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STRATEGIC AND TECHNICAL PLANNING COMMITTEE

MINUTES OF MEETING HELD ON MONDAY 31 MARCH 2025

Present: Cllrs Duncan Sowry-House (Chair), Dave Bolwell (Vice-Chair), Belinda Bawden, Richard Crabb, Spencer Flower, Craig Monks, David Northam, Belinda Ridout, Pete Roper, David Taylor and David Tooke.

Apologies: Cllrs Toni Coombs

Cabinet Leads in attendance: Cllr Shane Bartlett

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

Ann Collins (Development Management Area Manager S/W), Tony Cosgrove (Lead Project Officer (Minerals & Waste)), Philip Crowther (Legal Business Partner - Regulatory), Mike Garrity (Corporate Director for Planning), Felicity Hart (Minerals and Waste Planning Manager), Antony Nash (Senior Democratic Services Officer), Matthew Pochin-Hawkes (Lead Project Officer), Megan Rochester (Senior Democratic Services Officer) and Steve Savage (Transport Development Liaison Manager).

80. Minutes

The minutes of the previous meeting held on Friday 14th March 2025 were confirmed and signed.

81. Declarations of Interest

There were no declarations of interest.

82. 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.

83. P/FUL/2024/04447 - Land North of Eweleaze Spinney, Chickerell

The Case Officer presented a visual presentation, including plans and aerial photographs, to outline the site, site context, the proposal, representations, officer assessment and recommendation. The application had been previously deferred in January 2025 to allow officers time to liaise with the applicant for additional information. The update sheet was briefly discussed, and the site location, access roads, and nearby residential properties and emerging/approved developments were identified, along with details of the high-pressure gas pipeline and proposed

soft landscaping also being discussed. Since January, the applicant had been asked about the possibility of forming an additional site access, but this was not feasible due to site constraints and land ownership. A response document and Smoke Plume Analysis Report was submitted by the applicant, and the application underwent a full public consultation, with targeted re-consultation of the fire service, police, highways, Chickerell Town Council and ward councillors.

The Case Officer referred to National Fire Chiefs Council guidance, noting that alternative access routes were intended for tactical fire responses, and based on the analysis, there was sufficient distance for fire crews to access the site. The Smoke Plume Analysis Report led to no objections from the Fire and Rescue Service, and the Highways Authority confirmed no safety issues. Dorset Police did not identify any terrorist threats associated with BESS developments. As a result, the Case Officer did not deem further conditions for safety measures necessary. Preventative measures for fire safety were reviewed, including safety designs such as fencing and cameras.

Following the deferral, officers were satisfied that a single access point was acceptable, with no objections from the Fire and Rescue Service. The significant benefits of the development were emphasised, including providing electricity to homes, contributing to tackling the climate emergency, decarbonising the electricity grid, working towards net zero and helping to deliver energy security. In line with the NPPF, the benefits carried significant weight. The Case Officer highlighted the updated conditions, including Condition 8 for a Battery Safety Management Plan and Condition 23 regarding the gas pipeline.

Public Participation

Dr. J Fannon spoke in objection to the proposal. He referred to the document submitted by the applicant in January and discussed the impact of smoke and toxic gases. He cited evidence from a BESS fire in Beijing, where temperatures exceeded the melting point of steel. He warned that a fire in a single container could spread further, and an explosion could cause additional damage. Dr Fannon criticised the applicant's reliance on computer calculations, arguing that the outcomes from other BESS fires demonstrate the potential dangers. The public objector stressed that reliance on computer models alone was insufficient and noted that BESS developments did not bring significant economic benefits in terms of employment while imposing negative impacts on residential communities.

Ms Kelsall spoke in objection to the proposal. Initially, she was pleased upon seeing that the applicant had commissioned a plume study in response to previous concerns. However, after reviewing the study, the speaker expressed disappointment. Citing the Energy Research and Social Science journal, Ms Kelsall pointed out that the applicants had not disclosed the limitations of the hazard modelling software that they had used. Specifically, the study assumed very low wind speeds, which would have caused the pollutant cloud to mix with the surrounding air. As a result, the concentration of gases in the chemical cloud may

remain higher than predicted. The speaker raised concerns about the health threats posed by toxins, she urged the committee to refuse the application.

Mr Perrot spoke in objection to the proposal; he stated that the reasons for the previous refusal were not adequately detailed. He expressed concerns that the smoke plume would have affected the site entrance and that the lack of a safe additional access could delay firefighting efforts. Noted that the smoke plume study did not address secondary access, and highlighted issues with the narrow track, which would hinder firefighting due to the lack of passing places. Mr Perrot also raised concerns about insufficient space between containers. He emphasised that, to maintain continuity, the committee should refuse the application, as nothing had changed since the previous refusal. He urged the committee to prioritize safety and reject the application.

The agent thanked the committee for the opportunity to provide further context and clarification in support of the application. Mr Duncan acknowledged the public interest but stated that much of the information in the objections was not evidence-based. He emphasised that the planning system should be guided by material planning considerations, expert advice, and national and local policies, and urged the committee to assess the application through professional input and not speculation. In response to concerns raised after the previous committee, further consultations were held with the Dorset & Wiltshire Fire and Rescue Service, the Highways Authority, and the Police, all of whom confirmed that they had no objections. Addressing concerns over access, it was reiterated that single-point access was common in various developments and that the access provided met safety requirements. The agent also responded to concerns about the toxic plume modelling and explained that the analysis was conducted by Greenfire Solutions, an independent and highly qualified fire safety and environmental consultant, with a strong track record of credibility, including advising the National Fire Chiefs Council.

Cllr N Hudson spoke on behalf of Chickerell Town Council and raised concerns that the application was in the wrong place due to its proximity to housing. He highlighted that the plume had two different heights within the report and expressed doubt over the accuracy of the details provided. The accuracy of the wind direction information was also questioned. Cllr Hudson discussed the potential costs of public evacuation, citing the impact on residents, nearby football and police stadiums, and numerous schools within the local area. The Chickerell Town Councillor mentioned the significant public funds required to plan for evacuation and pointed out that different battery types produced different toxins. He hoped the committee would refuse the application.

The Local Ward member expressed his support for Chickerell Town Council. He noted that every objection had some form of mitigation. Stating that the Town Council had a strong objection and that no one had yet been found to support the proposal. Cllr S Clifford emphasised the importance of considering the views and concerns of the community and reminded members that they were there to represent the Town Council's views, not to act on behalf of the officers. To conclude, he stated that it was the right application but in the wrong location.

Members questions and comments

- Material of acoustic fence and the visual impact.
- Queried whether the access road would have remained passable in the event that a vehicle was not located in the designated passing bay.
- Maintenance period of equipment.
- Questioned whether other BESS developments were a similar proximity to residential developments.
- Responsibility of the maintenance of the access road.
- Cllr Rideout sought clarification as there had been no mention within the officer report of CCTV on the access road.
- Questioned whether there would be a direct community benefit for energy.
- Cllr Tooke inquired about the potential implications for the BESS if the access road was no longer viable.
- Queried the suitability of the BESS monitoring systems.
- Members requested an overview of the officer's final decision on acceptable site access.
- **Cllr Northam** expressed reassurance that the Fire and Rescue Service had reviewed the access arrangements and were satisfied with them. He also welcomed the involvement of Greenfire Solutions and noted that the inclusion of the Battery Management Plan should provide reassurance to residents.
- Cllr Bolwell had previous concerns regarding the plume, however, noted that consultees were specialists.
- Members requested an additional condition which detailed the responsibility of the maintenance of the access road to ensure that it was always of a maintainable standard for use by the emergency services.

Having had the opportunity to discuss the merits of the application and an understanding of all this entailed; having considered the officer's report, update sheet and presentation; the written representations; and what they had heard at the meeting, a motion to **Delegate authority to the Service Manager for Development Management and Enforcement and to the Area Manager for the Southern and Western Development Management Team to GRANT** the planning application, as recommended subject to conditions set out within the officer report and update sheet and the additional condition for a maintenance plan for access roads and amended wording of informative 9, was proposed by Cllr David Northam, and seconded by Cllr Dave Bolwell.

Decision: Delegate authority to the Service Manager for Development Management and Enforcement and to the Area Manager for the Southern and Western Development Management Team to grant the planning application as per the officer recommendation subject to conditions set out within the officer report and update sheet and the additional condition for a maintenance plan for access roads and amended wording of informative 9 regarding CCTV and access

roads, with the wording of the additional condition and amended informative to be first agreed with the Chair of the committee.

84. P/FUL/2024/07568 - Land at Midgham Farm, Hillbury Road, Alderholt

The Case Officer presented a visual presentation with plans and aerial photographs to outline the site, proposal, and relevant planning policies. The site was cross-border, with less than 1% within Dorset, therefore, Hampshire County Council had agreed to consider the application. The county boundary and site location were shown, with the majority of the site in Hampshire, and Alderholt being the closest village. The applicant, CEMEX, operated a preexisting quarry and planned to extract 3.6 million tonnes of sand over approximately 13 years, followed by 5 years of restoration. All materials would have been transported by HGV, and the phasing plan, which included three phases was discussed. The access to the site was in Dorset, and the surrounding landscape provided noise attenuation. The distance from the site to Alderholt village was noted.

All minerals would be taken off-site via HGV, with 99% of vehicles turning onto Alderholt Road. Importation of inert waste would also occur via HGV from the south along Alderholt Road. Vehicle movements, both weekday and projected, were discussed, and a video was shown to demonstrate existing HGV routes. Environmental concerns regarding the footpaths were raised, as three footpaths will be diverted with new access, including a new permissive path along the western side of the route. The permissive path would be retained for the duration of operations. Environmental health concerns were highlighted but could have been addressed through conditions and liaison, with relevant policies such as SS1, DM1, DM2, DM8, and DM10 mentioned.

Dorset Council officers raised concerns regarding the transport assessment's limitations, especially in relation to impacts on the Bakers Hanging junction, road width, and cumulative effects, as well as technical details such as a potential conveyor belt. They also suggested that, if permitted, the new permissive route should be retained post-operation. While environmental health issues were noted, conditions could resolve them. If the development proceeded, a S106 agreement could be needed to mitigate any residual harm.

It was recommended that Dorset Council writes to Hampshire County Council to object to the development, citing concerns while expressing a willingness to work with HCC, the applicant, and other stakeholders to achieve an appropriate and sustainable solution.

Public Participation

Ms Rowland referenced the noise survey, highlighting the potential adverse impacts on the quality of life for residents in the area. She noted the site's proximity to the River Avon, which held national importance, and expressed concern that insufficient attention had been given to the surrounding land and woodland areas. She pointed out that there would not have been any respite for residents, especially given the narrowness of the road, which she believed would

be problematic for construction vehicles. The width of the road was identified as a significant factor, with no effective mitigation proposed. She raised concerns about the road being closed due to accidents or maintenance issues and criticized the lack of community engagement by the applicant. Ms Rowland emphasized the strong objection from the council.

Cllr Gina Logan spoke on behalf of Alderholt Parish Council. Cllr Logan objected to the proposal, noting that a full response had been submitted to Hampshire County Council. The Parish Council supported Dorset Council's concerns regarding transport issues, particularly the narrow road where HGVs struggled to pass. She emphasized that increased HGV movements would negatively impact the route. Cllr Logan also pointed out that the proposed response letter overlooked the need to investigate and share the pros and cons of using a conveyor to link the site, as mentioned in paragraph 7.22. Additionally, she called for stronger emphasis on hydrology concerns, including the potential impact of both mineral extraction and inert waste infill on local water systems. She questioned the adequacy of the hydrological impact assessment, particularly its coverage of the Alderholt area.

The Local Ward Member thanked the officer for their comprehensive report and noted that the applicant had not attended. Cllr Tooke highlighted the projected demand for sand and gravel and raised concerns about increased road traffic, emphasizing that the road was narrow and did not meet the minimum requirements for road width. He noted that there was no point on the road where vehicles could legally pass according to the Highway Code and concluded that the proposal fell short on multiple fronts.

Members questions and comments

- Members expressed environmental concerns, particularly regarding hydrology and planting
- Funding for the maintenance of the roads associated with the proposal
- It was noted that there was a typo in the report and queried whether the existing quarry currently used the road in question or an alternative route
- Queried whether details of the conveyor would have been included within the letter to Hampshire Council.
- Significant increase in traffic movements
- Raised concerns about the narrowness of the road, referencing government guidelines regarding the sufficient distance required between vehicles and cyclists.
- sought clarification that the proposal aligned with the Mineral and Waste Plan and would remain consistent.
- Concerns regard to changes in priority on the road

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 GRANT the officer's recommendation that Dorset Council writes to Hampshire County Council to object to the development, as recommended, with

the incorporation of original concerns included in the letter, was proposed by Cllr Spencer Flower, and seconded by David Taylor.

Decision: That Dorset Council writes to Hampshire County Council to object to the development with the incorporation of original concerns included in the letter, citing concerns while expressing a willingness to work with HCC, the applicant, and other stakeholders to achieve an appropriate and sustainable solution.

85. Urgent items

There were no urgent items.

86. Exempt Business

There was no exempt business.

Decision Sheet

Duration of meeting: 10.00 am - 12.35 pm

Chairman

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Strategic and Technical Planning Committee
Monday 31st March
Decision List

Application: P/FUL/2024/04447

Application Site: Land North of Eweleaze Spinney, Chickerell

Proposal: Installation of a Battery Energy Storage System of up to 49.9MW, associated infrastructure and enclosing compound, together with access and landscaping works

Recommendation: Grant subject to the planning conditions at Section 9 of this report.

Decision: Delegate authority to the Service Manager for Development Management and Enforcement and the Area Manager for the Southern and Western Development Management Team to Grant planning permission subject to the planning conditions in the officer report and update sheet and an additional planning condition regarding an Access Maintenance Plan and amended wording to informative number 9 which shall have first been agreed with the Chair of the committee.

Time Limit (implementation)

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).

Approved Plans

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

CH/782/01 Rev J Revised Planning Layout

CH/782/02 Application Plan

CH/782/04 Location Plan

CH/782/08 Water Tank Detail

CH/782/09 Rev D Battery Compound Elevations

CH/782/10 Rev B Battery Elevations

CH/782/13 Substation Elevations

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

Time limit (40 years)

3. The planning permission hereby granted shall be limited to a period of 40 years from the date when electrical power is first exported from the batteries to the electricity grid network, excluding electricity exported during initial testing and commissioning. Written confirmation of the first export date shall be provided to the Local Planning Authority no later than one calendar month after the event.

Reason: To define the permission and in the interests of proper planning.

Decommissioning

4. No later than 6 months prior to the expiry of the planning permission, or within 6 months of the cessation of electricity storage and distribution by this facility or within 6 months of a permanent cessation of construction works prior to the facility coming into operational use, whichever is the sooner a detailed scheme of works for the removal of the development (excluding the approved landscaping and biodiversity works) shall be submitted to and approved in writing by the Local Planning Authority. The scheme of works shall include the following details:
 - i) a programme of works, including a timetable for their completion;
 - ii) a method statement for the decommissioning and dismantling of all equipment and surfacing on site;
 - iii) a Decommissioning Traffic Management Plan to address likely traffic impacts associated with the decommissioning;
 - iv) details of any items to be retained on site;
 - v) a method statement for restoring the land to agricultural use;
 - vi) timescale for the decommissioning, removal and reinstatement of the land;
 - vii) a method statement for the disposal/recycling of redundant equipment/structures.

The scheme of works shall be undertaken in accordance with the approved details and timescales. The Local Planning Authority shall be notified in writing of the date of the cessation of electricity storage by or distribution from the development within one calendar month of the event.

Reason: To ensure the satisfactory restoration of the site.

Construction Traffic Management Plan

5. Before the development hereby approved commences a Construction Traffic Management Plan (CTMP) must be submitted to and approved in writing by the Local Planning Authority. The CTMP must include:
 - i. site operating hours.
 - ii. construction vehicle details (number, size, type and frequency of movement).
 - iii. a programme of construction works and anticipated deliveries.
 - iv. timings of deliveries so as to avoid, where possible, peak traffic periods.

- v.a framework for managing abnormal loads.
- vi.location of construction site access.
- vii.location and form of compound, storage, parking, turning, surfacing and drainage details.
- viii.wheel wash and vehicle cleaning facilities, including details of the design, specification, position of facilities and measures for the disposal of resultant dirty water, oils/chemicals and materials.
- ix.inspection of the highways serving the site (by the developer or their contractor and Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase.
- x.a vehicle routing plan for all contractors and suppliers to adhere to.
- xi.a scheme of appropriate signing of vehicle routes to the site (including access track);
- xii.general signage details.
- xiii.temporary traffic management measures where necessary (for example, lollipop stop/go traffic management).
- xiv.banksmen to oversee larger vehicle arrivals and departures, and to warn any users of the lane.
- xv.measures for consideration of horse riders using the access track.
- xvi.a point of contact for the users of the lane and the Local Highway Authority.
- xvii.noise restrictions if appropriate.
- xviii. details of personnel car/van sharing initiative(s) to minimise vehicle movements.

The development must be carried out strictly in accordance with the approved CTMP.

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

Construction Environmental Management Plan (CEMP)

6. Before the development hereby approved commences a Construction Environmental Management Plan (CEMP) must be submitted to and approved in writing by the Local Planning Authority. The CEMP must include:
- i. details of pollution prevention measures;
 - ii. details of the use and routing of plant equipment;
 - iii. details of the control and removal of spoil and wastes; and
 - iv. a timetable for implementation.

The development must be carried out strictly in accordance with the approved CEMP and agreed timetable.

Reason: To prevent pollution of the water environment in line with paragraph 187 of the National Planning Policy Framework.

Water Tanks

7. Prior to the installation of battery storage units, the water tanks shown on approved drawings CH/782/01 Rev J and CH/782/08 shall be installed, filled with water and made available for use. The water tanks shall include suitable outlet valves for use by the Fire and Rescue Service, details of which shall have first been submitted to and approved in writing by the Local Planning Authority. Thereafter, the water tanks shall be maintained, kept filled to capacity and available for use throughout the lifetime of the development and until the battery storage units are removed from the site. The water tanks shall be green in colour externally as indicated on drawing CH/782/08, and details of the precise shade shall be submitted to and approved in writing by the Local Planning Authority prior to first installation and shall thereafter be installed and retained in the agreed colour.

Reason: To ensure adequate water supplies in accordance with National Fire Chiefs Council guidance 'Grid Scale Battery Energy Storage System Planning – Guidance for FRS' (2023).

Battery Safety Management Plan

8. The BESS containers shall comprise CATL's EnerX 530Ah energy storage system as assessed within the Smoke Plume Analysis Report (prepared by Greenfire Solutions and dated February 2025).

Prior to commencement of development, a Detailed Battery Safety Management Plan (BSMP) shall be submitted to and approved in writing by the Local Planning Authority. The BSMP must prescribe measures to facilitate safety during the construction, operation and decommissioning of the battery storage system, including CCTV and shall be informed by the recommendations of the submitted Verification and Compliance Report (prepared by Greenfire Solutions and dated February 2025). The BSMP shall include specifications for fire barriers and shall be implemented as approved and strictly adhered to throughout the construction, operation and decommissioning of the development.

Reason: To minimise fire risks, associated pollution and adverse impacts on residential amenity and given the specific BESS units have been assessed.

Hard and soft Landscaping

9. No development shall commence until a hard and soft landscape scheme informed by Indicative Landscape / Ecological Scheme drawing CH/782/03 Rev A together with a schedule of landscape maintenance has been submitted to and approved in writing by the Local Planning Authority. The hard and soft landscaping scheme and schedule of landscape maintenance must include:
 - i. details of all trees and other planting to be retained;

- ii. a planting specification and plan to include numbers, size, species, positions of all new trees and shrubs;
- iii. details of existing and proposed levels, walls, fences and other boundary treatments (including colour of acoustic fencing);
- iv. details of proposed surface treatments;
- v. details of how any trees planted within 10m of high pressure gas pipelines adhere to SGN's tree planting guidelines reference SGN/PM/MAINT/5;
- vi. a programme of implementation, which shall require that the primary and secondary accesses to the BESS Compound are made available for use prior to the provision of any BESS containers within the site; and
- vii. a schedule of landscape maintenance covering a minimum period of five years following substantial completion of the development.

All hard and soft landscape works shall be carried out in accordance with the approved details and the landscaping shall be maintained in accordance with the approved schedule of landscape maintenance.

Reason: To ensure the adequate mitigation of the landscape and visual impact of the proposals and the provision of an appropriate hard and soft landscape scheme prior to the commencement of the development and to ensure that access is provided in a timely manner.

10. 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. Hard landscape features will be maintained for the lifetime of the development.

Reason: To ensure that the agreed hard and soft landscaping scheme is established and maintained.

Trees

11. No development shall commence until an Arboricultural Method Statement with Tree Protection Plan following the recommendations contained within BS 5837:2012 has been submitted to and approved in writing by the Local Planning Authority. The Arboricultural Method Statement shall incorporate details for: a provisional programme of works; supervision and monitoring details by an Arboricultural Consultant; and provision of site visit records and certificates of completion to the Local Planning Authority. The statement should include the control of potentially harmful operations such as site preparation (including level changes); the storage, handling and mixing of materials on site, burning, location of site office, service run locations including soakaway locations and movement of people and machinery. No development or other operations shall thereafter take place except in complete accordance with the approved details.

Reason: To ensure that trees to be retained are not adversely affected by the development proposals.

Biodiversity Plan

12. The detailed biodiversity mitigation, compensation and enhancement/net gain strategy set out within the approved Biodiversity Plan certified by the Dorset Council Natural Environment Team on 13 January 2025 must be implemented in accordance with any specified timetable and completed in full. The works shall be completed prior to the substantial completion, or the first bringing into use of the development hereby approved, whichever is the sooner and photographic evidence of compliance shall be submitted to the Local Planning Authority in accordance with section J of the Biodiversity Plan. The development shall subsequently be implemented in accordance with the approved details and the mitigation, compensation and enhancement/net gain measures shall be permanently maintained and retained for the lifetime of the development.

Reason: To mitigate, compensate and enhance/provide net gain for impacts on biodiversity.

Highways and Access

13. Before the development is utilised the first 20.00 metres of the vehicle access, measured from the rear edge of the highway (excluding the vehicle crossing - see the Informative Note below), must be laid out and constructed to a specification which shall have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that a suitably surfaced and constructed access to the site is provided that prevents loose material being dragged and/or deposited onto the adjacent carriageway causing a safety hazard.

14. Before the development hereby approved is utilised the visibility splay areas as shown on Drawing Number 8529/201 Rev B appended to the submitted Highways Appraisal Technical Note (ref. 8529/04 Issue 3 dated July 2024) must be cleared/excavated to a level not exceeding 0.60 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.

Reason: To ensure that a vehicle can see or be seen when exiting the access.

No gates

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

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

Surface Water Management

16. No development shall take place until a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, and including clarification of how surface water is to be managed during construction, has been submitted to, and approved in writing by the Local Planning Authority. The scheme shall be in accordance with the submitted 'Surface Water Drainage Design', prepared by Meridian Civil Engineering Consultancy (Rev P4, dated 16/09/2024), and shall include the specified mitigation measures detailed therein. The approved surface water scheme shall thereafter be fully implemented in accordance with the submitted details before the development is completed. Any measures to manage surface water drainage during construction shall be implemented prior to commencement of development.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and to improve habitat and amenity. To ensure that the proposed non-mains drainage system does not harm groundwater resources in line with paragraph 187 of the National Planning Policy Framework and 'Position Statement G10 – Developments posing an unacceptable risk of pollution' of the 'The Environment Agency's approach to groundwater protection'.

17. No development shall take place until details of maintenance and management of both the surface water sustainable drainage scheme and any receiving system have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. These 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 future maintenance of the surface water drainage system, and to prevent the increased risk of flooding.

Emergency pollution control method statement

18. The development hereby permitted shall not be commenced until such time as a detailed method statement and emergency plan for pollution control in the event of, and remediation following, a battery fire incident has been submitted to and approved in writing by the local planning authority. The scheme shall include, but not necessarily be limited to:

- i) The pollution control methods used in case of a fire, such as how and when valves will be closed to ensure firewater is stored on site and ensuring there is sufficient capacity within the system if needed.

ii) How and where contaminated surface water, materials and drainage infrastructure will be sampled, managed and remediated/replaced following a fire incident to ensure no contamination enters the environment when normal operation resumes.

iii) A verification plan providing details of the data that will be collected and provided in order to demonstrate that the works set out in the remediation strategy are complete.

The scheme shall be implemented as approved in the event of a fire incident and any subsequent amendments shall be agreed in writing with the local planning authority.

Reason: To ensure that the any potentially contaminated effluent does not pose an unacceptable risk to the water environment in line with paragraph 187 of the National Planning Policy Framework.

19. Prior to the any areas affected by a potential pollution incident being brought back into use, a verification report demonstrating the completion of works set out in the approved emergency plan and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved emergency plan have been met, in line with paragraph 187 of the National Planning Policy Framework.

Emergency Response Plan

20. Prior to the commencement of development an Emergency Response Plan shall be submitted to and approved in writing by the Local Planning Authority. The Emergency Response Plan must demonstrate how any fire event on site would be approached, including details on site familiarisation and exercising of emergency plans with the fire service. It shall include the relevant details set out at page 9 of Guidance Produced by the National Fire Chiefs Council 'Grid Scale Battery Energy Storage System Planning – Guidance for FRS' (2023), and shall identify the location of Emergency Services Information Points within the site.

Thereafter, the approved Emergency Response Plan shall be implemented and made available on site for the lifetime of the development at the agreed Emergency Services Information Points.

Reason: To assist appropriate emergency planning in accordance with National Fire Chiefs Council guidance 'Grid Scale Battery Energy Storage System Planning – Guidance for FRS' (2023).

Noise

21. The development shall be carried out in strict accordance with the Noise Impact Assessment reference 22-365 Version V3 (prepared by InAcoustic and dated 15 July 2024). All measures detailed within the report shall be implemented in full prior to the site being brought into use and retained for the lifetime of development unless otherwise agreed in writing under the terms of this condition. Notwithstanding the approved drawings and Noise Impact Assessment, the acoustic fence shall be 4m in height and shall enclose the entirety of the BESS compound.

Reason: To avoid significant adverse impacts on residential amenity.

Lighting

22. No external lighting shall be installed until a detailed lighting scheme including lighting levels at the boundary of the site has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the external lighting shall be installed, operated and maintained in accordance with the approved details.

Reason: To protect visual amenities and avoid nuisance to adjoining properties.

AC and DC interference

23. Prior to energisation of the BESS, studies to determine that the levels of AC and DC interference on the Major Accident Hazard Pipeline (MAHP) located to the north west of the application site as shown on Revised Planning Layout Drawing 538-CH/782/01 Rev J shall not have a detrimental effect on the integrity of SGN's asset shall be submitted to and approved in writing by the Local Planning Authority. The studies shall assess the risk levels from the BESS whilst in steady normal operating conditions and under fault conditions. Should the studies indicate that mitigation is required, details of such mitigation and a timetable for implementation shall be submitted to and approved in writing by the Local Planning Authority prior to energisation of the BESS. The approved mitigation measures shall thereafter be carried out as approved in accordance with the approved timetable.

Reason: In the interests of underground services and to manage and mitigate potential adverse effects from AC and DC interference.

Access Roads Maintenance Plan

24. Prior to commencement of development, an Access Roads Maintenance Plan shall be submitted to and approved in writing by the Local Planning Authority. The Access Roads Maintenance Plan shall include details of how the access roads between Coldharbour and the BESS compound hereby approved will be maintained in a suitable condition throughout the lifetime of development to ensure suitable access for emergency vehicles. Thereafter, the Access Roads Maintenance Plan shall be adhered to throughout the lifetime of the development.

Reason: To ensure suitable access in the event of emergency service vehicles needing to access the site.

Informatives

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.

2. Informative: Dorset Highways

The vehicle crossing serving this proposal (that is, the area of highway land between the nearside carriageway edge and the site's road boundary) must be constructed to the specification of the Highway Authority in order to comply with Section 184 of the Highways Act 1980. 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.

3. Informative: Land Drainage Consent

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 t.

4. Informative: Water supply

Provision of water supply should comply as far as is reasonably practicable with the requirements of Approved Document B, specifically part B5, regarding access and water supplies for firefighting or other industry or sector specific guidance by the National Fire Chiefs Council. Particular regard should be given

to water supply resilience and the terrain over which fire service vehicles may have to drive in order to access the site.

5. Informative: Southern Gas Networks (SGN)

The site includes an easement associated with a high pressure gas pipeline. If any tree planting is carried out on permanent easements, written approval should be obtained from SGN. This approval must be subject to SGN retaining the right to remove any trees which might become a danger, or restrict access to the pipeline at any time in the future. The developer's attention is drawn to SNG's Guidance for Third Parties: Safe Working Near High Pressure Gas Pipelines.

6. Informative: Biodiversity Net Gain

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Dorset Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below.

Based on the information available this permission is considered to be one which will require the approval of a Biodiversity Gain Plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

Read more about Biodiversity Net Gain at <https://www.dorsetcouncil.gov.uk/w/biodiversity-net-gain>

7. Informative: Statutory Exemptions and Transitional Arrangements in respect of the Biodiversity Gain Plan

- 1. The application for planning permission was made before 12 February 2024.
- 2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.

3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and

(i) the original planning permission to which the section 73 planning permission relates* was granted before 12 February 2024; or

(ii) the application for the original planning permission* to which the section 73 planning permission relates was made before 12 February 2024.

4. Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:

i) the application for planning permission was made before 2 April 2024;

ii) planning permission is granted which has effect before 2 April 2024; or

iii) planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates* was exempt by virtue of (i) or (ii).

5. Development below the de minimis threshold, meaning development which:

i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and

ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

6. Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.

7. Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).

8. Self and Custom Build Development, meaning development which:

i) consists of no more than 9 dwellings;

ii) is carried out on a site which has an area no larger than 0.5 hectares; and

iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).

9. Development forming part of, or ancillary to, the high speed railway transport network (High Speed 2) comprising connections between all or any of the places or parts of the transport network specified in section 1(2) of the High Speed Rail (Preparation) Act 2013.

* "original planning permission means the permission to which the section 73 planning permission relates" means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions are section 73 planning permissions.

8. Section 106 BNG

This application to subject to Biodiversity Net Gain. A Section 106 Agreement is likely to be required to secure the maintenance and monitoring of any Biodiversity Gain Plan or Habitat Management and Monitoring Plan (HMMP) approved by the Council.

9. Informative: Security

In the interests of security, the following physical security measures are recommended:

- i. Fencing – Fencing should meet an appropriate, independently certified security standard. Gates should also match the fencing and be bolstered by a shroud around the locking point to delay an attack attempt.
- ii. CCTV – Consideration should be given to including live voice warnings from the monitoring centre and the extent of CCTV coverage to other areas of the site (including access roads). The CCTV must have a recording format that is acceptable to the Police and recorded images must be of evidential quality if intended for prosecution. Any external lighting must be designed to work with the CCTV.
- iii. Individual buildings/containers within the site - Should be protected by an intruder alarm linked up to a monitoring station.

Application: P/FUL/2024/07568

Application Site: Land At Midgham Farm, Hillbury Road, Alderholt

Proposal: Proposed extraction of sand and gravel with associated access, internal haul roads, processing plant, silt and freshwater lagoons, stockpiles, conveyors, offices, weighbridge, and other ancillary infrastructure, creation of a new permissive path, and restoration with inert materials to agriculture, amenity and nature conservation.

Recommendation: It is recommended that Dorset Council:

- 1) writes to Hampshire County Council OBJECTING to the proposed development setting out its concerns; and
- 2) in that letter, makes it clear that it wants to work with HCC, the applicant, and all other interested parties to proactively to see if an appropriate and sustainable solution can be developed.

Decision:

Dorset Council to:

- 1) write to Hampshire County Council OBJECTING to the proposed development setting out its concerns; and
- 2) in that letter, make it clear it wants to work with HCC, the applicant, and all other interested parties to proactively to see if an appropriate and sustainable solution can be developed.

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