Planning Committee: 17 December 2013 **Item Number:** **6**

Application No: W 13 / 1608

Registration Date: 15/11/13
Town/Parish Council: Bishops Tachbrook **Expiry Date:** 14/02/14
Case Officer: Liam D'Onofrio
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Land at Brickyard Barn, Mallory Road, Bishops Tachbrook, Leamington Spa, CV33 9QD

Construction of a 4.1 MW solar photovoltaic park complete with all necessary inverters, security fencing, switch gear and landscaping (Re-submission of Application W/13/1134) FOR Sun Glow Power

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This application is being presented to Committee due to the number of objections received.

RECOMMENDATION

Planning Committee are recommended to grant planning permission, subject to conditions.

DETAILS OF THE DEVELOPMENT

Planning permission is sought for the erection of a solar photo-voltaic park to generate 4.1Mw. The scheme will include the construction of solar photovoltaic panels and associated works including inverter housings, sub-station, security fencing and CCTV. A new gravel access driveway will be provided from the site to link into the existing driveway to Brickyard Barn, which exits onto Mallory Road.

The solar panels will be set on a framework at an angle of approximately 20-degrees with a total height of 2.26 metres and a 3.6m gap between each panel row. The inverter cabinets (the three structures shown amongst the panels) will measure 9m by 2.5m by 3.1m high. A control room with transformers will be located to the southeast corner of the site measuring 4.5m by 5m by 2.8m high. The substation building will measure 3.1 metres by 2.3 metres by 2.3 metres high and will be located to the south of the field containing the solar panels set adjacent to a field boundary and opposite the access track. A new access track will be provided from the existing track to Brickyard Barn to the sub-station. A temporary access road constructed of steel sheets will be laid at the Mallory Road entrance to provide the necessary manoeuvring areas for HGV construction traffic and from the sub-station to the main site during constructions works (estimated to be carried out over a 12 week period). The temporary tracks will be removed once the development has been completed. The proposed fencing surrounding the site will be 1.83 metre high mesh wire supported on posts. CCTV will be provided set on four 2.2m high posts and located in the corners of the

field containing the solar panels. The operational lifetime of the solar farm is 25 years.

The scheme is accompanied by a supporting statement incorporating a flood risk assessment, a heritage/archaeology statement and ecological assessment.

The supporting statement provides the following information: *The solar farm is a 4.1MW development that will cover 5.95ha all contained within existing field boundaries. The development will contain approximately 16,216 solar panels. The panels will be held in place on an anodised aluminium alloy sub-construction frame with tapered post's driven around 1 metre into the ground. The site will also house a total of 3 inverters/ transformers. The panels are designed to absorb sunlight to maximise electricity generation, which has the additional benefit of minimising reflection and glare from the panels.*

In terms of energy production: *The site will produce 4046 MWH of electricity each year. The average annual household electricity consumption is currently deemed to be 3,300kWh according to Ofgem. There are 1021 dwelling is Bishops Tachbrook which equates to 3366 MWH of electricity used per annum. The solar farm will therefore produce 100% of the total electricity each year with a surplus 20% going to surrounding villages.* This provides some context to the energy produced by the site, although the energy will go back into the power grid and will not necessarily be used to power Bishops Tachbrook.

In terms of connecting to the national grid the planning application does not include the works or infrastructure associated with the connection to the grid network as this can be undertaken under permitted development rights, Part 17 - Development by Statutory Undertakers. The applicant has provided the following information with regard to grid connection: *The grid connection is likely to be made by way of an underground cable to the point of connection (POC) on the nearest 11kV or 33kV line. The installation of the DNO switchgear cabinet on site, the laying of the underground cable, and the connection of the overhead line are all undertaken by the Distribution Network Operator as a Statutory Undertaker under Part 17, Class G(a) of the General Permitted Development Order.* The applicant has confirmed that the lines crossing the field south of the application site are part of the current electricity supply to the local substation and will form part of the plan for connecting to generated electricity to the local grid network. Given the close proximity of this existing electrical line no new lines will need to be created.

In terms of landscaping the applicant states: *The proposed development will seek to retain and enhance existing landscaping elements to further integrate the proposals into the surrounding landscape. The mitigation measures therefore seek to achieve the following overall objectives:*
- To retain and enhance all existing landscape features particularly the mature trees and hedgerows forming the site boundaries.
- To strengthen, enhance or where appropriate recreate characteristic landscape features in accordance with the policies in the adopted Local Plan and the landscape guidelines. To minimise any unnecessary overshadowing of the solar panels.

- Screen the development to minimize visibility
- Any gaps within the current hedgerows will be filled through the addition further hedging and more native species on the guidance of a local ecologist.

In terms of vehicle delivery routes for construction traffic the applicant has advised that: *Trucks will exit the M40 at junction 14 onto the A452, Warwick By Pass. At the roundabout they will take the third exit onto Banbury Road (A452). After travelling 1 km south, vehicles will turn left onto Mallory Road before taking a left onto Brickyard Drive. Additional signage to warn of construction traffic will be installed along the local access route where appropriate. The signage will be placed on roads near the site ensuring they confirm to chapter 8 of the Traffic Signs Manual. Roads where signage will be present will include Mallory Road and B4100 Banbury Road.*

In terms of vehicle movements the applicant notes that: *delivery of materials, construction machinery and staff to the site will be needed during the construction phase. There will be minimal impact upon the existing traffic on the site as a result of the proposed development. Deliveries will be arranged so that they are "just in time" deliveries to control traffic flow and storage of material at the site. Construction workers will arrive at the site in vans or cars and there will be on-site parking spaces provided within the site boundary. It is anticipated that there will be around 2 deliveries per day. Once the development is complete there will be minimal amounts of traffic visiting the site. Visits to the site will be made by gardeners every three to four months The objective of these visits will be to cut hedgerows and manage the grass below the panels. Maintenance of panels and infrastructure will also require small vehicles with specialist technicians. These visits are likely to take place annually since remote monitoring equipment will reduce the need to visit the site when there are no problems with the equipment. The farmer will also have access to the site for grazing of the land so typical farm vehicles will continue to visit the site.*

In terms of community involvement the applicant states that: *Green Energy has repeatedly engaged with the community throughout the development of this application. Working with local stakeholders Green Energy has revised the plans to ensure the proposed will not be imposed on the community, but shaped and welcomed by the community. The plans now provide the smallest possible financially viable site possible. In recent months a new more efficient panel has been introduced to the market allowing a greater amount of power to be generated from a smaller site.* Were it not for this progression in technology a proposal of this scale and area would have to be rendered unviable.

The applicant summarises:
- The scale, location, layout and appearance of the proposals have been addressed against national and local policies.
- The site has been carefully selected as part of a detailed feasibility process, and a landscaping and screening scheme will ensure the site has no visual impact upon local residential amenity or the landscape character of the area.
- The solar energy proposal responds to international, European and national policy in response to the reduction of CO2 emissions, by helping to contribute to

the attainment of renewable energy targets. The proposals will therefore take a step towards meeting the UK's climate change targets.

THE SITE AND ITS LOCATION

The application site relates to a field within open countryside located to the northwest of Bishop's Tachbrook village. The site is located on the southern side of a valley and the land levels gently slope upwards from north to south. A mature boundary hedge is located to the southern boundary with mature but more sporadic hedging and trees to other boundaries. The site will be accessed from Mallory Road to the south. The minimum distance between the closest properties in Bishops Tachbrook and the edge of the site is over 200m.

PLANNING HISTORY

W/13/1134 Construction of an 4.1 Mw Solar Photo voltaic Park complete with all necessary inverters, security fencing, switchgear and landscaping: Withdrawn 5th November 2013 in order to address, in particular, the size of the site, views into the site and the proposed layout connection to the national grid.

RELEVANT POLICIES

- DP1 - Layout and Design (Warwick District Local Plan 1996 - 2011)
- DP2 - Amenity (Warwick District Local Plan 1996 - 2011)
- DP3 - Natural and Historic Environment and Landscape (Warwick District Local Plan 1996 - 2011)
- DP6 - Access (Warwick District Local Plan 1996 - 2011)
- DP7 - Traffic Generation (Warwick District Local Plan 1996 - 2011)
- DP8 - Parking (Warwick District Local Plan 1996 - 2011)
- DP9 - Pollution Control (Warwick District Local Plan 1996 - 2011)
- DP11 - Drainage (Warwick District Local Plan 1996 - 2011)
- DP13 - Renewable Energy Developments (Warwick District Local Plan 1996 - 2011)
- RAP9 - Farm Diversification (Warwick District Local Plan1996 - 2011)
- RAP10 - Safeguarding Rural Roads (Warwick District Local Plan 1996 - 2011)
- DAP3 - Protecting Nature Conservation and Geology (Warwick District Local Plan 1996 - 2011)
- National Planning Policy Framework

SUMMARY OF REPRESENTATIONS

Bishops Tachbrook Parish Council : No observations received at the time of writing the report.

Natural England: No objection

English Heritage: No objection. The applicants have undertaken a further assessment of the scheme, and have shown that the impact on the significance of designated heritage assets will be low. Thus, from a historic environment point

of view the scheme has only a low impact on the significance of designated heritage assets.

WCC Highways: No objection, subject to conditions.

WCC Ecology: No objection, subject to conditions.

Ramblers Association: The public footpath is clearly labelled and not directly affected by the proposal.

WDC Environmental Services: No objections, subject to the natural landscape screening being planted to minimise adverse impact of glint or glare.

Public response: Six letters of objection received raising the following concerns:
- Destruction of countryside/impact upon rural landscape.
- Impact upon views from Warwick Castle and other historic buildings within Warwick.
Impact on views from village dwellings/footpath.
- Shrubs/trees will take years to grow.
- Industrial development/danger of explosions.
- Impact upon wildlife.
- Withdrawal of original scheme is an attempt to bypass previous objections.
- Other options available, such as rooftops of large industrial buildings/brownfield sites.

ASSESSMENT

The main considerations in assessing this application are as follows:
- Principle;
- Siting/Design;
- Neighbours' amenity;
- Highway matters;
- Ecology/landscaping;
- Other matters.

Principle

The National Planning Policy Framework (NPPF) 2012 paragraph 97 states that to help increase the use and supply of renewable and low carbon energy sources LPA's should recognise the responsibility on all communities to contribute to energy generation from renewable or low carbon resources. The NPPF adds that when determining planning applications LPA's should not require applicant's for energy development to demonstrate the overall need for renewable energy and also recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions. Local Plan Policy DP13 ' Renewable Energy Developments' is also relevant to consideration of the scheme, which states that planning permission will be granted for developments which generate energy from renewable resources where they do not have an unacceptable impact upon: local amenity, including visual appearance, noise, and traffic generation; public

health/safety; landscape character; the natural environment; or interests of archaeological and historic importance.

Officers are mindful that the Rt Hon Gregory Barker MP Minister of State for Emergency and Climate Change issued a letter to all Councils on 1st November 2013 regarding solar energy. The letter states that solar PV is one of the priority renewable energy technologies which will assist the UK meeting its renewable energy targets, however it reiterates that new solar energy installations need to be sensitively placed, focusing on domestic and commercial roof space and previously-used land. The letter identifies the principle that: "Support for solar PV should ensure proposals are properly sited, give proper weight to environmental considerations such as landscaping and visual impact, heritage and local amenity, and provide opportunities for local communities to influence decisions that affect them".

While the letter indicates that emerging Government guidance will seek to focus solar on roof tops and brownfield sites, this would not preclude sensitively placed green field sites. Current advice is that proposals in or close to Areas of Outstanding Natural Beauty or National Parks will need careful consideration. This site is not within or bordering such designated land. The proposed scheme would make a contribution to national renewable energy targets and to energy security, and would also make a contribution to the rural economy, supporting farm diversification.

The NPPF 2012 states that Local Planning Authorities should approve such applications if the impacts (other material considerations) are, or can be made, acceptable.

The application is therefore considered to be acceptable in principle. Other material considerations that are relevant to the application site and referred to in the Minister of State for Emergency and Climate Change's letter are considered in greater detail below.

Siting and design

Whilst the scheme is acceptable in principle the NPPF also states that the planning system should contribute to and enhance the natural and local environment by, amongst other things, protecting and enhancing valued landscapes and also to identify and assess the particular significance of any heritage asset that may be affected by the proposal.

The application site is on the southern side of a valley and the site rises from north to south. In terms of longer views the development is unlikely to be visible at all from Mallory Road to the south due to falling land levels, the limited height of the solar arrays and existing landscape screening. The site will be visible from Harbury Lane, across the valley to the north, although public view is limited by a mature boundary hedge to the southern edge of Harbury Lane. At this distance the panels, where visible, would still be a distinct feature within the rural landscape, although visually they would not be dissimilar to glasshouse or

polytunnel structures used for farming. The panels face south and any views from Harbury Lane would be onto the rear of the panel/supporting framework.

The site will be visible from properties to the northwestern edge of Bishop's Tachbrook and easily visible from the public footpath that runs adjacent to the application site. It would be an unreasonable expectation that solar parks could be completely hidden from view, however they are less visually intrusive than other renewable energy proposals found within the countryside, such as wind turbines. The solar arrays will be a modest 2.3m high and a robust planting scheme, whilst taking time to establish, will complement existing landscaping on site and assist in mitigating against the visual impact of the proposed development upon the open countryside.

English Heritage previously indicated under W/13/1134 that they "*suspect proposals will not have an impact upon the setting of the Castle and Park".* A more detailed assessment has been undertaken to properly demonstrate the lack of impact to heritage assets and English Heritage have raised no objection, confirming that from a historic environment point of view the scheme has only a low impact on the significance of designated heritage assets.

Landscape screening will be key to the visual mitigation of the development to ensure it is sympathetically incorporated into the surrounding landscape. The applicant has confirmed that the proposed development will seek to retain and enhance all existing landscape features particularly the mature trees and hedgerows forming the site boundaries and to strengthen, enhance or where appropriate recreate characteristic landscape features. Two metre high bunding previously proposed to the northern boundary adjacent to the public footpath has been amended to a landscape screening and a wildflower meadow buffer to provide a more visually pleasing solution adjacent to the footpath. Landscaping plans will form part of the approved plan set, however further landscaping condition is suggested to secure appropriate species, pot sizes and planting distances to ensure a robust scheme is secured that achieves the intended screening solution.

The ancillary buildings are minor in nature, and will be constructed of green coloured glass reinforced plastic (GRP). The inverters are similar to electrical cabinets constructed of steel and painted grey. A condition is suggested to ensure that the exact building materials and colour coating for the CCTV columns are agreed in writing to ensure they assimilate appropriately within the landscape.

Neighbours' amenity

The amended scheme has reduced the overall extent of the application site and moved the development away from residential properties forming the northwestern edge of Bishop's Tachbrook.

In terms of glare the applicant advises that: '*Glint and glare are two concerns very frequently raised when discussing solar farms. Solar panels are designed to be highly efficient at absorbing light and converting this into electrical energy,*

not reflecting the energy away. This is due to the use of non-reflective glass used in the panel manufacture. The absorption index of a solar panel is similar to that of black asphalt used on many UK roads. Solar farms are now considered to pose such a little risk of glint and glare that airports are willing to place the farms in the land adjacent to runways. Gatwick Airport, Bournemouth Airport and Newquay airport are 3 airports currently in operation with solar farms adjacent to the site with no record of complaints from pilots or neighbours.

In terms of Noise the applicant states that: '*Solar farms, by their nature are static developments with no moving parts. They are designed to be highly efficient at generating energy and not wasting any through the production of noise. Independent tests in Germany have been conducted on equipment proposed for the solar park. The tests were carried out to measure the noise output when being run at 100% capacity - a level which is extremely unlikely to happen on a regular basis. At this level, the noise levels are unable to be heard outside the perimeter of the site and is comparable to the noise of a conversation between 2 adults. Policy states that residents should not be subject to noise levels above 55db during the day time and 35db during the day time. At 100m from the inverter there is a noise output of 37db if the inverter is running at 100% - every fan at full capacity. To ensure noise does not escape the site there are a series of buffer points to reduce the noise escaping the site including panels, fencing and trees around the site. Inverters are positioned near the centre of the arrays on the site and are rarely closer to the boundary than 100m. Noise decreases by 6db as the distance doubles if there is no obstruction between the inverter and the sensor. The inverters have several items which obstruct the sound waves including solar panels, fencing and trees. With these three layers it is unlikely any person outside of the site boundary will be able to hear the inverters at all*'. No noise concerns are raised.

Given the height of the proposed panels and ancillary single storey structures and the 200 metre plus distance to neighbouring properties (170m to a farmhouse northwest of the site), the proposed scheme is not considered to result in any significant impact upon the amenities of the occupiers of surrounding properties in terms of light, outlook or disturbance that would warrant refusal of the scheme.

Disturbance during the temporary construction period is not a planning matter, however conditions have been suggested to ensure that larger construction vehicles do not impact upon highway safety. Post construction traffic is limited to several movements a year from grounds maintenance (visiting every 3-4 months) and technology maintenance (annually, unless technical issues arise). Traffic movements relating to the scheme are therefore very minor in nature and will not give rise to any significant disturbance to adjoining neighbours.

Highways

The Highway Authority have provided the following comments: The existing access on Mallory Road is 4.2 metres wide with gates set back 8.8 metres from the edge of the carriageway. The existing access width will only allow for single traffic flows however, the proposed temporary access track during the

construction phase will allow for two way traffic flows. The existing gates are currently set back far enough from the edge of the carriageway to allow vehicles to pull clear of the highway and during the construction phase they will have to remain open so that HGV's do not obstruct the highway whilst the gates are opened.

Mallory Road is subject to a 50mph speed limit therefore, visibility splays of 160 metres are required in both directions, when measured 2.4 metres back from the edge of the carriageway. The required visibility splays can be attained (without having to remove existing hedgerow) however, forward visibility is obstructed for drivers approaching the site from the east due to the carriageway alignment. There are concerns that when HGV's are entering/egressing the site, they will cross into the opposing lane however, the proposed temporary access track should reduce the need to cross into the opposing lane. Therefore, the response of WCC as Local Highway Authority to the above application is one of no objection, subject to conditions to control delivery times during construction (avoiding peak hours Monday to Friday), a construction method statement for the temporary (during construction) and permanent access, signing for the delivery route and wheel washing facilities to keep the highway clear.

Ecology/landscaping

The County Ecologist has confirmed that they are satisfied that the potential for Great Crested Newts on site has been appropriately assessed. As there is potential for a range of protected species to be found on site the Ecologist agrees with the recommendations in the report that avoidance measures should be taken in order the proposed works not to impact on protected species. This will be controlled by condition.

The site benefits from existing mature landscaping and a mature Oak Tree is located within the site area. A condition is suggested to ensure that, in addition to agreeing a robust planting screen, measures are secured to retain and protect existing landscaping during the construction phase.

Other matters

In terms of flooding the applicant has confirmed that the arrays of panels will have a 3.5m gap between each row of panels. The majority of the site will remain as a permeable surface as grass will cover the site including the area under the panels. The Environment Agency consider that there are large enough gaps between the rows that the runoff will not be unduly concentrated into channels and therefore no objections and no further comments to made.

Permission is sought for a period of 25 years and a condition is suggested to ensure that land is reinstated to its former condition once the development is removed.

SUMMARY/CONCLUSION

In the opinion of the Local Planning Authority the proposal, including mitigation measures, will have limited impact on the visual amenities of the area and neighbouring amenity and will help to meet the Government's Objectives, set out in the NPPF 2012 by increasing supplies of renewable energy, thus reducing carbon dioxide emissions. The proposal is therefore considered to comply with national policy and the local policies listed.

CONDITIONS

1 The development hereby permitted shall begin not later than three years from the date of this permission. **REASON:** To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

2 The development hereby permitted shall be carried out strictly in accordance with the details shown on the site location plan and approved drawing(s) FKV0031, GEUKD-9001-1004-5001C, GEUKD-4001-1004-0003C, 9001-1004-002C, GEUKD-5001-1004-0010A, GEUKD-5001-1004-0500A, GEUKD-1001-1004-0011A, GEUKD-1001-1004-0001K, GEUKD-5001-04-0006B, GEUKD-1001-1004-0008J, GEUKD-5001-04-0006B, GEUK-5001-1004-8000A, GEUKD-4001-1004-0001C, GEUKD-4001-1004-0002C, and specification contained therein, submitted on 05/08/13. **REASON** : For the avoidance of doubt and to secure a satisfactory form of development in accordance with Policies DP1 and DP2 of the Warwick District Local Plan 1996-2011.

3 No development shall take place until details of the proposed construction, materials and surfacing of the site access road and its junction with the public highway Mallory Road have been submitted to and approved in writing by the Local Planning Authority. These details shall include confirmation of visibility splays in both directions along the public highway Mallory Road, details of proposed boundary treatments (including any gates), swept path diagrams for the delivery vehicles using the site entrance including construction of temporary and permanent access arrangements to the site. details shall be carried out as approved. **REASON:** In the interests of highway safety and the amenities of the occupiers of nearby properties, the free flow of traffic and the visual amenities of the locality in accordance with Policies DP2, DP6, DP8 & DP9 of the Warwick District Local Plan 1996-2011.

4 The development shall proceed only in strict accordance with a construction method statement which has been submitted to and approved in writing by the local planning authority. The approved statement shall be strictly adhered to throughout the construction period and shall provide for: details of the construction of temporary and permanent access arrangements to the site; details of the proposed temporary site compound for storage of materials, machinery (including

areas designated for car parking); delivery time limits to the site or removal from the site of any materials, construction materials, plant or equipment relating to the preparation of the site for the development or the construction of the development; details and timetable for post construction restoration/reinstatement of the temporary access; details of the protection of public footpaths and bridleways during construction; and wheel washing facilities and other measures to ensure that any vehicle, plant or equipment leaving the application site does not carry mud or deposit other materials onto the public highway. **REASON:** In the interests of highway safety and the amenities of the occupiers of nearby properties, the free flow of traffic and the visual amenities of the locality in accordance with Policies DP2, DP6, DP8 & DP9 of the Warwick District Local Plan 1996-2011.

6 The development shall not be commenced unless and until a suitable signing scheme for the period of construction, in accordance with Chapter 8 of the Traffic Signs Manual, is provided on the approach to the junction of the public highway Mallory Road and the B4100 Banbury Road junction access along the public highway. Such scheme shall be agreed in accordance with the directions of the Area Team at the expense of the developer. Deatils shall be carried out as approved. **REASON:** In the interests of highway safety and the amenities of the occupiers of nearby properties, the free flow of traffic and the visual amenities of the locality in accordance with Policies DP2, DP6, DP8 & DP9 of the Warwick District Local Plan 1996-2011.

7 The development hereby permitted shall only be undertaken in strict accordance with approved plans GEUKD-1001-1004-0011 A and GEUKD-4001-1004-0003C and further details of both hard and soft landscaping works which have been submitted to and approved in writing by the local planning authority. Details of hard landscaping works shall include boundary treatment, including full details of the proposed boundary walls, railings and gates to be erected, specifying the colour of the railings and gates; footpaths; and hard surfacing, including the new vehicular access, which shall be made of porous materials or provision shall be made to direct run-off water from the hard surface to a permeable or porous area. The hard landscaping works shall be completed in full accordance with the approved details within three months of the completion of the installation of the development hereby permitted; and all planting shall be carried out in accordance with the approved details in the first planting and seeding seasons following the completion of installation. Any tree(s) or shrub(s) which within a period of five years from the completion of the development dies, is removed or becomes in the opinion of the local planning authority seriously damaged, defective or diseased shall be replaced in the next planting season with another of similar size and species, unless the local planning authority gives written consent to any variation. All hedging, tree(s) and shrub(s) shall be planted in accordance with British Standard BS4043 – Transplanting Root-balled Trees and BS4428 – Code of Practice for General Landscape Operations.

REASON: To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies DP1, DP2 and DP3 of the Warwick District Local Plan 1996-2011.

8 No lighting or illumination of any part of the site shall be installed or operated unless and until details of such measures shall have been submitted to and approved in writing by the local planning authority and such works, and use of that lighting and/or illumination, shall be carried out and operated only in full accordance with those approved details. **REASON:** To ensure that any lighting is designed so as not to detrimentally affect the amenities of the occupiers of nearby properties in accordance with Policies DP2 & DP9 of the Warwick District Local Plan 1996-2011.

9 Within one month of the installation of the CCTV columns they shall have been colour coated in full accordance with details to be submitted to and approved in writing by the local planning authority. **REASON:** To ensure that the CCTV does not to detrimentally affect the visual amenities of the area in accordance with Policies DP1 of the Warwick District Local Plan 1996-2011.

10 No part of the development hereby permitted shall be commenced and nor shall any equipment, machinery or materials be brought onto the site until a scheme for the protection of all existing trees and hedges to be retained on site has been submitted to and approved in writing by the local Planning Authority and has been put in place. The scheme must include details of the erection of stout protective fencing and be in accordance with British Standard BS5837:2012, Trees in Relation to. Nothing shall be stored or placed in those areas fenced in accordance with this condition and nor shall the grounds levels be altered or any excavation take place without the prior consent in writing of the local Planning Authority. The approved scheme shall be kept in place until all parts of the development have been completed and all equipment, machinery and surplus materials have been removed. **REASON:** In order to protect and preserve existing trees within the site which are of amenity value in accordance with Policy DP3 of the Warwick District Local Plan 1996-2011.

11 The development hereby permitted shall not commence until a bat survey of the mature oak tree located within the site, in accordance with BCT Bat Surveys – Good Practice Guidelines, has been carried out to determine the presence/absence of bat roost in this tree, and a detailed mitigation plan including a schedule of works and timings has been submitted to and approved in writing by the Local Planning Authority. Such approved mitigation plan shall thereafter be implemented in full. **REASON**: To ensure that protected species are

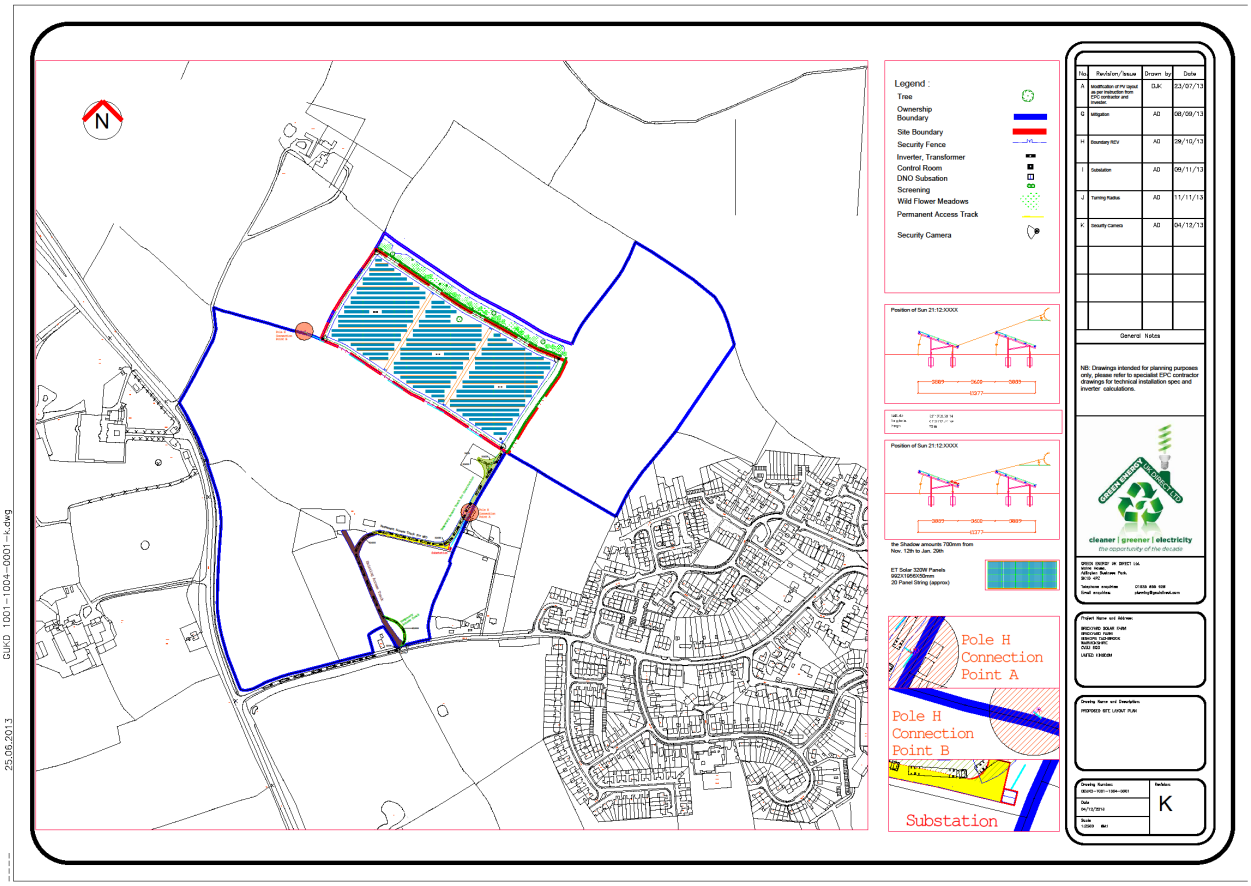
not harmed by the development in accordance with National Planning Policy Framework (NPPF), ODPM Circular 06/2005 and Saved Policy DAP 3 of the Warwick District Local Plan.

12 The development shall be carried out only in full accordance with sample details of the ancillary inverter, transformer/control room and sub-station structures which have been submitted to and approved in writing by the local planning authority. **REASON:** To ensure that the proposed development has a satisfactory external appearance in the interests of the visual amenities of the locality in accordance with Policy DP1 of the Warwick District Local Plan 1996-2011.

13 The development hereby permitted shall be undertaken in the presence of a ecological clerks of works appointed by the applicant to supervise all destructive and construction works on site. Should any protected species, such as reptiles or badgers, be found during this operation, then work must cease immediately whilst WCC Ecological Services or Natural England are consulted for further advice. In addition to this the qualified ecologist worker shall submit a brief report to the local planning authority within 1 month following completion of the supervised works to summarise the findings. **REASON**: To ensure that protected species are not harmed by the development in accordance with National Planning Policy Framework (NPPF), ODPM Circular 06/2005 and Saved Policy DAP 3 of the Warwick District Local Plan.

14 The development hereby permitted, including solar arrays, associated inverters, sub-station and other ancillary structures, fencing and security measures shall be removed in their entirety and the land reinstated to its former condition as soon as practicably reasonable (not including any agreed landscaping planting to enhance the site boundaries) within 25 years of the date of this permission or when the development is not longer needed for generating renewable energy, whichever comes first. **Reason**: To ensure that a redundant facility is not retained to the detriment of the visual amenity of the locality and contrary to Policy DP1 of the Warwick Local Plan 1996-2011 and the aims of NPPF 2012, which provides justification for such renewable energy projects.

15 The delivery to the site or removal from the site of any materials, construction materials, plant or equipment relating to the preparation of the site for the development or the construction of the development, shall be restricted to the hours of 09:30 – 16:00 on Monday to Friday. **REASON:** To avoid construction movements at peak times in the interests of highway safety and the free flow of traffic and the visual amenities of the locality in accordance with Policies DP2, DP6, DP8 & DP9 of the Warwick District Local Plan 1996-2011.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