



Strategic and Technical Planning Committee

Date: Tuesday, 10th June 2025
Time: 10.00 am
Venue: Council Chamber, County Hall, Dorchester, DT1 1XJ

Members (Quorum 6)

Duncan Sowry-House (Chair), Dave Bolwell (Vice-Chair), Belinda Bawden, Matt Bell, Toni Coombs, Richard Crabb, Spencer Flower, Craig Monks, Belinda Ridout, Pete Roper, David Taylor and David Tooke

Interim Chief Executive: Sam Crowe, County Hall, Dorchester, Dorset DT1 1XJ

For more information about this agenda please contact Democratic Services
Meeting Contact 01305 224709 - megan.r.rochester@dorsetcouncil.gov.uk

Members of the public are welcome to attend this meeting, apart from any items listed in the exempt part of this agenda.

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Agenda

Item	Pages
1. APOLOGIES	
To receive any apologies for absence.	
2. MINUTES	5 - 32
To confirm the minutes of the meeting held on Thursday 1 st May 2025.	
3. DECLARATIONS OF INTEREST	
To disclose any pecuniary, other registrable or non-registrable interests as set out in the adopted Code of Conduct. In making their disclosure councillors are asked to state the agenda item, the nature of the interest and any action they propose to take as part of their declaration.	

If required, further advice should be sought from the Monitoring Officer in advance of the meeting.

4. REGISTRATION FOR PUBLIC SPEAKING AND STATEMENTS

Members of the public wishing to speak to the Committee on a planning application should notify the Democratic Services Officer listed on the front of this agenda. This must be done no later than two clear working days before the meeting. Please refer to the Guide to Public Speaking at Planning Committee. [Guide to Public Speaking at Planning Committee](#)

The deadline for notifying a request to speak is 8.30am on Friday 6th June 2025.

5. P/VOC/2024/03497 - RAINBARROW FARM, ANAEROBIC DIGESTER PLANT, MONKEY JUMP ROUNDABOUT TO JUNCTION BELOW ALINGTON PLACE, MARTINSTOWN, DT2 9JF

33 - 72

The construction and operation of an Anaerobic Digestion and Combined Heat and Power Plant and associated infrastructure including a new site access road at Rainbarrow Farm (Site 1) and underground service corridor linking to a new Combined Heat and Power engine in existing Engine House (Site 2) at Poundbury to supply Poundbury with renewable heat and power (Revised proposal) (Changes to proposed plant, infrastructure and land profiling at Rainbarrow Farm (Site 1)) and as varied by 1/D/2011/2113 to include repositioning of flare and CHP container, and additional equipment to include standby generator, switch gear, back up boiler, DMT Membrane Plant, transformer, 3 tank propane store and new gas pipeline to site boundary, to enable the majority of the gas produced by the Anaerobic Digester Plant to be fed directly into the public gas supply network at the pressure regulating station adjacent Monkeys Jump Roundabout (with variation of conditions 27 and 28 of planning permission 1/D/2011/2113 to regularise the existing development by increasing traffic levels, annual feedstock throughput and feedstocks).

6. P/FUL/2025/00591 - RAINBARROW FARM, ANAEROBIC DIGESTER PLANT, MONKEY JUMP ROUNDABOUT TO JUNCTION BELOW ALINGTON PLACE, MARTINSTOWN, DT2 9JF

73 - 90

Retain digestate lagoon and hardstanding & install proposed lagoon cover.

7. URGENT ITEMS

To consider any items of business which the Chairman has had prior notification and considers to be urgent pursuant to section 100B (4) b) of the Local Government Act 1972. The reason for the urgency shall be recorded in the minutes.

8. EXEMPT BUSINESS

To move the exclusion of the press and the public for the following item in view of the likely disclosure of exempt information within the meaning of paragraph 3 of schedule 12 A to the Local Government Act 1972 (as amended). The public and the press will be asked to leave the meeting whilst the item of business is considered.

There are no exempt items scheduled for this meeting.

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STRATEGIC AND TECHNICAL PLANNING COMMITTEE

MINUTES OF MEETING HELD ON THURSDAY 1 MAY 2025

Present: Cllrs Duncan Sowry-House (Chair), Dave Bolwell (Vice-Chair), Belinda Bawden, Craig Monks, Pete Roper, David Taylor and David Tooke

Apologies: Cllrs Toni Coombs, Richard Crabb, Spencer Flower, David Northam and Belinda Ridout

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

Kim Cowell (Development Management Area Manager (East)), Philip Crowther (Legal Business Partner - Regulatory), Clare Marshall (Engineer (Development Liaison), Antony Nash (Senior Democratic Services Officer), Megan Rochester (Senior Democratic Services Officer) and Naomi Shinkins (Lead Project Officer).

87. Minutes

The minutes of the previous meeting held on Monday 31st March were confirmed and signed.

88. Declarations of Interest

No declarations of disclosable pecuniary interests were made at the meeting.

89. Registration for public speaking and statements

Representations by the public to the Committee on individual planning applications are detailed below. There were no questions, petitions or deputations received on other items on this occasion.

90. P/FUL/2023/03415 - Woodlands Manor Farm, Horton, Dorset, BH21 8ND

The Case Officer provided members with an update to the officer's report and presented a visual overview of the proposed solar farm development, using aerial photographs and site plans to explain the location, context, and relevant planning policies. The site is situated within the designated Green Belt, near the proposed North Farm Solar Farm and close to the National Landscape (formerly Area of Outstanding Natural Beauty (AONB)). There are also some Sites of Special Scientific Interest (SSSI) in the wider area. The rural site, bordered by agricultural land and Remedy Oak Golf Club, accessed via Horton Road and intersected by public rights of way. A grid connection has been secured through the nearby Mannington Substation. Revised plans, submitted in December 2024, followed additional ecological surveys. The proposed development included 21 transformers (each approx. 3 meters high), solar panel arrays with inverter units, storage containers, fencing, and security cameras. The officer outlined visual

impact assessments, including mitigation through planting scheme agreed with Dorset Council landscape officers. The officer presented the Countryside Rights of Way (CRoW) Act and the need to 'seek further' to enhance the character of the National Landscape. While acknowledging the industrial appearance of solar panels could not enhance the National Landscape, the officer concluded that mitigation would conserve natural beauty and contain visual impact to the immediate site. The application was advertised publicly, and all comments were made available online.

The proposal's impact on the Green Belt was given substantial weight, while the loss of agricultural land carried moderate weight. However, the renewable energy benefits and public interest were judged to outweigh the harm. Heritage concerns were minimal, with only Horton Tower potentially affected, however resulting in no harm as presented. Historic England raised no objections, and the County Archaeologist requested conditions. The development posed no significant risks to residential amenity, trees, or biodiversity and was located in Flood Zone 1 (low flood risk). Access via Horton Road was deemed sufficient, with construction expected to last approximately 28 weeks and minimal traffic during operation. On balance, the planning officer found that very special circumstances existed and therefore planning permission was recommended, subject to conditions set out in the officer report.

Public Participation

The agent supported the officer's recommendation for approval, noting strong backing for the proposal. She referenced the declared climate emergency and the Council's Green Power Action Plan targeting clean energy by 2030. The proposal, capable of generating up to 30 megawatts, had secured a grid connection and was identified as a priority, deliverable scheme. She noted the 40-year operational period, after which the site would be restored, and confirmed that design and planning measures had minimised landscape impact. With no outstanding objections from consultees, she considered the proposal acceptable in terms of impact, delivering energy for thousands of homes, socioeconomic benefits, and supporting continued agricultural use.

Members questions and comments

- Clarification was sought regarding the protection status of nearby ancient woodlands and whether appropriate safeguards had been put in place.
- Queried whether existing hedgerows would be removed and, if so, whether there were plans for their replacement or enhancement in line with biodiversity commitments.
- It was noted that there was no significant flood risk to waterways, as confirmed by the Environment Agency.
- Further details were requested on lighting to ensure compliance with dark skies policies and to minimise light pollution.
- The officer was thanked for their comprehensive report and detailed presentation.
- The need to address whether the proposal met the threshold for 'very special circumstances' required for development in the Green Belt was emphasised.

- Consideration was given to the visual impact on Horton Tower, particularly during winter months when natural screening would be reduced.
- Clarification was requested regarding how the development would connect to the national grid and what infrastructure this would require.
- Clarification was sought to better understand the temporary nature of the proposal, and how this was weighed against the benefits of energy generation and the visual impact assessment.
- Confirmation was requested as to whether there would be any loss of agricultural land as a result of the development.
- Clarification was sought on the percentage increase in biodiversity net gain and the methodology used to determine it.
- It was confirmed that all reasonable mitigation measures to reduce visual impact had been considered.
- Cllr Tooke stated that he did not believe very special circumstances had been demonstrated and therefore could not support the application.

Having had the opportunity to discuss the merits of the application and an understanding of all this entailed; having considered the officer's report and presentation; the written representatives; and what they had heard at the meeting, a motion to **APPROVE** the officer's recommendation to **GRANT** the planning application, as recommended, was proposed by Cllr Belinda Bawden, and seconded by Cllr David Taylor.

Decision: Grant subject to conditions set out in the officer's report.

The Committee adjourned and reconvened at 11:30am.

91. **P/FUL/2023/02829 - North Farm, Horton, Dorset, BH21 7HL**

The Case Officer provided members with an update to the officer's report and presented a visual overview to members, including site plans and aerial photographs, to identify the location and outline the proposal in the context of relevant planning policies. The site was confirmed to lie within the designated Green Belt and in close proximity to the National Landscape. Public rights of way crossed the area, and the site was near the Mannington Substation. It was surrounded by agricultural land, and site photographs were used to illustrate the rural setting. The proposed site plan detailed the rolling topography and existing vegetation, alongside proposed planting. The same type of transformer units as previously presented were proposed, though in reduced numbers, along with equipment storage containers, security cameras, and perimeter fencing.

The application was advertised via site notices and press advertisements, and consultee responses were summarised. A landscape and visual impact assessment was presented, including viewpoints from Horton Tower. The proposed planting scheme is intended to mitigate visual impact, and the development's relationship with the National Landscape was assessed under the Countryside and Rights of Way Act 2000. Two listed heritage assets were considered, Horton Tower and Heythorne Cottage; however, the Conservation Officer and Historic England raised no objections. The loss of agricultural land was

noted and the proximity to residential dwellings was considered acceptable in terms of amenity. Access was proposed through the existing farm entrance, and traffic flows were illustrated. No flood risk was identified, and proposed drainage measures were deemed acceptable. There were no protected trees on site, though some hedgerow loss would occur. Biodiversity impacts were reviewed and addressed through proposed conditions. In the planning balance, the benefits of the development outweighed the identified harms, and it was recommended that planning permission be granted, subject to conditions set out in the officer report.

Public Participation

Mr Davidson objected to the proposal, describing it as a commercial venture that could set a precedent. He raised concerns over the lack of a clear grid connection plans, cumulative impact from similar developments, and insufficient assessment of visual harm to nearby listed heritage assets. He noted that screening may take decades to mature and questioned whether a 40-year term could've been considered temporary. The site bordered ancient woodland, and he argued more suitable locations existed. He highlighted strong local opposition and council objections, disputing the claimed national benefits and describing the impact as overwhelming and unjustifiable.

Mr Boyd, a long-standing resident, objected to the application, stating he regularly walked the nearby footpath and opposed the proposed view. He argued that any screening would take years to become effective and believed the development offered little added value. He saw no significant local or long-term economic benefit and criticised the use of green belt land. He claimed the applicant had ceased exploring alternatives and had not adequately considered the impact. He described the proposal as a business opportunity lacking sufficient public benefit.

Mr Hardy expressed full support for renewable energy but felt the focus should be on rooftop solar. He cited university research and noted that Dorset already had the highest number of approved solar farms nationally. He supported small, well-screened developments with minimal visual impact and hoped future local plans would include stronger protections. He urged the council to protect the local countryside.

Mr Snell, who had lived and worked on the farm since 2003, explained that farming had evolved rapidly and has become increasingly competitive due to international markets and rising input costs. He described food production as high-risk and saw the proposed solar site as a vital additional income stream and contribution to national renewable energy goals. He emphasised that, if approved, the solar panels would not have rendered the land unusable and that the project would help secure the long-term viability of the family business.

The agent, Ms Alexander stated that the application was supported with no technical objections and aligned with relevant policies, including the council's climate emergency declaration. The site was expected to generate up to 19.88 megawatts, supporting the national grid and powering thousands of homes. She noted that emissions had been considered, changes made to the proposal, and that the project supported habitat creation and ongoing agricultural use. Although within 300 metres of a national landscape, she explained that the site's low-level

nature, existing woodland, and proposed planting would have limited its visual impact.

Members questions and comments

- Queried whether an additional condition could be added to address any Tree Preservation Orders.
- Clarification was requested regarding the potential impact on protected species, particularly in relation to darkness.
- It was suggested that appeal decisions be referenced to reinforce the justification of special circumstances.
- The question was raised whether the biodiversity gains and carbon emissions reductions, resulting from improved soil management and planning, were being counted as part of the environmental benefits.
- Clarification was sought regarding the integration of rooftop solar, wind energy, and solar farms, emphasizing the need for appropriate renewable energy solutions through whichever necessary means.
- Acknowledgment was made of recent public polling, which reflected concerns about renewable energy.
- The officer's report and responses to public concerns were commended, noting significant mitigation efforts.
- It was emphasized that the overall benefits, particularly in terms of public good and biodiversity increase, had been clearly demonstrated.

Having had the opportunity to discuss the merits of the application and an understanding of all this entailed; having considered the officer's report and presentation; the written representatives; and what they had heard at the meeting, a motion to **APPROVE** the officer's recommendation to **GRANT** the planning application, as recommended, was proposed by Cllr Belinda Bawden, and seconded Cllr by David Taylor.

Decision: Grant subject to conditions set out in the officer's report.

92. Urgent items

There were no urgent items.

93. Exempt Business

There was no exempt business.

Decision Sheet

Duration of meeting: 10.00 am - 12.49 pm

Chairman

Strategic and Technical Planning Committee
Thursday 1st May 2025
Decision List

Application: P/FUL/2023/03415

Application Site: Woodlands Manor Farm, Horton, Dorset, BH21 8ND

Proposal: Construction of Solar Farm and associated infrastructure

Recommendation: GRANT subject to conditions at Section 20 of this report.

Decision: Approve subject to the following planning conditions:

Officer note: Written agreement to the pre-commencement condition(s) was received from the applicant 17 April 2025.

Conditions

Commencement and decommissioning:

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

Environmental Statement (ES) Rev B February 2025

Location Plan 04/05/2023

Full Site Layout v6 (submitted March 2025)

Site Layout Parts 1-3 v6 (submitted March 2025)

Landscape Planting Plan - 21237-LA-LN-00-01-B Detailed Planting

Refuge Point Detail

Security Camera Detail - Layout1-10_detail_security came REV A

Container Detail - 04_detail_container – storage REV A

40ft Container Detail - 04_detail_container - storage 4 REV A

Switch Room Detail - Detailed_Switchroom REV A

Transformer Detail - 04_detail_transformer station 2500-3150k REV A

Fence and Gate Detail - 10_detail_fence and gate

Gravel Road Detail - 04_detail_gravel road REV A

Module Mounting - 02_detail_modul_mounting_1_1

Site Section AA

Site Section BB

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

3. The development (including all ancillary equipment and buildings) hereby approved shall be dismantled and removed from the site in its entirety and the land restored in accordance with a scheme and timetable of decommissioning works and land restoration pursuant to condition 4 of this consent, in accordance with the following timescales, whichever is the sooner:

- a) Within 40 years following first export of electricity to the grid; or
- b) within 6 months of the cessation of electricity generation by the solar PV facility hereby approved; or
- c) within 6 months following a permanent cessation of construction works prior to the solar pv facility coming into operational use.

Written notice of the date of first export, the cessation of electricity generation or the permanent cessation of construction works prior to the solar PV facility coming into operational use, whichever is the sooner, shall be given to the Local Planning Authority within 14 days of the said event occurring.

Reason: To ensure an acceptable restoration of the site in the interests of the setting of the National Landscape and the reuse of agricultural land.

4. Not later than 12 months before planned decommissioning of the development of the hereby approved development, a scheme for decommissioning and the restoration of the site shall be submitted to and approved in writing by the Local Planning Authority.

In the event of unplanned cessation of electricity, under scenario (b) of condition 3, a scheme for decommissioning and the restoration of the site shall be submitted to and approved in writing by the Local Planning Authority within 6 months of the date electricity generation ceased.

In the event of permanent cessation of construction, under scenario (c) of condition 3, a scheme for decommissioning and the restoration of the site

shall be submitted to and approved in writing by the Local Planning Authority within 6 months of the date construction permanently ceased.

The scheme shall make provision for the removal of the solar arrays and the associated above ground structures, equipment and foundations. 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; and a programme of implementation. Decommissioning and re-instatement of the land shall be carried out in accordance with the approved scheme.

Reason: To ensure an acceptable restoration of the site in the interests of the setting of the National Landscape and the reuse of agricultural land.

Pre commencement:

5. Development shall not commence unless planning permission for the required cable routing from the approved solar farm to Mannington Substation has been granted.

Reason: to ensure the approved solar farm can be delivered.

6. Prior to commencement of any development hereby approved, an updated Landscape Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority.

The LEMP shall follow the Management Measures and Objectives set out within Sections 11.1.25 and 11.1.26 of Volume 2a: Environmental Statement, Revision B, February 2025, and an additional objective to ensure the landscape integration and maintenance of the landscape screening of the solar development.

The LEMP shall include, but not be limited to, detailing specifications of the following topics:

- Proposed landscape and ecological mitigation works
- Protection Measures, including for A) Existing Trees, Woodland and Hedgerows during Construction and Decommissioning, B) Protection of Public Footpaths during Construction and Decommissioning and C) Protection of New Planting (undertaken prior to or during Construction)
- Fencing, including A) Fencing surrounding Electric Cables and B) Protective Fencing
- Selection of Hedgerow Trees
- Planting Specifications, including A) Grassland Planting, B) Hedgerow Planting, C) Existing Hedgerow Infill, and D) Tree and Woodland Planting
- Chemical Management

- Weed Management, including Injurious and Invasive Weeds
- Cultivation
- Buffer Strips
- Existing Woodland Protections
- Monitoring and Review Schedule
- Operational Maintenance

The LEMP shall provide for monitoring, review and updating to be undertaken to consider whether amendments are required to better meet the LEMP Management Measures and Objectives. Any updates to the LEMP shall be submitted to and agreed in writing with the Local Planning Authority.

Thereafter, the development shall be carried out in accordance with the agreed LEMP, including updated revisions as approved by the Local Planning Authority.

Reason: to ensure landscaping is appropriately installed and maintained for screening to the National Landscape and the wider area and in the interest of ecology and biodiversity.

7. Prior to the commencement of any development hereby approved, a Construction Environmental Management Plan (CEMP), incorporating pollution prevention measures, shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:
 - a) Risk assessment of construction activities.
 - b) Identification of "biodiversity protection zones".
 - c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
 - d) The location and timing of sensitive works to avoid harm to biodiversity features.
 - e) The times during construction when specialist ecologists need to be present on site to oversee works.
 - f) Responsible persons and lines of communication.
 - g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
 - h) Use of protective fences, exclusion barriers and warning signs.
 - i) Details of pollution risks including:

- the use of plant and machinery
- wheel washing and vehicle wash-down and disposal of resultant dirty water
- oils/chemicals and materials
- the use and routing of heavy plant and vehicles
- the location and form of work and storage areas and compounds
- the control and removal of spoil and wastes.

Thereafter, the development shall proceed in strict accordance with the agreed CEMP, including an implementation timetable.

Reason: To protect biodiversity and prevent pollution during the construction phase.

8. Prior to the commencement of any development hereby approved, a detailed Surface Water Management Scheme for the site, based upon the hydrological and hydrogeological context of the development, providing clarification of how drainage is to be managed during construction and including a timetable for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The surface water scheme shall be implemented in accordance with the agreed details and timetable.

Reason: To prevent the increased risk of flooding and to protect water quality.

9. Prior to the commencement of any development hereby approved, details of maintenance and management of both the Surface Water Management Scheme and any receiving system shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be managed and maintained in accordance with the approved details. These shall 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 the future maintenance of the surface water drainage system, and to prevent the increased risk of flooding.

10. Prior to the commencement of any development hereby approved, a detailed method statement covering the soil management approach shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:

- Soil management during the lifetime of the development;
- Preparation for reinstatement;

- Restoration details; and
- Aftercare plans.

The development must be implemented in accordance with the approved details.

Reason: In the interest of returning land to agricultural use.

11. Prior to the commencement of any development hereby approved, details of construction management shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:
 - no bonfires
 - protection of nearby receptors from dust arising from construction
 - storage of waste materials prior to removal from site

The development must be implemented in accordance with the approved details.

Reason: To protect the amenity of the occupants of residential properties in close proximity to the construction route.

12. Prior to the commencement of any development hereby approved, notwithstanding the submitted Landscape Planting Plan 21237-LA-LN-00-01-B Detailed Planting Plan, details of planting stock shall be submitted to and agreed in writing by the Local Planning Authority.

Approved planting shall be planted prior to the installation of solar panels, with the exception of any planting that may not be practical during the construction process details of which must first have been submitted to and agreed in writing with the Local Planning Authority.

Any trees or other plants indicated in the approved scheme which, within a period of five years from the date of the development being completed, die, are removed or become seriously damaged or diseased shall be replaced during the next planting season with other trees or plants of a species and size to be first approved in writing by the Local Planning Authority.

Reason : to ensure landscaping is appropriately installed and maintained for screening to the National Landscape and the wider area.

13. Prior to the commencement of any development hereby approved (including site clearance and any other preparatory works), an Arboricultural Method Statement (AMS) for the protection of trees shall be submitted to and

approved in writing by the Local Planning Authority. The AMS shall include:

(a) a Tree Protection Plan showing the location of protective fencing or other measures required for the avoidance of damage to retained trees, all in accordance with BS5837:2012. Tree protective barriers and ground protection, where specified, shall be erected prior to any other site operations and at least 5 working days notice shall be given to the Local Planning Authority that it has been erected. The protective fencing shall be as specified in Chapter 6 and detailed in figure 3 of BS5837:2012 unless otherwise agreed in writing with the Local Planning Authority; and,

(b) a pre-commencement site meeting between the Tree Officer, Arboricultural Consultant and Site Manager which shall take place to inspect the protection for the affected protected trees. The protection of the trees shall be in accordance with an agreed Tree Protection Plan and Arboricultural Method Statement.

The tree protection shall be retained until completion of the development and nothing shall be placed within the fencing, nor shall any ground levels be altered or excavations made without the written consent of the planning authority.

All underground cabling will avoid root protection areas (RPAs), as shown in the Tree Protection Plan.

Reason: to ensure existing trees are protected.

14. Prior to the commencement of any development hereby approved, including any excavation, a written scheme that details a programme of investigative archaeological work shall be submitted to, and agreed in writing by the Local Planning Authority. This scheme shall include archaeological fieldwork together with post-excavation work and publication of the results. The development shall thereafter accord with the approved scheme.

Reason: To safeguard and/or record the archaeological interest on and around the site.

Prior to installation:

15. Notwithstanding the details shown on the approved plans, prior to installation, details of the materials, colour and finish of any built structures and containers, poles, fencing, gates etc., shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to the development being first brought into use and

retained as such for the lifetime of the development.

Reason: To ensure an appropriate visual impact within this sensitive location

16. Notwithstanding the details shown on the approved plans, prior to above ground works, full details of hard landscape proposals shall be submitted to and approved in writing by the Local Planning Authority. These details shall include where appropriate: proposed finished levels or contours and hard surfacing materials relating to maintenance and access routes. Thereafter, the development shall be proceed in strict accordance with such details as have been agreed.

Reason: To ensure the provision of amenity afforded by appropriate landscape design and maintenance of existing and/or new landscape features.

17. Prior to the installation of external lighting or audible alarm, details of the proposed lighting/alarm shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall proceed in strict accordance with such details as have been agreed.

Reason: In the interest of visual amenity, dark night skies and ecology.

18. Prior to the installation of any security cameras and associated equipment, a plan showing camera location and coverage shall have been submitted to and agreed in writing by the Local Planning Authority. Thereafter, development shall proceed in strict accordance with such details as have been agreed.

Reason: In the interest of visual and neighbouring amenity.

Compliance:

19. The development hereby approved shall be carried out in accordance with the submitted 'Noise Impact Assessment submitted (Proposed Solar Scheme at Woodlands Manor Farm, Wimborne, Noise Impact Assessment, Technical Report: R9038-2 Rev 2, Dated 16th November 2022, by 24 Acoustics).

Further to the approved information, upon installation, noise measurements for solar inverter units shall be submitted in writing to Local Planning Authority, for approval to validate the noise impacts that have been predicted within the noise impact assessment. Should noise measurements exceed guidelines in BS8233:2014 a mitigation strategy shall be submitted to and agreed in writing with the Local Planning Authority.

The agreed mitigation measure shall be fully implemented and permanently retained thereafter.

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

20. The ecological mitigation and biodiversity management and monitoring shall be carried out in accordance with the approved Ecological Impact Assessment (EclA) submitted as part of the revised Environmental Statement (ES) REV B in February 2025.

Reason : to ensure landscaping is appropriately maintained for screening to the National Landscape and in the interests of biodiversity.

21. The development hereby approved shall be carried out in strict accordance with the submitted Construction Traffic Management Plan (CTMP) dated March 2023.

Reason: In the interests of road safety.

Other

22. All new cabling between the solar PV modules and equipment on site shall be laid underground with the exception of above ground connections to equipment.

Reason: In the interests of the visual amenity and landscape character of the area.

23. 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). Should any contamination be found requiring remediation, a remediation scheme, including a time scale, shall be submitted to and approved in writing by the Local Planning Authority. The approved remediation scheme shall be carried out and 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 minimized.

24. For the duration of the construction and decommissioning period, hours of work (including deliveries) shall only be between the hours of 08:00 and 18:00 hours Monday to Saturday and not at all on Sundays and Bank Holidays.

Reason: To protect the amenity of the occupants of residential properties in close proximity to the construction route.

Informative Notes:

1. Prior Land Drainage Consent (LDC) may be required from DC's FRM team, as relevant LLFA, for all works that offer an obstruction to flow to a channel or stream with the status of Ordinary Watercourse (OWC) – in accordance with s23 of the Land Drainage Act 1991. The modification, amendment or realignment of any OWC associated with the proposal under consideration, is likely to require such permission. We would encourage the applicant to submit, at an early stage, preliminary details concerning in-channel works to the FRM team. LDC enquires can be sent to floodriskmanagement@dorsetcouncil.gov.uk.
2. The applicant should contact Dorset Highways by telephone at 01305 221020, by email at dorsethighways@dorsetcouncil.gov.uk, or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway, to ensure that the appropriate licence(s) and or permission(s) are obtained.
3. The safe free passage of the public on all rights of way must not be obstructed at any time. If the public are unlikely to be able to exercise their public rights on a right of way, then a Temporary Path Closure Order must be obtained. This can be applied for through Rights of Way at Dorset Council see <https://www.dorsetcouncil.gov.uk/w/changing-the-definitive-map>, but the application must be completed and returned at least thirteen weeks before the intended closure date. It should be noted that there is a fee applicable to this application. This application and legal order must be confirmed before any works obstructing the path are commenced.

Any damage to the surface of the footpath attributable to the development must be repaired to Dorset Council's specification, in accordance with Section 59 of the Highways Act 1980 by the applicant.

4. In accordance with paragraph 38 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.

The council works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

- The applicant was made of aware of issues and additional information was submitted to address these.

Application: P/FUL/2023/02829

Application Site: North Farm, Horton, Dorset, BH21 7HL

Proposal: Construction of Solar Farm and associated infrastructure

Recommendation: GRANT subject to conditions at Section 20 of this report.

Decision: Approve subject to the following planning conditions:

Officer note: Written agreement to the pre-commencement condition(s) was received from the applicant on 17 April 2025.

Conditions

Commencement and decommissioning:

25. 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).

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

Environmental Statement (ES) Rev B February 2025

Location Plan (submitted February 2025)

Full Site Layout v6 (submitted January 2025)

Landscape Planting Plan - 21238-LA-LN-00-01-A Detailed Planting Plan REV F Refuge Point Detail

Security Camera Detail - Layout1-10_detail_security came REV A

Container Detail - 04_detail_container – storage REV A

40ft Container Detail - 04_detail_container - storage 4 REV A

Switch Room Detail - Detailed_Switchroom REV A

Transformer Detail - 04_detail_transformer station 2500-3150k REV A

Fence and Gate Detail - 10_detail_fence and gate

Gravel Road Detail - 04_detail_gravel road REV A

Module Mounting - 02_detail_modul_mounting_1_1

Site Section AA

Site Section BB

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

27. The development (including all ancillary equipment and buildings) hereby approved shall be dismantled and removed from the site in its entirety and the land restored in accordance with a scheme and timetable of decommissioning works and land restoration pursuant to condition 4 of this consent, in accordance with the following timescales, whichever is the sooner:

- d) Within 40 years following first export of electricity to the grid; or
- e) within 6 months of the cessation of electricity generation by the solar PV facility hereby approved; or
- f) within 6 months following a permanent cessation of construction works prior to the solar pv facility coming into operational use.

Written notice of the date of first export, the cessation of electricity generation or the permanent cessation of construction works prior to the solar PV facility coming into operational use, whichever is the sooner, shall be given to the Local Planning Authority within 14 days of the said event occurring.

Reason: To ensure an acceptable restoration of the site in the interests of the setting of the National Landscape and the reuse of agricultural land.

28. Not later than 12 months before planned decommissioning of the development of the hereby approved development, a scheme for decommissioning and the restoration of the site shall be submitted to and approved in writing by the Local Planning Authority.

In the event of unplanned cessation of electricity, under scenario (b) of condition 3, a scheme for decommissioning and the restoration of the site shall be submitted to and approved in writing by the Local Planning Authority within 6 months of the date electricity generation ceased.

In the event of permanent cessation of construction, under scenario (c) of condition 3, a scheme for decommissioning and the restoration of the site shall be submitted to and approved in writing by the Local Planning Authority within 6 months of the date construction permanently ceased.

The scheme shall make provision for the removal of the solar arrays and the associated above ground structures, equipment and foundations. 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; and a programme of implementation. Decommissioning and re-instatement of the land shall be carried out in accordance with the approved scheme.

Reason: To ensure an acceptable restoration of the site in the interests of the setting of the National Landscape and the reuse of agricultural land.

Pre commencement:

29. Development shall not commence unless planning permission for the required cable routing from the approved solar farm to Mannington Substation has been granted.

Reason: to ensure the approved solar farm can be delivered.

30. Prior to commencement of any development hereby approved, an updated Landscape Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority.

The LEMP shall follow the Management Measures and Objectives set out within Sections 11.1.25 and 11.1.26 of Volume 2a: Environmental Statement, Revision B, February 2025, and an additional objective to ensure the landscape integration and maintenance of the landscape screening of the solar development.

The LEMP shall include, but not be limited to, detailing specifications of the following topics:

- Proposed landscape and ecological mitigation works
- Protection Measures, including for A) Existing Trees, Woodland and Hedgerows during Construction and Decommissioning, B) Protection of Public Footpaths during Construction and Decommissioning and C) Protection of New Planting (undertaken prior to or during Construction)
- Fencing, including A) Fencing surrounding Electric Cables and B) Protective Fencing
- Selection of Hedgerow Trees
- Planting Specifications, including A) Grassland Planting, B) Hedgerow

Planting, C) Existing Hedgerow Infill, and D) Tree and Woodland Planting

- Chemical Management
- Weed Management, including Injurious and Invasive Weeds
- Cultivation
- Buffer Strips
- Existing Woodland Protections
- Monitoring and Review Schedule
- Operational Maintenance

The LEMP shall provide for monitoring, review and updating to be undertaken to consider whether amendments are required to better meet the LEMP Management Measures and Objectives. Any updates to the LEMP shall be submitted to and agreed in writing with the Local Planning Authority.

Thereafter, the development shall be carried out in accordance with the agreed LEMP, including updated revisions as approved by the Local Planning Authority.

Reason: to ensure landscaping is appropriately installed and maintained for screening to the National Landscape and the wider area and in the interest of ecology and biodiversity.

31. Prior to the commencement of any development hereby approved, a Construction Environmental Management Plan (CEMP), incorporating pollution prevention measures, shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:

- a) Risk assessment of construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.

h) Use of protective fences, exclusion barriers and warning signs.

i) Details of pollution risks including:

- the use of plant and machinery
- wheel washing and vehicle wash-down and disposal of resultant dirty water
- oils/chemicals and materials
- the use and routing of heavy plant and vehicles
- the location and form of work and storage areas and compounds
- the control and removal of spoil and wastes.

Thereafter, the development shall proceed in strict accordance with the agreed CEMP, including an implementation timetable.

Reason: To protect biodiversity and prevent pollution during the construction phase.

32. Prior to the commencement of any development hereby approved, a detailed Surface Water Management Scheme for the site, based upon the hydrological and hydrogeological context of the development, providing clarification of how drainage is to be managed during construction and including a timetable for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The surface water scheme shall be implemented in accordance with the agreed details and timetable.

Reason: To prevent the increased risk of flooding and to protect water quality.

33. Prior to the commencement of any development hereby approved, details of maintenance and management of both the Surface Water Management Scheme and any receiving system shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be managed and maintained in accordance with the approved details. These shall 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 the future maintenance of the surface water drainage system, and to prevent the increased risk of flooding.

34. Prior to the commencement of any development hereby approved, a detailed method statement covering the mitigation approach to secure the conservation status of Skylark populations affected by the development shall

be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: In the interest of protected species.

35. Prior to the commencement of any development hereby approved, a detailed method statement covering the soil management approach shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:

- Soil management during the lifetime of the development;
- Preparation for reinstatement;
- Restoration details; and
- Aftercare plans.

The development must be implemented in accordance with the approved details.

Reason: In the interest of returning land to agricultural use.

36. Prior to the commencement of any development hereby approved, details of construction management shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:

- no bonfires
- protection of nearby receptors from dust arising from construction
- storage of waste materials prior to removal from site

The development must be implemented in accordance with the approved details.

Reason: To protect the amenity of the occupants of residential properties in close proximity to the construction route.

37. Prior to the commencement of any development hereby approved (including site clearance and any other preparatory works), an Arboricultural Method Statement (AMS) for the protection of trees shall be submitted to and approved in writing by the Local Planning Authority. The AMS shall include:

(a) a Tree Protection Plan showing the location of protective fencing or other measures required for the avoidance of damage to retained trees, all in accordance with BS5837:2012. Tree protective barriers and ground

protection, where specified, shall be erected prior to any other site operations and at least 5 working days notice shall be given to the Local Planning Authority that it has been erected. The protective fencing shall be as specified in Chapter 6 and detailed in figure 3 of BS5837:2012 unless otherwise agreed in writing with the Local Planning Authority; and,

(b) a pre-commencement site meeting between the Tree Officer, Arboricultural Consultant and Site Manager which shall take place to inspect the protection for the affected protected trees. The protection of the trees shall be in accordance with an agreed Tree Protection Plan and Arboricultural Method Statement.

The tree protection shall be retained until completion of the development and nothing shall be placed within the fencing, nor shall any ground levels be altered or excavations made without the written consent of the planning authority.

All underground cabling will avoid root protection areas (RPAs), as shown in the Tree Protection Plan.

Reason: to ensure existing trees are protected.

Prior to installation:

38. The development hereby approved shall be carried out in accordance the Landscape Planting Plan 21238-LA-LN-00-01-A Detailed Planting Plan REV F. Approved planting shall be planted prior to the installation of solar panels, with the exception of any planting that may not be practical during the construction process details of which must first have been submitted to and agreed in writing with the Local Planning Authority.

Any trees or other plants indicated in the approved scheme which, within a period of five years from the date of the development being completed, die, are removed or become seriously damaged or diseased shall be replaced during the next planting season with other trees or plants of a species and size to be first approved in writing by the Local Planning Authority.

Reason : to ensure landscaping is appropriately installed and maintained for screening to the National Landscape and the wider area.

39. Notwithstanding the details shown on the approved plans, prior to installation, details of the materials, colour and finish of any built structures and containers, poles, fencing, gates etc., shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to the development being first brought into use and retained as such for the lifetime of the development.

Reason: To ensure an appropriate visual impact within this sensitive location

40. Notwithstanding the details shown on the approved plans, prior to above ground works, full details of hard landscape proposals shall be submitted to and approved in writing by the Local Planning Authority. These details shall include where appropriate: proposed finished levels or contours and hard surfacing materials relating to maintenance and access routes. Thereafter, the development shall be proceed in strict accordance with such details as have been agreed.

Reason: To ensure the provision of amenity afforded by appropriate landscape design and maintenance of existing and/or new landscape features.

41. Prior to the installation of external lighting or audible alarm, details of the proposed lighting/alarm shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall proceed in strict accordance with such details as have been agreed.

Reason: In the interest of visual amenity, dark night skies and ecology.

42. Prior to the installation of any security cameras and associated equipment, a plan showing camera location and coverage shall have been submitted to and agreed in writing by the Local Planning Authority. Thereafter, development shall proceed in strict accordance with such details as have been agreed.

Reason: In the interest of visual and neighbouring amenity.

Compliance:

43. The development hereby approved shall be carried out in accordance with the submitted 'Noise Impact Assessment submitted (Proposed Solar Scheme at North Farm, Wimborne, Noise Impact Assessment, Technical Report: R9038-1 Rev 2, Dated 16th November 2022, by 24 Acoustics).

Further to the approved information, upon installation, noise measurements for solar inverter units shall be submitted in writing to Local Planning

Authority, for approval to validate the noise impacts that have been predicted within the noise impact assessment. Should noise measurements exceed guidelines in BS8233:2014 a mitigation strategy shall be submitted to and agreed in writing with the Local Planning Authority.

The agreed mitigation measure shall be fully implemented and permanently retained thereafter.

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

44. The ecological mitigation and biodiversity management and monitoring shall be carried out in accordance with the approved Ecological Impact Assessment (EclA) submitted as part of the revised Environmental Statement (ES) REV B in February 2025.

Reason : to ensure landscaping is appropriately maintained for screening to the National Landscape and in the interests of biodiversity.

45. The development hereby approved shall be carried out in strict accordance with the submitted Construction Traffic Management Plan (CTMP) dated March 2023.

Reason: In the interests of road safety.

Other

46. All new cabling between the solar PV modules and equipment on site shall be laid underground with the exception of above ground connections to equipment..

Reason: In the interests of the visual amenity and landscape character of the area.

47. 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). Should any contamination be found requiring remediation, a remediation scheme, including a time scale, shall be submitted to and approved in writing by the Local Planning Authority. The

approved remediation scheme shall be carried out and 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 minimized.

48. For the duration of the construction and decommissioning period, hours of work (including deliveries) shall only be between the hours of 08:00 and 18:00 hours Monday to Saturday and not at all on Sundays and Bank Holidays.

Reason: To protect the amenity of the occupants of residential properties in close proximity to the construction route.

Informative Notes:

1. Prior Land Drainage Consent (LDC) may be required from DC's FRM team, as relevant LLFA, for all works that offer an obstruction to flow to a channel or stream with the status of Ordinary Watercourse (OWC) – in accordance with s23 of the Land Drainage Act 1991. The modification, amendment or realignment of any OWC associated with the proposal under consideration, is likely to require such permission. We would encourage the applicant to submit, at an early stage, preliminary details concerning in-channel works to the FRM team. LDC enquires can be sent to floodriskmanagement@dorsetcouncil.gov.uk.
2. The applicant should contact Dorset Highways by telephone at 01305 221020, by email at dorsethighways@dorsetcouncil.gov.uk, or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway, to ensure that the appropriate licence(s) and or permission(s) are obtained.
3. The safe free passage of the public on all rights of way must not be obstructed at any time. If the public are unlikely to be able to exercise their public rights on a right of way, then a Temporary Path Closure Order must be obtained. This can be applied for through Rights of Way at Dorset Council see <https://www.dorsetcouncil.gov.uk/w/changing-the-definitive-map>, but the application must be completed and returned at least thirteen weeks before the intended closure date. It should be noted that there is a fee applicable to this application. This application and legal order must be confirmed before any works obstructing the path are commenced.

Any damage to the surface of the footpath attributable to the development must be repaired to Dorset Council's specification, in accordance with Section 59 of the Highways Act 1980 by the applicant.

4. In accordance with paragraph 38 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.

The council works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

- The applicant was made of aware of issues and additional information was submitted to address these.

Updated Committee Report

Application Number:	P/VOC/2024/03497		
Webpage:	https://planning.dorsetcouncil.gov.uk/		
Site address:	Anaerobic Digester Plant, Rainbarrow Farm, Monkeys Jump Roundabout to Junction Below Alington Place, Martinstown, DT2 9JF		
Proposal:	The construction and operation of an Anaerobic Digestion and Combined Heat and Power Plant and associated infrastructure including a new site access road at Rainbarrow Farm (Site 1) and underground service corridor linking to a new Combined Heat and Power engine in existing Engine House (Site 2) at Poundbury to supply Poundbury with renewable heat and power (Revised proposal) (Changes to proposed plant, infrastructure and land profiling at Rainbarrow Farm (Site 1)) and as varied by 1/D/2011/2113 to include repositioning of flare and CHP container, and additional equipment to include standby generator, switch gear, back up boiler, DMT Membrane Plant, transformer, 3 tank propane store and new gas pipeline to site boundary, to enable the majority of the gas produced by the Anaerobic Digester Plant to be fed directly into the public gas supply network at the pressure regulating station adjacent Monkeys Jump Roundabout (with variation of conditions 27 and 28 of planning permission 1/D/2011/2113 to regularise the existing development by increasing traffic levels, annual feedstock throughput and feedstocks).		
Applicant name:	Ixora Energy Limited		
Case Officer:	Eleanor Godesar		
Ward Member(s):	Cllr Tarr		
Publicity expiry date:	25 October 2024	Officer site visit date:	4 October 2024
Decision due date:	22 November 2024	Ext(s) of time:	11 June 2025
No of Site Notices:	4		
SN displayed reasoning:	Adjoining neighbours and public rights of way		

Updated Committee Report

1.0 Reason application is going to committee:

- 1.1 This application is being re-reported to the Strategic and Technical Planning Committee due to the decision by members to defer the application at the committee meeting on 14 March 2025.
- 1.2 Determination of the application was deferred to allow officers to liaise with the applicant to facilitate further collaboration between the Local Planning Authority and the applicant in relation to highways issues.

2.0 Summary of recommendation:

Grant planning permission subject to conditions set out in section 8.

3.0 Background and Assessment:

- 3.1 At the Strategic and Technical Planning Committee on 14 March 2025, Members resolved to defer determination of the application.
- 3.2 A meeting was held with the applicant and their agents on 20 March 2025. In this meeting, the applicant stated that they did not consider that the Delivery and Servicing Plan (DSP) had been effectively taken into account by the Committee. They suggested they would like to provide additional information on the DSP to relevant Committee members, Ward councillors and Parish and Town Councils. Discussion also focused on amendments to the planning conditions to address matters raised by Members during the committee meeting.
- 3.3 The applicant submitted additional transport information on 7 April 2025. This document provides some additional background to Rainbarrow Farm Anaerobic Digestate Plant, the aims of the DSP, enforcement and monitoring of vehicle movements associated with the site and setting up of a Community Liaison Group. The document, along with the previously submitted Delivery and Servicing Plan, has been published on the Council's planning register.
- 3.4 This report considers the additional information, further consultation responses received and provides an update on the relevant planning matters they relate to.
- 3.5 Unless otherwise stated, all other matters set out in the 14 March 2025 Committee Report and Update Sheet relating to: description of site, description of development, relevant planning history, list of constraints, consultation responses, duties, relevant policies, human rights, public sector equalities duty, financial benefits, environmental implications and planning assessment remain unchanged. The Committee Report and Update Sheet are provided at **Appendix 1** for ease of reference or click [here](#).

4.0 Relevant Planning History

- 4.1 A planning application which seeks to retain the existing digestate lagoon and hardstanding & install a proposed lagoon cover (P/FUL/2025/00591) on adjoining land associated with the Anaerobic Digester Plant at Rainbarrow Farm has been submitted and is currently under consideration.

Updated Committee Report

5.0 Consultation Responses

5.1 Due to the nature of the additional information submitted since the March committee, officers have undertaken a targeted re-consultation of the following consultees:

- Dorchester Poundbury Ward Member
- Winterborne and Broadmayne Ward Member
- Winterborne St Martin Parish Council
- Winterborne Farringdon Parish Council Group (Winterborne Monkton PC)
- Dorchester Town Council
- Stinsford Parish Council

5.2 All additional consultee responses received since the March Committee meeting are summarised below and can be viewed in full on the Council's website.

5.3 Winterborne St Martin Parish Council

Additional Comments (received 23/04/2025)

- The additional information received from the applicant does not alter the concerns of the Parish Council already submitted.

5.4 Stinsford Parish Council

Additional Comments (received 06/05/2025)

- The only real change to the approach outlined in the DSP comes in the covering letter to councillors. Paragraph 2 concludes 'We take the Welfare of our Communities seriously'. Under the section Aims of the DSP, bullet 4 offers 'ongoing communication with local communities over concerns'. The final paragraph suggests that they are prepared to meet with community, arrange a site visit and meet with councillors at any venue of their choosing.
- The overall outcome is that: 1) the offer to meet is welcome; 2) the plan offers little more detail on what will happen on roads within Stinsford parish (Slyers Lane / Cuckoo Lane / Lower Bockhampton); and 3) there is no offer to actually change anything.
- In the Parish Council's initial response to the Delivery and Servicing Plan (received 11 March 2025) 5 questions were posed. Three of these remain unanswered.
- In conclusion Stinsford Parish Council does not believe that the amended information provides confidence that existing issues will be addressed and that the expansion of trips will not create further issues. The Parish Council therefore continues to object to the proposals.

5.5 Correspondence with Members

The additional transport information that was submitted by the applicant on 7 April 2025 has also been shared with Members of the Strategic and Technical Committee on 22 June 2025.

Updated Committee Report

6.0 Planning Assessment

Highways

- 6.1 Whilst the Highway Authority raises no highway safety concerns, the observed vehicle movements recorded since 2020 show that harvest time feedstock deliveries have grown significantly above the number of trips accepted by the previous permissions.
- 6.2 Conditioning a daily or hourly upper limit for vehicle movements during the harvest time would be challenging due to the nature of how crops are harvested and delivered to the site. However, parish councils have raised amenity concerns relating to vehicle movements. As a compromise, a Delivery and Servicing Plan (DSP), including a Route Management Plan has been submitted by the applicant. The aims of the DSP are:
- Manage peak delivery periods efficiently, particularly during harvest time, while maintaining flexibility to optimise feedstock quality.
 - Prevent excessive vehicle movements, with the DSP Manager assessing weekly delivery schedules and taking proactive steps to avoid exceeding agreed daily averages by more than 10%.
 - Maintain accurate records of incoming and outgoing vehicle movements via the weighbridge system, ensuring transparency and accountability.
 - Provide ongoing communication with stakeholders, including suppliers, hauliers, and the local community, to ensure adherence to the DSP and address any concerns.
 - Regularly review and update the DSP to reflect operational changes and best practices, with annual reviews ensuring continued effectiveness.
- 6.3 Compliance with the DSP would be achieved through the following measures:
- All delivery and collection vehicles are required to pass through the weighbridge to record movements and material tonnage.
 - Deliveries and collections must be by prior arrangement only and the DSP Manager is required to monitor scheduled deliveries weekly, taking action if planned deliveries exceed limits.
 - Records of vehicle movements are required to be kept and made available for inspection by the Local Planning Authority (LPA) when requested.
- 6.4 Condition 2 would secure the DSP and the compliance it contains. The condition also provides the opportunity for annual review of the DSP and any updates to be submitted to, and agreed in writing by, the LPA.
- 6.5 Since the March meeting, the previous wording in Condition 2 associated with the log of vehicular movements has been put into a separate condition (now Condition 3). This would enable the LPA to inspect the log of vehicular movements to deal with any concerns or complaints associated with the site. The condition now also requires this log to be submitted to the LPA on an annual basis for the next 5 years. This would facilitate regular monitoring of the site to inform an understanding of vehicle movements and address issues.

Updated Committee Report

- 6.6 Paragraph 1.32 of the revised Planning Support Statement in the original planning permission (1/D/10/001372) for the site stated, and was subsequently secured by condition, that 'the majority of the feedstock will be generated within 10 miles of Rainbarrow Farm'. The applicant has requested that Condition 5 (Condition 4 in the 14 March Committee report), be amended to reflect this previous agreement and provide more flexibility.
- 6.7 Condition 13 (Condition 12 in the 14 March Committee report) is worded so that import of feedstock during harvest times does not have restricted operating hours. At the March meeting, there was some discussion about restricting imports to specific hours. This has been discussed with the applicant and concluded that this would be likely to result in more intensive vehicle movements on the highway network at times of the highest volume of traffic. As previously highlighted, the supply of feedstock crop is dependent upon when the crop is at its prime and ready for harvest, as well as weather conditions. In periods outside harvest time, the main vehicle movements would be significantly lower and mostly associated with export of digestate and CO₂ for a substantial part of the year. No amendments to the condition are therefore proposed.

Community Liaison Group

- 6.8 The applicant is offering to set up a community liaison group. This would be open to the public and provide local residents the opportunity to raise concerns associated with operation of the site.
- 6.9 There are a number of liaison groups that currently operate in Dorset, most typically for minerals sites. These have either been set up by an operator, or have been the requirement of a planning permission. Condition 19 secures the submission of a terms of reference for the meetings, and should include details such as the general purpose of the group and representatives.

7.0 Conclusion

- 7.1 At the 14 March 2025 Strategic and Technical Planning Committee, members resolved to defer determination of the application to allow officers to liaise with the applicant to facilitate further collaboration between the Local Planning Authority and the applicant in relation to highways issues.
- 7.2 The applicant has provided further justification and a targeted re-consultation has been carried out. The exercise corroborates the officer's view that amending the original Condition 27 to secure a Delivery and Servicing Plan is an acceptable compromise for managing vehicle movements associated with feedstock supply during the harvest. The DSP contains measures including recording vehicle movements and material tonnage, providing records to the LPA on request, deliveries and collections by prior arrangement and the DSP Manager being required to monitor scheduled deliveries weekly. The DSP is enforceable through suggested Conditions 2 and 3.
- 7.3 It is considered that the proposal is in accordance with the Development Plan and there are no material considerations meaning that planning permission should be refused. The application is therefore recommended for approval subject to planning conditions.

Updated Committee Report

8.0 Recommendation

Recommendation: Grant planning permission subject to the following conditions.

1. Plans List - Approved

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

02 Planning Application Boundary dated December 2010
9100 Rev P2 Access and Site Road Details dated April 2010
003 Proposed Site Access and Access Road drawing dated April 2010
004 Proposed Site Access & Typical Cross Section Detail dated April 2010
16569/006 Drainage Layout as agreed on 22 February 2012
87i/01/TW/100 Rev N Overall Site Plan dated 11 June 2012
Feedstock Locations and Routes received 18 November 2024

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

2. Delivery and Servicing Plan

Imports and exports of the Anaerobic Digester Plant shall be implemented in accordance with the Delivery and Servicing Plan (Entran, January 2025). In particular, the site operator shall comply with paragraphs 4.13-4.21 of the Delivery and Service Plan. The Delivery and Servicing Plan, along with the approved Feedstock Locations and Routes plan, shall be reviewed annually by the site operator to consider updates to the approved scheme. If any updates are necessary, these shall be submitted to, and agreed in writing by, the Minerals Planning Authority.

Reason: To ensure that the proposal does not result in any adverse impact on highway safety and the amenities of the surrounding area and nearby residential properties and in accordance with Policies ENV16 and COM 7 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policies 12 and 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

3. Log of Vehicular Movements

A log of vehicular movements shall be kept and these formal records shall be submitted annually to the Local Planning Authority until 30 June 2030. After this date, the log shall be made available for inspection by the Local Planning Authority at seven days notice.

Reason: To ensure that the proposal does not result in any adverse impact on highway safety and the amenities of the surrounding area and nearby residential properties and in accordance with Policies ENV16 and COM 7 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policies 12 and 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

4. Feedstocks - Quantity and Type

Updated Committee Report

Feedstock from supply farms imported to Rainbarrow Farm, that require transport on the public highway, shall be limited to a maximum of 60,000 tonnes per annum. The feedstocks shall be limited to maize, rye and oat crops.

Reason: To ensure that the proposal does not result in any adverse impact on highway safety and the amenities of the surrounding area and nearby residential properties and in accordance with Policies ENV16 and COM 7 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policies 12 and 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

5. Feedstock Source Sites

Any new feedstock source sites, which have not been shown on drawing 'Feedstock Locations and Routes' received 18 November 2024, shall be located within 15 miles of the site.

Reason: To ensure that the proposal does not result in any adverse impact on highway safety and the amenities of the surrounding area and nearby residential properties and in accordance with Policies ENV16 and COM 7 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policies 12 and 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

6. Height of Storage within Feedstock Clamps

All feedstock shall be stored within the silage clamp as identified on the approved plans. The maximum height of any settled material shall not exceed 5 m above ground level in accordance with the details as submitted in paragraph 1.24 of the Planning Supporting Statement (Revised Proposal) revised December 2010 submitted as part of the planning application reference number 1/D/10/001372.

Reason: To minimise any impact on the surrounding landscape character and in accordance with Policy ENV1 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

7. Cover to feedstocks kept in silage clamp

Any feedstocks stored within any of the individual bays shall be covered by a dark green cover to RAL 6005 (Moss Green) or alternatively a black coloured cover. The feedstocks shall continue to be covered in accordance with the details outlined above so long as the silage clamps are in use.

Reason: To minimise any impact on the surrounding landscape character and in accordance with Policy ENV1 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

8. Colour of the Gas Storage Balloon

Updated Committee Report

The gas storage balloon that is located on top of the digestate store shall be retained in a grey external colour (Window Grey RAL 7040) in accordance with the details sent to the Waste Planning Authority in the email from Nick Finding dated 27 January 2011 as part of application reference number 1/D/10/001372.

Reason: To minimise any impact on the surrounding landscape character and in compliance with Policy ENV1 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

9. Retention of Re-profiled Land

The re-profiled land (as shown on plan Ground Levels Plan 8, dated 10 July 2017) shall be retained for the duration of the development.

Reason: To protect the character of the landscape and in the interests of visual amenity in accordance with Policy ENV1 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

10. Visibility Splays

The visibility splay areas as shown on drawing number 003 titled Proposed Site Access and Access Road dated April 2010 submitted as part of planning application 1/D/10/001372 shall be retained and maintained free of any obstruction (including any growth) above 600 mm when measured from the level of the adjoining highway to enable a clear line of sight.

Reason: In the interests of highway safety and in compliance with Policy COM 7 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 12 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

11. Vehicle Access

All vehicles associated with the operation of the Rainbarrow Farm site shall access the facility via the roadway that approaches the main site from the east along the access approved as part of the development of the site under planning application reference number 1/D/10/001372.

Reason: In the interests of highway safety in accordance with Policy COM 7 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 12 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

12. Noise levels

The development hereby permitted shall be undertaken and operate within the noise parameters as set out within the Noise Assessment document (Revised Proposals) dated June 2010 and revised December 2010 submitted as part of the planning application reference number 1/D/10/001372.

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Reason: To ensure that the proposal does not result in any adverse impact on the amenities of the surrounding area and nearby residential properties and in accordance with Policy ENV16 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

13. Operating Hours

Excluding harvest times of the feedstocks to supply the Anaerobic Digester Plan hereby approved, the site shall only be open to receive or dispatch any vehicle carrying feedstocks, digestate or any other material or equipment associated with the operation of the site between the hours of 07:00 to 18:00 hours Mondays to Fridays inclusive and 07:00 to 13:00 hours on Saturdays and at no time on Sundays, Bank, or Public Holidays.

Reason: To protect the amenities of nearby properties from harm and in accordance with Policy ENV16 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

14. Air Quality

The development hereby permitted shall be undertaken and operate within the air quality parameters as set out within the Air Quality Assessment document (Revised Proposals) dated June 2010 and revised December 2010 submitted as part of the planning application reference number 1/D/10/001372.

Reason: To ensure that the proposal does not result in any adverse impact on the amenities of the surrounding area and nearby residential properties and in accordance with Policy ENV16 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

15. Air Quality Mitigation Measures

The mitigation measures to ensure that there are no odour or emissions from any part of the site operation that would cause any amenity concerns or impact on the surrounding environment as detailed in the Air Quality Assessment document dated July 2010 submitted as part of the planning application reference number 1/D/10/001372 shall be implemented throughout the life of operation of the site.

Reason: To ensure that the proposal does not result in any adverse impact on the amenities of the surrounding area and nearby residential properties and in accordance with Policy ENV16 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

16. Remove plant if no production

Updated Committee Report

Should the plant fail to generate any methane gas for a period in excess of 12 months then the fermenter, feed hopper, digestate store, gas storage balloon, biogas engine, CHP container, flare and the control building implemented as part of the planning application reference number 1/D/10/001372 and those items of plant above ground implemented as part of the current application 1/D/2011/2113 shall be removed from the site.

Reason: To minimise any impact on the surrounding landscape character and in accordance with Policy ENV1 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

17. Surface Water Drainage

The surface water drainage scheme as shown on the Drainage Layout Drawing number 16569/006 revision B and agreed in writing with the Waste Planning Authority in the letter dated 22 February 2012 shall be retained and maintained in effective order throughout the use of the site.

Reason: To prevent the increased risk of flooding, and to protect water quality for the benefit of the local habitat and in compliance with Policy ENV 5 and ENV 9 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 17 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

18. Floodlighting

No further external lights shall be installed on the application site unless details of their location, height above ground, power and measures to reduce light spillage including the use of movement sensors and timers are submitted to, and approved in writing by, the Local Planning Authority. Agreed lighting shall be implemented and maintained in accordance with the approved details.

Reason: To protect the amenity of the surrounding area in accordance with Policy ENV16 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

19. Community Liaison Group

Within one month of the date of this permission, the operator shall submitted to, and agree in writing with, the Local Planning Authority terms of reference for and membership of a Community Liaison Group. The group shall invite at least representatives from parish and town councils and members of the public as a minimum and shall meet at least twice a year until such time that the Local Planning Authority is notified in writing that the Anaerobic Digester Plant has ceased to be in use.

Reason: To protect the amenity of the surrounding area in accordance with Policy ENV16 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

Updated Committee Report

Informative Notes:

1. Informative: National Planning Policy Framework Statement

In accordance with paragraph 39 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.

The council works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

- The applicant/agent was updated of any issues and provided with the opportunity to address issues identified by the case officer.
- The applicant was provided with pre-application advice.

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Application Number:	P/VOC/2024/03497		
Webpage:	https://planning.dorsetcouncil.gov.uk/		
Site address:	Anaerobic Digester Plant Rainbarrow Farm Monkeys Jump Roundabout To Junction Below Alington Place Martinstown DT2 9JF		
Proposal:	The construction and operation of an Anaerobic Digestion and Combined Heat and Power Plant and associated infrastructure including a new site access road at Rainbarrow Farm (Site 1) and underground service corridor linking to a new Combined Heat and Power engine in existing Engine House (Site 2) at Poundbury to supply Poundbury with renewable heat and power (Revised proposal) (Changes to proposed plant, infrastructure and land profiling at Rainbarrow Farm (Site 1)) and as varied by 1/D/2011/2113 to include repositioning of flare and CHP container, and additional equipment to include standby generator, switch gear, back up boiler, DMT Membrane Plant, transformer, 3 tank propane store and new gas pipeline to site boundary, to enable the majority of the gas produced by the Anaerobic Digester Plant to be fed directly into the public gas supply network at the pressure regulating station adjacent Monkeys Jump Roundabout (with variation of conditions 27 and 28 of planning permission 1/D/2011/2113 to regularise the existing development by increasing traffic levels, annual feedstock throughput and feedstocks).		
Applicant name:	Ixora Energy Limited		
Case Officer:	Eleanor Godesar		
Ward Member(s):	Cllr Tarr		
Publicity expiry date:	25 October 2024	Officer site visit date:	4 October 2024
Decision due date:	22 November 2024	Ext(s) of time:	18 March 2025
No of Site Notices:	4		
SN displayed reasoning:	Adjoining neighbours and public rights of way		

1.0 Reason application is going to committee

Objections from Winterborne Farringdon Parish Council Group (Winterborne Monkton PC), Dorchester Town Council and Stinsford Parish Council

2.0 Summary of recommendation:

Grant planning permission subject to conditions set out in section 18.

3.0 Reason for the recommendation:

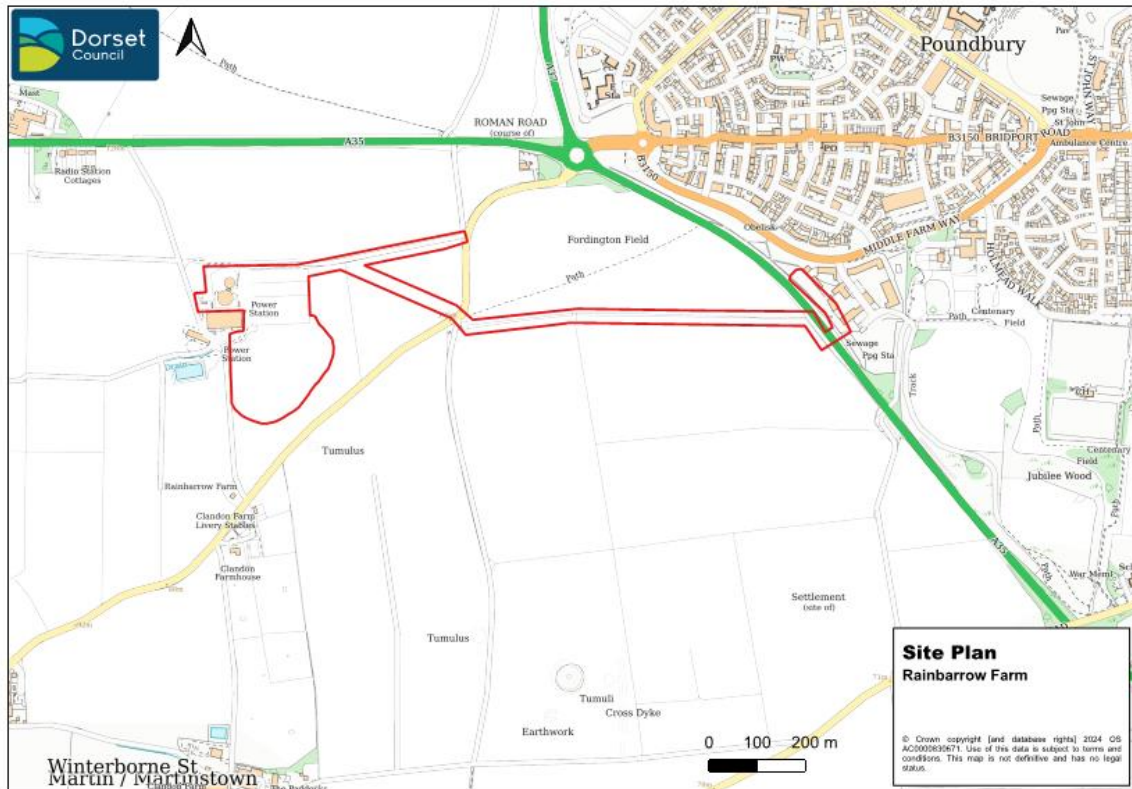
As set out in Sections 16 and 17 of this report, in summary:

- The proposal raises no highway safety concerns due to trips to and from the farm being concentrated on a short length of highway between the plant entrance and Monkeys Jump Roundabout and then dispersing along the A35 and A37.
- A change to agricultural crop only feedstock has generated a very high, but significantly variable, numbers of vehicle trips which mainly take place during short periods in the spring and autumn. Amending Condition 27 to secure a Delivery and Servicing Plan would be an acceptable compromise for managing a more consistent feedstock supply during the harvest and address amenity concerns associated with the site.
- Agricultural crop feedstocks have been accepted as feedstock at the site since the 2017 permission and have provided the Anaerobic Digester Plant with more stable operating conditions and reduced spikes in gas production. Amending the previous Condition 28 to rye, oats and maize crops would be acceptable to the applicant.

4.0 Key planning issues

Issue	Conclusion
Principle of development	The principle of an Anaerobic Digester Plant was accepted in the 2012 and 2017 permissions.
Highway impacts, safety, access and parking	Trips to and from the site would be concentrated on a short length of highway between the plant entrance and Monkeys Jump Roundabout and then disperse along the A35 and A37. Filling of the storage clamps during harvest periods would generate high numbers of vehicle trips, which could be regulated through agreement of a Delivery and Servicing Plan, limiting the annual feedstock imports to 60,000 tonnes and ensuring any new supply sites are within 10 miles of Rainbarrow Farm.
Feedstock	Amending the list of feedstock types to maize, rye and oat crops would be acceptable.
Impact on the living conditions of the occupants and neighbouring properties	There is sufficient separation distance from the closest dwellings to the site to preserve neighbouring amenity from direct impacts, such as noise and disturbance. Securing a Delivery and Servicing Plan through a condition that demonstrates a scheme for managing feedstock supply during the harvest period. Changes to the annual tonnage of feedstock and feedstock types are considered acceptable with no material harm to residential amenity occurring.
Scale, design, impact on character and appearance / landscape and heritage assets	No amendments are proposed to existing buildings, equipment or site features, such as the feedstock storage clamps or screening bunds.

5.0 Description of Site



- 5.1 Rainbarrow Farm is located in open countryside, 2.5 km west of Dorchester and 1.2 km west of Poundbury between the A35 (to the north) and Bridport Road / Mallards Green which links Poundbury to Martinstown (to the south). The site is accessed via a track close to the McDonalds restaurant near Monkeys Jump roundabout.
- 5.2 Rainbarrow Farm is a commercial farmstead which also accommodates an Anaerobic Digester (AD) Plant. It occupies land on the northern and eastern sides of a large building (previously agricultural in nature). The AD plant is positioned on the northern side of the building and the four existing feedstock clamps located to the east. There is a landscaped bund around the south and east of the most southern clamp and a slurry lagoon (now used to store digestate) to the south of the buildings. Both of these features are located outside the red line of the application site and were constructed after the original permissions in 2010 and 2012.
- 5.3 The application site is on a gentle incline which slopes down to the south. It is within the Dorset National Landscape (formerly Area of Outstanding Natural Beauty) and the Dorchester Downs landscape character area with Maiden Castle approximately 1.3 km to the south. There are no public footpaths that cross close to the main part of the site, however, there is a bridleway (S57/7) which traverses from the access gate of the site on Bridport Road to the A35 to the north.

6.0 Description of Development

- 6.1 The Anaerobic Digester (AD) Plant first received planning permission in 2010 to provide heat and electricity for dwellings in Poundbury. The operation was subsequently amended to enable the majority of the gas produced by the plant to be fed directly into the public gas supply network. The change in equipment and output significantly increased the efficiency of the plant for the same amount of feedstock, specified at the time as approximately 35,000 tonnes annually. The 2012 permission was accompanied by another permission which approved the underground gas pipeline extending from the AD plant eastwards to the network pipeline.
- 6.2 The AD plant was commissioned in 2012. In 2017, a fourth feedstock storage clamp was approved. The original feedstock mix, which included dairy cow slurry, chicken manure, maize silage, grass silage and potato pulp, was reduced to the agricultural crops only ie. maize and grass silage. The additional clamp increased the storage capacity of the plant and additional deliveries to the site were accepted. The rye grass would be delivered in June and July and the maize delivered in September and October. Whilst not specified within the planning conditions, the 2017 permission resulted in annual feedstock of approximately 42,500 tonnes.
- 6.3 The list of feedstock types associated with Condition 28 of 1/D/2011/2113 were not amended in 2017 since no additional feedstock types were proposed. However, the operator has subsequently introduced oats as a feedstock. In addition, the AD plant has been operating above the accepted 2017 capacity for a number of years. As such, the current variation of condition application has been submitted to amend the following conditions:

27. Traffic Levels

The Rainbarrow Farm (site 1) traffic levels shall only operate in accordance with the scheme submitted and outlined in paragraphs 1.30 to 1.35 inclusive of the Planning Support Statement (Revised Proposal) revised December 2010 submitted as part of the planning application reference number 1/D/10/001372. Any change to these details shall be agreed in writing with the Waste Planning Authority. A log of vehicular movements shall be kept and these formal records shall be made available for inspection by the Waste Planning Authority at seven days' notice.

This application seeks to amend this condition to allow the site to process 60,000 tonnes of feedstock per annum.

28. Feedstocks

The feedstocks shall be limited to those outlined in paragraph 1.28 and sourced from the locations identified in paragraphs 1.29 and 1.32 of the Planning Support Statement (Revised Proposal) revised December 2010 submitted as part of the planning application reference number 1/D/10/001372.

This application seeks to amend the feedstock mixes to specify rye and oats, in addition to maize.

7.0 Relevant Planning History

1/D/10/001372 Decision: Grant Decision Date: 21/04/2011

The construction and operation of an Anaerobic Digestion and Combined Heat and Power Plant and associated infrastructure including a new site access road at Rainbarrow Farm (Site 1) and underground service corridor linking to a new Combined Heat and Power engine in existing Engine House (Site 2) at Poundbury to supply Poundbury with renewable heat and power. (Revised proposal) (Changes to proposed plant, infrastructure and land profiling at Rainbarrow Farm (Site 1)).

1/D/2011/2113 Decision: Grant Decision Date: 08/03/2012

Section 73 application to vary condition 2 (Development in Accordance with Technical Details) and 3 (Development in Accordance with Approved Plans) of 1/D/10/001372 to allow amendments to approved layout at Rainbarrow Farm (site 1) to include repositioning of flare and CHP container, and additional equipment to include standby generator, switch gear, back up boiler, DMT Membrane Plant, transformer, 3 tank propane store and new gas pipeline to site boundary, to enable the majority of the gas produced by the Anaerobic Digester Plant to be fed directly into the public gas supply network at the pressure regulating station adjacent Monkey Jump Roundabout

1/D/11/002061_1 Decision: Grant Decision Date: 23/02/2012

Planning application for underground section of gas pipeline to link gas feed from application site to pressure regulating station adjacent Monkey Jump Roundabout

WD/D/17/001149 Decision: Grant Decision Date: 01/08/2017

Construction of additional feedstock storage clamp & re-profiling of adjoining ground with spoil; Change of use of part of agricultural building to house equipment associated with capture of CO₂ gas and bagging of solid digestate

(both by products of AD plant) and their sale off site, with two gas storage tanks positioned adjacent southern side of building.

P/PDE/2024/00195 Decision: Planning Permission Required

Decision Date: 19/08/2024

Cover on slurry lagoon

8.0 List of Constraints

Nutrient Catchment Areas - Distance: 0

Dorchester West Parish Ward - Distance: 0

Dorchester North Parish Ward - Distance: 269.54

Winterborne St. Martin CP - Distance: 0

Bradford Peverell CP - Distance: 181.74

Dorchester CP - Distance: 0

Winterborne Monkton CP - Distance: 0

Charminster St. Mary's Ward - Distance: 181.74

Dorchester Poundbury Ward - Distance: 0

Dorchester West Ward - Distance: 552.94

Winterborne & Broadmayne Ward - Distance: 0

Right of Way: Footpath S57/6; - Distance: 0

Right of Way: Bridleway S57/5; - Distance: 0

Right of Way: Bridleway S57/7; - Distance: 0

Medium pressure gas pipeline 25m or less from Medium Pressure Pipelines (75mbar - 2 bar); - Distance: 0

Groundwater – Susceptibility to flooding; NULL; NULL; - Distance: 0

EA - Groundwater Warning Zones 2019; 111FWGSWV1; Groundwater flooding for the South Winterbourne Valley; - Distance: 0

National Landscapes (formerly AONB): Dorset; - Distance: 0

Existing ecological network (Polygons) - Distance: 0

Higher Potential ecological network - Distance: 0

Wildlife Present: S41 - bird ; - Distance: 8.88

Agricultural grade: Grade 2; - Distance: 0

Site of Special Scientific Interest (SSSI) impact risk zone; - Distance: 0

Scheduled Monument: Settlement remains N of Maiden Castle (List Entry: 1002409.0); - Distance: 344.05

Poole Harbour Catchment Area - Distance: 0

Groundwater Source Protection Zone - Distance: 0

Risk of Surface Water Flooding Extent 1 in 30 - Distance: 0

Risk of Surface Water Flooding Extent 1 in 100 - Distance: 0

Risk of Surface Water Flooding Extent 1 in 1000 - Distance: 0
Surface water flooding - 1 in 100 year event plus 20% allowance - Distance: 0

Surface water flooding - 1 in 100 year event plus 40% allowance - Distance: 0
Radon: Class: Class 3: 3 - 5% - Distance: 0

Radon: Class: Class 1: Less than 1% - Distance: 0

Contaminated Land - Distance: 0

National Landscapes (Areas of Outstanding Natural Beauty): (statutory protection Local Planning Authorities to seek further the purposes of conserving and enhancing the natural beauty of the area of outstanding natural beauty- National Parks and Access to the Countryside Act of 1949 & Countryside and Rights of Way Act, 2000)

9.0 Consultation Responses

All consultee responses can be viewed in full on the website.

9.1 National Highways

No objection (received 01/08/2024)

- Whilst in the vicinity of the A31 (officer correction – should be A35) that forms part of the Strategic Road Network, National Highways offer no objection.

9.2 Dorset National Landscapes (formerly AONB) Team

No response received

9.3 Landscape Officer

No objection (received 29/07/2024)

9.4 Highways Authority

Comments (received 23/07/2024)

- The varied conditions would not have an adverse effect on the C53 (Bridport Road) or the A37.
- Since the Transport Assessment involves the A35, it would be advisable to consult National Highways.

9.5 Rights of Way Officer

Comments (received 26/02/2025)

- No rights of way affected by this application

9.6 Environmental Services – Protection

No comment (received 23/07/2024)

9.7 Winterborne and Broadmayne Ward Member

No response received

9.8 Dorchester Poundbury Ward Member

No objection (received 14/07/2024)

- Based on the analysis of vehicular movement

9.9 Winterborne St Martin Parish Council

Comments (received 01/08/2024)

- The silage heap has been identified as exceeding the 5m height limit.
- Concerns over traffic and parked cars in and around the area
- The trees planted do not comply with planning permission
- Collections and deliveries already at double what they should be
- Concerns of the locality of materials used

9.10 Winterborne Farrington Parish Council Group (Winterborne Monkton PC)

Objection (received 21/08/2024)

- Traffic congestion with accompanying noise and pollution that is already created on local roads by the identified overuse of the site.
- The overuse should not simply be regularised without evaluation of the effect of the many feedstock deliveries and digestate collections the site receives. A large number of them are made by slow and sometimes poorly loaded vehicles.
- Request that current actual traffic movements across all the relevant feedstocks are compared with what is proposed.

9.11 Dorchester Town Council

Objection (received 06/08/2024)

- Additional generated traffic equates to almost 50% increase, as stated in the transport statement.
- Queries whether the majority of feedstock is still generated within 10 miles of Rainbarrow Farm.
- There should be full transparency of where journeys are generated from due to the increase in observed vehicle movements and to enable thorough consideration / assessment of their impact.

9.12 Stinsford Parish Council

Objection (received 31/07/2024)

- The company is already in breach of its consent. This does not mean it should be rewarded by agreeing to an unauthorised deviation.
- Proposed change in road transportation is significant.
- Not clear if the present application will continue to be set within a 10 mile radius.
- The transport statement provides no analysis of transport impacts besides those on the A35 and A37 in the immediate proximity of the site. Impacts on all other roads used in a 10 mile radius are ignored, including the roads used by the tractors in Stinsford Parish.
- The Transport Statement does not show where the materials are actually transported from. No indication of where materials to be exported from the site are scheduled to go and by what routes.
- Evidence from residents in the parish suggest that much of the import and export of materials at Rainbarrow Farm is having a serious impact through use of unsuitable B and unclassified roads in the parish.

Representations received

9.13 One representation objecting has been received with the following comments:

- Very disappointing to see virgin crops being used in Anaerobic Digestion.
- Crops should be used for human consumption.
- Food waste produced by households would be a preferable feedstock.
- Greenwash and profit in unsustainable energy.

10.0 Duties

10.1 s38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the development plan unless material circumstances indicate otherwise.

- 10.2 S.85 of the Countryside and Rights of Way Act (2000) requires Local Planning Authorities to seek to further the purposes of conserving and enhancing the natural beauty of National Landscape (AONB).

11.0 Relevant Policies

11.1 West Dorset, Weymouth & Portland Local Plan 2015

To view, click [West Dorset, Weymouth & Portland Local Plan 2015](#)

INT1 – Presumption in Favour of Sustainable Development
ENV1 – Landscape, Seascape and Sites of Geological Interest
ENV2 – Wildlife and Habitats
ENV4 – Heritage assets
ENV5 – Flood risk
ENV8 – Agricultural Land and Farming Resilience
ENV9 – Polluted and Contaminated Land
ENV10 - The Landscape and Townscape Setting
ENV15 – Efficient and Appropriate Use of Land
ENV16 – Amenity
SUS2 – Distribution of Development
ECON1 – Provision of Employment
COM7 – Creating a Safe and Efficient Transport Network
COM9 – Parking Standards in New Development
COM11 – Renewable Energy Development

11.2 Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019

To view, click [Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019](#)

Policy 1 – Sustainable waste management
Policy 5 – Facilities to enable the recycling of waste
Policy 6 – Recovery facilities
Policy 12 – Transport and access
Policy 13 – Amenity and quality of life
Policy 14 – Landscape and design quality
Policy 15 – Sustainable construction and operation facilities
Policy 16 – Natural resources
Policy 17 – Flood risk
Policy 18 – Biodiversity and habitat
Policy 19 – Historic environment

Emerging Local Plans

- 11.3 Paragraph 48 of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant plan policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan are to the policies of the NPPF, the greater the weight that may be given).

The Dorset Council Local Plan

To view, click [Dorset Council Local Plan - Dorset Council](#)

- 11.4 The Dorset Council Local Plan Options Consultation took place between January and March 2021. Being at a very early stage of preparation, the relevant policies in the Draft Dorset Council Local Plan should be accorded very limited weight in decision making.

National Planning Policy Framework

To view, click [National Planning Policy Framework - GOV.UK](#)

- 11.5 Paragraph 11 sets out the presumption in favour of sustainable development. Development plan proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent, or relevant policies are out-of-date then permission should be granted unless any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF or specific policies in the NPPF indicate development should be restricted.

- 11.6 Other relevant NPPF sections include:

- Section 4 Decision taking (paragraphs 39, 48 – 50)
- Section 6 Building a strong, competitive economy (paragraph 85) and supporting a prosperous rural economy (paragraphs 88 and 89)
- Section 9 Promoting sustainable transport (paragraph 115)
- Section 11 Making effective use of land (paragraph 124)
- Section 14 Meeting the challenges of climate change, flooding and coastal change (paragraph 172)
- Section 15 Conserving and Enhancing the Natural Environment – Habitats and biodiversity (paragraphs 187, 192 - 195 set out how biodiversity is to be protected and encourage net gains for biodiversity) and Ground conditions and pollution (paragraphs 198 and 201)

Other material considerations

- Dorset AONB Management Plan 2019-2024
- Dorset County Council Landscape Character Assessment (Open Chalk Downland)
- National Planning Policy for Waste October 2014
- Noise Policy Statement for England 2010 (NPSE)
- Dorset Council Interim Guidance and Position Statement Appendix B: Adopted Local Plan policies and objectives relating to climate change, renewable energy, and sustainable design and construction. December 2023.

EIA Development

11.7 A screening opinion was previously undertaken by Dorset Council (as the relevant competent authority) for the original permission and determined that the proposed development would not require environmental impact assessment under the terms of the previous Town and Country Planning (Environmental Impact Assessment) Regulations. The amendments proposed in this variation of condition application would not result in likely significant effects of the development on the environment. Therefore the current proposal is also not EIA development.

Habitats Regulations Assessment (HRA)

11.8 The application site is approximately 9400 metres from Dorset Heathlands (Special Protection Area, Special Area of Conservation and Ramsar), 9400 metres from Chesil Beach and The Fleet (Special Protection Area, Special Area of Conservation and Ramsar) and 7200 metres from Cerne and Sydling Downs (Special Area of Conservation), which are European designated sites.

11.9 Should likely significant effects be identified by the screening process it is necessary to further consider the effects by way of an Appropriate Assessment, in accordance with the requirements of Regulation 63 of the Conservation of Habitats and Species Regulations 2017, Article 6 (3) of the Habitats Directive and having due regard to its duties under Section 40(1) of the NERC Act 2006 to the purpose of conserving biodiversity.

11.10 However, given the significant separation distance from these protected sites and the nature of the proposed application amendments, the proposal would not have a likely significant effect on European sites and further Habitat Regulations Assessment, in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended), would not be necessary.

12.0 Human rights

Article 6 - Right to a fair trial.

Article 8 - Right to respect for private and family life and home.

The first protocol of Article 1 Protection of property.

This recommendation is based on adopted Development Plan policies, the application of which does not prejudice the Human Rights of the applicant or any third party.

13.0 Public Sector Equalities Duty

13.1 As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have “due regard” to this duty. There are 3 main aims:

- Removing or minimising disadvantages suffered by people due to their protected characteristics
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people
- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

13.2 Whilst there is no absolute requirement to fully remove any disadvantage, the Duty is to have “regard to” and remove or minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the Public Sector Equalities Duty.

14.0 Financial benefits

14.1 Employment, particularly statutory and site operators during the lifetime of the development and on the farms which produce the feedstock (limited benefit).

15.0 Environmental Implications

15.1 At a national level the Government aims to reduce carbon emissions by 80% (compared to 1990 levels) by 2050 and fully decarbonise the electricity grid by 2035. The Government aims to achieve these targets in a number of ways, including through development of up to 50GW of offshore wind by 2030 and a fivefold increase in solar by 2035 (Powering Up Britain, 2023).

- 15.2 In May 2019 Dorset Council declared a Climate Emergency and there is a heightened expectation that the planning process will secure carbon footprint reductions in new developments.
- 15.3 Regularisation of the higher annual feedstock imports would result in higher traffic movements to and from the site. This has an impact in terms of the site's carbon emissions from vehicles. However, this would be offset over the wider site with outputs of biomethane gas to the grid and separate capture of carbon dioxide.

16.0 Planning Assessment

Principle of Development

- 16.1 The principle of an Anaerobic Digester Plant, which exports gas to the mains grid and produces digestate for use on farmland associated with feedstock imports, was accepted in the 2012 permission (1/D/2011/2113).
- 16.2 A further permission in 2017 (WD/D/17/01149) accepted a fourth feedstock storage clamp, installation of equipment for capturing carbon dioxide and bagging of solid digestate for sale. An increase in vehicle movements and change in feedstock from a mix of agricultural crops and waste to agricultural crops only was also accepted.
- 16.3 The site is occupied by the Anaerobic Digester (fermenter), Digestate Store, associated equipment and the feedstock storage clamps. A previous farm building is used for bagging of the solid digestate and carbon dioxide capture equipment.
- 16.4 The current application seeks to regularise the list of types of feedstock used in the AD process and an increase in annual feedstock imports to 60,000 tonnes. All buildings, equipment and infrastructure currently on site would remain the same. The process of generating gas and by-products would remain unchanged.

2012 Permission Annual Tonnage of Feedstock and Vehicle Movements

- 16.5 Whilst the operator seeks to increase their permitted annual feedstock tonnage, the original condition focused upon vehicle movements discussed in paragraphs of the original Planning Support Statement (as revised in October 2010) as shown below:

1.31 The feedstock will be delivered to the site by either HGV, tractor and trailer or sealed tanker. All delivery vehicles will drive over the weighbridge as they enter the site. Vehicles carrying pig and cattle slurry and potato pulp will deliver their feedstock to the slurry tank. Vehicles delivering maize, grass and poultry manure will deliver their feedstock to the silage clamp. Poultry manure will be delivered daily to the site with only a small buffer stock being kept on the clamp to cover weekend and Bank Holiday periods.

1.32 The majority of the feedstock will be generated within 10 miles of Rainbarrow Farm. The approximate number of deliveries which importation of the feedstock will generate are set out in the table below.

Type of Feedstock	Generation Site	Number of deliveries per week	Notes
Pig Slurry	Frampton	2 x 29 tonne lorries per week	
Dairy Cow Slurry	Martinstown and Winterbourne Herrington	1 x 29 tonne lorry per week	
Chicken Manure	Affpuddle and Winterbourne Whitechurch	3 x 29 tonne lorries per week	
Potato Waste	The Granby Industrial Estate, Weymouth	4 x 29 tonne lorries per week.	
Grass Silage	Farms within 10 Miles of Rainbarrow Farm	16 x 29 tonne Lorries per Day*	*Restricted to grass silage harvest time i.e. 2-3 days in May, June, July and August.
Maize silage	Farms within 10 Miles of Rainbarrow Farm	16 x 29 Tonne lorries per day*	*Restricted to maize silage harvest i.e. days in September/October.

1.33 Excluding the grass and maize silage which will be for a few days a month during the harvest time, the importation of the manure, slurry and potato pulp will generate approximately 20 two way vehicle movements per week (10 in and 10 out). This figure is based on the use of 29 tonnes lorries. If 14 tonne tractors and trailers are used, this would generate approximately 42 deliveries per week.

1.34 In addition to this vehicle generation, the end-substrate material will be transported off site by 14 tonne tractors and trailers or 29 tonne lorries and give rise to approximately 38 or 18 loads per week respectively. These vehicle movement

figures will be less in reality as a proportion of the end substrate will be used at Rainbarrow Farm and thus will not need to be exported off site.

1.35 According to these figures, daily vehicle movements may be up to 15 trips per day on the busiest days which equates to 2 trips (4 two way movements) per hour.

16.6 The current submitted Transport Statement has reviewed this wording and provided theoretical / approved vehicle loads for a 29 tonne HGV and 14 tonne tractor and trailer. Given that the current arrangements for the site now primarily use tractor and trailer for harvest imports, these are focused upon. The Transport Statement has calculated that the 2012 permission permitted 4 import loads and 7 export loads per day in winter (22 vehicle trips), 8.5 import loads and 7 export loads per day during the spring/summer period (31 vehicle trips) and 25 import loads and 7 export loads per day at the busiest autumn period (64 vehicle trips).

16.7 The Transport Statement has calculated that the annual tonnage approved for the 2012 permission was 34,858 tonnes and is consistent with the 'around 35,000 tonnes of feedstock per annum will be used', as stated in paragraph 1.27 of the original planning support statement (2010).

2017 Permission Annual Tonnage of Feedstock and Vehicle Movements

16.8 Since the original planning permissions in 2010 and 2012, a subsequent permission in 2017 approved an additional feedstock storage clamp. This resulted in the acceptance of additional annual feedstock tonnage and also an increase in vehicle movements. The additional 536 deliveries equated to an additional 7,504 tonnes annually. As such, the AD Plant currently has an accepted annual limit of approximately 42,500 tonnes.

16.9 As a result of the 2017 permission, the feedstock has changed so that the previous regular deliveries throughout the year of cow slurry, chicken manure and potato waste have ceased, and the tonnage has been replaced / increased with crop grown feedstock. The justifications at the time for removing the waste feedstocks were:

- The waste imports were resulting in a high water content, which inhibits gas production;
- The cost of potato pulp was increasing;
- Cow slurry being unreliable in generating consistent levels of gas;
- Cow slurry containing plastic that would become blocked in the AD Plant; and
- The level of contaminants in the waste imports were increasing and putting at risk the Environment Agency licences that allow spreading of the digestate on land.

- 16.10 The change to farm derived crop material with constant quantity and quality has provided the AD Plant with more stable operating conditions and reduced spikes in gas production. However, the change to crop based feedstock has resulted in deliveries being concentrated in the two harvest periods in May / June and September / October.
- 16.11 The additional 536 deliveries accepted in the 2017 permission have resulted in an average of 34 extra vehicle trips (17 in, 17 out) each day on harvest days when replenishment of the clamps is taking place. Exports for digestate were assumed to be the same level as approved in 2012 (7 in, 7 out) and the CO₂ capture would generate one extra load (1 in, 1 out).

Increase in Annual Tonnage to 60,000 Tonnes

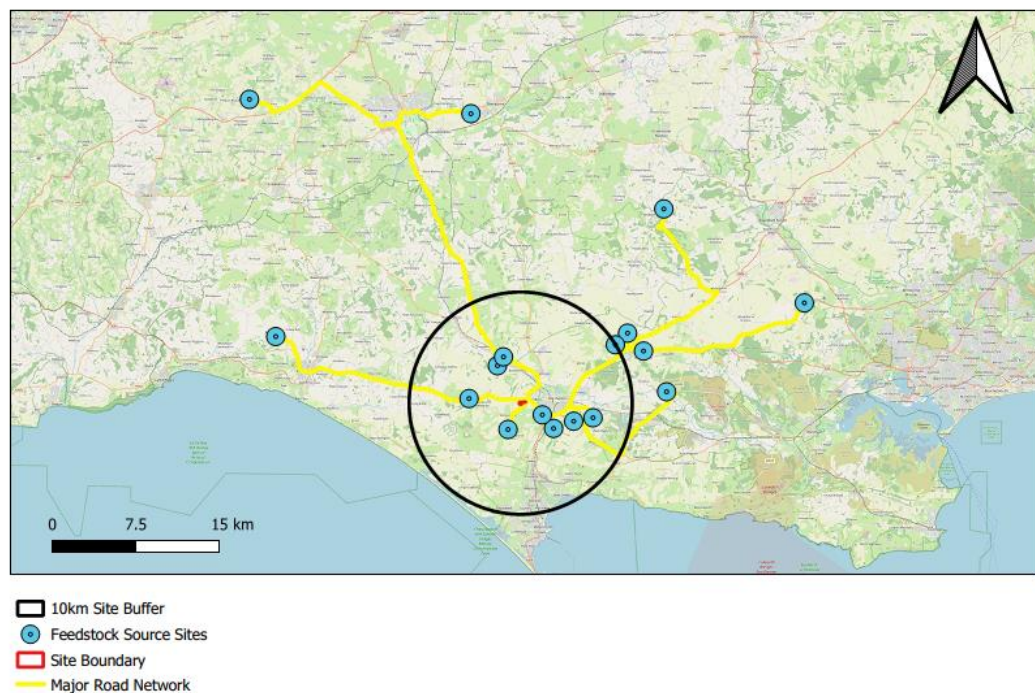
- 16.12 The Applicant has confirmed that the annual tonnage of feedstock brought to the site has in recent years been up to 55,000 tonnes, and this application seeks to regularise the approved quantity by requesting planning permission to be granted for up to 60,000 tonnes per annum. This is an increase from the maximum tonnage accepted in 2017 of approximately 42,500 tonnes.
- 16.13 The unauthorised increase in annual tonnage has led to an increase in vehicle movements associated with import of feedstock during the harvest periods. The observed vehicle movements data provided in Appendix B of the Transport Statement, and additional daily data provided for September and October 2024, shows that the number of trips varies significantly from year to year and also day to day during the time of harvest. This is due to the supply of feedstock crop being dependent upon when the crop is at its prime and ready for harvest as well as weather conditions. The result is that the harvest delivery programme has an intensively busy time interspersed with quieter days. In periods outside harvest time, the main vehicle movements would be significantly lower and mostly associated with export of digestate and CO₂ for a substantial part of the year.
- 16.14 Despite the high actual harvest vehicle movements, the Highway Authority has raised no objection to the proposal to increase the annual feedstock imports to 60,000 tonnes. The reasons for this are:
- The high vehicle movements would only be undertaken for short periods during the spring/summer and autumn harvests.
 - The access entrance of the application site is located approximately 275 metres from Monkeys Jump Roundabout. This part of Bridport Road is rural, with one business (McDonalds) along the route. There is only a short distance of travel for the greatest concentration of trips before they disperse along different routes to supply farms.
 - McDonalds experiences overflow parking on the verge of Bridport Road. However, this parking does not obstruct the highway and vehicles travelling

to and from Rainbarrow Farm are able to maintain their use of Bridport Road.

- Feedstock is delivered to Rainbarrow Farm by tractor and trailer, which tend to operate for longer hours beyond peak time (7am-6pm). The 2024 harvest vehicle movements do suggest that a significant proportion of loads were delivered after 6pm.
- Compared to the vehicle numbers that use the A35 and A37 each day, the trips generated from Rainbarrow Farm are low, despite the high figures on the busiest harvest days.

16.15 The applicant has submitted the plan below which shows the feedstock source sites. The majority of the sites are located within or close to 10 km (approximately 6 miles) from the AD Plant. Most of the sites would be able to use A roads and some B roads. There would be some limited use of C roads for short distances. The plan shows that the supply farms are dispersed so there would not be an unacceptable concentration of trips from a particular location. The plan also demonstrates that the greatest concentration of vehicle movements would be between the site entrance and the Monkey Jump Roundabout.

16.16 Five of the sites are located significantly further from the application site. A condition is therefore proposed to ensure that any new supply farms in the future are sited at a more acceptable distance from Rainbarrow Farm.



16.17 Whilst the Highway Authority raises no highway safety concerns, the observed vehicle movements recorded since 2020 show that harvest time feedstock

deliveries have grown significantly above the number of trips accepted by the 2017 permission.

16.18 Conditioning a daily or hourly upper limit for vehicle movements during the harvest time would be challenging due to the nature of how crops are harvested and delivered to the site. However, parish councils have raised amenity concerns relating to vehicle movements. As a compromise, a Delivery and Servicing Plan (DSP), including a Route Management Plan has been submitted by the applicant. This secures:

- The B3159 through Martinstown and Winterborne Steepleton as a restricted route. All hauliers and drivers shall be advised to not use this road as a through route, other than vehicles with an origin or destination immediately served by the B3159.
- Hauliers and drivers being advised to use the highest category of road available when delivering or collecting materials.
- The number of vehicle movements would be controlled by the maximum tonnage of feedstock to 60,000 tonnes per annum.
- Deliveries and collections must be by prior arrangement only. The Site Operations Manager (DSP Manager) would advise on the requirements of the Delivery and Servicing Plan in advance of the first visit or for any changes to the DSP over time.
- The DSP Manager would assess the feedstock deliveries scheduled for each forthcoming week during the harvest period. In circumstances where the numbers are predicted to exceed the numbers provided in Table 2.6 of the Delivery and Servicing Plan, the DSP Manager would be required to reorganise deliveries. Table 2.6 of the DSP (p. 6) lists average loads per day as being 111 loads for Maize, 77 loads for Rye and 100 loads for Oats.

16.19 The Delivery and Servicing Plan could be secured by condition, with the opportunity for the plan to be reviewed annually and any amendments submitted and agreed in writing with the Local Planning Authority.

16.20 In conclusion, the Anaerobic Digester Plant is supplied by a number of farms which have feedstock supply sites that are mostly located approximately 10 km from the Anaerobic Digester Plant. Trips to and from the site would be concentrated on short length of highway between the plant entrance and Monkeys Jump Roundabout and then disperse along the A35 and A37. Filling of the storage clamps during harvest periods would generate high numbers of vehicle trips, which could be managed through the Delivery and Servicing Plan and limiting the annual feedstock imports to 60,000 tonnes. With these highways aspects secured by condition, it is considered that the proposal would not cause adverse harm to highway safety and neighbouring amenity and would be in accordance with Policy COM 7 of the West Dorset, Weymouth & Portland

Local Plan 2015 and Policy 12 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

Feedstock List

16.21 Condition 28 of planning permission 1/D/2011/2113 required that the feedstocks were to be limited to those outlined in paragraph 1.28 (see below) and sourced from the locations identified in paragraphs 1.29 and 1.32 of the original Planning Support Statement (Revised Proposal) revised December 2010.

1.28 The feedstock will include the following:

- Dairy Cow Slurry
- Chicken Manure
- Maize Silage
- Grass Silage
- Potato Pulp

1.29 With the exception of the potato pulp which will come from Weymouth, the feedstock will be brought to Rainbarrow Farm from surrounding farms and the end substrate (approximately 80% of the weight of the feedstock) will also be used on those farms. The AD plant will enable the end substrate to be applied to land, reducing the use of artificial fertilisers and will be much less odorous and potentially polluting than untreated manure and slurry.

1.32 The majority of the feedstock will be generated within 10 miles of Rainbarrow Farm.

16.22 The applicant would like to reduce the approved feedstock list to maize, silage and grass (rye) silage. They would also like to introduce oats into the list, thus have a feedstock list with 3 items.

16.23 Using crops which have been specifically grown to produce energy at the AD Plant has raised comments in the representations that land is being taken away from food crop production. The applicant has indicated that feedstock crops for the plant are grown as part of a three year rotation with other food crops on the supply farms. Farm derived crop material with constant quantity and quality has provided the AD Plant with more stable operating conditions and reduced spikes in gas production. For these reasons, using maize, rye and oat crops for feedstock are considered to be acceptable and could be secured by condition.

Neighbouring Amenity

- 16.24 The closest neighbours to the application site are the Radio Station Cottages approximately 395 metres to the north west. These cottages are located on the A35 and increases in traffic movement associated with the amended application would be absorbed into the traffic numbers using the A35.
- 16.25 There is also a cluster of dwellings on Bridport Road at a similar distance from the application site. The majority of vehicles would use Bridport Road to the north of these dwellings, with only one supply farm having a route southwards along Bridport Road.
- 16.26 It is considered that there is sufficient separation distance between the closest dwellings and the application site so that no direct harm to neighbouring amenity would occur. The changes to the annual tonnage of feedstock and supply of feedstock types would be managed by the Delivery and Servicing Plan and would not lead to material harm of residential amenity from increase vehicle movements. The proposed amendments are in accordance with ENV16 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

Other Matters

- 16.27 This current application relates specifically to the feedstock types and traffic levels only. There are no proposed changes to the on-site buildings, equipment or infrastructure. Conditions on the original permission to secure these aspects of the development are proposed to be carried forward and updated in a new planning permission, if granted.

17.0 Conclusion

- 17.1 The principle of an Anaerobic Digester Plant, which exports gas to the mains grid, production of digestate for use on farms associated with feedstock imports and the general sale and capture of CO₂, has previously been accepted in the 2012 and 2017 permissions.
- 17.2 Annual feedstock was accepted at approximately 35,000 tonnes in 2012 and then 42,500 tonnes in 2017. The 2017 permission accepted the change to crop only derived feedstocks, with the discontinuation of waste derived feedstocks to the Anaerobic Digestate Plant (AD Plant).
- 17.3 Trips to and from the farm are concentrated on a short length of highway between the plant entrance and Monkeys Jump Roundabout and then disperse along the A35 and A37. Filling of the storage clamps during harvest periods has generated high, but significantly variable, numbers of vehicle trips for a short

period in the spring/early summer and autumn. The submitted data shows that the site has been operating at up to 55,000 tonnes of feedstock per annum.

- 17.4 The submitted route map shows that the majority of supply sites are located within approximately 10 miles from Rainbarrow Farm and that the main transport routes including the A35 and A37 are used. A condition to ensure any new supply farms are located within 10 miles (as accepted by the 2012 permission) of the site could be secured by condition.
- 17.5 Whilst the Highway Authority raises no highway safety concerns, vehicle trips during the harvest periods can be very high and have raised amenity concerns with Parish Councils. Conditioning vehicle trips for harvest periods would be difficult to achieve due to supply being weather dependent and when crops are ready for harvest. However, amending Condition 27 to secure a Delivery and Servicing Plan is considered to be an acceptable compromise for managing a more consistent feedstock supply during the harvest.
- 17.6 Agricultural crop feedstocks have been accepted since the 2017 permission and have provided the AD Plant with more stable operating conditions and reduced spikes in gas production. Amending the previous Condition 28 to rye, oats and maize crops is considered to be acceptable.
- 17.7 Implementation of a Delivery and Servicing Plan that manages feedstock supply during the harvest would ensure that changes to the annual tonnage of feedstock 60,000 tonnes and feedstock types would not lead to material harm of residential amenity.

Recommendation: Grant Planning Permission subject to the following conditions:

1. Plans List - Approved

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

02 Planning Application Boundary dated December 2010
9100 Rev P2 Access and Site Road Details dated April 2010
003 Proposed Site Access and Access Road drawing dated April 2010
004 Proposed Site Access & Typical Cross Section Detail dated April 2010
16569/006 Drainage Layout as agreed on 22 February 2012
87i/01/TW/100 Rev N Overall Site Plan dated 11 June 2012
Feedstock Locations and Routes received 18 November 2024

Reason -

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

2. Delivery and Servicing Plan

Imports and exports to and from the Anaerobic Digester Plant shall be implemented in accordance with the Delivery and Servicing Plan (Entran, January 2025). In particular, the site operator shall comply with paragraphs 4.13-4.21 of the Delivery and Service Plan. The Delivery and Servicing Plan shall be reviewed annually to enable updates to the approved scheme. If any updates are necessary, these shall be submitted to, an agreed in writing by, the Minerals Planning Authority. A log of vehicular movements shall continue to be kept and these formal records shall be made available for inspection by the Local Planning Authority at seven days notice.

Reason -

To ensure that the proposal does not result in any adverse impact on highway safety and the amenities of the surrounding area and nearby residential properties and in accordance with Policies ENV16 and COM 7 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policies 12 and 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

3. Feedstocks - Quantity and Type

Feedstock from supply farms imported to Rainbarrow Farm, that require transport on the public highway, shall be limited to a maximum of 60,000 tonnes per annum. The feedstocks shall be limited to maize, rye and oat crops.

Reason -

To ensure that the proposal does not result in any adverse impact on highway safety and the amenities of the surrounding area and nearby residential properties and in accordance with Policies ENV16 and COM 7 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policies 12 and 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

4. Feedstock Source Sites

Any new feedstock source sites, which have not been shown on drawing 'Feedstock Locations and Routes' received 18 November 2024, shall be located within 10 miles of the site.

Reason -

To ensure that the proposal does not result in any adverse impact on highway safety and the amenities of the surrounding area and nearby residential properties and in accordance with Policies ENV16 and COM 7 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policies 12 and 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

5. Height of Storage within Feedstock Clamps

All feedstock shall be stored within the silage clamp as identified on the approved plans. The maximum height of any settled material shall not exceed 5 m above ground level in accordance with the details as submitted in paragraph 1.24 of the Planning Supporting Statement (Revised Proposal) revised December 2010 submitted as part of the planning application reference number 1/D/10/001372.

Reason -

To minimise any impact on the surrounding landscape character and in accordance with Policy ENV1 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

6. Cover to feedstocks kept in silage clamp

Any feedstocks stored within any of the individual bays shall be covered by a dark green cover to RAL 6005 (Moss Green) or alternatively a black coloured cover. The feedstocks shall continue to be covered in accordance with the details outlined above so long as the silage clamps are in use.

Reason -

To minimise any impact on the surrounding landscape character and in accordance with Policy ENV1 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

7. Colour of the Gas Storage Balloon

The gas storage balloon that is located on top of the digestate store shall be retained in a grey external colour (Window Grey RAL 7040) in accordance with the details sent to the Waste Planning Authority in the email from Nick Finding dated 27 January 2011 as part of application reference number 1/D/10/001372.

Reason -

To minimise any impact on the surrounding landscape character and in compliance with Policy ENV1 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

8. Retention of Re-profiled Land

The re-profiled land (as shown on plan Ground Levels Plan 8, dated 10 July 2017) shall be retained for the duration of the development.

Reason -

To protect the character of the landscape and in the interests of visual amenity in accordance with Policy ENV1 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

9. Visibility Splays

The visibility splay areas as shown on drawing number 003 titled Proposed Site Access and Access Road dated April 2010 submitted as part of planning application 1/D/10/001372 shall be retained and maintained free of any obstruction (including any growth) above 600 mm when measured from the level of the adjoining highway to enable a clear line of sight.

Reason -

In the interests of highway safety and in compliance with Policy COM 7 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 12 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

10. Vehicle Access

All vehicles associated with the operation of the Rainbarrow Farm site shall access the facility via the roadway that approaches the main site from the east along the access approved as part of the development of the site under planning application reference number 1/D/10/001372.

Reason -

In the interests of highway safety in accordance with Policy COM 7 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 12 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

11. Noise levels

The development hereby permitted shall be undertaken and operate within the noise parameters as set out within the Noise Assessment document (Revised Proposals) dated June 2010 and revised December 2010 submitted as part of the planning application reference number 1/D/10/001372.

Reason -

To ensure that the proposal does not result in any adverse impact on the amenities of the surrounding area and nearby residential properties and in accordance with Policy ENV16 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

12. Operating Hours

Excluding harvest times of the feedstocks to supply the Anaerobic Digester Plan hereby approved, the site shall only be open to receive or dispatch any vehicle carrying feedstocks, digestate or any other material or equipment associated with the operation of the site between the hours of:

07:00 to 18:00 hours Mondays to Fridays inclusive and

07:00 to 13:00 hours on Saturdays and at no time on Sundays, Bank, or Public Holidays.

Reason -

To protect the amenities of nearby properties from harm and in accordance with Policy ENV16 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

13. Air Quality

The development hereby permitted shall be undertaken and operate within the air quality parameters as set out within the Air Quality Assessment document (Revised Proposals) dated June 2010 and revised December 2010 submitted as part of the planning application reference number 1/D/10/001372.

Reason -

To ensure that the proposal does not result in any adverse impact on the amenities of the surrounding area and nearby residential properties and in accordance with Policy ENV16 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

14. Air Quality Mitigation Measures

The mitigation measures to ensure that there are no odour or emissions from any part of the site operation that would cause any amenity concerns or impact on the surrounding environment as detailed in the Air Quality Assessment document dated July 2010 submitted as part of the planning application reference number 1/D/10/001372 shall be implemented throughout the life of operation of the site.

Reason -

To ensure that the proposal does not result in any adverse impact on the amenities of the surrounding area and nearby residential properties and in accordance with Policy ENV16 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

15. Remove plant if no production

Should the plant fail to generate any methane gas for a period in excess of 12 months then the fermenter, feed hopper, digestate store, gas storage balloon, biogas engine, CHP container, flare and the control building implemented as part of the planning application reference number 1/D/10/001372 and those items of plant above ground implemented as part of the current application 1/D/2011/2113 shall be removed from the site.

Reason -

To minimise any impact on the surrounding landscape character and in accordance with Policy ENV1 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

Informative Notes:

1. Informative: National Planning Policy Framework Statement

In accordance with paragraph 39 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.

The council works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

- The applicant/agent was updated of any issues and provided with the opportunity to address issues identified by the case officer.
- The applicant was provided with pre-application advice.

Agenda Item 6

Application Number:	P/FUL/2025/00591		
Webpage:	https://planning.dorsetcouncil.gov.uk/		
Site address:	Rainbarrow Farm, Anaerobic Digester Plant, Monkey Jump Roundabout To Junction Below Alington Place, Martinstown, DT2 9JF		
Proposal:	Retain digestate lagoon and hardstanding & install proposed lagoon cover		
Applicant name:	Mr Darren Stockley		
Case Officer:	Eleanor Godesar		
Ward Member(s):	Cllr Tarr		
Publicity expiry date:	11 April 2025	Officer site visit date:	19 March 2025
Decision due date:	6 June 2025	Ext(s) of time:	11 June 2025
No. of site notices:	4		
SN displayed reasoning:	Adjoining neighbours and public rights of way		

1. Reason application is going to committee:

Objection from Winterborne Farringdon Parish Council Group (Winterborne Monkton PC)

2. Summary of recommendation:

Grant planning permission subject to conditions set out in section 18.

3. Reason for the recommendation:

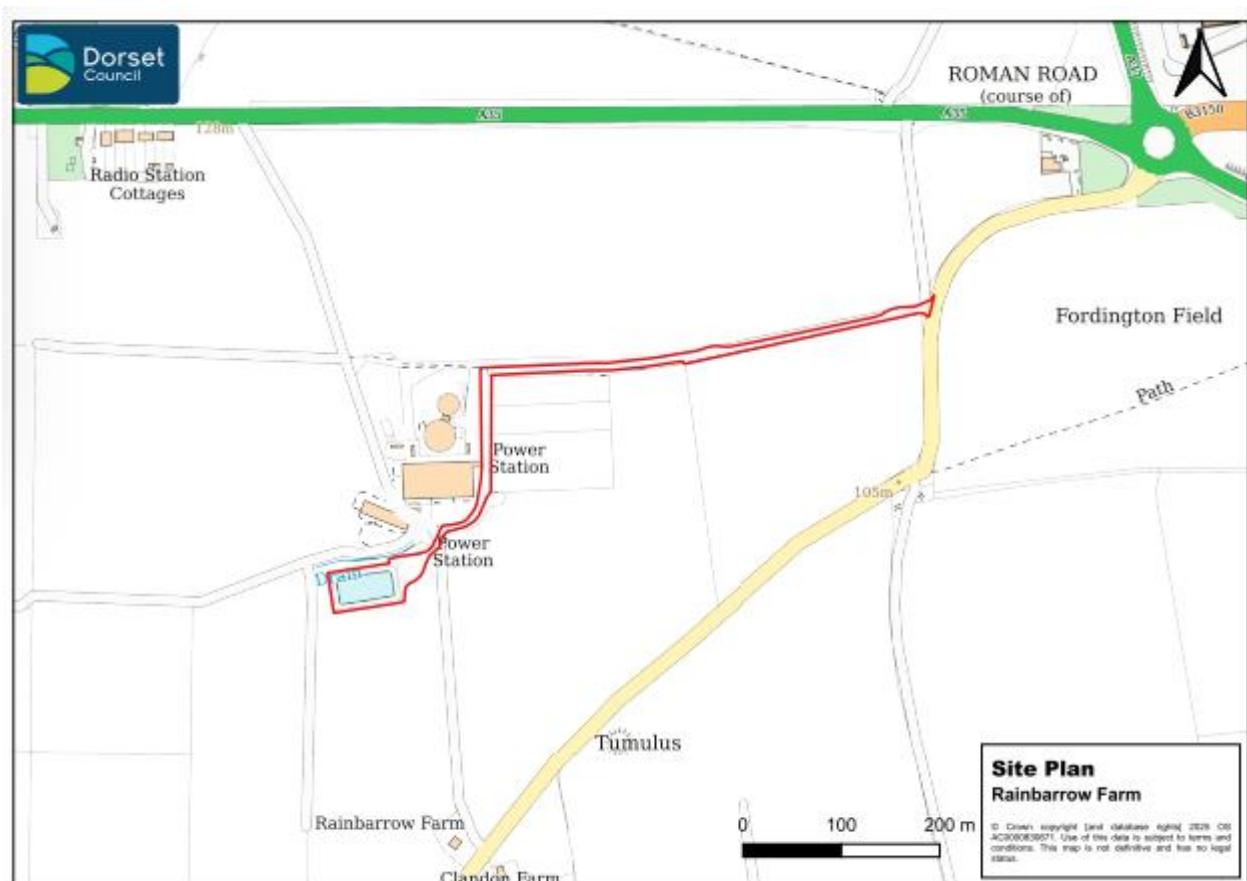
As set out in Sections 16 and 17 of this report.

4. Key planning issues:

Issue	Conclusion
Principle of development	The principle of the siting of a lagoon and associated cover and hardstanding are acceptable within this rural landscape.
Scale, design, impact on landscape character and appearance	Whilst the application site is within the Dorset National Landscapes, there is a need for the adjacent AD plant to have a lagoon to store liquid digestate from the AD process and an alternative location would be unsuitable. The design of the lagoon, fencing and hardstanding would preserve the character of Dorchester Downs Landscape Character Area and would not introduce a type or

Issue	Conclusion
	scale of development which would appear incongruous.
Impact on heritage assets	The setting of surrounding heritage assets would be preserved.
Flood risk and drainage	Recommendations and mitigation provided in the submitted Flood Risk Assessment and Drainage Strategy has been secured by condition.
Impact on the living conditions of the occupants and neighbouring properties	Suggested conditions for noise, operating hours and submission of details for possible floodlighting would mitigate against impacts on neighbouring amenity.
Highway impacts, safety, access and parking	Vehicle movements associated with the export of digestate off site lagoon would be low and would not materially impact upon highway capacity or safety.
Biodiversity	No consequence

5. Description of Site



- 5.1 Rainbarrow Farm is located in open countryside, 2.5 km west of Dorchester and 1.2 km west of Poundbury between the A35 (to the north) and Bridport Road / Mallards Green which links Poundbury to Martinstown (to the south). The site is accessed via a track to Rainbarrow Farm, close to the McDonalds restaurant near Monkeys Jump roundabout.
- 5.2 Rainbarrow Farm is a commercial farmstead which also accommodates an Anaerobic Digester (AD) Plant. It occupies land on the northern and eastern sides of a large building

(previously agricultural in nature). The AD plant is positioned on the northern side of the building and the four existing feedstock clamps located to the east. The digestate lagoon and associated hardstanding, the subject of this current application, is located to the south west of the AD Plant and feedstock clamps.

- 5.3 The application site is within the Dorset National Landscape (formerly Area of Outstanding Natural Beauty) and the Dorchester Downs landscape character area with Maiden Castle approximately 1.3 km to the south. There are no public footpaths that cross close to the application site, however, there is a bridleway (S57/7) which traverses from the access gate of the AD Plant on Bridport Road to the A35 to the north.

6. Description of development

- 6.1 The application seeks retrospective permission for the retention of a digestate storage lagoon, associated fencing and hardstanding which were constructed in 2020. The red line boundary of the application site includes the access road through the AD Plant and to the main entrance on Bridport Road. This access road has been in existence since the AD Plant was built in 2012. A cover for the lagoon is proposed, which has not yet been installed.
- 6.2 The current application has been submitted in response to a permitted development enquiry which revealed that the size of the installed lagoon, at around 70m x 40m is approximately 2,800sqm, far exceeds the 1,000sqm tolerance for an engineering operation under the General Permitted Development Order 2015. In addition, the area of hard surfacing to the east that connects to the access track also needs to be considered. The cumulative area of the lagoon and hard surfacing is estimated to be 3900sqm.
- 6.3 A cover is proposed to be installed over the stored digestate lagoon. It would be a black, soft liner which would float on the digestate and below the level of the existing embankment.

7. Background and relevant planning history

1/D/10/001372 - Decision: GRA - Decision Date: 21/04/2011

The construction and operation of an Anaerobic Digestion and Combined Heat and Power Plant and associated infrastructure including a new site access road at Rainbarrow Farm (Site 1) and underground service corridor linking to a new Combined Heat and Power engine in existing Engine House (Site 2) at Poundbury to supply Poundbury with renewable heat and power. (Revised proposal) (Changes to proposed plant, infrastructure and land profiling at Rainbarrow Farm (Site 1)).

1/D/2011/2113 - Decision: GRA - Decision Date: 08/03/2012

Section 73 application to vary condition 2 (Development in Accordance with Technical Details) and 3 (Development in Accordance with Approved Plans) of 1/D/10/001372 to allow amendments to approved layout at Rainbarrow Farm (site 1) to include repositioning of flare and CHP container, and additional equipment to include standby generator, switch gear, back up boiler, DMT Membrane Plant, transformer, 3 tank propane store and new gas pipeline to site boundary, to enable the majority of the gas produced by the anaerobic digester plant to be fed directly into the public gas supply network at the pressure regulating station adjacent Monkey Jump Roundabout

WD/D/17/001149 - Decision: GRA - Decision Date: 01/08/2017

Construction of additional feedstock storage clamp & re-profiling of adjoining ground with spoil; Change of use of part of agricultural building to house equipment associated with capture of CO2 gas and bagging of solid digestate (both by products of AD plant) and their sale off site, with two gas storage tanks positioned adjacent southern side of building.

WD/D/20/000977 - Decision: PNA - Decision Date: 05/05/2020

Excavation and construction of a manure store

P/PDE/2024/00195 - Decision: PDR - Decision Date: 19/08/2024

Cover on slurry lagoon

P/FUL/2024/03497 - Currently being assessed

The construction and operation of an Anaerobic Digestion and Combined Heat and Power Plant and associated infrastructure including a new site access road at Rainbarrow Farm (Site 1) and underground service corridor linking to a new Combined Heat and Power engine in existing Engine House (Site 2) at Poundbury to supply Poundbury with renewable heat and power (Revised proposal) (Changes to proposed plant, infrastructure and land profiling at Rainbarrow Farm (Site 1)) and as varied by 1/D/2011/2113 to include repositioning of flare and CHP container, and additional equipment to include standby generator, switch gear, back up boiler, DMT Membrane Plant, transformer, 3 tank propane store and new gas pipeline to site boundary, to enable the majority of the gas produced by the anaerobic digester plant to be fed directly into the public gas supply network at the pressure regulating station adjacent Monkeys Jump Roundabout (with variation of conditions 27 and 28 of planning permission 1/D/2011/2113 to regularise the existing development by increasing traffic levels, annual feedstock throughput and feedstocks).

8. List of constraints

National Landscapes (formerly Area of Outstanding Natural Beauty): Dorset; - Distance: 0m

Site of Special Scientific Interest (SSSI) impact risk zone; - Distance: 0m

Natural England Designation - Nutrient Neutrality Catchments - Distance: 0m

Wessex Water Treatment Works Catchment - Distance: 0m

Right of Way: Bridleway S57/7; - Distance: 0m

Medium pressure gas pipeline 12.5m or less from Medium Pressure Pipelines (75mbar - 2 bar); - Distance: 0m

Groundwater Warning Zones 2019; 111FWGSWV1; Groundwater flooding for the South Winterbourne Valley; - Distance: 0m

Poole Harbour Catchment Area - Distance: 0m

Groundwater Source Protection Zone - Distance: 0m

Radon: Class: Class 3: 3 - 5% - Distance: 0m

Radon: Class: Class 1: Less than 1% - Distance: 0m

Contaminated Land - Distance: 0m

9. Consultations

Consultees

All consultee responses can be viewed in full on the website.

9.1 Natural England

No response provided

9.2 Environment Agency

No objection (received 27/03/2025)

- Request an informative to be included with any grant of permission that relates to surface water quality.

9.3 Health and Safety Executive

No comment (received 01/04/2025)

- No need for further comment since the application site does not currently lie within the consultation distance of a major hazard site or major accident hazard pipeline.

9.4 Wessex Water

No response provided

9.5 Ramblers Association

No response provided

9.6 National Landscapes Team

Comments (received 31/03/2025)

- The lagoon serves the anaerobic digester and is not strictly agricultural. Nonetheless, its character is similar to a slurry lagoon and therefore not inherently alien within the rural landscape. The application contains a Landscape Appraisal, which typically defines the impacts of the development as 'negligible', whereas the effects would be more accurately be described as 'minor', due to the largely sub-surface nature of the development and screening by the embankments.
- The overall opinion that impacts on Dorset National Landscape are not significant is accepted.
- Conditions to restrict lighting, maintain post and wire fencing and control the colour of the lagoon cover may be appropriate.

9.7 Landscape Team

No objection (received 31/03/2025)

- There will be some limited views of this development, as described in the Landscape and Visual Appraisal. Some of these viewpoints are particularly sensitive, for example views across the National Landscape/AONB from Maiden Castle. It is therefore very important that the proposed cover is a suitable colour that does not draw attention to this new element in the landscape. The submitted documentation states that this will be black in colour, which is acceptable.
- As suggested by the National Landscape Team, restrictions on lighting, maintaining post and wire fencing and control the colour of the lagoon cover details should be

conditioned. This would ensure that the landscape and visual impacts from this development can be reduced to an acceptable level.

- The overall opinion that impacts on Dorset National Landscape are not significant is accepted.

9.8 Highway Authority

No objection (received 27/03/2025)

- The proposal does not present a material harm to the transport network or to highway safety.

9.9 Environmental Protection

No comment (received 25/03/2025)

9.10 Natural Environment Team

Comments (received 07/05/2025)

- Given the retrospective nature of the application, it is clear that the lagoon has no ecological value now that it is in place. It is likely that the application qualifies under the de minimus BNG exemption although there is no BNG Statement, confirming this.

9.11 Rights of Way

No response received

9.12 Rights of Way

No response received

9.13 Winterborne and Broadmayne Ward Member

No response received

9.14 Winterborne St Martin Parish Council

Objection (received 26/03/2025)

- Concerns relating to the planning history and the cumulative impact of repeated planning breaches.

9.15 Winterborne Farringdon Parish Council Group (Winterborne Monkton PC)

No response received

Representations received

9.16 One representation of objection has been received with the following comments:

- The slurry tankers are using their onboard vacuum pumps for loading, which causes noise disturbance at Radio Station Cottages and windows need to be closed. This is also occurring after 10pm.

- Tractors use their working lights and they light up nearly three fields to the side and rear of the lagoon. This causes light pollution and disturbance to the wildlife such as owls, deer, foxes and bats.

10. Duties

- 10.1 s38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the development plan unless material circumstances indicate otherwise.
- 10.2 s85 of the Countryside and Rights of Way Act (2000) requires Local Planning Authorities to seek to further the purposes of conserving and enhancing the natural beauty of National Landscape (formerly known as Areas of Outstanding Natural Beauty)

11. Relevant policies

Development Plan

11.1 West Dorset, Weymouth & Portland Local Plan 2015

To view, click [West Dorset, Weymouth & Portland Local Plan 2015](#)

INT1 – Presumption in Favour of Sustainable Development
 ENV1 – Landscape, Seascape and Sites of Geological Interest
 ENV2 – Wildlife and Habitats
 ENV4 – Heritage assets
 ENV5 – Flood risk
 ENV8 – Agricultural Land and Farming Resilience
 ENV9 – Polluted and Contaminated Land
 ENV15 – Efficient and Appropriate Use of Land
 ENV16 – Amenity
 SUS2 – Distribution of Development
 ECON1 – Provision of Employment
 COM7 – Creating a Safe and Efficient Transport Network
 COM9 – Parking Standards in New Development
 COM11 – Renewable Energy Development

11.2 Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019

To view, click [Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019](#)

Policy 1 – Sustainable waste management
 Policy 5 – Facilities to enable the recycling of waste
 Policy 6 – Recovery facilities
 Policy 12 – Transport and access
 Policy 13 – Amenity and quality of life
 Policy 14 – Landscape and design quality
 Policy 15 – Sustainable construction and operation facilities
 Policy 16 – Natural resources
 Policy 17 – Flood risk
 Policy 18 – Biodiversity and habitat
 Policy 19 – Historic environment

Material Considerations

11.3 Emerging local plans

Paragraph 48 of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant plan policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan are to the policies of the NPPF, the greater the weight that may be given).

11.4 The Dorset Council Local Plan

To view, click [Dorset Council Local Plan - Dorset Council](#)

The Dorset Council Local Plan Options Consultation took place between January and March 2021. Being at a very early stage of preparation, the relevant policies in the Draft Dorset Council Local Plan should be accorded very limited weight in decision making.

11.5 National Planning Policy Framework 2024 (as amended February 2025)

To view, click [National Planning Policy Framework - GOV.UK](#)

Paragraph 11 sets out the presumption in favour of sustainable development. Development plan proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent, or relevant policies are out-of-date then permission should be granted unless any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF or specific policies in the NPPF indicate development should be restricted.

Other relevant NPPF sections include:

- Section 4 Decision taking (paragraphs 39, 48 – 50)
- Section 6 Building a strong, competitive economy (paragraph 85) and supporting a prosperous rural economy (paragraphs 88 and 89)
- Section 9 Promoting sustainable transport (paragraph 115)
- Section 11 Making effective use of land (paragraph 124)
- Section 14 Meeting the challenges of climate change, flooding and coastal change (paragraph 172)
- Section 15 Conserving and enhancing the natural environment – Habitats and biodiversity (paragraphs 187, 192 - 195 set out how biodiversity is to be protected and encourage net gains for biodiversity), National Landscapes (paragraph 190) and Ground conditions and pollution (paragraphs 198 and 201)
- Section 16 Conserving and enhancing the historic environment (paragraphs 207 – 216)

11.6 Other material considerations

- Dorset AONB Management Plan 2019-2024

- Dorset County Council Landscape Character Assessment (Open Chalk Downland)
- Producing a Proposal for Covering Slurry Stores EPR 6.09 Sector Guidance Note February 2012
- National Planning Policy for Waste October 2014
- Noise Policy Statement for England 2010 (NPSE)
- Dorset Council Interim Guidance and Position Statement Appendix B: Adopted Local Plan policies and objectives relating to climate change, renewable energy, and sustainable design and construction. December 2023.

11.7 EIA Development

The development has been screened by Dorset Council (as the relevant competent authority) under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regs). The proposal does not fall under any of the categories in Schedule 1 or Schedule 2 of the EIA Regs. Review of the criteria listed in Schedule 3 has not revealed any likely significant effects of the development on the environment. The development would not require environmental impact assessment under the terms of the previous Town and Country Planning (Environmental Impact Assessment) Regulations. Therefore, the development is not EIA development.

11.8 Habitats Regulations Assessment (HRA)

The application site is approximately 9400 metres from Dorset Heathlands (Special Protection Area, Special Area of Conservation and Ramsar), 9400 metres from Chesil Beach and The Fleet (Special Protection Area, Special Area of Conservation and Ramsar) and 7200 metres from Cerne and Sydling Downs (Special Area of Conservation), which are European designated sites.

Should likely significant effects be identified by the screening process it is necessary to further consider the effects by way of an Appropriate Assessment, in accordance with the requirements of Regulation 63 of the Conservation of Habitats and Species Regulations 2017, Article 6 (3) of the Habitats Directive and having due regard to its duties under Section 40(1) of the NERC Act 2006 to the purpose of conserving biodiversity.

However, given the significant separation distance from these protected sites and the nature of the development, the proposal would not have likely significant effect on European sites and further Habitat Regulations Assessment, in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended), would not be necessary.

12. **Human rights**

Article 6 - right to a fair trial.

Article 8 - right to respect for private and family life and home.

The first protocol of Article 1 protection of property.

This recommendation is based on adopted development plan policies, the application of which does not prejudice the human rights of the applicant or any third party.

13. **Public Sector Equalities Duty**

- 13.1 As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have “due regard” to this duty. There are 3 main aims:
- Removing or minimising disadvantages suffered by people due to their protected characteristics
 - Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people
 - Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.
- 13.2 Whilst there is no absolute requirement to fully remove any disadvantage, the Duty is to have “regard to” and remove or minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the Public Sector Equalities Duty. This current application is not considered to have any impact upon those with a protected characteristic.

14. Financial benefits

- 14.1 Employment, particularly statutory and site operators during the lifetime of the development and on the farms which produce the feedstock (limited benefit).

15. Environmental Implications

- 15.1 At a national level the Government aims to reduce carbon emissions by 80% (compared to 1990 levels) by 2050 and fully decarbonise the electricity grid by 2035. The Government aims to achieve these targets in a number of ways, including through development of up to 50GW of offshore wind by 2030 and a fivefold increase in solar by 2035 (Powering Up Britain, 2023).
- 15.2 In May 2019 Dorset Council declared a Climate Emergency and there is a heightened expectation that the planning process will secure carbon footprint reductions in new developments.
- 15.3 The lagoon features an impermeable liner layer, to ensure the digestate content cannot leach out to ground. The proposed lagoon cover is anticipated to reduce any potential for odour impacts.

16. Planning Assessment

Principle of Development

- 16.1 The lagoon is used to store digestate, which is a product of the Anaerobic Digester Plant (AD Plant), and some surface water runoff from the main site. The AD Plant has been in operation since 2012. The digestate is used as a fertiliser which is either spread directly onto land associated with Rainbarrow Farm or is exported to Bardolf Lagoon (near Burleston) for spreading on land there. Digestate is exported from the lagoon throughout the year with a peak in March.

- 16.2 The installed lagoon is located in open countryside and has a modest scale and similar appearance to other lagoons located on agricultural land in this rural landscape.
- 16.3 A lagoon cover is proposed so the lagoon would comply with the recommendations of the Environment Agent.
- 16.4 The principle of retaining the existing lagoon and hardstanding and the proposed lagoon cover are acceptable in principle and would be in accordance with Policy INT1 of the West Dorset, Weymouth & Portland Local Plan 2015.

Scale, Design, Impact on Landscape Character and Appearance

- 16.5 As discussed above, the digestate storage lagoon, associated fencing and hardstanding have already been constructed and is in use. A soft lagoon cover is proposed.
- 16.6 A Landscape and Visual Appraisal (LVA) has been submitted to support the application. It identifies the application site as being within the Dorchester Downs (Open Chalkland Downland), as defined by the Dorset National Landscape Character Assessment (LCA). The LCA assesses the strength of character of the Dorchester Downs with the Dorset National Landscape as 'moderate-weak' and identifies that 'towards the urban fringe of Dorchester and associated road corridors, strength of character is weaker than the more rural areas in the eastern and western extents'. The application site was identified by the LCA to contribute to the overall character of Dorchester Downs. However, it does not constitute as valued landscape on its own merit.
- 16.7 In terms of visual impact, the LVA identified some limited views of this development, including the open access land within Maiden Castle to the south, the public right of way to the south (Four Barrow Hill and National Cycle Route No. 2) and closer views from Bridport Road to the south and A35 to the north.
- 16.8 Views from Maiden Castle would be limited to the northern slopes with a separation distance of approximately 1.3 km. Due to the relatively minor scale of the proposal, there would be limited visual change when compared to the baseline view prior to the lagoon being constructed. The National Landscape Team considers that there would be a minor impact upon the landscape, due to the largely sub-surface nature of the development and screening by the embankments, with the overall opinion that impacts on Dorset National Landscape are not significant.
- 16.9 From closer viewpoints from public rights of way and the A35, the lagoon is not visually apparent, with the fence posts lining the perimeter indicating its existence. The lagoon cover is proposed to be black in colour, which would maintain this inconspicuous appearance. The LVA found that the hardstanding is only visible at one viewpoint. The lagoon and hardstanding are viewed within the context of the AD Plant and do not appear incongruous with the surrounding landscape.
- 16.10 The closest public viewpoints are along Bridport Road and A35. Neither of these roads have footpaths where there are open views towards the application site, with the site being more likely to be observed by people within vehicles travelling at speed. Therefore, the landform, intervening vegetation and design of the lagoon result in the visual effect being

concluded by the LVA as negligible, although the Council's National Landscape Team would suggest as minor.

- 16.11 The National Planning Policy Framework (paragraph 190) requires that applications be assessed in terms of the need for the development, consideration of locating the development outside the National Landscape and detrimental effects on the environment. The lagoon, cover, fencing and hardstanding are directly linked to the AD Plant and are required to enable to storage of liquid digestate before it is exported to farms that supply feedstock, including Rainbarrow Farm. The design of the lagoon, fencing and hardstanding is in keeping with the character of Dorchester Downs LCA and would not introduce a type or scale of development which would appear incongruous. The development is visually contained with views limited to a 1.6 km radius. The effects on the National Landscape are localised and overall negligible. The development is therefore in accordance with Policy ENV1 of the West Dorset, Weymouth & Portland Local Plan 2015 and paragraph 190 of the NPPF.

Heritage Assets

- 16.12 A Heritage Statement has been submitted and identifies a number of heritage assets within 1km of the application site. Four scheduled monuments are identified, the closest being approximately 760m from the application site. The scheduled monument of Maiden Castle is also considered and has a separation distance of approximately 1.3km.
- 16.13 Given the significant separation distances, the proposal would result in no harm to the setting of designated and non-designated heritage assets. The proposal would accord with Policy ENV4 of the West Dorset, Weymouth & Portland Local Plan 2015 and paragraphs 212 – 216 of the NPPF.

Biodiversity

- 16.14 The digestate lagoon and hardstanding are located on land which was previously part of an arable field of little ecological value. There are no habitats identified within the application red line boundary and the lagoon itself is unsuitable as a wildlife habitat. The proposal therefore has no consequence to protected species and in accordance with Policy ENV2 of the West Dorset, Weymouth & Portland Local Plan 2015.
- 16.15 Given that the lagoon and hardstanding are existing and the lagoon has not ecological value as a habitat, the application is regarded as de minimis in terms of Biodiversity Net Gain.

Highways

- 16.16 The hardstanding and access associated with this application are linked to the wider site of the AD Plant. Digestate is pumped directly into the lagoon from the anaerobic digester so there are not vehicle movements associated with this.
- 16.17 All spreading of liquid digestate is managed by a single contractor. It is either spread direct onto land on Rainbarrow Farm or exported to Bardolf lagoon (near Burleston), approximately 9.5 miles away, for spreading on land around that area. Liquid digestate is removed from the lagoon via tractor/tanker loads.

16.18 The applicant has provided digestate loads over an 11 month period from June 2024 to April 2025. These figures have been provided as a monthly total and a daily average, which is based upon a conservative 6 days per week. It is important to note, however, that these figures assume that 100% of the digestate would be exported via the local highway network and 0% would be retained for use on the fields on Rainbarrow Farm. This is therefore considered to be a worse case scenario and the actual loads that would use the highway network would be much lower. The table below shows the monthly totals and daily averages and range from 1 load per day in June 2024 to 16 loads per day in March 2025. It is noted that all daily averages, with the exception of March 2025, are less than 10 loads per day as a worst case.

	June 24	July 24	Aug 24	Sept 24	Oct 24	Nov 24	Dec 24	Jan 25	Feb 25	Mar 25	Apr 25	Average
Total	35	179	87	106	148	160	176	53	232	407	180	160
Per Day	1	7	3	4	6	6	7	2	9	16	7	6

16.19 Figures provided above demonstrate that vehicle movements associated with export of liquid digestate off site would be low and would not detrimentally impact upon highway capacity or safety. As such, the proposal would in accordance with Policy COM7 of the West Dorset, Weymouth & Portland Local Plan 2015.

Flood and Pollution Risk

16.20 A Flood Risk Assessment (FRA) and Drainage Strategy have been submitted. The site is located within Flood Zone 1, with very low risk of fluvial sources flooding, and is also at very low risk of tidal flooding and surface water flooding. However, part of the site is identified as being in an area at risk of groundwater flooding by the Environment Agency's 2019 warning zones.

16.21 The lagoon features an impermeable liner layer, to ensure the digestate content cannot leach out into the ground. Surface water flows from the lagoon's waterproof cover would not result in a contaminant risk and are recommended to be discharged directly into a geocellular soakaway. Details of this soakaway are found in the submitted Drainage Strategy and could be secured by condition.

16.22 The FRA identified that within the application site there is low risk of groundwater flooding at finished site levels, however a risk may be present to excavations. Two trial pits were excavated for infiltration testing and did not encounter groundwater. The area of hardstanding and the proposed soakaway are positioned to the east of the lagoon in an area outside the EA's 2019 warning zones for groundwater flooding. The FRA considers that groundwater flooding is unlikely during excavation of the soakaway, however the risk remains. Mitigation suggested within the FRA could be secured by condition.

16.23 With appropriate mitigation secured in relation to surface water and groundwater, the proposal would not result in an increased risk of flooding or pollution and would be in accordance with Policies ENV5 and ENV9 of the West Dorset, Weymouth & Portland Local Plan 2015.

Neighbouring Amenity

- 16.24 The closest neighbours to the application site are the Radio Station Cottages approximately 395 metres to the north west. There is also a cluster of dwellings on Bridport Road at a similar distance from the application site.
- 16.25 A neighbour representation has raised concerns about noise and lighting associated with vehicles exporting liquid digestate at night time. Figures provided by the applicant suggest that exports of digestate from the lagoon using a tractor and tanker are typically between 7am – 5pm October to February, although not daily, and 6:30am – 9pm, although occasionally later, during March to September.
- 16.26 The main site has a condition requiring operating hours between 07:00 to 18:00 hours Mondays to Fridays and 07:00 to 13:00 hours on Saturdays. Given the amenity concerns raised by the neighbour about evening vehicle movements, a condition for export of digestate with the same operating hours as the main site would also be appropriate for this proposal, along with a lighting condition.
- 16.27 Subject to a restriction on operating hours and potential future lighting, the lagoon, hardstanding and proposed cover would not result in any additional impacts to neighbouring amenity. The proposal would therefore accord with Policy ENV16 of the West Dorset, Weymouth & Portland Local Plan 2015.

17. Conclusion

- 17.1 The principle of a lagoon and associated cover and hardstanding are considered to be acceptable within this rural landscape.
- 17.2 Whilst the application site is within the Dorset National Landscapes, there is a need for the lagoon to store liquid digestate from the AD Plant and an alternative location would be unsuitable. The design of the lagoon, fencing and hardstanding is in keeping with the character of Dorchester Downs Landscape Character Area and would not introduce a type or scale of development which would appear incongruous.
- 17.3 The setting of surrounding heritage assets would be preserved.
- 17.4 The proposal would have no consequence to biodiversity.
- 17.5 Figures provided by the applicant demonstrate that vehicle movements associated with export of liquid digestate off site would be low and would not detrimentally impact upon highway capacity or safety.
- 17.6 Conditions could be secured to mitigate for flood risk and neighbouring amenity.
- 17.7 The proposal is therefore in accordance with Policies ENV1, ENV2, ENV4, ENV5, ENV9, ENV16 and COM7 of the West Dorset, Weymouth & Portland Local Plan 2015.

18. Recommendation

Grant Planning Permission subject to the following conditions:

1. Plans List - Approved

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

IXO_RF_00_001 0 Site Location Plan

IXO_RF_10_001 0 Site Layout Plan

003 Site Sections Plan

60349-CDY-XX-XX-DR-C-0050 C Proposed Drainage Layout

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

2. Colour of the Lagoon Cover

The lagoon cover shall be installed within 3 months of the date of this permission and be black in colour, as specified in the Planning Statement dated 28 January 2025, and shall be retained and maintained for as long as the lagoon is in use.

Reason: To minimise any impact on the surrounding landscape and in accordance with Policy ENV1 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

3. Noise Levels

The development hereby permitted shall be undertaken and operate within the noise parameters as set out within the Noise Assessment document (Revised Proposal) dated June 2010 and revised December 2010 submitted as part of the planning application reference number 1/D/10/001372.

Reason: To ensure that the proposal does not result in any adverse impact on the amenities of the surrounding area and nearby residential properties and in accordance with Policy ENV16 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

4. Operating Hours

Vehicle movements on the site shall only be undertaken between the hours of 07:00 to 20:00 hours on Mondays to Fridays and 07:00 to 13:00 hours on Saturdays and at no time on Sundays, Bank, or Public Holidays.

Reason: To protect the amenities of nearby properties from harm and in accordance with Policy ENV16 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

5. Floodlighting

No floodlighting or security lighting shall be installed on the application site surface unless details of its location, height, design, sensors, hours of proposed use and luminance have previously been submitted to, and approved in writing by, the Local Planning Authority. Any lighting shall be maintained in accordance with the approved details.

Reason: To protect the amenities of nearby properties from harm and in accordance with Policy ENV16 of the West Dorset, Weymouth & Portland Local Plan 2015 and Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019.

6. Flood Risk Mitigation

Recommendations and mitigation provided in the Flood Risk Assessment (ref. 14313-R01 dated March 2025) and Drainage Strategy (ref. 60349w0001c dated 15 January 2025) shall be carried out in accordance with the agreed details. The soakaway, as shown on Proposed Drainage Layout & Schedules drawing number 60349-CDY-XX-XX-DR-C-0050 Rev C updated on 15 January 2025 shall be retained and maintained in effective order throughout the use of the site.

Reason: To prevent the increased risk of flooding, and to protect water quality for the benefit of the local habitat and to comply with Policies ENV5 and ENV9 of the West Dorset, Weymouth & Portland Local Plan 2015.

Informative Notes:

1. National Planning Policy Framework Statement

In accordance with paragraph 39 of the NPPF the council, as Local Planning Authority, takes a positive approach to development proposals and is focused on providing sustainable development.

The council works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

- The applicant/agent was updated of any issues and provided with the opportunity to address issues identified by the case officer.
- The application was acceptable as submitted and no further assistance was required.

2. Surface Water Quality

The proposed development must fully comply with the terms of The Water Resources (Control of Pollution) (Silage, Slurry and Agricultural Fuel Oil) (England) (SSAFO) Regulations 2010 and as amended 2013. Environmental good practice advice is available in The Code of Good Agricultural Practice (COGAP) for the protection of water, soil and air (produced by DEFRA). The applicant is advised to review the existing on-farm slurry storage and ensure compliance with the SSAFO Regulations.

You must inform the Environment Agency, verbally (Tel: 03708 506 506) or in writing, of a new, reconstructed or enlarged slurry store, silage clamp or fuel stores at least 14 days before starting any construction work. The notification must include the type of structure, the proposed design and construction, and once an agreed proposal has been constructed we will ask you to send us a completed WQE3 notification form before you start using the facility.

Further guidance is available:

Storing silage, slurry and agricultural fuel oil

Protecting our Water, Soil and Air: A Code of Good Agricultural Practice for farmers, growers and land managers

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