 as updated by Archaeological field evaluation report, ref BAR 14, including trial trenches report, by Prospect Archaeology Nov 2014;
- Transportation Assessment rev C dated October 2014 by PBA;
- Transportation trip generation figures update (July and August 2014) from PBA;
- Environmental Statement Non-Technical summary;
- Flood risk assessment dated November 2012;
- Preliminary noise report by CCP;
- Landscape and visual impact assessment by Swan Paul Ltd Feb 2014
- Ecological Assessment by AWT dated April 2011 as updated by Ecological Survey and Report by AWT dated January 2015 rev 1.
- E-mails from PBA dated 22/07/14 and 04/08/14 detailing site usage and trip generation.
- S106 agreement (unilateral undertaking dated 22nd July 2015.)

Plans:

- Site location plan with red site outline no 10034/32/001.
- Landscape Masterplan no 1642.100 rev F and 1642F rev H;
- Site Access Plan junction with Accommodation Road Option 2 by pba, no 30313/5501/006.
- Proposed elevations (Clubhouse) no 1767 no 03 rev A;
- Proposed first floor plan (Clubhouse) no 1767 no 02 rev A;
- Proposed sections A-A (Clubhouse) no 1767 no 04 rev A;
- Proposed ground floor plan (Clubhouse) no 1767 no 01 rev A;
- Proposed roofplan (Clubhouse) no 1767 no 05;
- Proposed clubhouse axonometric plan (plumedia);
- Boat Shed details no 1767 no 06 rev A;

- Landscape Masterplan (new car park) no SPP.1642.3L (as amended by Masterplan no 1642.100 rev F);
- Waterski cableway sectional view no 1379.7 (including bund cross sections);
- Waterski cableway Mast 1;
- Waterski cableway Mast 2;
- Waterski cableway Mast 3;
- Waterski cableway Mast 4;
- Waterski cableway Pylon 5;
- Details of ducting for services no PHF3211/6 rev B (including sections through culverts and tracks);
- Plan of changes to Middle rhyne no PHF3211/9 rev A;
- Typical section through track no PHF 3211/8;
- Land drain outfalls details rec 09/04/14;
- Plan of outfall positions and culverts by Swan Paul, rec 09/04/14;
- Plan of changes to Middle Rhyne no PHF 3211/9 rev A;
- On site carriageway construction details WPL-01-ENG-100
- Proposed construction layout no WPL-005.

Reason: To ensure that the development accords with the approved drawings and documents and in the interest of proper planning in accordance with policies contained in the North Somerset Replacement Local Plan.

Building design and materials.

3) Prior to the construction of any building or structure hereby approved details of samples of the materials to be used in the construction of the external surfaces of that building or structure to which they relate have been constructed on site and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual appearance of the area and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan and policy CS2, SC3 and CS12 of the North Somerset Core Strategy.

4) The development hereby approved shall not be brought into commercial use until full details of the site boundary treatment have been submitted to and approved in writing by the Local Planning Authority and fully implemented. The approved scheme shall be retained in situ throughout the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure secure and good quality means of enclosure to prevent unsafe access in accordance with policies CS3, CS10 and CS11 of the North Somerset Core Strategy.

5) Prior to the commencement of development of the gas storage tanks, full details of their design, appearance and location shall first be submitted and approved in writing by the Local Planning Authority. The tanks shall be constructed in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual appearance of the area and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan and policy CS2, SC3 and CS12 of the North Somerset Core Strategy.

Drainage and flood risk.

6) Prior to the commencement of commercial operations or use of the development hereby permitted, full details of a surface water drainage scheme based on sustainable drainage principles, including an assessment of the hydrological and hydrogeological context of the development, which shall accord with the details included in **Advice Note no 3**, shall be submitted to and approved in writing by the Local Planning Authority and implemented in full. The scheme shall include details of maintenance and management of the scheme during and following completion. The development shall be permanently operated in accordance with the approved scheme unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development is served by a satisfactory system of surface water drainage and to protect from flood risk in accordance with policy GDP/3 of the North Somerset Replacement Local Plan and policies CS3 and CS 30 of the North Somerset Core Strategy.

7) Prior to the commencement of commercial operations or use of the development hereby permitted, or substantial completion of the development, whichever is earlier, (i) an as built volume check survey of the surface water attenuation within the development and (ii) evidence to demonstrate that the development does not adversely affect the operations of the existing drainage systems of the surrounding land and that riparian owners drainage systems upstream and downstream are not adversely affected by the development, shall be submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development is served by a satisfactory system of surface water drainage and to protect from flood risk in accordance with policy GDP/3 of the North Somerset Replacement Local Plan and policies CS3 and CS 30 of the North Somerset Core Strategy.

8) No new buildings or structures, including gates, walls, fences or other means of enclosure, nor raised ground levels shall be constructed within:

i) 6.0m of the top of any bank of any watercourse fronting or crossing the site, or

ii) 6.0m of any flood defence structure on or adjoining the site,

unless details have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure adequate access for management and maintenance and so the development is protected from flood risk in accordance with policy GDP/3 of the North Somerset Replacement Local Plan and policies CS3 and CS 30 of the North Somerset Core Strategy

9) All new buildings shall have finished floor levels which shall be a minimum of 150mm above the existing ground levels, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development protected from flood risk in accordance with policy GDP/3 of the North Somerset Replacement Local Plan and policies CS3 and CS 30 of the North Somerset Core Strategy.

10) Prior to the commencement of development, a scheme for foul water drainage which

shall include the installation of trapped gullies if required shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved prior to the commencement of commercial operations or use of the development hereby permitted, or substantial completion of the development, whichever is earlier, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development is served by a satisfactory system of surface water drainage and to protect from flood risk in accordance with policy GDP/3 of the North Somerset Replacement Local Plan and policies CS3 and CS 30 of the North Somerset Core Strategy.

11) Prior to the commencement of commercial operations or use of the development hereby permitted, a Flood Warning and Evacuation Plan shall be submitted to and approved in writing by the Local Planning Authority. The owners/ occupiers of the building(s) concerned shall comply with the approved Plan whilst it remains operational or occupied unless otherwise agreed and/or amended in writing by the Local Planning Authority.

Reason: The site lies within a Flood Warning Area as designated by the Environment Agency, and to ensure that the development is protected from flooding in accordance with policy GDP/3 of the North Somerset Replacement Local Plan and policies CS3 and CS 30 of the North Somerset Core Strategy.

12) No development shall commence until surface water drainage details including a programme for implementation have been submitted to and approved by the Local Planning Authority. Such works shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is served by a satisfactory system of surface water drainage and in accordance paragraph 17 and sections 10 and 11 of the National Planning Policy Framework, the Technical Guidance to the National Planning Policy Framework (March 2012), Planning Policy Statement 25 Practice Guide (Development and Flood Risk), and policy CS/3 of the North Somerset Core Strategy

Phasing of delivery, restriction to uses and operation of the site.

13) No development shall commenced until details of the phasing of the construction of the whole development including the landscape planting (which should take place early in the development process to provide screening) have been submitted to and approved, in writing, by the Local Planning Authority. Thereafter the construction of the development hereby approved shall not precede other than in accordance with the approved details unless variations are agreed in writing by the Local Planning Authority.

Reason: It is necessary that the stages of development and the provision of associated landscaping and infrastructure follow a co-ordinated sequence to protect the quality of the landscape and in accordance with policy CS5 of the North Somerset Core Strategy and Policy GDP/3 of the North Somerset Replacement Plan.

14) The use of the clubhouse hereby permitted shall be restricted to that of a sports clubhouse and associated uses as described on the application forms. The premises shall be used for no other purposes, including no other purpose in Class D2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order.

Reason: The Local Planning Authority wishes to retain control over the use of the premises in the interests of living conditions of neighbours, flood risk and highway safety and in accordance with policies CS2, CS3 and CS12 of the North Somerset Core Strategy and policies GDP/3 and T/10 of the North Somerset Replacement Local Plan.

15) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any order amending or revoking and re-enacting that Order, no extensions or external alterations to the clubhouse shall be carried out without the prior consent of the Local Planning Authority.

Reason: The Local Planning Authority wish to retain control over extensions and external alterations in order to protect the living conditions of neighbours, the use from flood risk and highway safety and in accordance with policies CS2, CS3 and CS12 of the North Somerset Core Strategy and policies GDP/3 and T/10 of the North Somerset Replacement Local Plan.

16) No powered boats shall be used at the site until they have been fitted with acoustic silencers in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. Thereafter the acoustic silencers shall not be altered or removed without the prior permission of the Local Planning Authority.

Reason: In the interests of nearby residents and in accordance with section 11 of the National Planning Policy Framework and policy CS3 of the North Somerset Core Strategy.

17) No jet skis shall be used at this site without the prior written permission of the Local Planning Authority.

Reason: The Local Planning Authority wish to reserve the right to control the use of machinery in the interests of nearby residents and in accordance with section 11 of the National Planning Policy Framework and policy CS3 of the North Somerset Core Strategy

18) All external plant and equipment either singly or in combination, shall not exceed background noise levels when measured at any noise sensitive property when assessed in accordance with BS4142, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of nearby residents and in accordance with section 11 of the National Planning Policy Framework and policy CS3 of the North Somerset Core Strategy

19) The class A1 uses hereby permitted shall not take place before 09.00 hours Monday to Saturday nor before 10:00 hours on Sundays and Bank Holidays, nor after 17.00 hours Monday to Saturday, nor after 13:00 hours on Sundays and Bank Holidays, unless otherwise agreed in writing by the Local Planning Authority

Reason: To prevent undue disturbance to nearby residents and in accordance with Policy CS3 of the North Somerset Core Strategy.

20) The class A3 and A4 uses hereby permitted shall not take place before 09.00 hours nor after 23.00 hours unless otherwise agreed in writing by the Local Planning Authority

Reason: To prevent undue disturbance to nearby residents and in accordance with Policy CS3 of the North Somerset Core Strategy.

21) The class B1(a) uses hereby permitted shall not take place before 08.00 hours Monday to Saturday nor before 09:00 hours on Sundays and Bank Holidays, nor after 17.00 hours Monday to Saturday, nor after 13:00 hours on Sundays and Bank Holidays, unless otherwise agreed in writing by the Local Planning Authority

Reason: To prevent undue disturbance to nearby residents and in accordance with Policy CS3 of the North Somerset Core Strategy.

22) The class D2 uses hereby permitted shall not take place before 06.00 hours nor after 21.00 hours, unless otherwise agreed in writing by the Local Planning Authority

Reason: To prevent undue disturbance to nearby residents and in accordance with Policy CS3 of the North Somerset Core Strategy.

23) Details of all external illumination shall be submitted to and approved, in writing, by the Local Planning Authority before the use hereby permitted commences. No means of external illumination shall be installed other than in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the living conditions of occupants of neighbouring properties and the appearance of the area and in accordance with paragraph 125 of the National Planning Policy Framework and policy CS3 of the North Somerset Core Strategy.

24) The building hereby approved shall be constructed to a minimum BREEAM standard rating of Very Good (subject to feasibility and viability) and thereafter a formal assessment following completion of the building shall be undertaken by a licensed BREEAM assessor and a copy of the assessors report along with the Certificate shall be submitted to the Local Planning Authority prior to the occupation of that building, unless otherwise agreed in writing by the Local Planning Authority..

Reason: In order to secure a sustainable development in accordance with policy GDP/3 of the North Somerset Replacement Local Plan and policies CS1, CS2 and CS 30 of the North Somerset Core Strategy

25) The clubhouse hereby approved shall not be brought into use until measures to generate 15% (less if agreed with the local planning authority) of the energy required by the use of the development (measured in carbon) through the use of micro renewable or low-carbon technologies have been installed on site and are fully operational in accordance with details that have been first submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved technologies shall be permanently retained unless otherwise first agreed in writing by the local planning authority.

Reason: In order to secure a high level of energy saving by reducing carbon emissions generated by the use of the building in accordance with paragraph 17 and section 10 of the National Planning Policy Framework and policies CS1 and CS2 of the North Somerset Core Strategy

26) Prior to the commencement of commercial operations or use of the development hereby permitted, details of the provision to be made for the storage of refuse have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be provided before the use hereby permitted commences and thereafter shall be made permanently available for use for the storage of refuse only.

Reason: In the interests of the local environment and in accordance with section 11 of the National Planning Policy Framework and policy CS3 of the North Somerset Core Strategy.

Highways and transport.

27) Prior to the commencement of commercial operations or use of the development hereby permitted the site access shall be completely constructed in accordance with the approved layout drawing WPL.004-1. Full construction details of that junction shall first be submitted to and approved in writing by the Local Planning Authority and no amendments shall be made without the prior written consent of the Local Planning Authority.

Reason: To ensure that the matters specified are designed to the satisfaction of the Local Planning Authority and in accordance with policy CS10 of the North Somerset Core Strategy and policy T/10 of the North Somerset Replacement Local Plan (saved policies).

28) No obstruction to visibility (including vegetation) exceeding 0.6m in height above the adjoining carriageway level shall be placed within the sight lines as shown on the approved plan ref no WPL.004-1.

Reason: To preserve sight lines and in accordance with policy CS10 of the North Somerset Core Strategy and policy T/10 of the North Somerset Replacement Local Plan (saved policies)

29) Within 3 months of the commencement of use or operation, a Special Event Management Plan shall be submitted to and approved by the Local Planning Authority. The Plan shall be reassessed following the first Special Event (as defined in the approved documents) in association with the Local Planning Authority and shall be revised, resubmitted and approved prior to the next Special Event taking place, the site shall be operated in complete accordance with the approved Management Plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of road safety and in accordance with policy CS10 of the North Somerset Core Strategy and policy T/10 of the North Somerset Replacement Local Plan (saved policies).

30) The use of the development hereby approved shall not commence until a Travel Plan to set out a long-term strategy for reducing dependence on travel by private car, has been submitted to and approved in writing by the Local Planning Authority, the Plan shall include:

- objectives to reduce private car mileage in favour of more sustainable modes of travel,
- the identification of a package of travel measures that will lead to agreed modal split targets, performance measures and a monitoring regime in respect of promoting more sustainable modes of travel from the early stages of development,
- targets aimed at achieving a reduction in the number of trips made to and from the site by car, especially single occupancy car trips, in favour of other modes of travel including walking, cycling and the use of public/passenger transport.

- Mechanisms for monitoring and review against targets and alternative mitigation measures should targets not be achieved.

The approved Travel Plan shall be implemented in accordance with the approved details unless the Local Planning Authority gives written consent to any variation thereto.

Reason: To ensure the travel plan is fully implemented in accordance with policy T/11 of the North Somerset Replacement Local Plan, policy CS10 of the North Somerset Core Strategy and the North Somerset Travel Plans SPD November 2010.

Parking provision.

31) The development hereby approved shall not be occupied until the roads, footpaths and parking area have been constructed and the parking spaces marked out in accordance with plans to be first submitted and approved by the Local Planning Authority and these parking spaces shall thereafter be permanently retained and shall not be used except for the parking of vehicles in connection with the development hereby approved.

Reason: To ensure that the development is served by a suitable parking area in order to preserve highway safety and in accordance with paragraph 39 of the National Planning Policy Framework, policies CS10 and CS11 of the North Somerset Core Strategy and policies T/6 and T/10 of the North Somerset Replacement Local Plan (saved policies).

Cycle parking provision

32) The development hereby approved shall not be brought into use until the cycle parking spaces have been provided and made available for use in accordance with the plans to first be submitted and approved by the Local Planning Authority. They shall thereafter be permanently retained for use for cycle parking unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is served by a suitable cycle parking area in accordance with policies CS10 and CS11 of the North Somerset Core Strategy and policy T/6 of the North Somerset Replacement Local Plan (saved policies).

33) No development shall take place, including any works of demolition, until a Construction Environmental Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall provide for all of the following:

- i.* the parking of vehicles of site operatives and visitors,
- ii.* loading and unloading of plant and materials,
- iii.* storage of plant and materials used in constructing the development,
- iv.* the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
- v.* details of measures to be taken to prevent spoil/mud being deposited on the public highway from vehicles leaving the site during construction works including wheel washing facilities;
- vi.* measures to control the emission of dust and dirt during construction,
- vii.* a scheme for recycling/disposing of waste resulting from demolition and construction works,
- viii.* details of the number and frequency of construction vehicle movements,
- ix.* construction operation hours, types of construction traffic vehicles, construction vehicle routes to and from the site with distance details, construction delivery hours, car parking for contractors, specific measures to be adopted to mitigate construction

- impacts (including effects of noise, dust and infrastructure improvements if appropriate),
- x. details of construction traffic access to the site,
 - xi. construction traffic parking and loading arrangements,
 - xii. on & off site measures to be implemented to minimise traffic disruption (in terms of flow and safety)
 - xiii. a detailed traffic management plan to control traffic during the construction phases, and
 - xiv. methods of protection of wildlife sites as identified in the approved plans and reports from construction activities.

Reason: In order to preserve the living conditions of nearby residents, wildlife and in the interests of highways safety in accordance with section 11 of the National Planning Policy Framework and policy CS3 of the North Somerset Core Strategy.

Landscape and visual impact.

34) No development hereby approved shall take place, or other timescale to be agreed in writing by the Local Planning Authority, until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include (proposed finished levels or contours; means of enclosures; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. refuse or other storage units, signs, lighting etc); proposed and existing functional services above and below ground (e.g. drainage, power, communication cables, pipelines etc. indicating lines, manholes, supports etc); existing and proposed hedgerows, retained historic landscape features and proposals for restoration, where relevant). The development shall thereafter be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that a satisfactory landscaping scheme is prepared and in accordance with Policy CS5 of the North Somerset Core Strategy and Policy GDP/3 of the North Somerset Replacement Plan.

35) All works comprised in the approved details of landscaping should be carried out during the months of October to March inclusive and in accordance with the phasing scheme to be approved under condition no 13.

Reason: To ensure as far as possible that the landscaping scheme is fully effective and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan (saved policies) and policy CS 30 of the North Somerset Core Strategy.

36) Trees, hedges and plants in any development phase shown in the landscaping scheme to be retained or planted, which during the development works or during a period of ten years following implementation of the landscaping scheme in that development parcel, which are removed without prior written approval from the Local Planning Authority or which die, become seriously diseased or damaged, shall be replaced in the first available planting season with other such species and size as are to be agreed with the Local Planning Authority.

Reason: To ensure as far as possible that the landscaping scheme is fully effective and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan (saved policies) and policy CS 30 of the North Somerset Core Strategy.

Biodiversity.

37) No development shall take place until an Arboricultural and Biodiversity method statement identifying measures to protect all trees and wildlife habitats (as identified in the approved Updated Ecological report, January 2015) to be retained has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include proposed protection measures during site preparation (including clearance and demolition work), construction and landscaping operations (including any changes to ground levels). Thereafter the site clearance works and development shall be undertaken in accordance with the approved details.

Reason: To ensure the protection of trees and wildlife sites during the development process in the interests of the character and biodiversity of the area and in accordance with policies CS4 and CS5 of the North Somerset Core Strategy and Policy GDP/3 of the North Somerset Replacement Plan.

Habitats Regulations Assessment.

Pond habitat creation, ten year Landscaping and Ecological Management Plan (LEMP)

38) No development shall commence until, a habitat creation and ten year habitat management plan is submitted to and approved by the local planning authority, the plan shall include:

- i) design details of the proposed balancing pond and associated smaller wildlife ponds, to include details of depth and profiling of margins. These ponds should be maintained as an undisturbed area of the site, and the balancing pond designed and managed to encourage wetland birds, including gadwall;
- ii) management objectives for key habitat types/compartments (e.g. rhynes and their marginal habitats, reedbed, ponds and rough grassland, and scrub) to maintain and enhance to optimise for key species identified including water voles; native planting proposals where indicated as necessary; work prescriptions and appropriate timing of management operations;
- iii) a recommended frequency for periodic review of management, where indicated as necessary, to ensure management continues to be appropriate.

The habitat creation and management shall be implemented in accordance with the LEMP and adhered to as mitigation for any potential impacts of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to preserve bio-diversity and protected species in accordance with policy CS4 of the North Somerset Core Strategy and paragraph 118 of the National Planning Policy Framework.

Bird strategy.

39) Prior to the commencement of development, details of a wintering wetland bird monitoring strategy shall be submitted to the local planning authority in writing. This shall include:

- i) monthly wetland bird counts to be conducted during the first two winters post construction (October to March inclusive), following the BTO's Wetland Bird Survey methodology, to collect information on the use of the site by SPA bird species and assess impact;

- ii) an explanation of the thresholds (e.g. percentage of SAC population for an SPA bird species) that would trigger a requirement for further mitigation; and the potential measures for mitigation that could be considered, should also be detailed in the strategy;
- iii) a mechanism for the results of monitoring to be disseminated and implemented with site managers.

This management plan shall be implemented and adhered to, to mitigate for any potential impacts of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to preserve bio-diversity and protected species in accordance with policy CS4 of the North Somerset Core Strategy and paragraph 118 of the National Planning Policy Framework.

Railway buffer.

40) No new buildings or structures, including gates, walls, fences or other means of enclosure, nor raised ground levels shall be constructed within 10m of the existing railway tracks at the western side of the site.

Reason: To allow for the potential future expansion of the railway infrastructure in accordance with policies T/1 and GDP/3 of the North Somerset Replacement Local Plan and policy CS 3 of the North Somerset Core Strategy

Advice Notes.

1) The development qualifies as a reservoir under the provisions of the Reservoir Act 1975. Accordingly, works must be constructed, managed and operated in accordance with the Act

2) In accordance with the figures quoted in the Flood Risk Assessment: Phase 2 Bleadon Levels, Weston-super-Mare, Final Report v3.0, dated 5 November 2012, the surface water run-off generated by the impermeable area of the developed site shall be limited to 36.8 l/s rate for all return periods up to and including the 1 in 100 year storm with an allowance for climate change.

Micro Drainage Source Control output indicates that a storage volume of 6698.6 m³ will be required to store the 1 in 100 year storm event including a 20% increase in rainfall intensity in order to allow for climate change. This shall be provided within the balancing lake which is approximately 1 ha in size, this would equate to 0.61 m of storage depth above the level required to maintain the volume in the main lakes.

3) The following details should be included within the detailed design submitted to discharge condition 4 :

- A clearly labelled drainage layout plan showing the pipe networks, any attenuation ponds and outfalls. The plan should show any pipe node numbers referred to in the drainage calculations and the invert and cover levels of manholes.
- Model runs to demonstrate that the critical storm duration is being used.
- Confirmation of the agreed discharge rate, with any flow control devices indicated on the plan with the rate of discharge stated.
- Calculations showing the volume of attenuation provided, demonstrating how the system operates during a 1 in 100 critical duration storm event. If overland flooding occurs, a plan should also be submitted detailing the location of overland flow paths and the likely

depths of flooding. A 30% allowance for climate change should be incorporated into the scheme in accordance with Table 5 of the Technical Guidance to the NPPF.

4) The application proposes use of non-mains drainage facilities. If the site is located within an area served by a public sewer, connection should be made to this sewer in preference to private drainage options, unless the developer can provide good reason why this is unfeasible.

If non-mains foul drainage is the only feasible option an Environmental Permit may be required. This must be obtained from the Environment Agency before any discharge occurs and before any development commences. This process can take up to four months to complete and it cannot be guaranteed that a Permit will be granted. The applicant should contact the Environment Agency on 03708 506506 for further details on Environmental Permits or visit <http://www.environment-agency.gov.uk/business/topics/permitting/default.aspx>.

The applicant is recommended to contact the Environment Agency's Somerset North Land and Water team (tel 01278 484734) for pre applications advice before commencement of development.

5) Water Quality.

If any waste is to be used onsite, the applicant will be required to obtain the appropriate waste exemption or permit from the Environment Agency. The Agency is currently unable to specify what exactly would be required, if anything, due to the limited amount of information provided.

The applicant is advised to contact the Environment Management team at Bridgwater Office on 01278 484749 or refer to guidance on the website <http://www.environment-agency.gov.uk/subjects/waste>

6) Flood Risk

(i) The Environment Agency recommends that the design and construction of the development incorporates flood proofing measures. These can include barriers on ground floor doors, windows and access points and bringing in electrical services into the building at a high level so that plugs are located above possible flood levels. Guidance can be found in the Environment Agency Flood line Publication 'Damage Limitation'. A free copy of this is available by telephoning 0845 988 1188 or can be found on their website www.environment-agency.gov.uk click on 'flood' in subjects to find out about, and then 'floodline'.

Reference should also be made to the Department for communities and local Government publication 'Preparing for Floods' please email: communities@twoten.com for a copy, as well as the communities and local Government publication 'Improving the flood performance of new buildings' which can be viewed at: <http://www.communities.gov.uk/publications/planningandbuilding/improvingflood>.

(ii) Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank of the River Axe, designated a 'main river'. The need for Flood Defence Consent is over and above the need

for planning permission. To discuss the scope of these controls and to obtain an application form please contact Bridgwater.FDCs@environment-agency.gov.uk

(iii) Due to the height of the new lakes above the ground level, there is a residual risk of breach or overtopping of the embankments, which could cause a flood risk to the rest of the development and beyond. The lakes will fall within the remit of the Reservoirs Act 1975, therefore the condition of the embankments will need to be monitored by a Panel Engineer. Consideration should be given to the potential flood risk downstream of the new reservoir, in the event of dam failure leading to an uncontrolled release of water. The Environment Agency recommends that the developer completes a dam breach analysis and reservoir flood map and discuss the outcome with the Environment Agency at Bridgwater.

(iv) The developers will also need to provide the Environment Agency's National Reservoir Safety Team with a notice of intention under Section 21 of the Reservoirs Act, not less than 28 days before work on-site is due to start. They will also need to appoint a qualified civil engineer ('construction engineer') under Section 6 of the Reservoirs Act to design and supervise the construction work. Details of suitably qualified engineers can be found here <https://www.gov.uk/reservoirs-a-guide-for-owners-and-operators>

7) Water Resources

The water resources abstraction licence held by the applicant is to fill two lakes with a maximum volume of 190,000 cubic metres for subsequent spray irrigation. Any changes, (for example the change of use from spray irrigation to leisure/sporting lake, lake volumes, abstraction method and quantities permitted), will require a variation in the current licence or an application for a new abstraction licence. There is no guarantee this will be issued, or a licence may be issued but with constraints to limit abstraction during dry periods with low river flows.

Early pre-application discussion with the Environment Agency is strongly recommended. Please call on 03708 506506. The applicant will need to complete the WR174 to vary an existing abstraction licence and this can be found at:

<https://www.gov.uk/government/publications/wr174-application-for-a-full-or-transfer-water-abstraction-licence>.

8) You are advised to incorporate methods of enabling access for disabled people into this scheme. They should accord with British Standard BS8300:2009+A1:2010, and pay particular attention to:

- Access to the site
- Transport provision
- Landscaping and movement around the site
- Access into the building and around its environs
- Provision of facilities for disabled people to enable them to use all the services offered at the site

9) Police.

The Avon and Somerset Police advise that the proposed Clubhouse incorporates a Retail Area, Equipment Hire, Bar, Café and Clubroom all of which are potential targets for burglary, theft and vandalism. Attention should be paid to the security of the Clubhouse i.e. monitored intruder alarm, CCTV etc. There should be appropriate site lighting and external doors and easily accessible windows should comply with PAS 24:2012. Advice is available on their website.

- 10) You are advised that a foul sewage connection is required to be agreed with Wessex Water.
- 11). All species of wild birds, their eggs, nests and chicks are legally protected until the young have fledged. No site clearance shall be carried out on site between 1st March and 30th September inclusive in any year, unless a check has been carried out beforehand by a qualified ecologist.
- 12). Land Drainage Consent is required from the North Somerset Internal Drainage for any works within 9 m of the top of bank of any rhyne or for a connection to a watercourse under the Boards control.
- 13). All species of bats are protected by law. If you find any roosting on site you are advised not to make contact with them, and telephone Natural England for further advice.
- 14). Badgers are protected under the Protection of Badgers Act 1992. The wildlife protection zone around the sett to be retained must be adhered to at all times both during and after construction. You must obtain a Licence from Natural England for the closure of sett 2 (as identified in the approved Updated Ecological Survey and Report.)
- 15) The S106 agreement submitted in association with this application should be complied with at all times.
- 1) Standard condition – working with the applicant.