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STRATEGIC PLANNING COMMITTEE

MINUTES OF INFORMAL MEETING HELD ON MONDAY 24 JANUARY 2022

Present: Cllrs Robin Cook (Chairman), John Worth (Vice-Chairman), Shane Bartlett, Dave Bolwell, Alex Brenton (Left the meeting at 12:20), Kelvin Clayton (Left the meeting at 12:20), Jean Dunseith, Mike Dyer (Left the meeting at 12:20), Sherry Jespersen, Mary Penfold, Belinda Ridout (left the meeting at 12:20) and David Tooke

Officers present (for all or part of the meeting):

Philip Crowther (Legal Business Partner - Regulatory), Mike Garrity (Head of Planning), Vanessa Penny (Definitive Map Team Manager), Hannah Smith (Planning Area Manager), Elaine Tibble (Senior Democratic Services Officer), Anne Brown (Definitive Map Technical Officer), Ross Cahalane (Lead Project Officer), Nicola Holdsworth (Technical Support Officer), Rob McDonald (Planning Officer) and James Weir (Senior Conservation Officer)

39. Declarations of Interest

Cllr John Worth declared that he was the interim Chairman of Winterborne Whitechurch Parish Council. He had had no involvement with the previous discussions relating to application P/FUL/2021/02622 and had come to the committee meeting with an open mind and no pre-determination.

40. Public Participation

Representations by the public to the Committee on individual planning applications are attached as an appendix to these minutes.

41. Application for the registration of a town or village green at Happy Island, Bridport

The Definitive Map Team Manager presented the application which had been made on behalf of 'King Charles Estate Residents Association' for the registration of land at Happy Island, Bridport as a town or village green.

The application was initially received in February 2013. Stating that the land should be registered as a town or village green because it been used by residents for over 20 years with no objection from the land owner.

The application was accompanied by 14 forms of evidence which detailed use of the Land such as walking, picnicking, kite flying and other activities which could support the registration of land as a town or village green.

The application was made under Section 15(2) of the Commons Act 2006 which required that:

- a significant number of the inhabitants of any locality, or of any neighbourhood in a locality, have indulged as of right in lawful sports and pastimes on the Land for a period of at least 20 years; and
- they continued to do so at the time of the application.

In accordance with the Regulations, adverts on site and in the local press had invited objections to the application. The objection period expired on 8 May 2015. The following objections had been received from a local resident and by the landowners, these and the Applicant's responses were:-

- a) The field may have been previously regarded as a recreational area, but this was no longer the case since the island in the river had changed.
- b) The top eastern portion of the field had never been regarded as a public recreational area.
- c) If the top eastern part of the field was developed, the landowner could allow the bottom western portion to go into local government ownership as a public area.

The applicant had responded to these comments by saying, that the river was not part of the application, the field was not included in the Local Plan and therefore could not be developed, the objection was merely and no evidence had been provided to support it.

The landowner had also raised the following points

- a) The user evidence was insufficient – in that it was not significant, it does not go up to the date of the application in 2014 and it was predominantly linear use. Also, there was no evidence of user Parish wide.
- b) Use for lawful sports and pastimes was wholly anecdotal. No photographic evidence had been produced, and the land had been in agricultural use since at least 1997 which would have interrupted public use of the land.
- c) Signs had been erected on site in 2008 stating that there was no public access to the land other than along the footpath.

The landowners had included paperwork supporting their objection this related to a deposit under S31(6) of the Highways Act 1980 and their lack of intention to dedicate any further public rights of way across the Land. They had also enclosed a copy of the West Dorset Weymouth and Portland Draft Local Plan which drew attention to the possibility of a trigger event which would invalidate the application.

The applicant had responded to say that

The application had been made on 4 June 2013 and that should be the reference point. The dates on the evidence forms were the relevant ones relating to the preceding 20 years. There was no requirement to produce a proportional number of evidence forms and evidence did not have to be photographic. There had been no trigger event and the inclusion of the Draft Local Plan was irrelevant and out of date.

The Definitive Map Team Manager advised that the main issue was whether the test in section 15(2) of the Commons Act set out in paragraph 3.2 of the report has been satisfied.

It was considered by Officers that the evidence of use from 16 people was not sufficient to demonstrate that the land was in general use by the local community. The objectors had provided written and photographic evidence that notices were erected on site in 2008. Officers considered therefore that the use evidenced in support of the application indicates that use was not as of right.

In concluding the presentation, the committee members were advised that

The legal tests for the registration of a new town or village green had not been met and the application was recommended for refusal.

Cllrs Bolwell and Clayton were both Ward Members for this application and elected to take part in the debate as committee members rather than speak as Ward Member.

Members sought clarity of the trigger events and why there had been such a delay between the application and coming to committee. Cllr Clayton as one of the Ward Members had not been contacted about the application and 10.1 of the report stated that the legal tests for the registration of a new town or village green had not been met.

Proposed by Cllr Jespersen, seconded by Cllr Ridout.

On being put to the vote the committee's "minded to" decision was to unanimously support the Officer's recommendation to refuse the application.

Decision:

The Head of Planning confirmed that he had heard the full debate and the application would be refused in line with the committee's minded to decision

42. Application No: P/FUL/2021/02046 - Land at Park Farm, Access to Park Farm, Gillingham

The Lead Project Officer presented the report which sought construction of a solar photovoltaic farm, battery storage and associated infrastructure, including inverters, batteries, substations, security cameras, fencing, access tracks and landscaping.

He drew the committee's attention to an update sheet which is attached as an appendix to these minutes.

The Lead Project Officer presented the proposed site plan, the access route and photographs of the existing access point, which was considered sufficient for the construction traffic, together with proposed elevations, examples of proposed fencing and CCTV. The site was within the setting of several Scheduled Monuments, two areas of Ancient Woodland, and a dwelling identified as a non-designated heritage asset. It was also within Gillingham Forest Royal Deer Park, which was recorded as a non-designated heritage asset (monument). The visual and landscape impact pages 51-54 were highlighted. In his summary the Lead Project Officer weighed up the planning balance, he concluded that the development would offer significant environmental benefits. However, the location and large expanse of the site meant that the harmful impacts on the significance of designated and non-designated heritage assets, their setting within a valued rural landscape, and on associated public enjoyment of these heritage and landscape features as part of the Gillingham Royal Forest Project Area, were sufficiently adverse and significant to outweigh the public benefits of the proposal. The application was recommended for refusal.

The public representations were read and are attached as an appendix to these minutes.

Cllr Ridout as Ward Member for the area elected to take part in the debate as a committee member and not as Ward Member.

The committee were given the opportunity to ask questions of the Lead Project Officer. These focussed on the balancing act of the benefits against the harm of the application and the weight given to Dorset Council's Ecological and Environmental Emergency Declaration. The Head of Planning advised that great weight had to be given to heritage and conservation, less than substantial harm still had great weight which needed to be considered. The NPPF clearly stated that valued landscape should be valued and enhanced.

Members were keen to stress that this was valued landscape with a number of scheduled monuments which had to be given great weight, residents were trying to conserve and develop the area. Housing had been approved nearby due to housing need, but it was felt that was where the development should end. The committee did not feel this was an appropriate site for a solar farm.

It was felt by some of the committee members that a site visit would have been appropriate and helpful.

Proposed by Cllr Clayton, seconded by Cllr Bartlett.

On being put to the vote, the proposal for a site visit was lost on the Chairman's casting vote.

Proposed by Cllr Jespersen, seconded by Cllr Ridout. On being put to the vote the members were minded to approve the Officer's recommendation to refuse the application.

Decision: The Head of Planning confirmed that he had been present during the meeting, had heard the debate and presentation and would make his decision in accordance with the committees minded to decision.

43. **Lunch Break**

44. **Application No: P/FUL/2021/02622, - Land At E 384686 N 99993, South of Blandford Hill (A354), Winterborne Whitechurch**

The Senior Planning Officer presented the report for the construction of a solar farm and erection of an electric vehicle charging station, form vehicular access, parking, landscaping, and carry out associated works including installation of equipment, batteries and necessary infrastructure.

He updated the committee with the recommendation of an additional condition 35, which had been agreed by the applicant.

The application comprised a solar farm, An Electric Vehicle (EV) Charging Station, a covered walkway and canopy for 6x ultra-rapid and 6x rapid charging points; and public rest facilities including public conveniences, a small café, shop and seating area for a duration of 40 years. The committee were presented with various site plans and photographs of the landscape and views from varying view-points. The Highways Authority had confirmed they were happy with the access point subject to a Grampian condition. There would also be additional parking areas for HGVs.

The Senior Planning Officer highlighted the relevant constraints, key planning considerations and principle of development. Historic England had been consulted with regard to designated heritage assets.

The Senior Planning Officer completed his presentation with a summary of the application and his recommendation.

The public representations were read and are attached as an appendix to these minutes.

The committee members were invited to put their questions forward. These focussed on charging points for motor homes, the maintenance of the dog walking area, the volume of traffic and highway impact, the footpath from the village to the proposed site, lighting and facilities for HGVs. Additional conditions were also suggested to cover the questions, as well as an informative note could be added relating to the provision of shower facilities depending on the level of demand.

Proposed by Cllr Worth, seconded by Cllr Jespersen.

On being put to the vote, the committee were minded to approve the application as per the Officer recommendation, with the additional conditions

to submit details of the proposed surface, confirm and maintain the permissive path between the village and the site, maintain the dog walking area and the addition of an informative note relating to the possible provision of shower facilities.

Decision:

The Head of Planning confirmed that he had been present throughout the meeting, listened to the debate and would make the decision in accordance with the committee's minded to vote.

45. **Urgent items**

There were no urgent items.

46. **Exempt Business**

There was no exempt business.

Update Sheet
Appendix - Representations
Appendix - Decision List

Duration of meeting: 10.00 am - 3.35 pm

Chairman

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Appendix

Strategic Planning Committee – Update Sheet 21.01.2022

Application Ref.	Address	Agenda ref.	Page no.
P/FUL/2021/02046	Land at Park Farm, Gillingham	5	27 - 60
<p>Update 1:</p> <p>The scheme would generate approximately 30MW of power - enough to power approximately 9968 homes, not 45MW for 14,950 households as reported. This was an oversight that was corrected as part of the November amendments to the scheme.</p> <p>Update 2:</p> <p>Part of Footpath N69/6 (part of the White Hart Link) falls within the north-western part of the application site boundary. Following discussions with the Council's Senior Ranger, the Applicant has committed to resurfacing and significantly improving the quality of this section of footpath within the site, if planning permission were to be granted. The Landscaping Plan has been revised in order to secure the principle of the footpath upgrades and further details of the footpath could be secured via a planning condition.</p> <p>It is accepted that this section of upgraded footpath will help improve connectivity to the network by facilitating exercise, recreation and enjoyment of the network. However, in the opinion of officers, the identified less than sustainable harm would not be outweighed by this and the other public benefits of the proposal. As such, only limited weight is attached to it.</p> <p>Update 3:</p> <p>Please note that on page 33 - Second bullet point of Historic England comments, – to clarify, the deer park is not a Scheduled Monument. It is a non-designated monument. This is also clarified correctly in Page 48 of report</p>			

P/FUL/2021/02622	Land At E 384686 N 99993, South of Blandford Hill (A354), Winterborne Whitechurch	7	61-122
<p>Update 4:</p> <p>Officers recommend that an additional condition is added to the list of the proposed conditions:</p> <p><i>The area identified on drawing P20-1118_04 01 Rev I, and labelled Dog Walking Area and Archaeological Areas, shall be made available to the public at all times during the operation of the development.</i></p> <p><i>Reason: To ensure that the public benefits of the heritage interpretation are made available to the public.</i></p> <p>It is important that the public have access to the heritage interpretation. This is because it is one of the public benefits of the proposal. The recommended condition would require the applicant to provide public access to this area for the duration of the development.</p>			

REPRESENTATIONS FOR STRATEGIC PLANNING COMMITTEE Monday 24 January 2022

PLANNING APPLICATION No. P/FUL/2021/02046; LAND AT PARK FARM GILLINGHAM

Objection 1

From Elizabeth Clinton

Motcombe and Gillingham are distinctly different communities. The industrial aspect of the proposed solar site will appear to be part of the expansion of Gillingham. It is vital to retain a **GREEN BELT** on the parish boundary to protect the identity & visual separation of the village & town.

Please consider the **well-being on mental health** that beautiful landscapes have on Dorset residents and its visitors.

My impression of LC's proposal is one of a generic type, bashed out along with others around the country. I see no empathy or real effort to understand this individual site that does have significant meaning for those who live around it.

Dorset Council's own Renewable Energy Planning home page cites an 80 page [informal planning guidance for all common renewable energy technologies \(March 2016\)](#). The BRE National Solar Centre published its Planning Guidance for the Development of Large Scale Ground Mounted Solar PV Systems. The House of Commons Library Briefing Paper on Solar Farms: Funding, Planning and Impacts. All these guidances reiterate the same points that have been insufficiently regarded in this proposal.
Notably:

1. **Grade 3a agricultural land** should not be used for solar installations and if so "The developer's proposal should Provide an explanation of why the development needs to be located on the site and not on land of a lesser agricultural classification within the area." **Low Carbon have erroneously described this whole site as Grade 4 BUT approx 1/3 of this site is classified Grade 3a** (DEFRA:
<https://environment.data.gov.uk/DefraDataDownload/?mapService=NE/AgriculturalLandClassificationProvisionalEngland&Mode=spatial>)

2. Iconic views (from Shaftesbury) are ignored & the historic **White Hart Link** and other by-ways are undervalued. Slow growing screening will be inadequate even in 15 years. LC's report was made in Spring when the trees were in leaf to minimise the impact. This site in the vale is exposed and impossible to hide.
The cumulative affect of adding more solar farms to this area has not been noted.

3. Scheduled Monuments. LC hasn't adequately addressed this in line with guidance documents.

4. Flooding. The site is subject to extensive flooding. Fern Brook transforms into a torrential & substantial body of water as seen twice in October 2021 & each year with heavy rainfall. Channels of water flow across the site to join Fern Brook. The construction of hard core tracks, various foundations combined with lines of run-off from the panels risk making the current natural system operate differently. This risk lies with 'next stop' Gillingham. This site is a key area that absorbs heavy water flow from disgoring more rapidly into the town. It deserves particular scrutiny.

The list goes on. Expert reports submitted to this planning application overwhelming **OBJECT**.

Objection 2

From Liz Wegwermer

Whilst absolutely appreciating the importance of renewable energy sources, I believe this application should be refused.

The proposed installation will not provide renewable energy to the locale in which it is to be sited yet its development will cause local disruption.

It is detrimental to the area designated as the site of the original Royal forest which is noted on signs leading to Gillingham. This area is enjoyed as a rural facility & recreation area by local people in the surrounding areas.

The installation is far too big for the proposed site and will be detrimental to the views from Castle Hill which provide a valuable tourist attraction to Shaftesbury locals & visitors.

Views towards Gillingham & Wincanton from Castle Hill already include between 5 & 7 Solar Farm installations of varying sizes and can be clearly seen as 'grey mirrors' spreading to the horizon. They are not, as one Shaftesbury councillor described, rather "sparkly" and whilst 'planting' intends to soften the outline this takes many years to grow.

Renewable energy has several sources I do not believe this site in this area to be appropriate for such an enormous number of PV panels. The Prime Minister is quoted as saying that renewable energy should primarily come from Offshore wind farms.

Objection 3

From Bernard Ede BA(Hons) pgDipLD FLI
Retired Chartered Landscape Architect & retired Fellow of the Landscape Institute

My Objections to the above Application are;

1 FAILURE TO CONSIDER VIEWS FROM SHAFTESBURY:

The Application is incomplete as it fails to identify important public views from Shaftesbury & demonstrate the effectiveness of mitigating measures.

There are spectacular uninterrupted, panoramic views towards the site from Castle Hill Green (215m A.O.D.), a Scheduled Ancient Monument, from Littledown (230m A.O.D.), within Cranborne Chase AONB, & from the Hardy Way & White Hart Link sub-regional Trails along the edge of the Shaftesbury Greensand escarpment.

Castle Hill Green is a significant public open space, regularly-frequented by local residents, & visitors, both nationally & internationally.

Littledown public open space currently has restricted access due to current housing construction.

The site, at 75-80m A.O.D., occupies open low-lying ground centred within the extensive view of the Blackmore Vale & the Ancient Royal Gillingham Forest, an area of landscape enhancement.

The Vale is famous from literature & is typical of generally flat, lowland clay vales of Southern England, with predominantly pastureland, enclosed by hedges, interspersed with trees, copses & woodland. The Vale is described as having "a speckled appearance & an overall unity when viewed from the escarpment ridge" *.

2 DETRIMENTAL VISUAL IMPACT:

The installation of elevated arrays of solar panels, orientated to the South on flat & slightly sloping topography, accompanied by hard infrastructure, will constitute an industrial intrusion in an otherwise soft & verdant landscape where there are no abrupt edges or sharp contrasts.

The panels will reflect natural light & sunlight & will have an exaggerated detrimental visual impact from elevated ground at Shaftesbury.

Existing Solar Farms on elevated sloping topography in East Somerset to the West-north-west (some 16km distant) are visible from Castle Hill & Littledown. The proposed solar farm is 4km distant.

3 INEFFECTIVENESS of PLANTING:

Proposed planting will not mitigate the adverse visual impact of the panels due to elevated views into the site.

Even if established, planting aimed at screening will conflict with solar-capture. In Winter, lack of foliage & the lower solar trajectory will increase reflection & amplify detrimental visual impact.

4 LACK of PUBLIC CONSULTATION with SHAFTESBURY RESIDENTS:

No consultation with Shaftesbury residents has been undertaken by the Applicant.

5 LOSS of AGRICULTURAL LAND:

Land will be lost due to construction & obstacles created by the solar panel support framework.

Construction will lead to compaction & loss of topsoil structure in prevailing wet conditions.

6 LAND LIABLE to FLOODING & WATERLOGGING:

The clay subsoil & topsoil render the ground impermeable. The ground is liable to waterlogging & increasing incidence of localised flooding which will have downstream impact in Gillingham.

ref.* BURDEN, R. & Le PARD, G. (1996) "A New View of Dorset." Dorset Books

From Gillian Lewis

OBJECTION TO PROPOSED SOLAR DEVELOPMENT AT PARK FARM GILLINGHAM

1. Solar capture. as a step towards reducing climate change, can be positive, if suitably located. This site is wrong for the purpose. The applicants seem unaware or do not recognise that this area is at the heart of an historic landscape - Gillingham Royal Forest and the Blackmore Vale - and that significant public views from Shaftesbury and the AONB will be damaged long term. Shaftesbury residents have not been consulted about the permanent impact, both visually and environmentally.
2. To propose a mitigating screen of minor planting, demonstrates lack of experience of siting industrial installations in such special, rural contexts; from Shaftesbury's high greensand ridge just 4km to the south, the 180 degree vista over Dorset's typical woods, fields and hedges will be drastically impacted, as will the natural habitats.
3. The proposal to establish a long term industrial site, involving concrete bases, cable feeds, tarmac access routes, reflective plastic panelling, sub-stations, etc. with no possibility of environmental reinstatement in our lifetimes, likely would set a precedent for further unsightly spread and brownfield site status across this section of precious countryside.

From Gregory Clinton

I attended the presentation by Low Carbon at Motcombe Village Hall on 17th August 2021, where there were posters of flowers and bees and jars of honey for attendees. No pictures of the 2m high security fencing that will surround the site. They failed to provide a copy of the Environmental Impact Assessment. In section 6.4.14 it states Donedge Lodge Farm (closest to the proposed site) "would have potential views of

the site” and “a limited zone of visibility”; this is wholly inaccurate, the site is in full view of this property. The entire EIA, commissioned by Low Carbon, is biased in favour of the client and is not an impartial document. For example Section 6.2.25 on local views states the site would “preserve and enhance such views where possible”; how exactly can a 92 acre industrial park possibly enhance the views? There is much written in the report about “safeguarding” access and “an important green infrastructure resource”; the fact is it is an industrial site right where people enjoy the countryside. The proposal should be rejected for the following reasons:

- According to Low Carbon’s website the installed capacity 25MW will only produce ~45MWH. This should be around 25000MWH and shows Low Carbon’s incompetence when they claim to be experts.
- It will impinge on local people and tourists’ enjoyment of this beautiful part of Dorset, the bridlepath running right next to the northern boundary is part of the historic White Hart link enjoyed by many walkers. Photomontages submitted on 9/7/21 showing impact on views are taken from the most favourable angles LC could find.
- There are 3 Scheduled National Monuments very close by, King’s Court Palace, East Haines House and the Park Pale. It’s 500 meters from the housing at East Ham.
- We already have 3 solar farms close by. Much is made in the proposal that it is a temporary structure, 40 years is half a life time.
- It flies in the face of Dorset Wildlife Trust project to “restore, recreate and reconnect a historic landscape” at Gillingham Royal Forest.
- The “Good Quality Landscaping” hedges & trees planting proposed are totally inadequate as the site is at a low point in the surrounding countryside and will be seen from many directions.
- Government policy states all our renewable energy will be offshore wind by 2030.
- Solar is suitable on brownfield sites, buildings, next to motorways; let’s face it, winters here are dark and summers questionable.
- The project will create massive disruption to traffic on the Gillingham Shaftesbury road if dug up to access the substation 4.5 kms away is dug up.

**Statement from Motcombe Parish Council on planning application
P/FUL/2021/02046**

Cllr John Taylor (on behalf of Motcombe Parish Council)

Motcombe Parish Council has twice considered this proposal and on both occasions rejected it as an unsuitable site for such a development.

The North District Council Local Plan, which in the absence of an approved Dorset Council Local Plan should be considered as still valid, provided a framework for assessing green energy projects. We believe this application does not meet the criteria for acceptance for visual impact and historical environment.

The solar farm will be highly visible from surrounding vantage points. None of the photographs show the visual impact from any elevated position within the Parish. Recent amendments proposed additional screening to reduce the visual impact, however any screening will not be effective for several years. Any increased screening along the northern boundary will restrict the views from the bridle path which is part of the White Hart Link long distance footpath thereby reducing the amenity value of the footpath.

The site sits within the boundary of the Gillingham Royal Forest. Dorset Wildlife Trust has secured considerable National Lottery funding to increase awareness of this historic area. Motcombe Parish Council strongly supports this initiative as the parish lies within the old boundary of the forest. We believe that the solar farm is incompatible with this project's aims, and it lies near to the two historic sites of the listed Kings Court Palace and the Park Pale

The submission from Highways concentrated on the movements of vehicles on and off the site during construction, but one aspect apparently not considered is the likely disruption which will be caused on the busy B3081 during the excavation for the cabling work linking the site to the substation at Hawkers Hill. This will also lead to rat-running through the parish using Motcombe's inadequate rural road network, exacerbating the already congested situation near Motcombe school. We do not believe that the potential noise and vibration of the solar farm when in full operation has been properly evaluated.

During the consultation phase of the Motcombe Neighbourhood Plan residents strongly expressed the view that the parish should maintain the separation from Shaftesbury and Gillingham to maintain its rural character. The proposed development would be on the eastern edge of Gillingham and start to erode that separation.

For these previously stated reasons we believe that the application should be rejected.

APPLICANT'S WRITTEN STATEMENT IN RELATION TO APPLICATION P/FUL/2021/02046

Dear Members,

We are Low Carbon, the applicant for the Fern Brook Solar Farm application being considered today and here are the key reasons for approving this project.

- It's a difficult decision today – a climate emergency and energy crisis balanced against local concerns and impact on Gillingham Royal Forest Area.
- This temporary development will power 9,968 homes for the next 40 years (at the end of which the site returns to greenfield land). The Battery Storage component will help the wider network manage and increase utilisation of renewable energy.
- Why here? We first have to find capacity in the distribution network and we search across the UK. Once we identify grid capacity (in this case, at

Shaftesbury Substation) we search for undesignated and less constrained land within a viable distance and contact landowners. If we have an interested landowner we undertake wide range of assessments to design low impact schemes.

- Dorset Council's draft Climate and Ecological Emergency Strategy outlined that for Dorset to generate 100% of its own energy demand, they will therefore need around 4GW of solar (around 19,000 acres) or 2GW of wind (around 700 big turbines), or a combination of the two. Over 100 schemes of the size proposed today. As of September 2021 Dorset has around 0.3GW of installed renewable energy, a long way to net zero!
- Significant landscape planting and a BNG improvement of 31.7% habitat units and 8.87% hedgerow units.
- We have also proposed to upgrade part of the bridleway running adjacent to the site, currently in poor condition – therefore improving access along the White Hart Link which benefits the GRFA. In addition we've proposed a financial contribution of £50,000 to the Gillingham Royal Forest Area project secured by s106 agreement. This would fund approx. 31,000 new trees offsite.
- Land directly adjacent to the west of the application site is allocated for a major mixed-use development of up to 634 dwellings and a primary school (Gillingham Southern Extension) and is subject to the grant of outline consent (May 2020). This land is also within the footprint of the former Royal Deer Park and sits much closer to the Scheduled Monuments. Once implemented, the GSE will have a significantly greater and permanent impact on both of these assets compared with the proposed development which comprises low lying solar panels, removed after 40 years without any permanent impact. For the avoidance of doubt, the application site is not within or adjacent to a Scheduled Monument Area.
- In closing the effects of the climate emergency and the energy crisis affects everyone and we all have to contribute to the solution. If approved the project will power all the homes of Gillingham, Shaftesbury and Motcombe whilst improving bridleway access, improving biodiversity, maintaining grazing and financially supporting an agricultural business.

James Hartley-Bond – Head of Project Development

XX

**Planning Application P/FUL/2021/02622 – Eco Hub, Blandford Hill,
Winterborne Whitechurch.**

Objection 1

**From Ian Bruce (Former Renewable Energy Consultant and Resident of
Blandford Hill, Winterborne Whitechurch)**

This Planning Application must be **REJECTED** despite the Solar Park component having merit and my full support. The applicant must be asked to resubmit their proposals, which should be separated into 3 stand-alone components in order to identify which of these are contingent: (i) Solar Park; (ii) Energy Storage and Vehicle Battery Charging Facility; (iii) Shop/Cafe/Rest Area/Toilets.

The importance of promoting renewable energy production and vehicle battery charging infrastructure cannot be overstated, **but this should not be at any cost.** The applicant has failed to provide a compelling case to co-locate these 3 distinct components at this isolated and valuable greenfield site. The renewable energy generated by the Solar Park can be easily and cost effectively transported and distributed (with minimum losses) utilizing the local Electricity Distribution Network to which it will be connected and to which all our homes and businesses are connected. This will allow the renewable energy generated by the Solar Park to be used to supply vehicle battery charging facilities (and for many other uses including storage) at existing and more appropriate locations in the County, e.g., at fuel stations and supermarkets in or near to our local towns, e.g., Blandford, Dorchester, Wareham, etc. Indeed, the fully interconnected Electricity Distribution Network can be used to transfer the renewable energy to virtually any and every part of our region, providing a huge number of choices for locating the energy storage and vehicle charging facilities. It beggars belief a valuable remote rural site must be destroyed when there are so many existing and underused brownfield sites currently available, including prime locations adjacent to the primary trunk road system.

Locating vehicle battery charging infrastructure close to existing retail and leisure facilities in or near to Dorset's market towns would have the additional benefit of attracting passing visitors to make good use of local amenities while waiting (often 30 minutes or a lot more) for their vehicle batteries to be charged. For example, local shops, restaurants, hotels and pubs would all benefit from the increased passing trade while local residents without home charging facilities (i.e., having only on-street parking) would also be able to take advantage of the facilities. Many potential brownfield locations are already used for other purposes and benefit from services such as good road access, mains drainage, street lighting and the 'personal safety and security' that comes from being located in or near existing urban public spaces. Sadly, making use of an isolated rural location after dark to charge vehicle batteries is an open invitation to criminals and those who might want to do us harm. This is particularly the case for vulnerable people travelling on their own.

Please **REJECT** this Planning Application.

Objection 2

Mr Julien Turner

THE OFFICER'S RECOMMENDATION TO ACCEPT IS SIMPLY NOT SUPPORTED BY THE SHEER WEIGHT OF EVIDENCE WITHIN HIS EXCELLENT &

COMPREHENSIVE REPORT - CONCERNING THE DISBENEFITS OF THE PROPOSAL.

IN PARTICULAR, THE REPORT STATES THAT "WIDER BENEFITS" CAN BE GIVEN SUBSTANTIAL WEIGHT IN THE PLANNING PROCESS ... WHICH CONFLICTS ALSO WITH ACKNOWLEDGEMENT THAT THE APPLICATION MAKES ONLY A RELATIVELY SMALL CONTRIBUTION TO THE VERY AMBITIOUS (2040) COUNCIL TARGETS - AND WHICH IT IS DULY NOTED ... ARE STILL IN DRAFT FORM.

THIS MISMATCH OF LOGIC AND TENUOUS BASIS OF EVIDENCE ... DEFIES SOUND PRINCIPLES OF DEVELOPMENT CONTROL ... AND WOULD BRING THE WHOLE PLANNING PROCESS INTO DISRESPECT ... IF ACCEPTED.

IT OFFENDS THE INTELLECT ... AND IT WILL BE VIEWED ACCORDINGLY BY THE WIDER PUBLIC IF ACCEPTED.

Support 1

From Angela Erkan

I am writing this statement in support of the proposed Eco Hub, which is hopefully being built near Winterborne Whitechurch Dorset.

I do live in the village and cannot see any reason why it shouldn't be built .

We have to think of the future for our children and grandchildren , who will be more likely to use hubs , electric chargers and relax while waiting in the cafe . .

As a society now we must think of greener ways of protecting the planet for future generations . This Eco hub is one way we can do that locally .

different points were raised at a local meeting, which were answered by the spokesman from Naturlis . Points raised were extra traffic, but i can't see that happening but we do know ev cars are quieter and your not going to suffer pollution like you would with petrol or diesel cars.

providing employment for I think 8 people would be great for local people, even as I don't have an electric car the thought of a cafe and shop would be a great asset to the village, as it is also in walking distance it can only be a positive move for Dorset.

We live in Dorset in a tourist area, not far from beaches and our beautiful Durdle Door and Lulworth. from a tourist point of view what a lovely location to stop re charge and relax in cafe.

Thankyou for listening

Support 2

From A.C. Senior

Regarding the proposed eco hub and solar farm on Blandford Hill next to the A354 near Winterborne Whitechurch. I as someone who would be greatly affected by this proposal, I think it is one of the best ideas I have heard of in a very long time. I believe that this installation would be and is vital to the future infrastructure of Dorset and the local area of Blandford and the current lack of any great amount of chargers in and around Blandford.

It seems that there is opposition to this site in the local area, I cannot see why as in 8yrs time almost all households will have an electric vehicle and not everyone can have or afford a home charger.

I have heard comments in the village about this proposal most of which at best are ill inform and at worst are rubbish and amount to "Not in my backyard"

In conclusion I can only say (and i am not alone) that the quicker we get this the better (so that i can get an EV).

Support 3

From Martyn Gleaden.

I was a Councillor for Winterborne Whitechurch Parish Council, however I am no longer a Councillor and wish to comment in support of the application.

The proposed Eco Hub will have little detrimental effect to Winterborne Whitechurch but will instead provide several benefits. Very few of the properties in the village will have the facility for charging an electric vehicle despite the country moving towards almost fully-electric in the next ten years. Yes, there will be limited charging facilities in Blandford Forum and Bere Regis but none of these would be the high-speed charging points proposed by Naturalis. The Hub may also provide some local employment opportunities which currently don't exist in a village with a stagnant economy. The land proposed for construction of the Hub doesn't produce a significant income for the farmer, and as most farmers in the area are suffering from rising costs, loss of EU payments, etc the long-term viability of agriculture as the main land use around the village is in question. Without the income to the landowner this Hub will provide, it is possible that land will have to be sold for development changing the identity of the village forever and not just the proposed lifespan of the hub.

As a local historian an archaeologist I am aware of the findings of the Magnetometer Survey, Heritage Report, and various Test excavations on the proposed site and their conclusions agree with my findings from field-walking and historical research, particularly on the Deveril-Rimbury Culture which includes all local barrows and cemetery complexes. There is nothing historical on the site which would be affected by construction, and nothing which isn't duplicated on almost every part of North Down. English Heritage raised objections based in insufficient local knowledge; four of the seven barrows which formerly ran along North down have been ploughed out,

leaving only three, the nearest to the site also having suffered plough damage. The other historical sites they mention cannot be seen or said to be impacted by the site in any way

The site is outside the AONB and a nearby large, industrial Egg Packing plant (now being converted to a storage facility) obviously has more visual impact than the site which is going to be surrounded by trees and hedgerows and will, in the main, not be visible from the village.

Statistics show a very low incidence of accidents on the A354 approaches to Winterborne Whitechurch, unlike the junctions to Kingston and at Thornicombe. Both these accident-prone junctions are wide and have excellent visibility. There's no reason to assume the entrance to the Hub will significantly increase accident rates or cause a traffic hazard.

Thank you

**Applicant's written statement (application ref. P/FUL/2021/02622)
Matt Partridge, for and on behalf of Naturalis Energy Developments Ltd**

Good afternoon. Naturalis is proud to present this first-of-its-kind development in Dorset. The Blandford Hill Eco Hub, if approved, would:

- significantly increase renewable energy generation in the county;
- help tackle Dorset Council's Climate Emergency; and
- support and encourage the uptake of electric vehicles.

The solar panels would provide renewable electricity equivalent to the needs of around 4,000 typical UK homes per year. The project would also bring new, modern and reliable electric vehicle charging infrastructure to the county, plugging a regional gap for this type of facility. The location is ideal, being adjacent to a busy A-road, with safe access, well set back from residences and critically, with a nearby grid connection.

The UK Government's ban on the sale of new petrol and diesel cars is less than 8 years away. However, progress towards a low carbon, electric vehicle future is a mixed picture. As the Chief Executive of the Society of Motor Manufacturers and Traders said earlier this month:

"...the undeniable bright spot is the growth in electric car uptake...The biggest obstacle to our shared net zero ambitions is not product availability, however, but cost and charging infrastructure."

The project before you would significantly increase both the quantity and quality of public electric vehicle charging in Dorset. By providing at least a dozen rapid and ultra-rapid chargers, it would double the number of this type of charger currently on the A354 between Salisbury and Weymouth. With a further 7 fast chargers, this project would decisively plug a public charging "gap". It would also provide for the first time on this stretch of road modern, ultra-rapid charging capabilities that can add 100 miles of range every 6 minutes.

Naturalis is delighted that this exciting project has attracted genuine interest and support from the local community (including the parish council) and local businesses. The hub will provide employment opportunities during construction and operation and has the support of the Dorset LEP.

We are very pleased to note the recommendation for approval from your officers and hope that you, too, will support this scheme and help ensure that rural

Dorset does not fall behind as transport in the UK rapidly moves to a zero carbon, electric future.
Thank you for your time.

Strategic Planning Committee

24 January 2022

Decisions List

Application Site: Application for the registration of a town or village green at Happy Island, Bridport.

Recommendation: That the Committee would be minded to delegate to the Head of Planning to refuse the application for the reason as follows:

The evidence presented to the Council demonstrates that application VG1/2014 does not meet the criteria set out in the Commons Act 2006 and should therefore be refused.

Decision: As per Officer recommendation – refused.

Application Reference: P/FUL/2021/02046

Application Site: Land at Park Farm, Access to Park Farm, Gillingham

Proposal: Construct solar photovoltaic farm, battery storage and associated infrastructure, including inverters, batteries, substations, security cameras, fencing, access tracks and landscaping.

Recommendation: That the Committee would be minded to delegate to the Head of Planning to refuse the application for the following reasons:

1. The following identified harms are, in combination, considered to form adverse impacts that would significantly and demonstrably outweigh the benefits arising from the proposal:
 - a) The proposed development, by reason of its appearance, scale and positioning within the setting of surrounding Heritage Assets (which includes the surrounding landscape), would lead to unacceptably adverse harm to the significance of these Heritage Assets and their setting. This harm is considered "less than substantial" having regard to the National Planning Policy Framework (NPPF), but is not outweighed by the identified public benefits arising from the proposal. The proposal is therefore contrary to Policies 5 and 22 of the adopted North Dorset Local Plan Part 1 (January 2016), retained policy GRF1 of the North Dorset District-Wide Local Plan 2003, and Chapter 16 of the NPPF.
 - b) The proposed development, by reason of its appearance, scale and location within a valued landscape (including views from rising topography along Public Footpath N69/7), would lead to unacceptably adverse harm to the character of this landscape (including its recreational, scenic, tranquil and natural/cultural heritage attributes), contrary Policies 4, 5 and 22 of the adopted North Dorset Local Plan Part 1 (January 2016), retained policy GRF1 of the North Dorset District-Wide Local Plan 2003, policies MOT5 and MOT7

of the Motcombe Neighbourhood Plan 2019 and paragraph 174a) of the NPPF.

c) The surrounding Heritage Assets referred to in a) above are:

Designated Heritage Assets

i) Kings Court Palace Moated Site (Scheduled Monument 1017276)

ii) Gillingham Park Boundary Bank (Scheduled Monument 1002382)

iii) Remains of East Haines House and Adjacent Deer Park Pale (Scheduled Monument 1465898)

Non-designated Heritage Assets

iv) Gillingham Forest Deer Park (Monument MDO27854)

v) Sections of Park Pale (Monument MD03873)

vi) Donedge Lodge Farm (Locally Listed Building)

Decision: As per Officer recommendation – refused.

Application Reference: P/FUL/2021/02622

Application Site: Land At E 384686 N 99993, South of Blandford Hill (A354), Winterborne Whitechurch

Proposal: Construct solar farm and erect electric vehicle charging station, form vehicular access, parking, landscaping, and carry out associated works including installation of equipment, batteries and necessary infrastructure.

Recommendation: That the Committee would be minded to delegate to the Head of Planning to grant the application with the following conditions.

Decision: As per Officer recommendation –grant with the following conditions:

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: This condition is required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. This permission is limited to a period of 40 years from the date of commencement of the development. Notice shall be given within 14 days in writing to the Local Planning Authority of the date when the development hereby approved commences.

Reason: The structures and apparatus used in the construction of the development make it unsuitable for a permanent consent in terms of visual, historic and grade 3a agricultural land.

3. Notwithstanding the time limits of condition 2 of this consent, the development (including the EV Charging Station facility, public convenience building, solar arrays, all ancillary equipment, buildings and means of enclosures) hereby permitted shall be removed in its entirety and the land restored to its former condition within 40 years and six months of the commencement date, or in the event that the solar farm fails to generate electricity for 12 consecutive months,

whichever is the sooner. The land shall be restored in accordance with a scheme of decommissioning works and land restoration (including timescales) pursuant to condition 34 of this consent.

Reason: The structures and apparatus used in the construction of the development make it unsuitable for a permanent consent in terms of visual, historic and grade 3a agricultural land.

4. The development hereby permitted shall be carried out in accordance with the following approved plans:

Location Plan drawing number: P20-1118-11 received 21.07.2021

Construction Site Layout drawing number: P20-1118-04-03G received 21.07.2021

Technical Details drawing number: P20-1118-04-09B received 21.07.2021

Proposed Solar Site Layout drawing number: P20-1118-04-01I received 08.11.2021

EV Charging Centre Plans & Elevations drawing number: P20-1118-05H received 08.11.2021

Landscape Strategy drawing number: P20-1118-04-09J received 08.11.2021

Proposed Site Layout drawing number: P20-1118_04 01 Rev i received 12.01.2022

Proposed Site Access Arrangement drawing number: P20-1118 001 Rev C received 13.01.2022

Swept Path Analysis of Site Layout drawing number: P20-1118 002 Rev B received 13.01.2022

Reason: For the avoidance of doubt and in the interests of proper planning.

5. Prior to commencement of the development hereby approved the following works must have been constructed to the specification submitted to and approved in writing by the Local Planning Authority:

The provision of the proposed access arrangement as shown on drawing number P20-1118 001 Rev C (or similar scheme to be agreed in writing with the Local Planning Authority).

Reason: These specified works are a pre-requisite for allowing the development to proceed, providing the necessary highway infrastructure improvements to mitigate the likely impact of the proposal.

6. Prior to commencement of the development hereby approved, including any works of site preparation, an Archaeological Mitigation and Management Plan (AMMP), must be submitted for approval in writing by the Local Planning Authority. The AMMP will apply to the archaeological protection zones in the

western-most field of the site and the area directly west of the proposed EV Charging Station and must include:

- Measures to be implemented during the construction phase;
- Measures to be implemented during the operational phase;
- Measures to be implemented during the decommissioning phase;
- The provision and maintenance of archaeological information panels.

Thereafter all works should be undertaken in accordance with these approved details.

Reason: To mitigate the effect of the development upon known and potential heritage assets within the development site, during construction, operation, and decommissioning.

7. Prior to commencement of the development hereby approved precise details of all tree, shrub and hedge planting (including positions and/or density, species and planting size) as shown on the Landscape Strategy drawing number P20-1118_09 Rev I must be submitted to and approved in writing by the Local Planning Authority. Thereafter the planting and soft landscaping must be carried out in accordance with the approved details and carried out before the end of the first available planting season following substantial completion of the development. In the five year period following the substantial completion of the development any trees that are removed without the written consent of the Local Planning Authority or which die or become (in the opinion of the Local Planning Authority) seriously diseased or damaged, shall be replaced as soon as reasonably practical and not later than the end of the first available planting season, with specimens of such size and species and in such positions as shall be agreed in writing with the Local Planning Authority. In the event of any disagreement the Local Planning Authority shall conclusively determine when the development has been completed, when site conditions permit, when planting shall be carried out and what specimens, size and species are appropriate for replacement purposes.

Reason: To ensure that adequate mitigation for the landscape and visual impact of the proposals and the provision of an appropriate landscaping scheme has been agreed.

8. Prior to commencement of the development hereby approved a hard landscape scheme must be submitted to and approved in writing by the Local Planning Authority. The scheme must include a schedule of materials and finishes to be used for all new areas of hard landscaping/surfacing/paths and means of enclosures. Thereafter, all landscape works must be carried out in accordance with the approved details and prior to the use of the EV Charging Station element.

Reason: In the interests of visual amenity and ensure provision of an appropriate landscaping scheme has been agreed prior to the use of the development.

9. Prior to commencement of the development hereby approved a Construction Traffic Management Plan (CTMP) must be submitted to and approved in writing by the Local Planning Authority. The CTMP must include the following details:
- construction vehicle details (number, size, type and frequency of movement);
 - a programme of construction works and anticipated deliveries;
 - timings of deliveries so as to avoid, where possible, peak traffic periods;
 - a framework for managing abnormal loads;
 - contractors' arrangements (compound, storage, parking, turning, surfacing and drainage);
 - wheel cleaning facilities;
 - vehicle cleaning facilities;
 - inspection of the highways serving the site (by the development (or their contractor) and Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase;
 - a scheme of appropriate signing of vehicle route to the site;
 - a route plan for all contractors and suppliers to be advised on;
 - temporary traffic management measures where necessary

Thereafter the development must be carried out strictly in accordance with the approved Construction Traffic Management Plan.

Reason: To minimise the likely impact of construction traffic on the surrounding highway network and prevent the possible deposit of loose material on the adjoining highway.

10. Prior to commencement of the development a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, and including clarification of how surface water is to be managed during construction, must have been submitted to and approved in writing by the Local Planning Authority. The surface water scheme shall be fully implemented in accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and to improve habitat and amenity.

11. Prior to commencement of the development details of maintenance and management of both the surface water sustainable drainage scheme and any receiving system must have been submitted to and approved in writing by the

Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. These should include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

Reason: To ensure future maintenance of the surface water drainage system, and to prevent the increased risk of flooding.

12. Prior to commencement of the installation of the solar farm element of the development a plan showing the locations of all transformers and inverters and details of the material finish of each of these structures must be submitted to and approved in writing by the Local Planning Authority. Thereafter the development must be carried out in accordance with the approved details.

Reason: To mitigate the wider visual impact of the development within the settings of heritage assets and the Dorset AONB.

13. Prior to commencement of the installation of the solar farm element of the development details of the external material finishes of the storage containers, battery storage, CCTV equipment and poles, all fencing and other ancillary equipment within the site must be submitted to and approved in writing by the Local Planning Authority. Thereafter the development must be carried out in accordance with the approved details.

Reason: To mitigate the wider visual impact of the development within the settings of heritage assets and the Dorset AONB.

14. Prior to commencement of the construction of the EV Charging Station (including canopy) element of the development a detailed schedule of the materials to be used for the external facing walls and roofs of the buildings and structures (including finish and any paint colours) must be submitted to and approved in writing by the Local Planning Authority. Thereafter the development must be carried out in accordance with the approved details.

Reason: To mitigate the wider visual impact of the development within the settings of heritage assets and the Dorset AONB.

15. Prior to commencement of the construction of the EV Charging Station (including canopy) element of the development details of the proposed design, materials, text and images for the proposed heritage and archaeology interpretation boards must be submitted to and approved in writing by the Local Planning Authority. Thereafter the development must be carried out in accordance with the approved details. The Charging Station must not be utilised until the interpretation boards have been installed in accordance with the approved details.

Reason: To enable interpretation of designated heritage assets and archaeology within the vicinity to be secured and ensure substantial public benefits are provided.

16. Prior to commencement of the construction of the EV Charging Station (including canopy) element of the development an updated noise assessment from a qualified person must be submitted to and approved in writing by the Local Planning Authority. The written report shall follow the BS4142 format and contain details of background sound measurements at times when the plant is likely to be in operation, against the operational plant sound level(s). The report should predict the likely impact upon sensitive receptors in the area; all calculations, assumptions and standards applied should be clearly shown. Where appropriate, the report should set out appropriate measures to provide mitigation to prevent loss of amenity and prevent creeping background noise levels. The agreed mitigation measure shall be fully implemented and permanently retained thereafter.

Reason: In order to protect the living conditions of nearby residential properties.

17. Prior to the installation of any external lighting a full lighting scheme detailing the external lighting to be used for the EV Charging Station (including canopy and charging bays), battery storage area, car parking areas/HGV bays and any outside amenity areas must be submitted to and approved in writing by the Local Planning Authority. The scheme must include a plan showing the positioning of each light, as well as details of the appearance, orientation, intensity, shielding and angle of the head of each light. Thereafter the lighting scheme must be installed, operated and maintained in accordance with the approved details.

Reason: To mitigate the wider visual impact of the development within the settings of heritage assets and the Dorset AONB.

18. Prior to the occupation or use of the development the access, geometric highway layout, turning and parking areas as shown on drawing number P20-1118_04 01 Rev i must be constructed, unless otherwise agreed in writing by the Local Planning Authority. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper and appropriate development of the site and in the interests of highway safety and parking provision on site.

19. Prior to the occupation or use of the development the visibility splay areas as shown on drawing number P20-1118 001 Rev C must be constructed, unless otherwise agreed in writing by the Local Planning Authority. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

Reason: In the interests of highway safety.

20. Prior to the occupation or use of the EV Charging Station element of the development the solar farm element must be constructed in full, connected to the grid and generating electricity.

Reason: To ensure that the renewable energy generation from the solar farm is available to service the EV Charging Station, as proposed.

21. Prior to the occupation or use of the EV Charging Station element of the development the electric vehicle charging points and parking bays as shown on drawing number P20-1118_04 01 Rev i must be constructed. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper development of the site, as proposed.

22. In the event that contamination is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with requirements of BS10175 (as amended). If any contamination is found requiring remediation, a remediation scheme, including a time scale, shall be submitted to and approved in writing by the Local Planning Authority. On completion of the approved remediation scheme a verification report shall be prepared and submitted within two weeks of completion and submitted to the Local Planning Authority.

Reason: To ensure risks from contamination are minimised.

23. The long-term management, maintenance and monitoring of the landscape and environment of the site shall be implemented in full and in accordance with the details and timescales within the approved Landscape and Ecological Management Plan (LEMP) dated 09/12/2021 throughout the lifetime of the development.

Reason: To ensure impacts upon the local landscape, nature conservation interests and biodiversity are satisfactorily mitigated and enhanced.

24. All existing trees and hedges shown on the Tree Retention, Removal & Protection Plans (BHA_1091_02 Rev D, Sheets 1-5) that are to be retained shall be fully safeguarded and protected during the course of site works and building operations and in accordance with the details shown on the plans and those held within the Arboricultural Impact Assessment dated May 2021.

Reason: To ensure that trees and hedges to be retained are adequately protected from damage to health and stability throughout the construction period and in the interests of visual amenity.

25. The hours of operation for the EV Charging Station hereby approved shall only be between the hours of 07.00 to 23.00.

The hours of operation for the public convenience building (containing the shop, café and customer toilets) hereby approved shall only be between the hours of 07.00 to 23.00.

Reason: To mitigate the wider visual impact of the development within the dark sky setting of the Dorset AONB.

26. No deliveries shall be taken at or despatched from the site outside the hours of 07.00 - 22.00.

Reason: To mitigate the wider visual impact of the development within the dark sky setting of the Dorset AONB.

27. The retail element of the scheme hereby approved shall not operate outside of the EV Charging Station operating hours and shall only operate when the EC Charging Station is operational.

Reason: To ensure the retail element remains an ancillary part of the EV Charging Station element.

28. All external lighting approved under condition 17 of this consent and thereafter installed must be switched off when the premises is closed overnight and between the hours of 23.00 to 07.00.

Reason: To mitigate the wider visual impact of the development within the dark sky setting of the Dorset AONB

29. The refuelling station element of the development must only provide electric vehicle charging bays and no combustible fuels at any time.

Reason: To ensure the development is correctly implemented.

30. There must be no gates hung so as to form obstruction to the vehicular access serving the site.

Reason: To ensure the free and easy movement of vehicles through the access and to prevent any likely interruption to the free flow of traffic on the adjacent public highway.

31. All new and existing native hedgerows on and around the application site shall be maintained at a height not exceeding 3 metres above ground level.

Reason: To mitigate the wider visual impact of the development within the settings of heritage assets and the Dorset AONB without significantly jeopardising characteristics of the landscape area.

32. The CCTV poles hereby approved and as shown on drawing number P20-1118_09 Rev B shall be no taller than 3 metres in height.

Reason: To mitigate any adverse impacts upon the local landscape character.

33. No construction or decommissioning works or construction deliveries shall take place or be made to the site except between the following hours:

0700 to 1900 Monday to Friday

0800 to 1300 Saturday

No construction or decommissioning works or deliveries shall take place at any time on Sunday or a Bank Holiday.

Reason: In the interests of neighbouring amenity.

34. Not later than 6 months before planned decommissioning of the whole development hereby approved a scheme for decommissioning and the restoration of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall make provision for the removal of the EV Charging Station (including the canopy structure), public convenience building, battery storage facility, solar arrays and all associated above ground structures, equipment, means of enclosures and foundations, to a depth of at least one metre below finished ground level. The scheme shall include the management and timing of any works; a traffic management plan; an environmental management plan including measures to protect wildlife and habitat; identification of access routes; restoration measures to return the site back to agricultural land; and a programme of implementation (to include timescales). Thereafter, re-instatement shall be carried out in accordance with the approved scheme.

Reason: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by the landscape features of landscape, nature conservation or archaeological significance.

35. The area identified on drawing P20-1118_04 01 Rev I, and labelled Dog Walking Area and Archaeological Areas, shall be made available to the public at all times during the operation of the site.

Reason: To ensure that the public benefits of the heritage interpretation are made available to the public.

36. Prior to the occupation or use of the EV Charging Station element of the development details of the surface material to be used for permissive path and details of the maintenance and management of the permissive path as shown on drawing numbers P20 1118_04 01 Rev I must be submitted and approved in writing by the Local Planning Authority. Thereafter the approved scheme must be implemented in full prior to first use of the EV Charging Station and thereafter the permissive path shall be kept clear, maintained and made available to the public at all times.

Reason: To ensure that the permissive path is provided for the public to access the facilities on site and maintained and managed appropriately.

37. Prior to the occupation or use of the EV Charging Station element of the development a long-term maintenance and management scheme for the area identified on drawing P20-1118_04 01 Rev I, and labelled Dog Walking Area and Archaeological Areas must be submitted and approved in writing by the Local Planning Authority. The scheme must include measures to maintain and manage the area for the full duration that the development will be in situ for, as well as appropriate access to the permissive path shown on the same drawing.

Thereafter the approved scheme must be implemented in full prior to first use of the EV Charging Station.

Reason: To ensure that the area is managed appropriately and ensure public benefits of the heritage interpretation are accessible and available to the public.

Additional Informative:

5. In view of the lack of provision for all likely road users, the applicant is advised that the provision of shower facilities would be desirable within the public convenience building for the particular benefit of HGV drivers.

