

<b>Application Number:</b>	P/VOC/2024/03497		
<b>Webpage:</b>	<a href="https://planning.dorsetcouncil.gov.uk/">https://planning.dorsetcouncil.gov.uk/</a>		
<b>Site address:</b>	Anaerobic Digester Plant Rainbarrow Farm Monkeys Jump Roundabout To Junction Below Alington Place Martinstown DT2 9JF		
<b>Proposal:</b>	<p>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).</p>		
<b>Applicant name:</b>	Ixora Energy Limited		
<b>Case Officer:</b>	Eleanor Godesar		
<b>Ward Member(s):</b>	Cllr Tarr		
<b>Publicity expiry date:</b>	25 October 2024	<b>Officer site visit date:</b>	4 October 2024
<b>Decision due date:</b>	22 November 2024	<b>Ext(s) of time:</b>	18 March 2025
<b>No of Site Notices:</b>	4		
<b>SN displayed reasoning:</b>	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:**

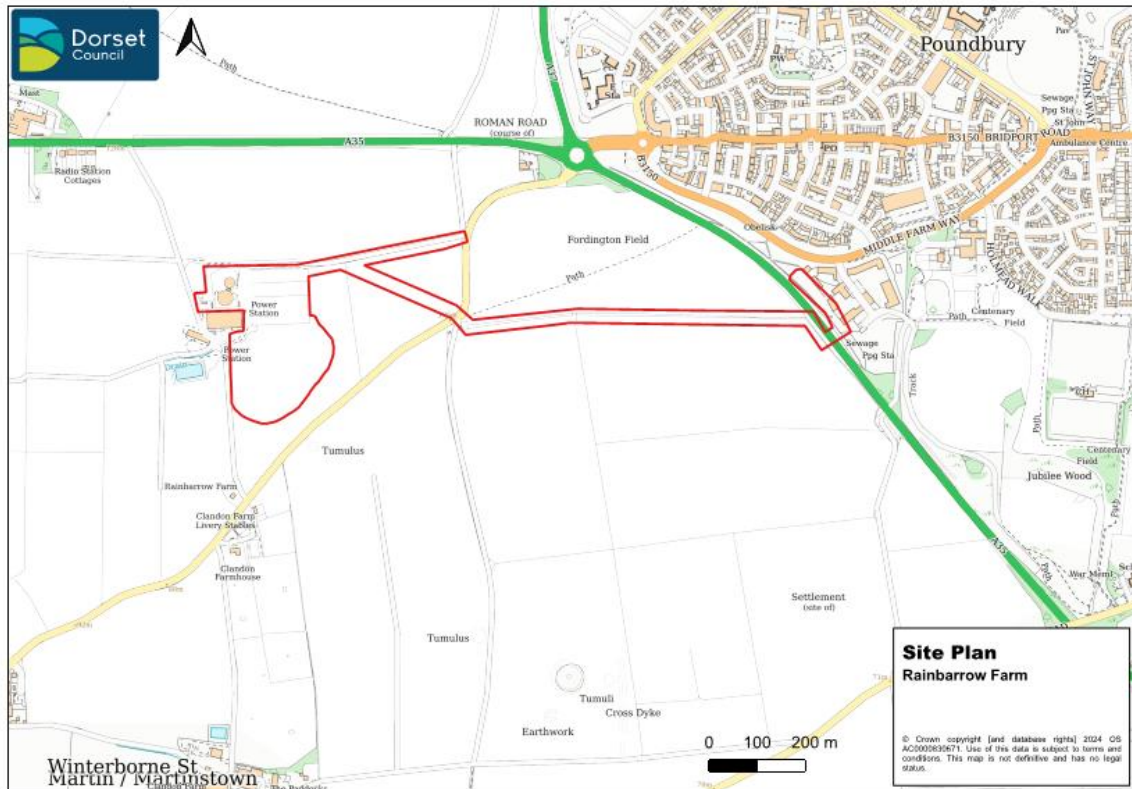
As set out in Sections 16 and 17 of this report, in summary:

- 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 CO<sub>2</sub> 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 Herringston	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 CO<sub>2</sub> capture would generate one extra load (1 in, 1 out).

#### Increase in Annual Tonnage to 60,000 Tonnes

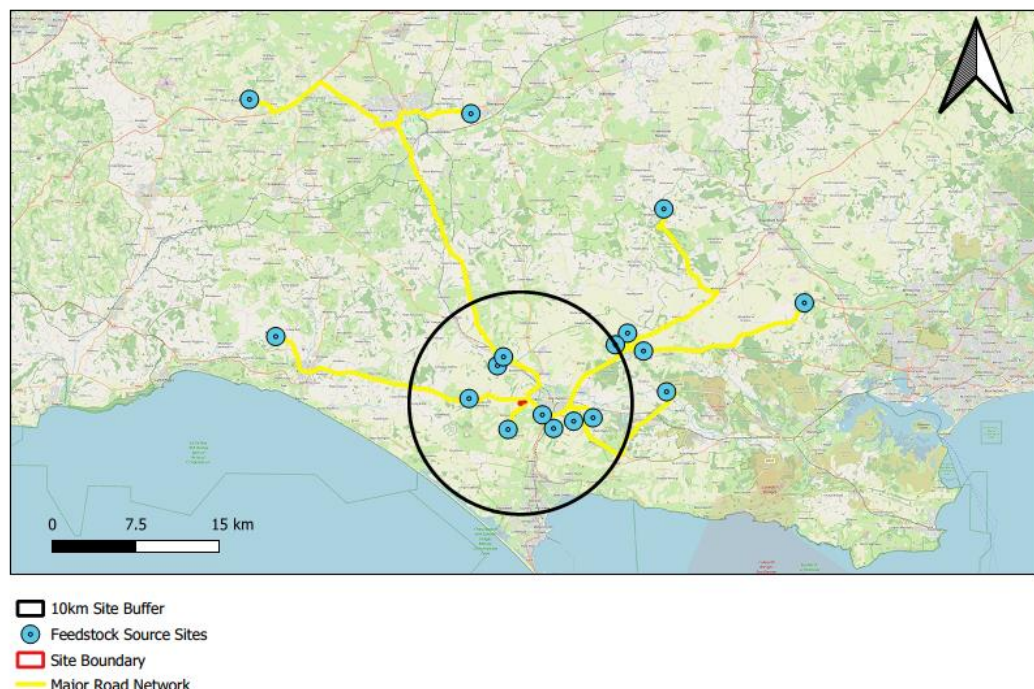
- 16.12 The Applicant has confirmed that the annual tonnage of feedstock brought to the site has in recent years been up to 55,000 tonnes, and this application seeks to regularise the approved quantity by requesting planning permission to be granted for up to 60,000 tonnes per annum. This is an increase 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 CO<sub>2</sub> 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 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 CO<sub>2</sub>, 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.