



County Offices  
Newland  
Lincoln  
LN1 1YL

22 October 2021

**Planning and Regulation Committee**

A meeting of the Planning and Regulation Committee will be held on **Monday, 1 November 2021 at 2.00 pm in the Tennyson Suite, Brackenborough Hotel, Cordeaux Corner, Louth, Lincs LN11 0SZ** for the transaction of business set out on the attached agenda.

Yours sincerely

A handwritten signature in cursive script that reads 'DBarnes'.

Debbie Barnes OBE  
Chief Executive

**Membership of the Planning and Regulation Committee**  
**(15 Members of the Council)**

Councillors I G Fleetwood (Chairman), T R Ashton (Vice-Chairman), P Ashleigh-Morris, Mrs A M Austin, S A J Blackburn, I D Carrington, A M Hall, C S Macey, Mrs A M Newton MBE, Mrs M J Overton MBE, N H Pepper, R P H Reid, N Sear, P A Skinner and T Smith



**PLANNING AND REGULATION COMMITTEE AGENDA  
MONDAY, 1 NOVEMBER 2021**

<b>Item</b>	<b>Title</b>	<b>Pages</b>
1.	Apologies for absence/replacement members	
2.	Declarations of Members' Interests	
3.	Minutes of the previous meeting of the Planning and Regulation Committee held on 6 September 2021	5 - 12
4.	Minutes of the Site Visit to Land off High Street, Biscathorpe	To Be Tabled
5.	Traffic Items	
5.1	North Greetwell A158 - Proposed Puffin Crossing Facility	13 - 18
5.2	Huttoft A52 - Proposed 30mph Speed Limit	19 - 26
5.3	Langrick - Armtree Road, Gypsy Drove and Mere Booth Road - Proposed 30mph Speed Limit	27 - 32
5.4	Horncastle, Various Roads - Proposed Waiting Restrictions	33 - 44
6.	County Matter Applications	
6.1	For a side track drilling operation, associated testing, and long term oil production at Land off High Street, Biscathorpe - (Applicant) Egdon Resources U.K. Limited (Agent AECOM Limited) - N/059/00510/21	45 - 154

Democratic Services Officer Contact Details

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**Please note:** for more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting

- Business of the meeting
- Any special arrangements
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Contact details set out above.

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## PLANNING AND REGULATION COMMITTEE 6 SEPTEMBER 2021

### **PRESENT: COUNCILLOR I G FLEETWOOD (CHAIRMAN)**

Councillors T R Ashton (Vice-Chairman), P Ashleigh-Morris, S A J Blackburn, I D Carrington, Mrs A M Newton MBE, Mrs M J Overton MBE, N H Pepper, R P H Reid, N Sear and T Smith

Councillors: A J Baxter attended the meeting as observers

Officers in attendance:-

Robert Close (Democratic Services Officer), Jeanne Gibson (Programme Leader: Minor Works and Traffic), Neil McBride (Head of Planning), Chris Miller (Team Leader - Countryside Services), Martha Rees (Solicitor) and Jon Sharpe (Principal Development Management Officer)

### 23 APOLOGIES/REPLACEMENT MEMBERS

Apologies for absence were received from Councillors Austin, Hall, Macey and Skinner.

### 24 DECLARATIONS OF MEMBERS' INTERESTS

No declarations of interest were made with respect to any item on the agenda.

### 25 MINUTES OF THE PREVIOUS MEETING OF THE PLANNING AND REGULATION COMMITTEE HELD ON 26TH JULY 2021

RESOLVED:

1. That the minutes be amended to reflect Councillor N H Pepper sent his apologies.
2. That the minutes of the previous meeting held on 26 July 2021, be approved as a correct record and signed by the Chairman.

### 26 MINUTES OF THE SITE VISIT TO LAND AT KING STREET, GREATFORD

RESOLVED:

1. That the minutes be amended to reflect that the site visit was held 29 July 2021.
2. That the minutes of the site visit to King Street, Greatford held on 29 July 2021, be approved as a correct record and signed by the Chairman.

### 27 TRAFFIC ITEMS

**PLANNING AND REGULATION COMMITTEE  
6 SEPTEMBER 2021**

**28**      COASTAL COUNTRY PARK - COASTAL ACCESS CAR PARKING CHARGES - POTENTIAL FISHING & RESIDENTIAL PERMITS

The Committee considered a report in relation to the introduction of an off street car parking order that was deferred at the 26 July 2021 meeting as it was considered that further detail was needed regarding the implementation of a system permitting schemes for night fishing and local residents.

In summary, the report outlined that fishing permits would be explored during the winter ready for the next season. With regard to residential permits, car parking charges would only be applicable during the peak hours of the summer season. The complexity of implementing a system for the minority of residents who objected to the proposal wasn't considered to be cost effective; however, it was recommended that this be reviewed over the 2022 summer season to evaluate its efficacy.

Members agreed that the proposals were now acceptable and ultimately felt it necessary that revenue be generated to maintain the facility. Particular appreciation was offered to the review period before implementation.

On a motion proposed by Councillor I G Fleetwood and seconded by I D Carrington, it was:

RESOLVED (10 with 1 abstention (Councillor Mrs Newton))

1. That a self-service, electronic system for the purchase of fishing permits be implemented over the winter season of 2021-2022 and following the implementation of the proposed Off Street Parking Order considered in the previous committee meeting of 26 July 2021
2. That no residential permitting scheme be immediately implemented but that this be kept under review during the period 1 October 2021 to 1 October 2022 to determine whether there was a need to alter this position.
3. That the objections made to proposal details in the off street parking places order presented on the 26 July 2021 be overruled and the proposal become operative.

**29**      LANGWORTH, BARLINGS LANE - PROPOSED WAITING RESTRICTIONS

The Committee considered a report in connection with three objections received to the proposed introduction of waiting restrictions on Langworth, Barlings Lane. Concerns were raised by Langworth Parish Council regarding parking in the vicinity of the junction of the A158 with Barlings Lane in the village. This sat on a route used by large and agricultural vehicles and the presence of parked vehicles here could lead to the obstruction of traffic flow on both approaches as well as overrunning of the adjacent verges and footways. Objections were raised that the proposed restrictions were too long and risked displacement of parking onto private property. Suggestions were therefore made that other restrictions such as weight limits were introduced instead. Assessment of parking at Barlings Lane indicated however that proposed was the minimum required to ensure vehicular access in and out of this junction was safely maintained. A weight limit couldn't be justified as the vehicles using this lane would most likely be visiting premises situated there so would be exempt from such a restriction.

Members acknowledged that the area was very tight and was subject to limited visibility from the east. In addition, it was noted that sections of Barlings Lane were very narrow and larger vehicles struggled to navigate when busy.

On a motion proposed by Councillor I G Fleetwood and seconded by Councillor T R Ashton, it was:

RESOLVED (unanimous)

That the objections be overruled so that the order, as advertised, may be introduced.

29a Lincoln, Exchange Road - Proposed Waiting Restrictions

The Committee considered a report in connection with four objections received to the proposed introduction of waiting restrictions on Lincoln, Exchange Road. A number of businesses had raised concerns that access for HGVs (Heavy Goods Vehicles) was being impacted by on street parking in the area. Objections suggested that the proposals would negatively impact businesses and displace parking onto residential streets. Assessment of parking at Exchange Road indicated however that the proposed restrictions aimed to facilitate HGV movements in a predominately commercial and industrial area whilst allowing on street parking where it would not impact on the manoeuvres of larger vehicles, and could be accommodated safely.

Some Members raised concerns that the proposal could be detrimental to businesses on Exchange Road, suggesting that HGV movements were typically expected before commercial traffic activity. However, it was appreciated that unobstructed traffic flow was required for all vehicles to support commerce. It was considered that restrictions may encourage employees to commute to work through different methods.

On a motion proposed by Councillor I G Fleetwood and seconded by Councillor T R Ashton, it was:

RESOLVED (10 with 1 abstention (Councillor Mrs M Overton))

That the objection be overruled so that the public advertisement of the proposal, as shown at Appendix B of the report, could be carried out.

30 PROPOSED BUS STOP CLEARWAYS - BARKSTON, CHURCH STREET; SUTTON BRIDGE, BRIDGE ROAD; DEEPING ST JAMES, THACKERS WAY AND CROWSON WAY; LINCOLN, WOLSEY WAY

The Committee considered a report in connection with objections received to the proposed introduction of bus stop clearways at Barkston, Church Street; Sutton Bridge, Bridge Road; Deeping St James, Thackers Way and Crowson Way; Lincoln, Wolsey Way. Objections were received at all sites, complaining about the removal of private parking outside properties and businesses. Assessment of proposed bus stop clearways however indicated that it would benefit passengers and improve the service provided by bus companies.

Some Members registered their surprise that two bus stops, as shown in Deeping St James, Thackers Way, were positioned in parallel opposite each other, particularly noting their concern if two buses

**PLANNING AND REGULATION COMMITTEE  
6 SEPTEMBER 2021**

were to arrive at the same time however unlikely. In addition, Members added that there may be an impact to fire fighters accessing the fire station.

Officers appreciated Members' reservations regarding parallel bus stops and agreed to consider relocation where relevant.

On a motion proposed by Councillor I G Fleetwood and seconded by Councillor I D Carrington, it was:

RESOLVED (10 with 1 abstention (Councillor N H Pepper))

That the objections be overruled and that the clearways, as advertised, be introduced.

31 COUNTY MATTER APPLICATIONS

32 SUPPLEMENTARY REPORT TO EXTRACT AND PROCESS SAND AND GRAVEL AND TO PROGRESSIVELY RESTORE THE SITE TO A MIXTURE OF AGRICULTURAL LAND, NATURE CONSERVATION AREA AND AN AGRICULTURAL WATER RESERVOIR AT LAND AT KING STREET, GREATFORD – DR CHARLES DANIEL LANE - S20/1351

The Committee considered a report where Planning permission was sought by Dr Charles Daniel Lane (the applicant) to extract and process sand and gravel and to progressively restore the site to a mixture of agricultural land, nature conservation area and an agricultural water reservoir at Land at King Street, Greatford, Lincolnshire in the parish of Greatford.

The Head of Planning guided members through the report and set out the main issues to be considered in the determination of the application.

The report recommended that, following consideration of the relevant development plan policies and the comments received through consultation and publicity, that conditional planning permission be granted subject to a Section 106 Planning Obligation to secure the following:

- HGV route restricting access to local villages;
- Creation of a Community Liaison Group/Meeting; and
- Long-term Management Plan for the proposed nature conservation area.

Simon Tucker, Director of David Tucker Associates, was invited to address the Committee in his capacity as applicant for this proposal. All the relevant potential impacts of a proposed gravel quarry had been explored in detail in the application, including a detailed report for all likely impacts including noise, dust, air quality, heritage features, landscape and hydrology. The overall conclusion of those reports was that the scheme was wholly acceptable and policy compliant subject to the usual planning conditions. The scheme had been subject to a detailed Transport Assessment which had been scoped and agreed with the Highway Authority. The planning decision was deferred in July following the debate, specifically on matters of highway safety and the adequacy of the widening proposals agreed with the County Highway Authority. Having listened carefully to the debate and read the minutes of the site visit, Mr Tucker noted the recommendation required the widening of the



road to at least 5.5 metres. It was important to be clear that the accidents on King Street related to speed and failure of cars to judge give way lines. These were not issues which would be exacerbated by the proposed quarry. The introduction of HGV traffic would, if anything, reduce vehicle speeds on the road. It was essential that a proper balance was reached between the width of the road and the scale of development proposed. While necessary to ensure two HGVs could pass, over widening would likely result in yet higher vehicle speeds and potentially also encourage more traffic to use the route instead of the A15. The proposal to widen the road to 5.5 metres was likely appropriate. He agreed with that approach and considered it to deliver the most appropriate form of road which could accommodate the development without resulting in unintended and adverse consequences of an over-widened route. In statistical terms the road was safe and appropriate to serve the development. The site went through a formal Mineral Plan adoption process and was found to be acceptable. He had agreed to mitigation strategies:

- (a) A routing agreement, secured by a S106 agreement, which would prevent movements through nearby villages;
- (b) A carefully designed access, which would direct all HGVs from the site to route south;
- (c) The widening of King Street to at least 5.5m;
- (d) In addition, since the deferral of the application, a commitment to the creation of a liaison committee of local representatives and site operator.

Members sought confirmation that the material extracted would indeed be wet and how the applicant intended to ensure this. Mr Tucker explained that the water extraction was required to avoid digging underwater. Condition 32 would ensure material would stay damp while being extracted.

Vanessa Smith was invited to address the Committee in objection this proposal. HGVs were just over 3 metres wide at their wing mirrors. On a 5.5 metre wide road HGVs were unable to pass each other without going onto the verge as a combined 6 metres exceeded the 5.5 metre road width. Routing all traffic in and out of the quarry via King Street to A1175 junction meant that HGVs would be passing each other many times a day on a 5.5 metre wide and 2 mile long stretch of road, mounting the verges every day. All national guidelines, suggested that at least 6.3 meters was necessary for two-way HGV traffic to pass at low speed. Guidelines were followed in 2016 when Cemex opened a quarry on King Street; and the road was widened to 6.3 metres from the quarry to the A1175 junction. She made reference to a photograph of King Street showing tailbacks north and south as two HGVs struggled to pass. Road widening by the proposed 10cm to accommodate this traffic was ludicrous. The report stated that this occurred during 'exceptional circumstances'. She disagreed, noting temporary closure of the A15, with traffic diverted onto King Street was not too unusual. Furthermore, HGVs trying to pass each other would occur many times each day if these plans went ahead. This was because HGV traffic on King Street would increase from an average of 30 movements per day to well in excess of 100 movements per day with no site restriction. Apart from road width, as an unclassified road, King Street was used by cyclists, horse riders and walkers. These plans would make it too dangerous for them to use as there was no pavement or cycle path. Agricultural machinery in excess of 3 metres wide used King Street on a daily basis during harvest. Anglia Water intended to lay the new Grantham to Bexwell pipeline along this same stretch of King

Street. The average speed on King Street was 57mph with at least 35 per cent of all drivers breaking the speed limit. She understood that it was unreasonable to expect a development to remedy existing road safety issues, however, if such issues needed to be remedied for plans to be safely implemented then this must surely be done, or else they would just exacerbate an existing problem. And whilst an increase in road width could result in an increase in speeding, an inadequately wide road would certainly result in verge erosion, potholes and accidents. If King Street could not be widened, an average 40 mph speed limit must be enforced. She complained that the road was already unlit, undulating, ungritted, straight, fast and damaged; suffering from blind junctions used by hundreds of commuters and was often avoided in winter as it was too hazardous. A more than threefold increase in HGV traffic would displace other road users. And the excessive speed could result in fatalities.

Councillor A Baxter, Deepings West and Rural, was invited to address the Committee as a local Elected Member on this proposal. He agreed with Vanessa Smith's comments regarding the width of the road, adding that it was already a rat run with combination of bikes, cars and HGVs causing a problem. He appreciated the applicant's suggestion that HGVs could slow down the traffic, but their passing could cause accidents or congestion. The road lacked white lanes or traffic marking and suffered from surface damage. The condition of the road should be improved. If the road couldn't be 6.5 metres the whole length, he suggested passing places be included or some extension be made to the width in areas. The HGVs were driven by professional drivers who should know the etiquette of the road. If there was any opportunity to expand the Section 106 agreement for further facilities to the area it should be explored.

Councillor G Taylor, Greatford Parish Council, was invited to address the Committee as a local Elected Member for this proposal. She noted that previously, Members suggested that this development could be here for a long time, so she felt it was important that the decision was right. It was clear to all local parish councils and over 160 local objectors that the applicant had gotten this really wrong. King Street had a collision rate higher than national average, over 23 collisions in just the last 5 years. The Applicants Transport Statement included no assessment of impacts at the main junction of King Street and the A1175, despite this being the proposed route. This was a junction with a history of collisions. Also, it showed no collisions at Stowe Road junction, yet the Council's data showed five had occurred, including recent fatal collisions. While appreciating that accidents sometimes happen, it wasn't clear why the applicant had not assessed the risks at these junctions. It was surprising that the officers' report stated that the Transport Statement's analysis of road safety was appropriate with these flaws. Councillor Taylor showed photographs of HGVs using both lanes and increased usage from closure. The Council claimed that road design advice referred to the design manual for Roads and Bridges, which identified 7.3 metres as being appropriate for a road of this nature. While a previous applicant proposed their access road could be widened to 7.3 metres. She questioned why the Council now identified 5.5 metres as being wide enough for an unlit, ungritted road commonly used by cyclists and routes to school. Independent road safety experts said that HGVs travelling at speed along a road of just 5.5 metres in width could result in a number of different types of collisions. To compromise road safety guidance risked lives. While the Council said routing could be managed by a Section 106 agreement, the experience of villagers hadn't suggested the efficacy of agreements. There were no clear arrangements what the implications of non-compliance were.

Members sought further clarification if officers sought guidance from the Design Manual for Roads and Bridges or Manual for Streets for existing roads. It was explained that both documents were technical manuals for highways but targeted rural and urban roads respectively. Manual for Streets was typically used by the Principal Highways Officer which identified 5.5 metres as being sufficient for both vehicles to pass. It was appreciated however this may be more appropriate for an urban environment. After measuring the width of some HGVs it was recognised that 1 foot of room would be available between wing mirrors which may not be sufficient. 6 metres may be more appropriate without being particularly more expensive. It was also reiterated that an increase in road widths could often result in an increase in speeds. Lincolnshire Road Safety Partnership were reluctant to widen the road any more than 5 metres. Members felt that the site visit enabled them to appreciate further how close HGVs would get to each other when passing. Particular concern was felt when considering the increased prevalence of extended wing mirrors on HGVs. In addition, Members noted that their experience on the site visit highlighted the importance of not increasing traffic speeds on King Road.

Some Members weren't convinced at the suggestion that drivers would slow down naturally as the road narrowed. A Member suggested that increased road markings may give the impression of a narrower road while offering the safety of a wider road.

Some Members suggested that, if approved, a condition should be amended to extend the road width to 6 metres rather than 5.5 metres.

While appreciating the issues with King Road raised by the objectors, some Members felt that this one application couldn't reasonably be expected to resolve all of its existing problems.

Referencing the local deliveries mentioned within the officers' report, Members asked what actually constituted a local delivery. It was explained that local deliveries were summarised as deliveries to residents within the Greatford Village, however a legal definition would be sought if approved.

The increased planting protection identified by the applicant was appreciated by Members. It was advised that this was only identified within the report and hadn't been specifically recommended as part of condition seven. Members observed that this was an allocated site and would yield economic benefits if approved.

On a motion proposed by Councillor Mrs M Overton and seconded by Councillor N H Pepper, it was:

**RESOLVED (8 with 1 abstention (Councillor I G Fleetwood))**

That the application be approved as per the officers' conditions, with the following amendments:

1. That Condition 7 be amended to read:

No development shall take place until full details of an advanced landscape screening, tree and hedge planting scheme have first been submitted to and approved in writing by the Mineral Planning Authority. The landscape screening, tree and hedge planting scheme shall include information on perimeter screen bund construction; species, numbers, spacing and locations of all grasses, trees, shrubs and hedgerows to be planted as part of the development including along the entire length of the sites eastern boundary between the

site and King Street. Thereafter the landscaping and planting shall be implemented in accordance with the approved details. All planting shall be maintained weed free for the duration of the development during which all losses shall be replaced in the following planting season.

Reason: To ensure that the advance screening measures proposed for the site are carried out and maintained to reduce the visual impacts for the duration of the development.

2. That Condition 13 be amended to read:

No winning and working of mineral shall take place until the Site Access has been constructed and the highway improvement works, comprising of the widening of King Street to a width of not less than 6.0 metres have first been carried out and completed to the satisfaction of the Mineral Planning Authority (in consultation with the Highway Authority). For avoidance of doubt the widening and improvement works shall be constructed between the Site Access and the King Street/Stowe Road junction south of the Site within the limits of the public highway.

Reason: To ensure the highway improvement works identified as necessary to support the development are carried out so as to allow quarry traffic to safely pass on the public highway. \*See Informative (i) for further information.

3. That the appendix referenced be amended from Appendix C to Appendix B.

The meeting closed at 12.03 pm



**Open Report on behalf of Andy Gutherson - Executive Director - Place**

Report to:	<b>Planning and Regulation Committee</b>
Date:	<b>1 November 2021</b>
Subject:	<b>North Greetwell A158 - Proposed Puffin Crossing Facility</b>

**Summary:**

This report considers the outcome of a pedestrian crossing survey carried out following a request for a crossing facility in the vicinity of the petrol station, as shown at Appendix B.

**Recommendation(s):**

That the Committee considers the criteria set out in the Pedestrian Crossing Policy and supports the submission of a funding bid for the feasibility study, design and installation of a Puffin crossing at this location.

**Background**

A request for crossing facility on the A158 within North Greetwell has been put forward by the Parish Council. The A158 passes directly through the village and carries an annual average daily traffic flow of 18851 vehicles, 6% of which are HGVs. A 40mph speed limit is in force through the village.

A petrol station is situated on the north side of the A158 and provides a shop which is well used by the local population, many visiting on foot. However as can be seen at Appendix B virtually all residents of the village live to the south of the Main Road and it is therefore necessary to cross over to access the shop. Heavy traffic flow can lead to long waits for an opportunity to cross, which can discourage people from making the trip. As an additional benefit residents believe that the temporary stop to traffic flow whilst the crossing is in use would assist in safe exit for vehicles leaving the petrol station.

Initial assessment of the area identified a suitable potential crossing location just to the east of the garage exit point and a pedestrian crossing survey took place here on 4<sup>th</sup> March 2020.

Data on the numbers of pedestrians crossing the road, traffic flows and several other factors are applied to the PV<sup>2</sup>ASCW calculation and this produced a score of 0.96. Table 1 shown below, extracted from the Pedestrian Crossing Policy document, indicates that this meets the threshold required for a Zebra crossing facility.

Table 1

Crossing Type	PV <sup>2</sup> ASCW greater than (1 X 10 <sup>8</sup> )	Crossing facility not to be used if speed limit is greater than:	Crossing facility not to be used if traffic flow greater than:
Pedestrian Refuge	0.5	60 mph	Not applicable
Zebra Crossing	0.8	30 mph	500 vehicles per hour
Signal Controlled Crossing	1.2	50 mph	Not applicable

**NOTE:** The threshold for dual carriageways is increased by 100%

However a road safety audit on a facility at this location identified a potential hazard posed by the proximity of vehicles joining the highway from the garage forecourt, so this location has been deemed unsuitable. The extent of the survey allows consideration of an alternative location further west as indicated at Appendix B. A further Stage 1 Road Safety Audit has been carried out here and no safety audit concerns were identified so the intention is to pursue a crossing facility at this point. One personal injury collision has been recorded in this area during the last three years, which involved a motorcyclist and a pedestrian.

Owing to the high traffic flow on the A158 and speed limit greater than 30mph, the installation of a Zebra crossing is precluded by the policy. Approval will therefore be required from this Committee to upgrade the facility to a Puffin crossing.

The cost to install a Puffin crossing is estimated at £90,000, with an additional £10,000 required for a feasibility study and scheme design.

### Conclusion

The policy enables some flexibility in terms of scheme selection and in the case of this site approval will be required from this Committee in order to progress a Puffin crossing at this location on the basis of site constraints.

### Consultation

The local Member has been informed of this proposal and is in support.

#### a) Risks and Impact Analysis

None carried out

### Appendices

These are listed below and attached at the back of the report	
Appendix A	Site location
Appendix B	Detailed location plan

This report was written by Jeanne Gibson, Programme Leader - Minor Works & Traffic, who can be contacted on 01522 782070 or [jeanne.gibson@lincolnshire.gov.uk](mailto:jeanne.gibson@lincolnshire.gov.uk).

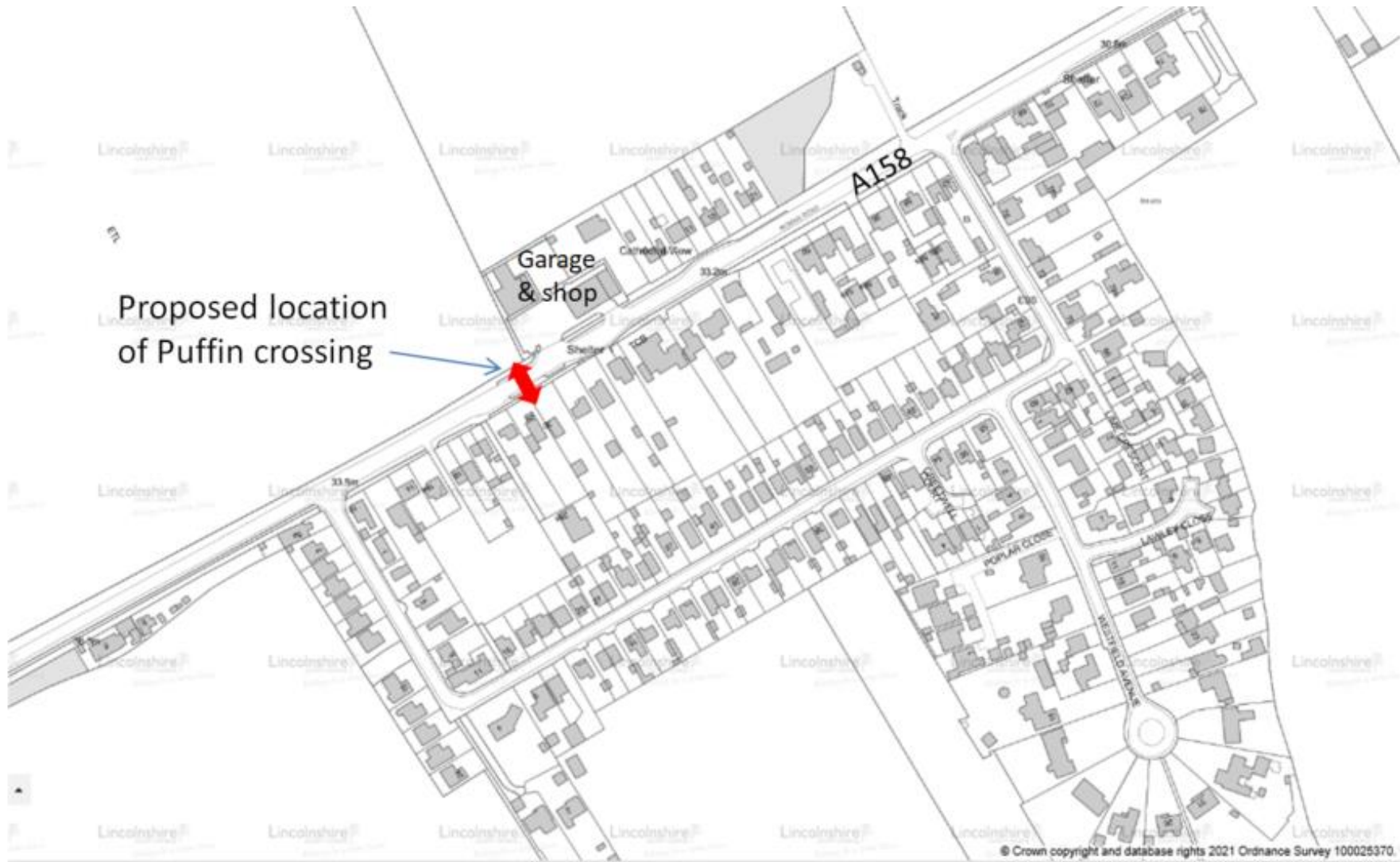
APPENDIX A



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APPENDIX B



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**Open Report on behalf of Andy Gutherson - Executive Director - Place**

Report to:	<b>Planning and Regulation Committee</b>
Date:	<b>1 November 2021</b>
Subject:	<b>Huttoft A52 - Proposed 30mph Speed Limit</b>

**Summary:**

This report considers a request from Huttoft Parish Council and the local Member for the existing 40mph speed limits on the A52 through Huttoft to be reduced to 30mph. Investigations have indicated that conditions to the south of the village may be considered a 'Borderline Case', as defined within the Council's Speed Limit Policy.

**Recommendation(s):**

That the Committee approves the reduction in speed limit proposed so that the necessary consultation process to bring it into effect may take place.

**Background**

1.1 The County Council's Speed Limit Policy provides a means by which requests for speed limits can be assessed consistently throughout the county. The criteria by which a speed limit may be justified within a village location is based on the number of units of development along a road and the level of limit is determined by the mean speed of traffic travelling along it.

1.2 Following an assessment of a site however, where an existing limit is already in place, a borderline case may be identified as defined within the policy at 4.2 as follows:

*4.2 At locations where the mean speed data falls within +/- 3mph of Table 3 (Mean Speeds), then this is classed as a Borderline Case.*

Where the above applies a report is submitted to the P & R Committee for consideration.

1.3 At Huttoft 40mph limits are in force on the A16 to the north and south of the village either side of an existing 30mph limit. Speed surveys have been carried out to ascertain the mean speed of traffic within each limit and the results are 36mph to the south (Appendix A) and 50mph (Appendix B) to the north.

There have been 3 reported injury accidents over the last five years within the limit under consideration to the north of the village, and none recorded at the southern end of the village.

1.4 At 36mph the mean speed of traffic within the 40mph limit to the south meets the requirement to be considered a borderline case, as specified in Table 3 from the Policy:

Table 3

Mean Speed	Limit
< 33 mph	30 mph
33 – 43 mph	40 mph
>43 mph	50 mph

The Committee may therefore approve the initiation of a scheme whereby the existing 40mph speed limit at the southern end of the village can be reduced to 30mph as indicated at Appendix C. The outcome of the survey to the north of the village however gives a mean speed of 50mph and therefore does not meet the criteria to reduce the limit here to 30mph as requested.

### Conclusion

Under the normal criteria set out in the Council's speed limit policy the existing 40mph limit to the south of the village would not be eligible for a reduction in speed limit. As a borderline case however the Planning and Regulation Committee can approve a departure from the criteria where appropriate.

### Consultation

The local Member is in support of the proposal.

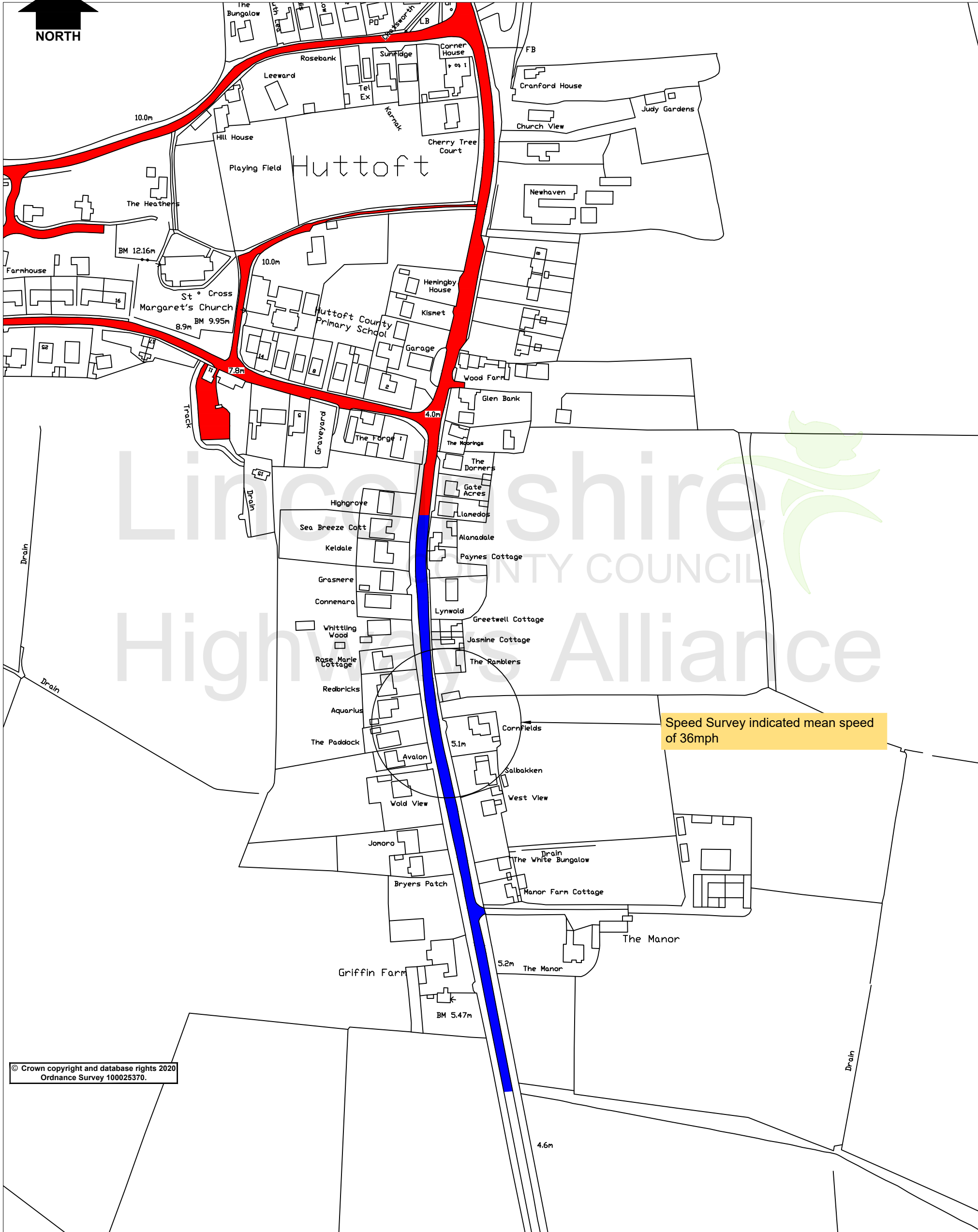
#### a) Risks and Impact Analysis

None carried out

### Appendices

These are listed below and attached at the back of the report	
Appendix A	Existing speed limits and survey location at the southern end of village
Appendix B	Existing speed limits and survey location at the northern end of village
Appendix C	Proposed 30mph speed limit

This report was written by Tina Featherstone, Senior Design Maintenance Technician, who can be contacted on 01522 782070 or [TRO@lincolnshire.gov.uk](mailto:TRO@lincolnshire.gov.uk).



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Ordnance Survey 100025370.

KEY	
<span style="color: blue;">█</span>	Existing 40mph
<span style="color: red;">█</span>	Existing 30mph

Rev.	Description	Drawn	Ch'kd	Auth	Date
0		TF			July 21

**Lincolnshire**  
COUNTY COUNCIL  
**Highways Alliance**  
Lancaster House, 36 Orchard Street, Lincoln, LN1 1XX

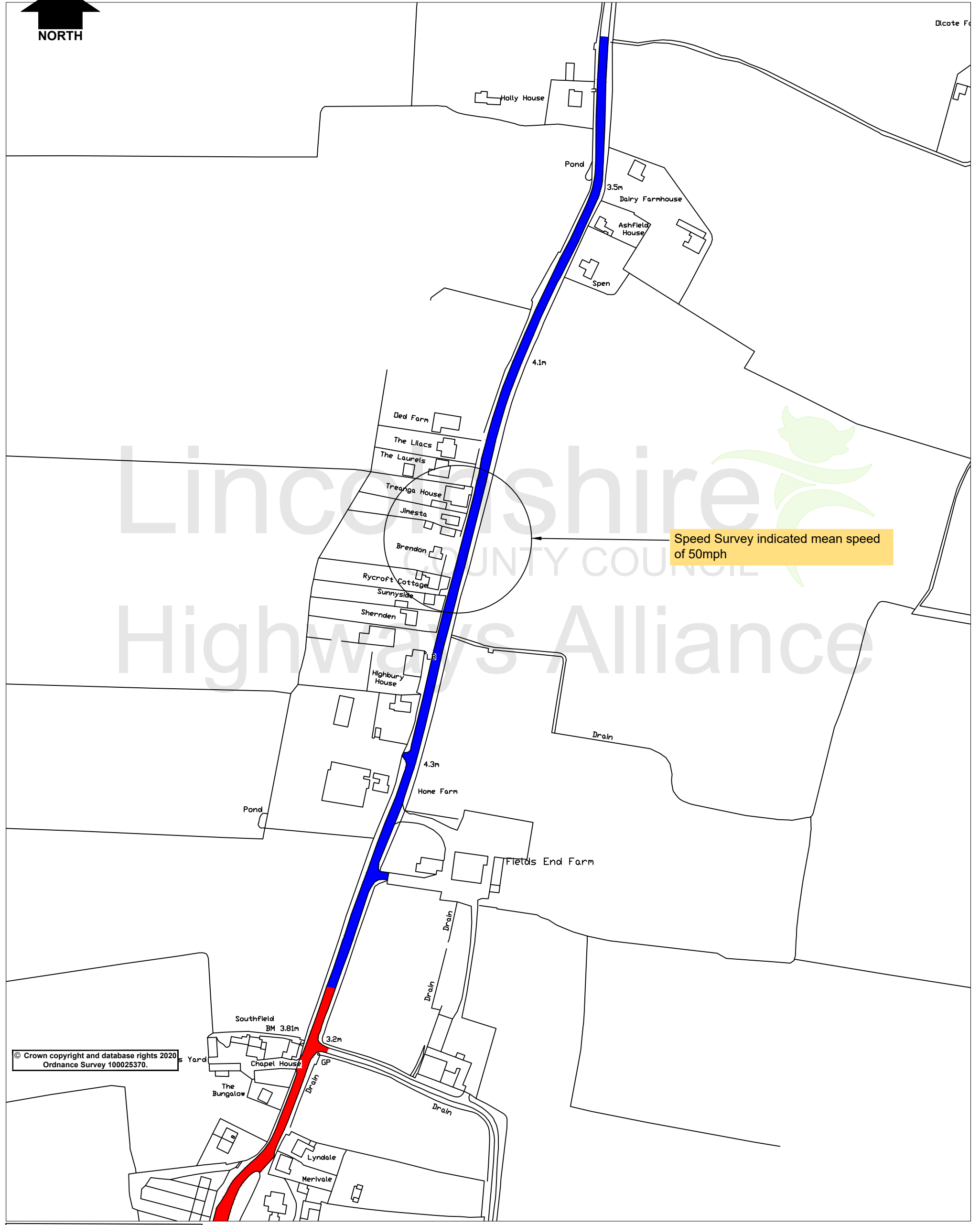
Project: **Huttoft - A52**  
Status: **Existing Speed Limits**  
Drawing Title: **Appendix A**  
Drawing No.: **TF/058/MW&T**

Jul 12, 2021 - 2:19pm, G:\common\Traffic Regulation Orders\Schemas Master Folder\DO NOT CHANGE\001-200058\_A02 Mumby Road Huttoft Speed Review\CAD\CAD.dwg

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Dlcote Fd



Speed Survey indicated mean speed of 50mph

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Ordnance Survey 100025370.

KEY	
<span style="color: blue;">█</span>	Existing 40mph
<span style="color: red;">█</span>	Existing 30mph

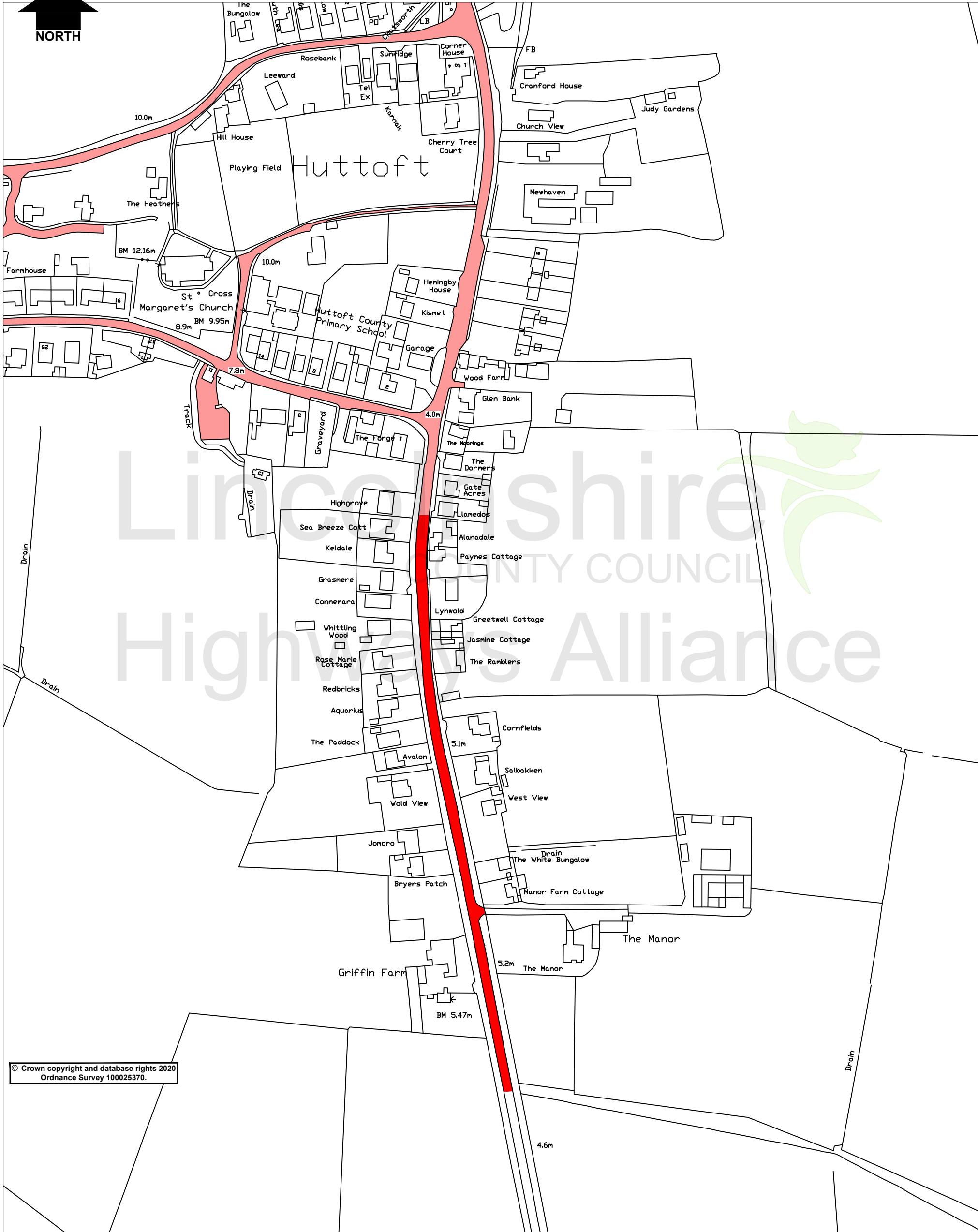
Rev.	Description	Drawn	Ch'kd	Auth	Date
		TF			July 21
		0			NTS

**Lincolnshire**  
COUNTY COUNCIL  
**Highways Alliance**  
Lancaster House, 36 Orchard Street, Lincoln, LN1 1XX



Project: **Huttoft - A52**  
 Status: **Existing Speed Limits**  
 Drawing Title: **Appendix B**  
 Drawing No.: **TF/058/MW&T**

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KEY	
	Existing 40mph to be reduced to 30mph
	Existing 30mph

Rev.	Description	Drawn	Ch'kd	Auth	Date
0		TF			July 21

**Lincolnshire**  
COUNTY COUNCIL  
**Highways Alliance**  
Lancaster House, 36 Orchard Street, Lincoln, LN1 1XX

Project: **Huttoft - A52**  
Status: **Proposed 30mph Speed Limit**  
Drawing Title: **Appendix C**  
Drawing No.: **TF/058/MW&T**

Sep 13, 2021 - 8:46am C:\common\Traffic Regulation Orders\Schemes Master Folder\DO NOT CHANGE\01-200\058 A52 Mumby Road Huttoft Speed Review\CAD\CAD.dwg

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**Open Report on behalf of Andy Gutherson - Executive Director - Place**

Report to:	<b>Planning and Regulation Committee</b>
Date:	<b>1 November 2021</b>
Subject:	<b>Langrick - Armtree Road, Gipsy Drove and Mere Booth Road - Proposed 30mph Speed Limit</b>

**Summary:**

This report considers a request for the reduction of the existing 40mph speed limit to 30mph at the above locations, shown at Appendix B. Investigations have indicated that this site is a 'Borderline Case', as defined within the Council's Speed Limit Policy.

**Recommendation(s):**

That the Committee approves the reduction in speed limit so that the necessary consultation process to bring this into effect may take place.

**Background**

The County Council's Speed Limit Policy provides a means by which requests for speed limits can be assessed consistently throughout the county. The criteria by which a speed limit may be justified within a village location is based on the number of units of development along a road and the level of limit is determined by the mean speed of traffic travelling along it. Sufficient frontage development is evident at Langrick to justify the existing speed limit. However, a borderline case may be identified within the policy if the criteria at 4.2 is met:

*4.2 At locations where the mean speed data falls within +/- 3mph of Table 3 (Mean Speeds), then this is classed as a Borderline Case.*

Where the above applies a report will be submitted to the Planning and Regulation Committee for consideration. At the above location it will therefore be the results of speed surveys which confirm if it can be considered as a borderline case.

Speed survey equipment was installed at the two sites indicated at Appendix B and mean speeds of 34 mph and 35mph were measured. These speeds lie within 3mph of the level required to justify a 30mph speed limit, as specified in Table 3 from the policy:

Table 3

Mean Speed	Limit
< 33 mph	30 mph
33 – 43 mph	40 mph
>43 mph	50 mph

This site can therefore be considered as a borderline case and the Committee may approve the initiation of the speed limit order process to reduce the current 40mph speed limit to 30mph as shown at Appendix B. There has been one personal injury collision in the area during the last 5 years which occurred on Mere Booth Road.

### Conclusion

Under the normal criteria set out in the speed limit policy this location would qualify for 40mph speed limit. However as a borderline case the Planning and Regulation Committee may approve a departure from the criteria where appropriate and allow a reduction to a 30mph limit at this location.

### Consultation

The local Member is in support of this proposal.

#### a) Risks and Impact Analysis

None carried out

### Appendices

These are listed below and attached at the back of the report	
Appendix A	Site location
Appendix B	Detailed site plan

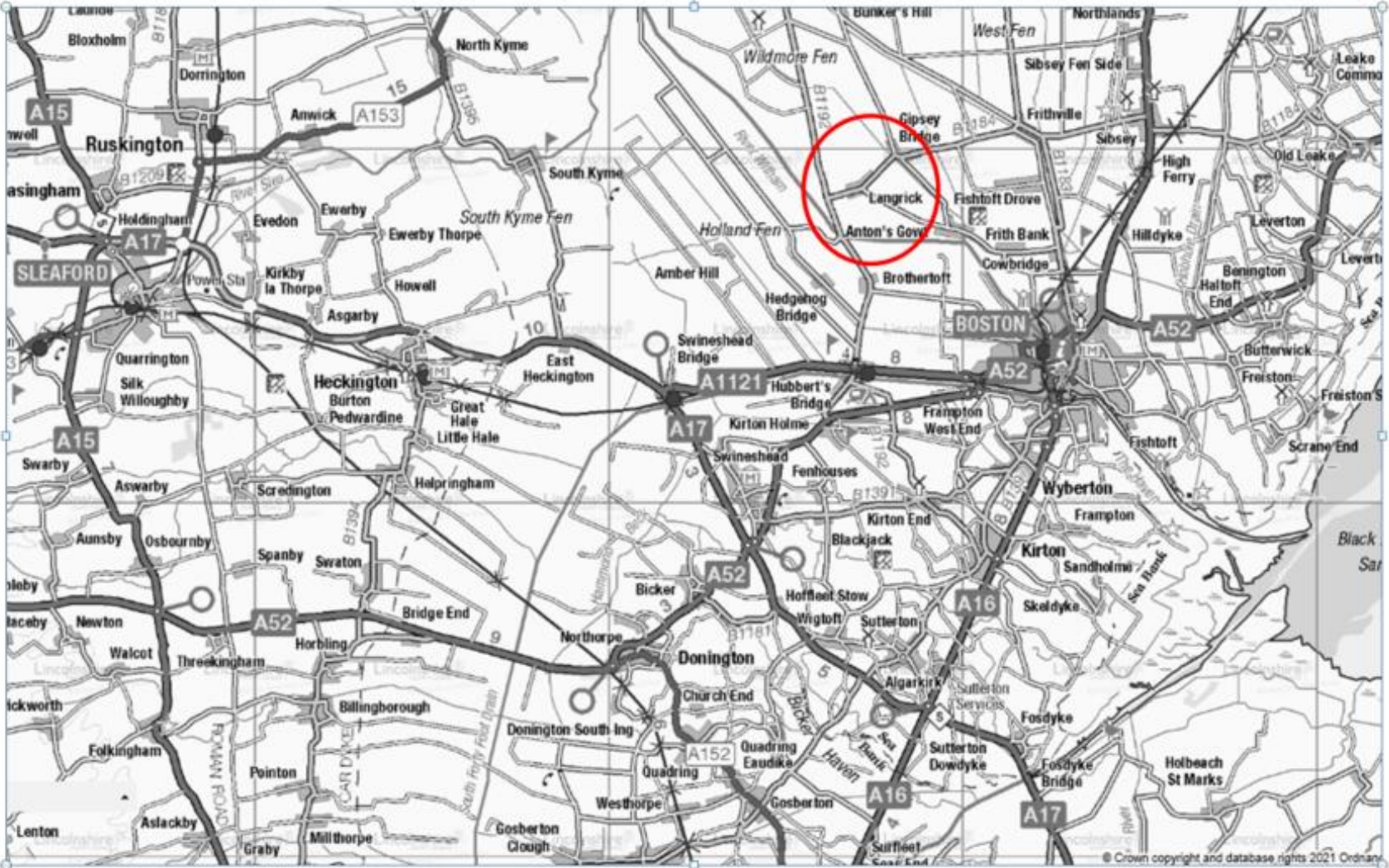
### Background Papers

The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

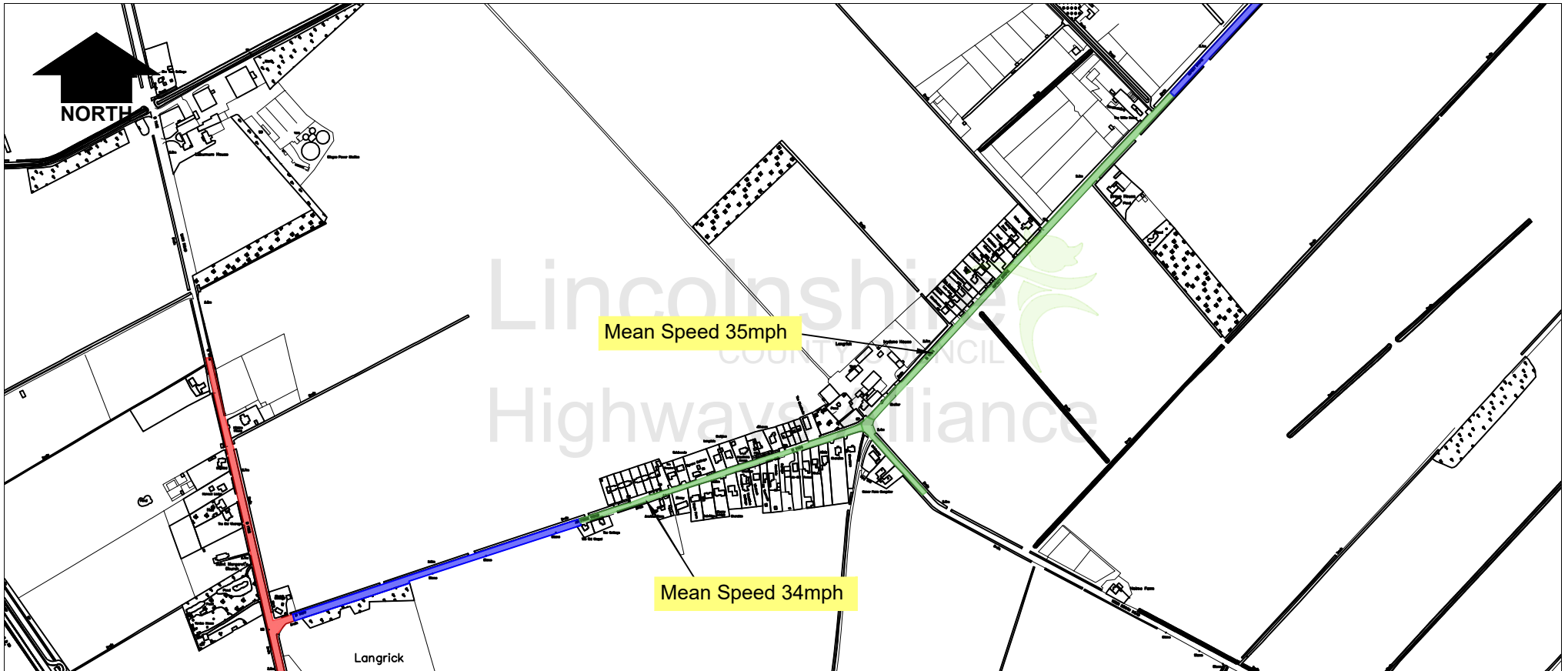
Document title	Where the document can be viewed
Speed survey results	Provided on request

This report was written by Jamie Earls, Senior Traffic Engineer, who can be contacted on 01522 782070 or [jamie.earls@lincolnshire.gov.uk](mailto:jamie.earls@lincolnshire.gov.uk).

# Appendix A - Site location



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**Key**

- Proposed 30mph Speed Limit
- Existing 40mph Speed Limit
- Existing 50mph Speed Limit

Rev.	Description	Drawn	Ch'kd	Auth	Date
		JE			09/21
		0			NTS @A4

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**Highways Alliance**  
Lancaster House, 36 Orchard Street, Lincoln, LN1 1YZ

Project Langrick Speed Limit Review

Status Project No. 308

Drawing Title Appendix B - Proposed Speed Limits

Drawing No. H/JE/308/001

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**Open Report on behalf of Andy Gutherson - Executive Director - Place**

Report to:	<b>Planning and Regulation Committee</b>
Date:	<b>1 November 2021</b>
Subject:	<b>Horncastle, Various Roads - Proposed Waiting Restrictions</b>

**Summary:**

This report considers objections received to proposals for waiting restrictions at various locations in Horncastle.

**Recommendation(s):**

1. That the proposed revocation of double yellow lines on Foundry Street be not proceeded with.
2. That a minor modification is approved to remove the proposed restriction outside No. 67 West Street.
3. That the objection to the proposals on Stanhope Road be overruled.
4. That the objections to the proposals on Bowl Alley Lane and Tudor Park be overruled.

**Background**

Following correspondence with Horncastle Town Council a number of requests for changes to parking restrictions within the town were investigated and proposals were put forward at the following sites:

- The removal of double yellow lines on Foundry Street outside Nos. 30, 32, 34, 42 and 44 (Appendix A)
- Three additional lengths of No Waiting restriction 8am-6pm on B1191 West Street leading to Langton Hill (Appendix B).
- Double yellow lines on east side of Stanhope Road from Stanhope Terrace to East Street and on the west side from Stanhope Terrace to include the junction with The Becks and at the junctions with Banks Road and East Street (Appendix C).
- Double yellow lines on both sides of Bowl Alley Lane from its junction with Stanhope Road, additional restrictions around the junctions with Tudor Park, and a mandatory School Keep Clear marking to replace the existing advisory marking (Appendix D).

These proposals have been subject to statutory consultation and were publicly advertised from 9th December 2020 to 22nd January 2021. Objections have been received to each proposal and are summarised below:

Objections to the proposed reduction in restrictions at Foundry Street have been received from ELDC and Lincolnshire Fire and Rescue. The junction with Albert Street is very narrow and access for the district council's refuse vehicles will be made more difficult if the restrictions are reduced. A Fire Station is located further south along Foundry Street and the Fire & Rescue Service has raised concerns that additional parking in the vicinity of this junction is likely to hinder fire appliances making their way northwards out of Foundry Street.

Objections have been received to the proposed short length of restriction adjacent to No.67 West Street as this will prevent the resident of that property from parking across their driveway. The proposed restriction was intended to replace an advisory access marking, but is not essential in terms of managing parking in the area.

An objection to the proposed restrictions on Stanhope Road has been received from a resident, citing that on street parking does not currently result in any issues here and they do not support the idea that removing it will improve pedestrian safety or traffic flow. They believe that the school crossing patrol operating on Stanhope Road is sufficient for this purpose and have concerns also about the additional signage which may be required to introduce the restrictions, which will be detrimental to the environment and conservation area.

Five objections have been received to the proposed restrictions at Bowl Alley Lane and its junctions with Tudor Park. The consensus is that parking for staff at the two schools should be provided within the school sites to remove it from Bowl Alley Lane and Tudor Park. There are concerns that vehicles displaced by the restrictions will migrate to Tudor Park causing obstruction for access by emergency vehicles and there is a suggestion that a restriction on parking should extend throughout the whole estate.

## **Comments**

The concerns made by ELDC and Lincolnshire Fire & Rescue regarding the proposed reduction in parking restrictions on Foundry Street are noted and it is recommended that this proposal progresses no further.

In relation to the proposed restrictions at West Street it is recommended that the section adjacent to No.67 is removed from the traffic regulation order as a minor modification. The advisory marking at this location is effective in deterring general parking across the access. No objection has been received relating to the other sections proposed.

The restrictions at Bowl Alley Lane/Tudor park and at Stanhope Road have been proposed to remove parking along narrow sections of carriageway and at junctions where they will facilitate traffic flow and improve forward visibility at all times, not just when parents are in attendance. At Stanhope Road they will also ensure that vehicles displaced by new restrictions elsewhere do not migrate to the area where the school crossing patrol operates. This will ensure this area is clear of parked vehicles so visibility of pedestrians crossing is maintained and safety here will be improved. No signage is required for double yellow lines so where these replace a single yellow line the associated signs can be removed. A reduced width of yellow line will also be used to reduce their visual impact.

Redevelopment of St Lawrence School is scheduled to be complete by September 2023 and will include additional parking for staff and visitors on site. This being the case long term parking on Bowl Alley Lane and at Tudor Park throughout the day is likely to reduce significantly at that time.

## Conclusion

These proposals are designed to improve traffic flow and forward visibility at various locations, in particular in the area around the schools where traffic can become congested at certain times. On street parking is to be retained where it is safe to do so and where no obstruction to traffic flow is caused. This is the case in Tudor Park where vehicles park during the school day, and where it has been observed that access is maintained and driveways are generally kept clear.

## Consultation

The following were consulted on these proposals:

Lincolnshire Police, EMAS, Lincolnshire Fire & Rescue, RHA, FTA, ELDC, Horncastle Town Council, Horncastle County Primary School, St Lawrence School, Stagecoach, PC Coaches and all directly affected frontagers.

### a) Risks and Impact Analysis

None carried out

## Appendices

These are listed below and attached at the back of the report	
Appendix A	Plan of Foundry Street proposals
Appendix B	Plan of West Street proposals
Appendix C	Plan of Stanhope Road proposals
Appendix D	Plan of Bowl Alley Lane proposals

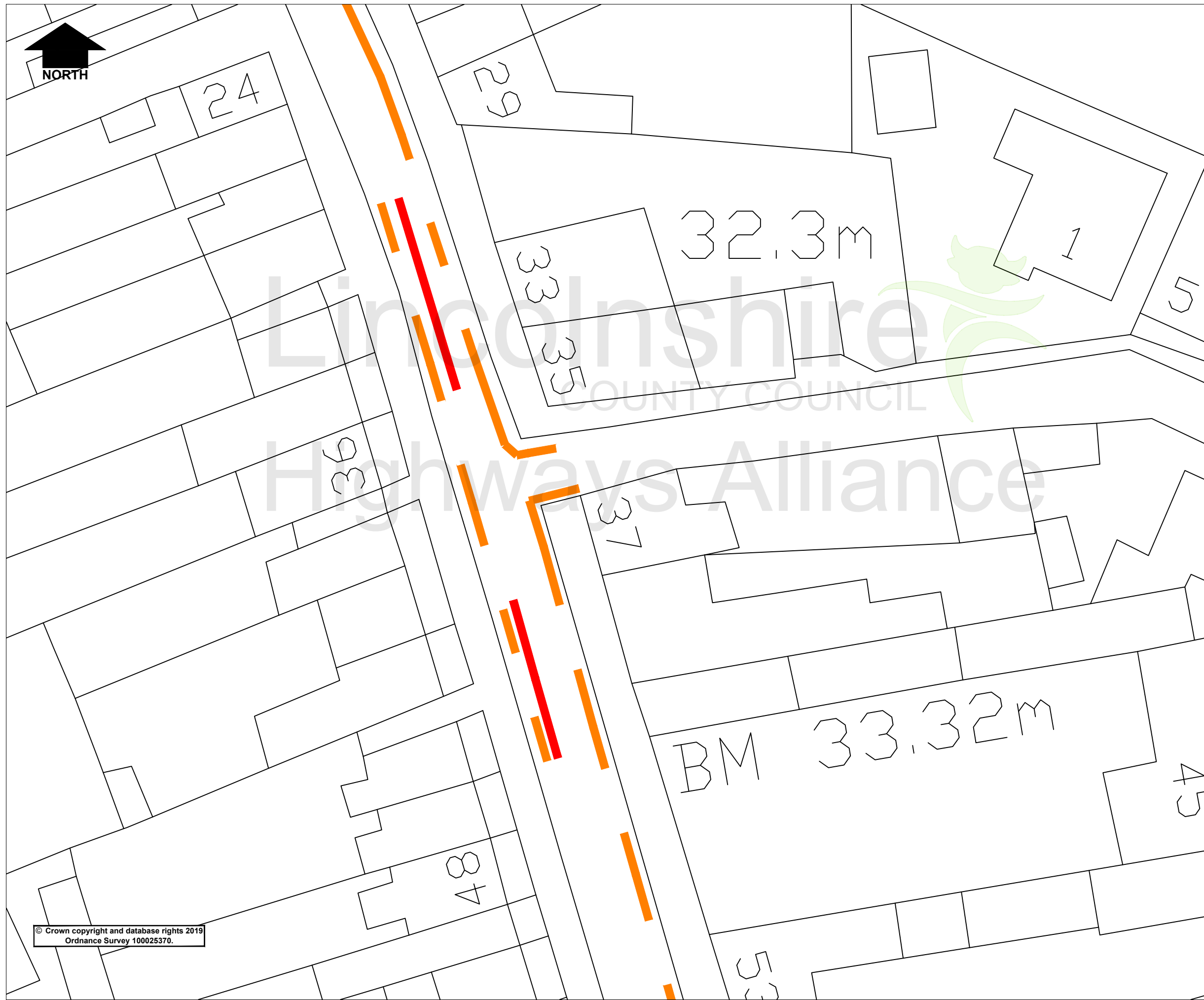
## Background Papers

The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
Objections correspondence	Provided on request

This report was written by Dan O'Neill, who can be contacted on 01522 782070 or [dan.oneill@lincolnshire.gov.uk](mailto:dan.oneill@lincolnshire.gov.uk).


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- Key
- Existing no waiting at any time
  - Proposed no waiting at any time to be revoked

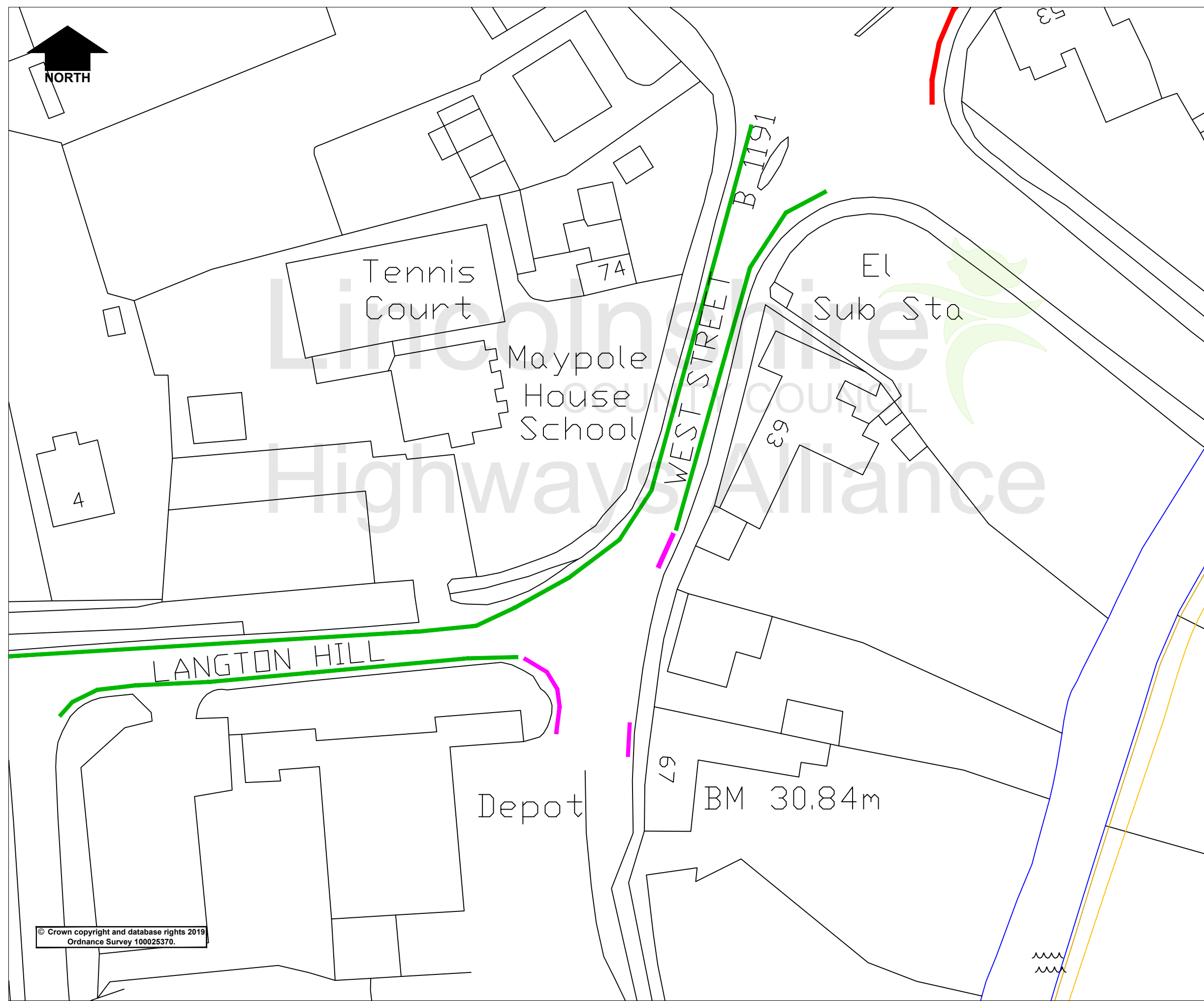
Page 37

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Rev.	Description	Drawn	Ch'kd	Auth	Date
Project <b>Horncastle Foundry Street</b>					
Status Project No.					
Drawing Title <b>Proposed revocation of no waiting at any time</b>					
Scale <b>NTS</b>		Drawn <b>DON</b>		Date <b>Oct 2019</b>	
		Ch'kd		Date	
		Auth		Traced	
Drawing No. <b>D/142074/1/B</b>					Rev. <b>0</b>
 <b>Lincolnshire</b> COUNTY COUNCIL <b>Highways Alliance</b> Lancaster House, 36 Orchard Street, Lincoln, LN1 1XX					

Oct 01, 2021 - 4:27pm © Common/Dan O'Neil/Waiting restrictions/Proposals/Horncastle Various Roads/Proposed Waiting Restrictions/Plans/Horncastle TR01 baseplan.dwg

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Key

	Existing no waiting 8am to 6pm
	Proposed no waiting 8am to 6pm

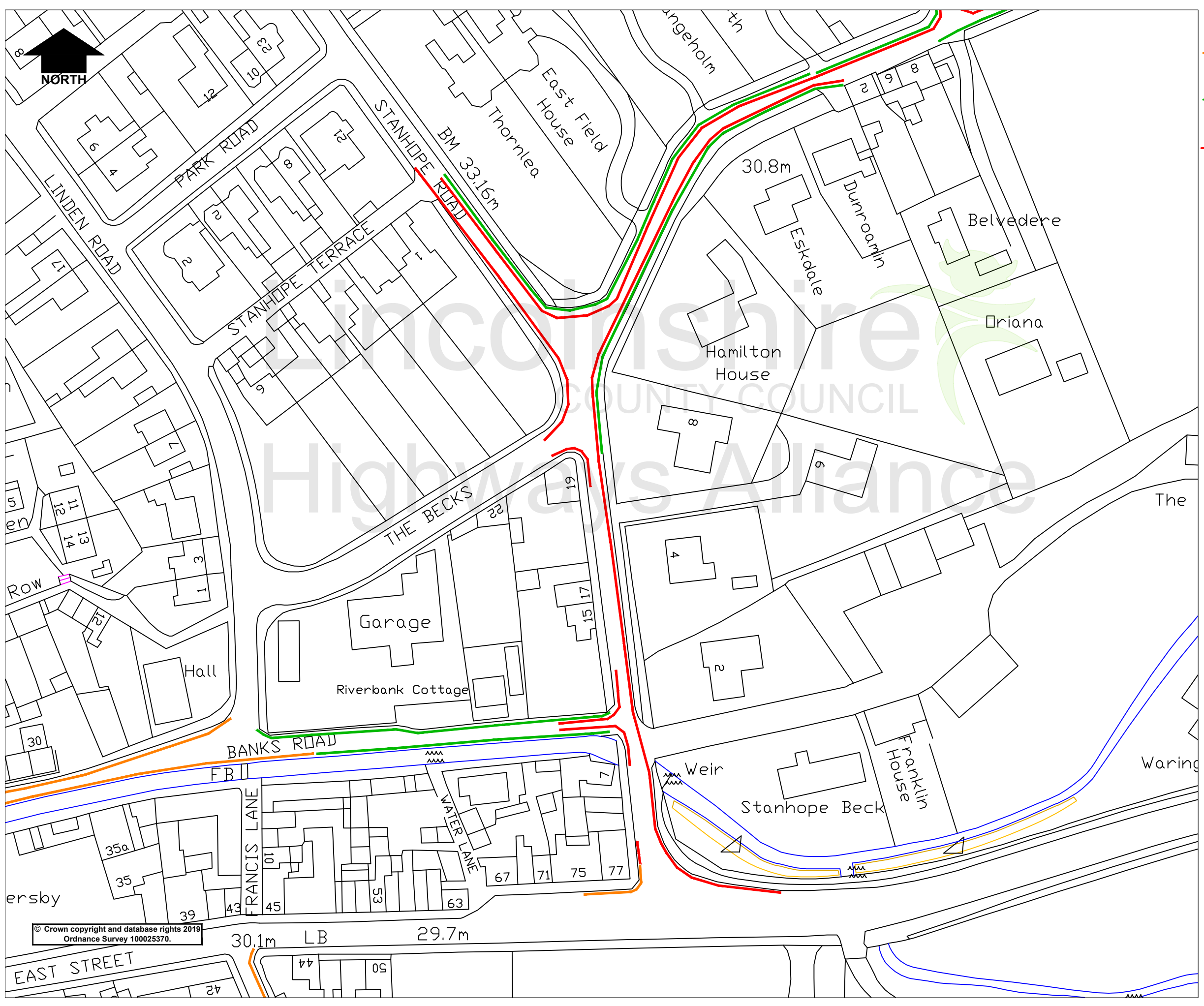
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Rev.	Description	Drawn	Ch'kd	Auth	Date
Project <b>Horncastle West Street/Langton Hill</b>					
Status Project No.					
Drawing Title <b>Proposed no waiting 8am to 6pm</b>					
Scale <b>NTS</b>		Drawn <b>DON</b>		Date <b>Nov 2020</b>	
		Ch'kd		Date	
		Auth		Traced	
Drawing No. <b>D/142077/1/B</b>					Rev. <b>0</b>
 <b>Lincolnshire</b> COUNTY COUNCIL <b>Highways Alliance</b> Lancaster House, 36 Orchard Street, Lincoln, LN1 1XX					

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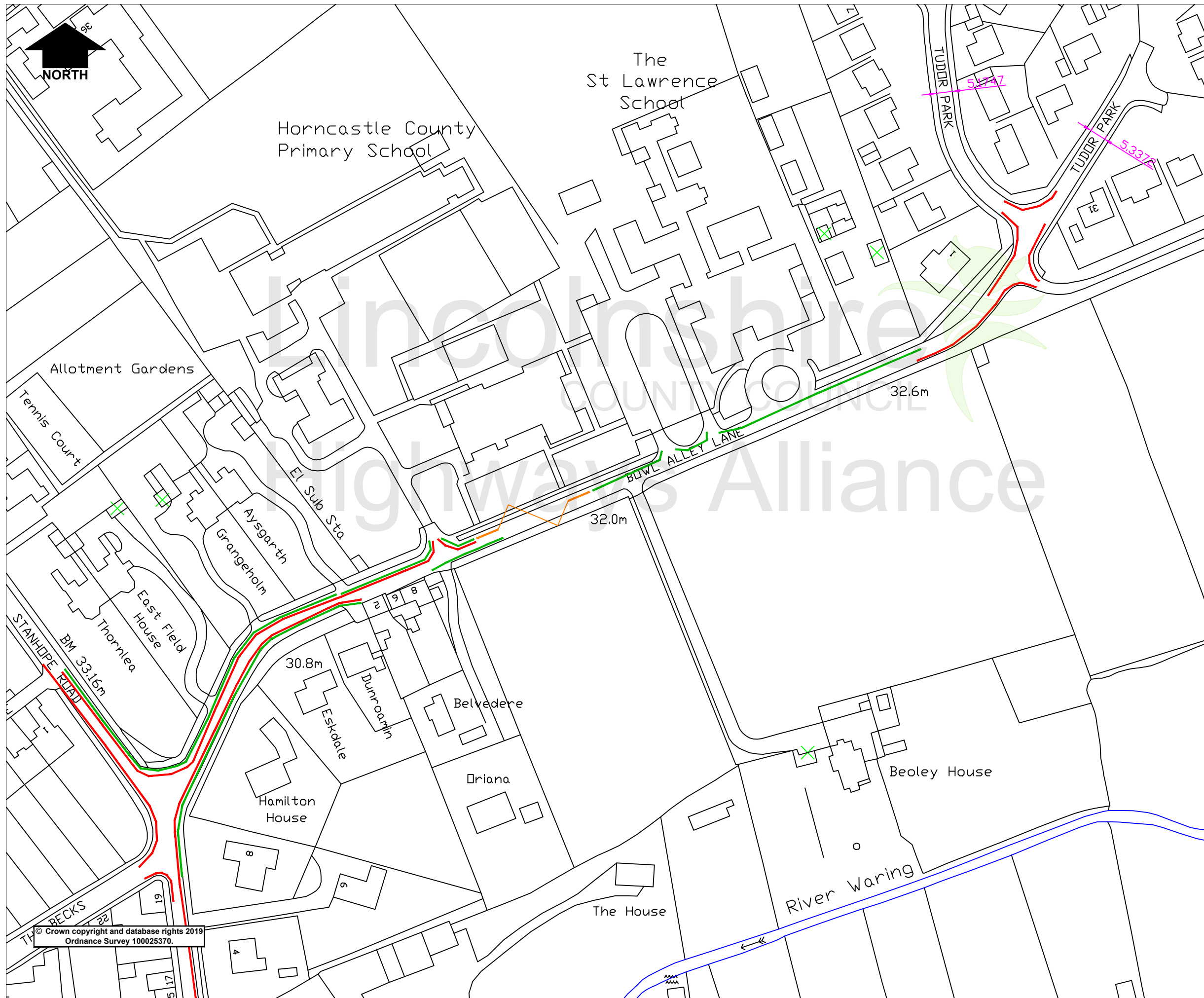


- Key
- Existing no waiting at any time.
  - Existing no waiting 8am to 6pm
  - Proposed no waiting at any time.

Rev.	Description	Drawn	Ch'kd	Auth	Date
Project <b>Horncastle Stanhope Road</b>					
Status Project No.					
Drawing Title <b>Proposed No waiting At Any Time</b>					
Scale <b>NTS</b>		Drawn DON	Auth		Date Nov 2020
Drawing No. <b>D/142078/1/B</b>				Rev. <b>0</b>	

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Lancaster House, 36 Orchard Street,  
Lincoln, LN1 1XX

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- Key
- Existing no waiting 8am to 6pm
  - Existing school keep clear marking to be made no stopping on entrance markings Mon to Fri 8am to 4pm.
  - Proposed no waiting at any time.

Rev.	Description	Drawn	Ch'kd	Auth	Date
Project <b>Horncastle Bowl Alley Lane</b>					
Status Project No.					
Drawing Title <b>Proposed Waiting Restrictions</b>					
Scale <b>NTS</b>		Drawn <b>DON</b>		Date <b>Oct 2019</b>	
Drawing No. <b>D/142073/1</b>		Ch'kd		Date	
		Auth		Traced	
					Rev. <b>0</b>

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Oct 01, 2021 - 4:41 pm © CommonData: O'Neill/Waiting restrictions/Proposals/Horncastle Various Roads/Proposed Waiting Restrictions/Plans/Horncastle TR01\_baseplan.dwg

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**Open Report on behalf of Andy Gutherson - Executive Director for Place**

Report to:	<b>Planning and Regulation Committee</b>
Date:	<b>1 November 2021</b>
Subject:	<b>County Matter Application - N/059/00510/21</b>

**Summary:**

Planning permission is sought by (Applicant) Egdon Resources U.K. Limited (Agent AECOM Limited) for a side-track drilling operation, associated testing, and long-term oil production at Land off High Street, Biscathorpe in the parish of Gayton le Wold.

The proposed operations would constitute the development of a site previously used, for exploration of conventional oil/gas, to bring the site into use for further drilling to access identified reserves, associated testing to establish flow rates and test for quality and then to develop the site further into production of oil and gas for a predicted period of 15 years. The site would on cessation be restored back to agricultural use with Biodiversity Net Gain predominantly outside of the Site Boundary.

The proposal is subject of an Environmental Impact Assessment submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and a Planning and Environmental Statement (PES) has been submitted which assesses the potential impacts of the proposed development together with the mitigation measures proposed to avoid, reduce and, if possible, remedy any significant adverse impacts.

The key issues to be considered in this case are the location of the proposed development within an Area of Outstanding Natural Beauty (AONB), the need to exploit reserves of oil/gas, the potential impacts arising from the development on the highways, water management, historic environment, and setting; amenity impacts, including arising from fugitive emissions, on surrounding land-users and residential properties; and the natural environment.

In relation to impacts on the environment and the amenity of local residents and land users, measures are proposed, or are recommended to be secured through planning conditions and S106 Agreement This would ensure that potential harmful impacts are mitigated, eliminated, and ameliorated.

It is concluded that the principle of the production of oil and gas within the AONB is considered in the public interest, contributes to energy security and would meet the aims and objectives of the transition to a Zero Carbon Future insofar as the source of the

energy mineral lies within the UK and reduces reliance on international sources.

It is acknowledged that the development is in an area considered sensitive as identified through EIA Regulations and that the proposal would result in the presence of structures alien within this protected landscape. However, the drill rig and appraisal testing equipment and buildings are only required for a short period of time and given that the site lies adjacent to a mature evergreen woodland area and substantial agricultural buildings; and given the natural undulations of the surrounding landform, the structures to be retained on site, long term, would be substantially screened from external public views including the route of Footpath GayW/146/1. Notwithstanding, the applicant has indicated that the site would only be required for a period of 15 years following which the well on site would be sealed in accordance with the Oil and Gas Authority license and the land re-instated to agricultural use and habitat creation that would represent long-term Biodiversity Net Gain.

**Recommendation:**

Following consideration of the relevant development plan policies and the comments received through consultation and publicity it is recommended that conditional planning permission be granted subject to the applicant completing a Section 106 Planning Obligation to secure landscape planting and the long-term management of the habitats providing for Biodiversity Net Gain outside of the application site boundary.

Background

1. The site at Biscathorpe 2 lies within the Petroleum Exploration and Production Licence (PEDL) area 253, of which approximately 97% of the licence area lies within the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB). The remaining 3% lies to the west of and adjacent to the road linking the villages of South Willingham and Benniworth and the B1225 (High Street). 'Licensing of exploration and development of the UK's offshore and onshore oil and gas resources, gas storage and unloading activities' is a function of the Oil and Gas Authority (OGA). The OGA 'work with government and industry to make sure that the UK gets the maximum economic benefit from its oil and gas reserves'. The PEDL for Area 253 was originally issued by the OGA in January 2008 with a term that will run until July 2039. The current Licensees are Egdon Resources, Montrose Industries and Union Jack Oil PLC.

**Geology**

2. PEDL licensing areas reflect the geological formations, most likely to support reserves of hydrocarbons, these formations (Figure 1) have been previously explored through non-invasive methods. As with all mineral extraction, oil and gas can only be won in the areas where they are found. In this instance several oil and gas sites are in areas with Statutory Designations. Examples of which include the Wytch Farm Oil and Gas Field, in production within the Dorset AONB and the Albury Park

Wellsite in the Surrey Hills AONB and Green Belt. Other PEDL areas in Dorset within the AONB extend south into the Studland to Portland Special Area of Conservation and west into the town of Dorchester, the northern portion of these license areas reach into the Cranborne Chase & West Wiltshire Downs AONB and east to the centre of Bournemouth, with producing well sites being Waddock Cross, Wareham and Kimmeridge. Other significant PEDL areas cover half of the land mass of the Isle of Wight, which is also an AONB. There are four oil production sites within the South Downs National Park, and both oil and gas production sites in the High Weald, and Kent Downs AONBs.

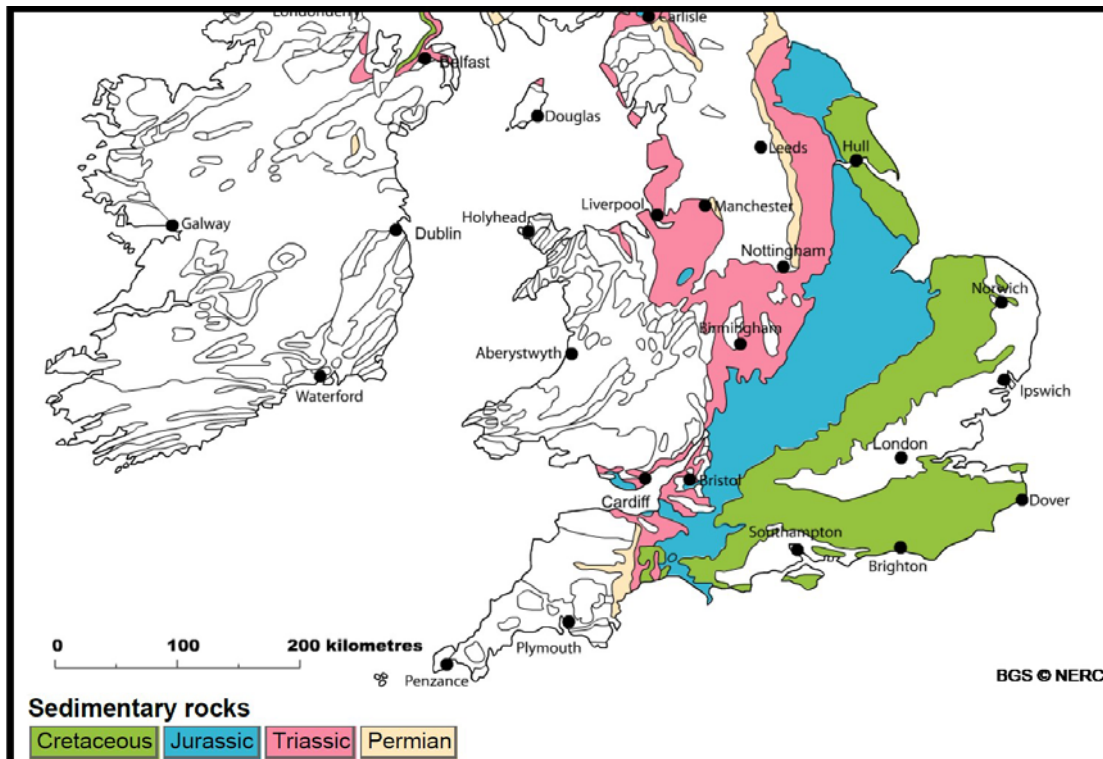


Figure 1 - Sedimentary Rock Formations. BGS ©UKRI. All rights reserved

### Lincolnshire Wolds AONB

3. The Lincolnshire Wolds was designated as AONB in 1973 and the 'Management Plan' is a statutory document which sets out the updated Strategy and Action Plan for the period 2018-2023. This document provides an overview of the background to AONB designation and summarises the legal requirements to produce and review Management Plans and recent relevant legislation. The plan describes the area, reasons for designation, and identifies the special qualities of the area. In addition, it considers threats/pressures and opportunities. A new baseline was established with respect to environmental, social and economic parameters and the document provides a Strategy for the future management of the AONB looking at five overarching themes: Protecting the Wolds; Living and Working in the Wolds; Discovering the Wolds; Developing the Wolds; and Partnerships in the Wolds, with related aims and objectives. The final Chapter of the Strategy sets out an Action

Plan to implement the objectives and policies. The document identifies the presence of mineral extraction and oil exploration in the AONB as contributing to pressure and trends that impact on the Special Quality of scenic beauty and rural charm. The document provides comment with regards to Mineral Extraction and specifies the nature of the pressure and threats and so doing acknowledges that 'Hydrocarbon (oil and gas) exploration is ongoing'. There is a perceived threat from "unconventional" drilling operations (i.e. fracking) but the UK Infrastructure Act 2015 does not permit hydraulic fracturing at a depth of less than 1,200 metres beneath nationally protected areas, including AONBs'. However, opportunities associated with mineral operations were considered including 'reclamation schemes for landscape, wildlife, access, interpretation and education'.

### **Site Planning History**

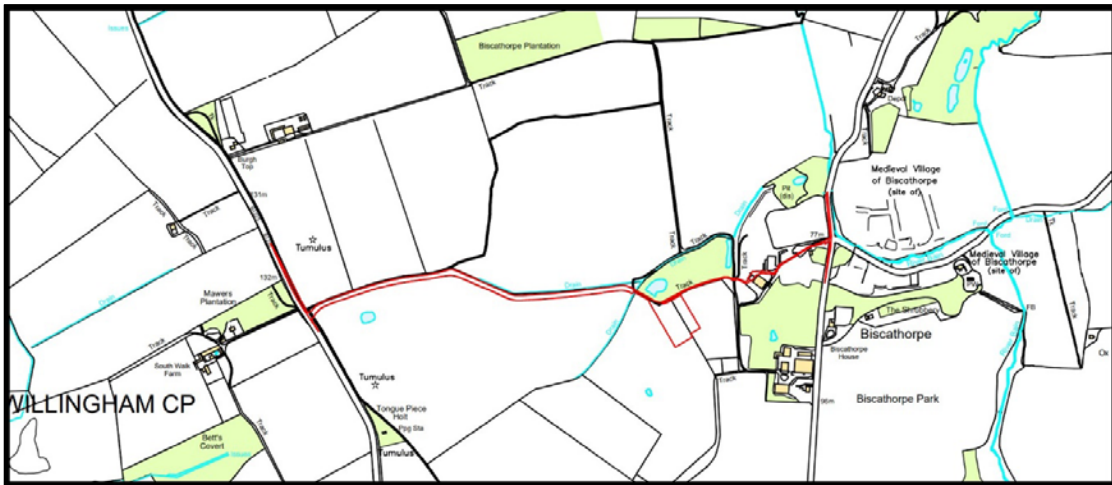
4. The site was granted planning permission (reference (E)N59/2259/14) for exploration, production testing and evaluation at land off High Street, Biscathorpe, Louth. This was the second-choice site, insofar as Biscathorpe 1 was unsuitable being located adjacent to and in the proximity of historically and ecologically sensitive sites. Biscathorpe 2 lies within an area of land, restored to agricultural, that had been previously worked as part of a now dormant sand and gravel quarry (reference: E/0588/92 IDO) and this extant quarrying permission covers an area of approximately 90 hectares. The IDO is in part subject to a Section 37 agreement (Town and Country Planning Act 1962), which suspends extraction within 30 feet of the River Bain, however the site was receiving inert waste to aid restoration up until the 1990's.
5. The purpose of the exploratory drilling was to gather sufficient data to inform the applicant Egdon Resources UK Limited of the potential for production of conventional hydrocarbons only. The 2014 planning permission had set a target date for completion, of restoration by 28 February 2018, following the exploration activities. However, although the development was commenced within the lifetime of the planning permission, the applicant could not complete the operations within the prescribed period. A further planning permission was granted to allow for the restoration of the site to be extended to 28 February 2021, through the grant of a further planning permission (reference: N/059/00531/18).
6. The well site at Biscathorpe 2 was drilled between December 2018 and February 2019 to a depth of 2,133 metres. Initial analysis found that the primary objective, the Basal Westphalian sandstone was poorly developed at this location and that the deeper Dinantian Carbonate, also within the Biscathorpe prospect, had greater potential but had not been properly tested.
7. Whilst the end date to complete restoration has now passed, the following application was received before the expiration of that date and therefore is valid and capable of still being considered.



8. Prior to submitting this application, the applicant sought informal pre-application advice from Lincolnshire County Council and secured a screening opinion on 30 September 2020 in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 that identified the proposed development as being EIA development. Due to Coronavirus consultation with the local community was undertaken via a virtual public consultation event held between 25 January 2021 and 7 February 2021.

### The Application

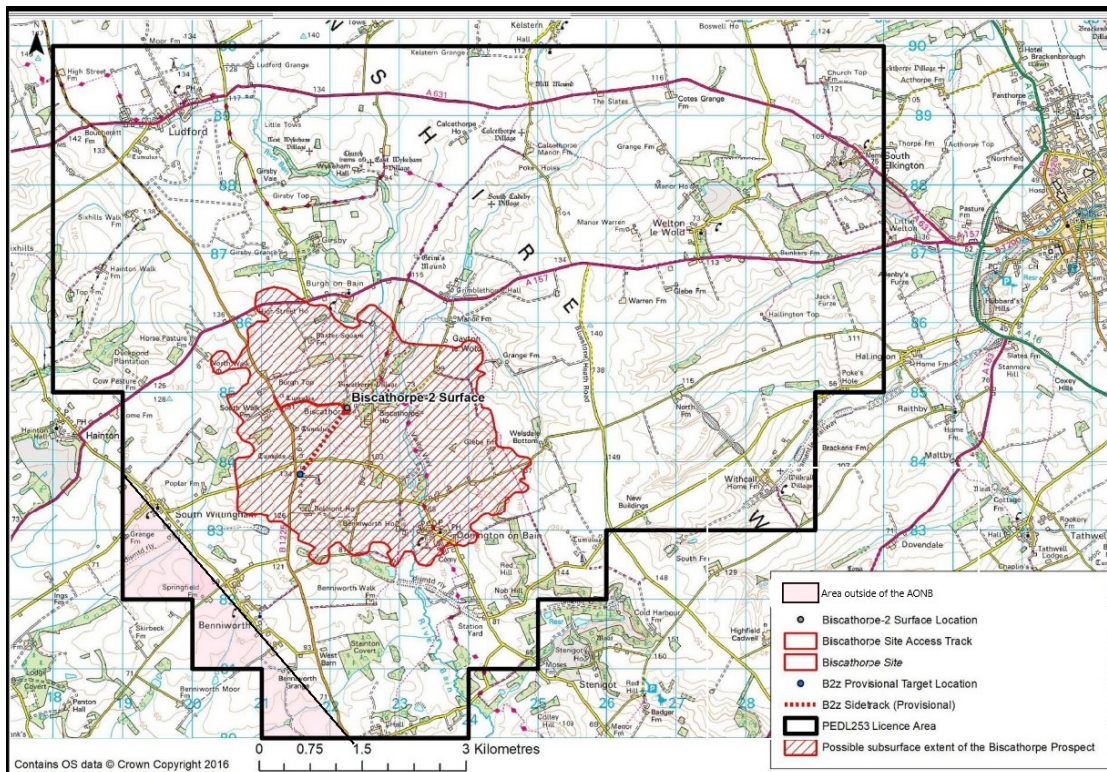
9. Planning permission is sought by Egdon Resources U.K. Limited (the Applicant) for a side-track drilling operation, associated testing, and long-term oil production at land off High Street, Biscathorpe, in the parish of Gayton le Wold.



Plan 1 – Land off High Street, Biscathorpe

### Identified Reserve

10. Following further assessment of the data collected during and because of the original exploratory drilling operation, a potentially significant resource exists both in the Basal Westphalian sandstone target as well as in the deeper Dinantian Carbonate has been identified to the southwest of the exploratory site. It has been estimated that the Westphalian reservoir could be 3.95 million barrels with a further potential of 24.4 million barrels of oil in the underlying Dinantian layer. To reach these reserves it is proposed to carry out a side-track drilling operation that would utilise the original exploratory well.



Plan 2 – Extent of PEDL253, Biscathorpe Prospect and proposed direction of drilling

11. The application form and certificates have been submitted with the following supporting documentation:
- Environmental Statement (ES) – that provides the technical details of the proposed development and identifies impacts, amelioration, and mitigation to ensure the development can be implemented appropriately. The ES document also refers to the following supporting documents:
  - Planning Statement – that sets out an overview of the applicant, planning and licence history, site and surroundings, proposed development, need for the development, planning policy and environmental and amenity issues. This document also contains the decommissioning, restoration and aftercare strategy to return the site to agricultural use;
  - Socio-Economic Report – that sets out an overview of national, strategic, and local context and assessment of need for the development. The pertinent Chapters being as follows:

Economic National Policy Context – this Chapter considers policies, data analysis and government strategy in respect of the national needs in respect of energy as follows:

- National Planning Policy Framework (NPPF) updated 2019;
- Annual Energy Statement 2014;

- Digest of UK Energy Statistics (DUKES) 2020;
- Overarching National Policy Statement for Energy (EN-1) 2011;
- The Industrial Strategy White Paper: Building a Britain Fit for the Future 2017; and
- Energy White Paper: Powering our Net Zero Future 2020.

The policies, reports and statements acknowledge that hydrocarbons are minerals of local and national importance. Reference is made to the contribution of indigenous oil and gas to keeping down energy bills for the consumer. A statistical analysis has been provided comparing and contrasting energy markets. It is stated that UK production represents a small fraction of the overall consumption of hydrocarbons in the UK. However, whilst demand has fallen, oil products still represent nearly half of UK final energy fuel production (2019) with the majority being used for transport. The 2011 EN-1 has been cited as a material consideration and 'acknowledges that the UK should reduce its dependence on fossil fuels but that they are essential during the transition'.

The Industrial Strategy White Paper states that 'the UK can reduce costs by making intelligent use of its oil and gas assets and expertise' and 'that whilst the move towards clean growth is clear, oil and gas remains one of the most productive sectors of the UK economy, supporting 200,000 jobs directly and in the supply chain, and generating £24 billion in annual exports. Further evidence as to the importance of hydrocarbon production has been put forward through reference to The Energy White Paper that states "The UK's domestic oil and gas industry has a critical role in maintaining the country's energy security and is a major contributor to the economy" and that "projections for demand for oil and gas though much reduced is forecast to continue for decades to come".

Regional Economic Policy – this Chapter considers policy relating to the Midlands and East Midlands, identifying the action plans to address productivity barriers and to enable businesses to create jobs and that the region provides over one fifth of the UK manufacturing capability. The Industrial White Paper strategy sets out a commitment to spread growth across the whole country. Amongst other objectives of the strategy is a commitment to foster a more dynamic regional economy by supporting the delivery of the objectives through financial investment that has been distributed to Local Enterprise Partnerships (LEPs) including Greater Lincolnshire.

Development Plan and Local Economic Policy – this Chapter provided an overview of the various local planning, economic and energy policies directly applicable to Lincolnshire. The planning policy documents cited include Lincolnshire Mineral and Waste Local Plan (2016), East Lindsey Local Plan (2018) and the Lincolnshire Wolds Area of Outstanding Natural Beauty Management Plan (2018). The latter plan is a separate document from the statutory development plan but contains information which is a material consideration of this proposal.

The previously mentioned Greater Lincolnshire LEP (GLLEP) (2019) has produced a Strategic Economic Plan seeking to transform the local economy and promote local growth to 2030. The Local Industrial Strategy is currently in 'Draft' and states that "Greater Lincolnshire and government will work together in an energy partnership to ensure that regional aspirations for industrial decarbonisation and clean energy generation align with and support government investment and policy – including primarily Net Zero." Identifying opportunities including through 'a strong manufacturing sector, with locally distinctive activities (e.g., plastic products, packaging, agricultural machinery, aircraft engineering)'.

The GLLEP 'An Energy Strategy for Greater Lincolnshire' (2019) sets out the following ambition:

1. "Secure low cost, low carbon energy across Greater Lincolnshire";
2. "Commercial and residential development in capacity constrained areas";
3. "A sustainable transport system"; and
4. "A strengthened local energy industry within Greater Lincolnshire."

This supporting document provides a description of National Considerations to support the need for the Development citing government policy through the Energy White Paper (2020) that recognise the role of hydrocarbons in reducing consumption of fossil fuels to achieve Net Zero UK carbon emissions by 2050. This includes the contribution made by domestic onshore production in reducing reliance on imported oil and gas together with taxation revenue. The 2006 Ministerial Statement issued by the Secretary of State (SoS) for Trade and Industry stated that "A balance must be struck between meeting the concerns of local authorities and those they represent, and the national need for infrastructure that will provide us with secure energy supplies". This Chapter also identified that there is a continuing demand for oil in manufacturing that is likely to continue regardless of the diminishing needs of the energy industry. It is also stated that UK onshore oil offers pre-combustion emissions savings when compared to imported Oil and Gas.

An assessment of need was made in respect of impacts on the local economy. This included identifying that the products of the well would be transported to the Humber refinery for processing and generation of electricity from any surplus gas arising from the reserve at the site. It is acknowledged that there would be limited direct economic impacts within the Wolds, although there would be an expectation that the development would ensure continued employment within the district. Analysis was also provided in respect of the potential temporary economic contribution during the drilling and testing operations and the long-term contribution through business rates.

Overall the following socio-economic assessment has been included:

A socio-economic assessment of the proposed development has been prepared to show the impacts on the local economy. Up to 36 full time jobs and seven part

time jobs will either be created or supported during phase 1. Of these 36 full time posts, one third will be based in Lincolnshire. During the remaining phases, between 7 and 18 full-time jobs will be created or supported of which at least half will be based in Lincolnshire. Phase 4 (production) is estimated to generate or support up to 14 full and part time positions for up to 15 years. The annual economic benefit over each of the five phases is expected to range from £140,000 in phase 2 to £300,000 in phase 4. This includes Egdon's estimated total annual spend on orders placed with plant suppliers and building contractors. Additionally, other payments include:

- the estimated costs of the drilling operation during phase 1, which total £2,800,000, the majority is UK based expenditure with a proportion from Lincolnshire and the wider region;
- third party testing costs of £450,000 per annum during phase 2, the majority is expected to be expenditure from Lincolnshire and the wider region;
- local contractor/s to be used for civils works during phase 3;
- a community support fund of c. £50,000 per annum during phase 4; and
- local contractor/s used for decommissioning and restoration (phase 5).

Furthermore, should viable oil reserves be found and production proceed, additional economic benefits would include the payment of business rates to the local authority and corporation taxes on profits made. Business rates are estimated at £50,000 - £100,000 per annum during phase 4 of the proposed development, depending upon production levels. It is expected that total annual business rates payable would be approximately £6,000 during phases 1-3 of the development.

Social Impacts - 'Further Information' was submitted seeking to address the potential social impacts of the proposed development, these are in respect of the amenity of local residents and visitors. The focus of the information related to the impacts arising from the long-term production phase and considered the special qualities of the area local to the site being – landscape quality, tranquillity, dark skies, biodiversity, and air quality. Citing planning appeals relating to applications for production the North York Moors National Park (having the same weighting as AONB in the NPPF) the Planning Inspectorate and the SoS found that subject to appropriate conditions being attached, impacts could be controlled. The Biscathorpe-2 site would also be subject to conditions to protect amenity through planning and the Environment Agency permitting regime.

Reference has also been made to the provision of more than 10% biodiversity net gain of which a portion would be in the form of landscape planting. This would be implemented in the earliest available planting season and would be maintained beyond the life of the development with an undertaking for long-term management following restoration. Further measures are already in place with regards to managing emissions from the site these serve to protect statutory and non-statutory designated sites of ecological value and where necessary this

measure would be enhanced should the development proceed to address surface and groundwater egress, light spill, air quality, and noise.

Consideration was also given to visual impacts and reference was made to the content of Chapter 6 (Landscape and Visual Impact Assessment - LVIA) of the Environmental Statement and the results of various matrix employed to evaluate the landscape value and potential impacts arising from the proposed development. Further clarification has been provided with regards to visual impact on the wider landscape of the AONB. The value of the AONB was evaluated in respect of tourism however, given the sites location and its separation from both cultural and heritage assets such as the Viking Way, the medieval village of Biscathorpe, and holiday accommodation there is little or no intervisibility as identified in the LVIA. The landscape planting would also contribute to mitigating views from other Public Rights of Way in the area.

With regards to transport during the production period the proposed HGV numbers would be unlikely to significantly increase annual average daily traffic (AADT) flows. It is acknowledged that there is a small loss of agricultural land to accommodate the wellsite, but restoration would ensure that a significant proportion of the site would be returned to agricultural use and that restoration would ensure that the proposed biodiversity net gain would be fully realised.

- Statement of Community Involvement – that sets out an overview of the consultation programme, feedback, and conclusions.

#### Environmental Statement

12. The application is subject of an Environmental Impact Assessment which has been prepared (by Agent: AECOM Limited) in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). An Environmental Statement (ES) has been submitted in support of the application which comprises of four volumes.
  - Volume I – Environmental Statement (ES) Main Text – 14 Chapters
  - Volume II – Drawings
  - Volume III – Appendices
  - Volume IV: Non-Technical Summary (NTS) - summarises the content of the ES in an easily understandable and accessible format.
13. In accordance with Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulation 2017 (EIA Regulations) "Further Information" was requested by letter on 11 May 2021 relating to three matters being – Landscape and Visual Impact Assessment (LVIA), Socio-Economic and Restoration. The 'Further Information', and supporting supplementary information relating to Landscape, Noise and Lighting, were provided by the applicant on 2 July 2021, 7 July 2021, and 19 August 2021 and was supported by supplementary plans and information that should be read alongside the ES and, where relevant, update

and in some cases replaces that which was contained within the original documentation and ES.

14. The original ES (Volumes I, II, III & IV) as supplemented and amended by the 'Further Information' are considered to meet the requirements of the EIA Regulations 2017. A summary of the contents of each of these Volumes, 'Further Information' and supplementary information are set out as follows:
15. Volume I – Environmental Statement

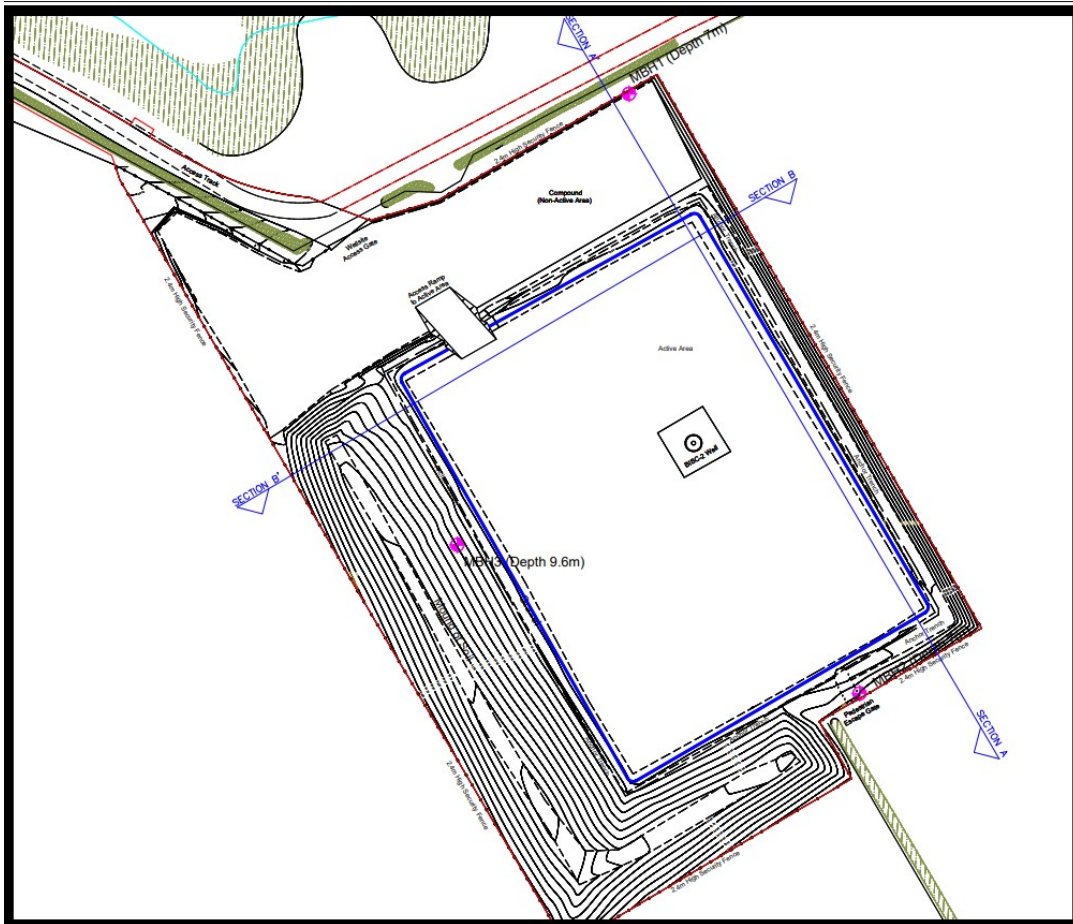
This is the main document and contains details of the assessments undertaken and their findings. Where necessary for clarification details contained in Volumes II and III and 'Further Information' and supplementary information are included.

**Chapter 1: Introduction** – this chapter identifies that the Biscathorpe-2 well was drilled in 2018, for exploration and limited testing of the potential reserves. The drilling at that time was carried out to a depth of 2,133 metres and clarifies that the following proposal would utilise conventional methods and does not use the process known as High Volume Hydraulic Fracturing (Fracking). The chapter introduces the proposal including an overview of the location, site construction, working phases and outlines the structure of the Environmental Statement.

**Chapter 2: Environmental Impact Assessment Methodology** – this chapter cites the legal and planning context relating to the application; outlines the requirements for information required for Environmental Statements, as set out in the EIA Regulations; provides an overview of how the EIA process was instigated and implemented; the design and management measures of the proposed development; and the methodology and significance classification in relation to the application both qualitatively and quantitatively; and defines the parameters in assessing cumulative effects and interactions. Finally, identifies the competencies of the contributors and technical specialists engaged in delivering the ES.

**Chapter 3: The Site and Surroundings** – this chapter identifies that the site lies within the East Lindsey District of Lincolnshire, 300 metres west of the hamlet of Biscathorpe and 10 kilometres west of Louth. The site covers an area of 2.4 hectares of which 0.9 hectares is the existing well site and the remaining comprising the access routes to the site and an integral compound. The well site comprises the following areas:

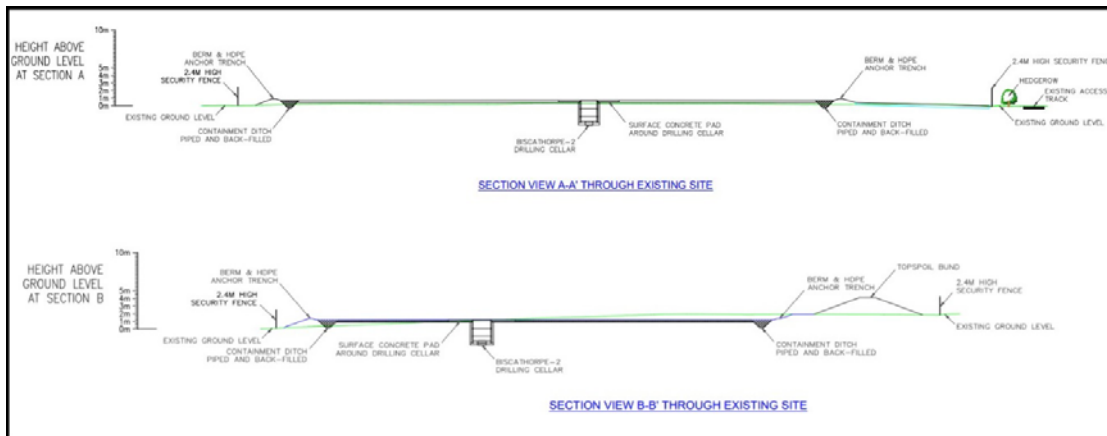
- hardstanding on "active area" (accommodates the operational activities) and "compound" (accommodates the ancillary facilities);
- a production tree (valve to manage hydrocarbon flow and access to well);
- access ramp (linking the compound to the active area);
- earth bunds to the southern and western sides of the active area; and
- 2.4-metre-high security fence, with one pedestrian escape gate and the main double access gate.



Existing Site Layout

The active area of the site (constructed 2018) benefits from three layers of containment, the lowest layer being an HDPE impermeable membrane that is secured by a berm and anchor trench. Within the berm and anchor trench is a containment ditch (French-drainage system) that receives surface water run-off from the active site only. All top and sub-soils were removed from the site surfaces during the original construction and are held outside of the containment area in bunds and would be retained for replacement during restoration. The well head and drilling cellar are surrounded at surface by a concrete pad and the cellar itself is lined and currently sealed.





Cross Sections - Existing Site Layout

Groundwater monitoring boreholes were installed in 2018 and water quality monitoring an analysis of these and from the nearby surface watercourse have demonstrated that site activities already carried out did not have an impact on either ground or surface water quality. The proposed new well will be drilled from the Biscathorpe-2 well, therefore all surface operations will take place within the confines of the existing site.

The geology below the Biscathorpe-2 well site consists of a shallow deposit of Biscathorpe Sands and Gravel (Bsg) which in turn overlie the impermeable strata of the Tealby Formation. The next strata of geology are identified as the Spilsby Sandstone Formation, Lincolnshire Limestone and Blisworth Limestone (Principal Aquifer). The deeper geology has been identified as Dinantian Carbonate beneath the target Basal Westphalian sandstone reservoir. Data from the exploratory drilling to a total depth of 2,133 metres, indicates that a potentially significant resource exists both in the Basal Westphalian Sandstone target as well as in the deeper Dinantian Carbonate. It has been estimated that the Westphalian reservoir has a mean resource volume of 3.95 million barrels with an additional potential of 24.4 million barrels of oil in place for the underlying Dinantian Carbonate.

The area immediately surrounding the site is predominantly agricultural land, with agricultural building and a woodland 'The Shrubbery' adjacent. The site lies approximately 90 metres Above Ordnance Datum (mAOD) and rises to 130 mAOD, at the access onto the B1225 that runs along the ridgeline to the west. Biscathorpe House lies beyond the woodland approximately 500 metres to the east. Access would be from the B1225 via the existing entrance onto High Street. The nearest residential properties are associated with Biscathorpe House and Farm.

Excepting residential properties in and around Biscathorpe there are nine settlements within 5 kilometres of the site, the nearest being Gayton le Wold to the northeast and Burgh on Bain to the north of the site. Within this wider area there are a few residential properties.

The following landscape, ecological, cultural, and environmental designations area are identified within or in proximity to the site as follows:

- Lincolnshire Wolds AONB (covers an area of 558 square kilometres), National Character Area (NCA) 43: Lincolnshire Wolds and Landscape Character Area G3: Hainton to Toyton All Saints Wolds Farmland – the site lies within these area;
- Withcall and South Willingham Tunnels Site of Special Scientific Interest (SSSI) - approximately 2 km south of the Site;
- Scheduled Monuments - one Neolithic long barrow and 3 Bowl barrows within 1 km west of the Site and on either side of the access route;
- Grade II\* listed - Church of St Helen 730 metres east of the site;
- Flood Zone 1, Source Protection Zone 3 and headwaters of the River Bain – the site lies within and over a Secondary A Aquifer (Bsg) and the Principal Aquifer (identified above), and the River Bain lies within the Anglian River Basin District; and
- Public Rights of Way - the Viking Way (PROW Ref: GayW/144/1) national trail – to the east of the site following the route of the River Bain, PROW Ref. GayW/146/1 240 metres to the south of the site, and PROW Ref BurB/352/1 920 metres to the north of the site.

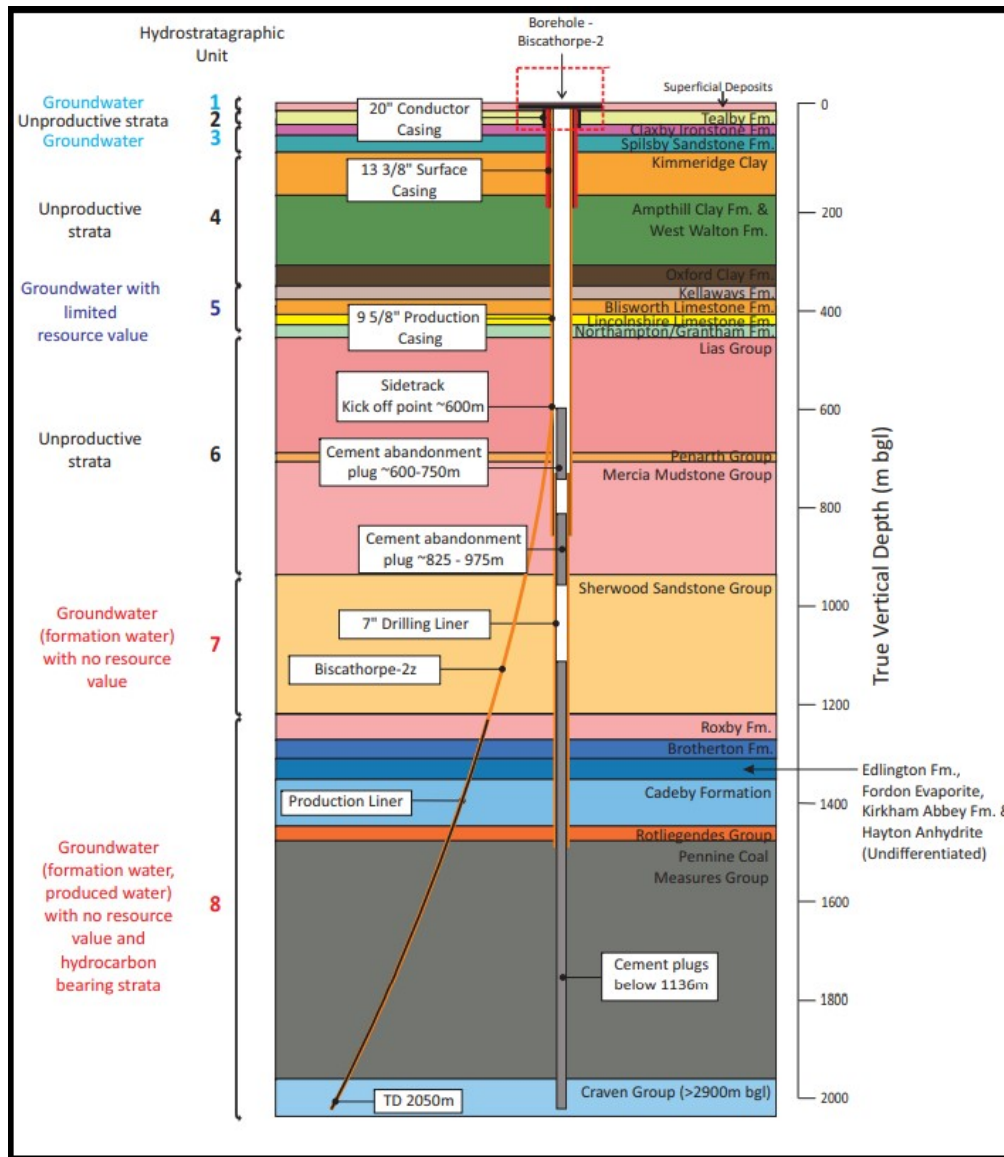
The following were reviewed in relation to this application site:

- Statutory designations
- Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar Sites are not located within a 10 km radius of the Site;
- Local Nature Reserves (LNR) or National Nature Reserves (NNR) are not present within 2 km of the Site;
- Air Quality Management Area does not apply in this locality, and
- Non-statutory designations within 2 kilometres of the site –
  - 14 Local Wildlife Sites (LWS) the nearest being River Bain, Burgh on Bain to Biscathorpe Lake 0.4 kilometres to the northeast;
  - 5 Sites of Nature Conservation Interest (SNCI) the nearest being River Bain, North of Benniworth 1.2 kilometres to the southeast; and
  - One Local Geological Site the nearest being Biscathorpe top Pit 0.9 kilometres to the northeast.

**Chapter 4: The Proposed Development** - this chapter provides a description of the proposed development “Side-track drilling operation, testing and long-term oil production at Biscathorpe-2 wellsite, High Street, Biscathorpe” and summarises each of the subsequent technical chapters and describes the main elements of the proposal by operational Phases.

## Overview

- Phase 1 – appraisal drilling operations would utilise the existing Biscathorpe-2 wellbore to a kickoff point, at a depth of approximately 600 metres below ground level. This side-track drill would continue at an angle to an off-set point some 1200m from the original vertical drill and to a depth of approximately 2100 metre below ground level (Drawing 1). The operations would involve the following:
  - mobilisation of security and welfare units, to provide temporary accommodation for personnel the largest component being two storey to a height of 5 metres above surrounding ground level;
  - drill rig and ancillary equipment mobilisation;
  - drilling of a single side-track well with a drill rig height of 26 metres to the crown above surrounding ground level; and
  - rig and ancillary equipment demobilisation;



Biscathorpe Prospect - Geological layers and drilling proposals

- Phase 2 – evaluation of the resource potential of the Basal Westphalian Sandstone and deeper Dinantian Carbonate reservoirs. This would include:
  - installation of test equipment, facilities, temporary bunding and security units;
  - workover operations including shrouded ground flare to a height of 12 metres above surrounding ground level;
  - extended well testing (EWT);
  - exporting of any oil produced;
  - demobilisation of test equipment and facilities; and
  - personnel accommodation and welfare facilities to a maximum height of 4.5 metres above surrounding ground level;

- Phase 3 – site civil works comprising:
  - installation of an approved surface water interceptor, constructed storage tank bunds; associated concrete plinths, 2 metres above surrounding ground level and hard surfacing of the access track;
  - installation of a facility to generate electricity (if gas volumes are present and sufficient); and
  - personnel accommodation and welfare facilities to a maximum height of 4.5 metres above surrounding ground level;
  
- Phase 4 – long term production at the Site for the period of up to 15 years. This would involve the following:
  - installation of production equipment, facilities, and security units including a beam pump with a maximum extension of 7 metres above surrounding ground level and enclosed ground flare to a height of 6 metres above surrounding ground level;
  - all construction and personnel welfare facilities would be removed from site; and
  - the remaining infrastructure would be associated with the produced oil that would be contained in banded storage tanks to a height of 5 metres above surrounding ground level and produced oil would be removed from site for processing by road tanker;
  
- Phase 5 – well decommissioning and site restoration:
  - following cessation of production, or in the event that drilling (Phase 1) or testing (Phase 2) does not result in commercially-viable hydrocarbon volumes, the well will be plugged and abandoned in accordance with industry best practice. The Site will then be restored to its former agricultural use.

**Operational Hours**

The proposal includes a schedule of hours of HGV deliveries for each working phase of the development:

Phase	Mondays to Fridays	Saturdays	Sundays, Bank Holidays and Public Holidays
Phase 1 Side-track Drilling	07:00 – 19:00	07:00 – 13:00	None
Phase 2 EWT	07:00 – 19:00	07:00 – 19:00	None
Phase 3 Civils	07:00 – 19:00	07:00 – 13:00	None
Phase 4 Production	07:00 – 19:00	07:00 – 19:00	None
Phase 5 Decommissioning and Site Restoration	07:00 – 19:00	07:00 – 13:00	None

A separate schedule of hours would be necessary for the operations within the site:

Phase	Mondays to Fridays	Saturdays	Sundays, Bank Holidays and Public Holidays
Phase 1 Side-track Drilling	24 hours	24 hours	24 hours
Phase 2 EWT	24 hours	24 hours	24 hours
Phase 3 Civils	07:00-19:00	07:00-13:00	None
Phase 4 Production	24 hours	24 hours	24 hours
Phase 5 Decommissioning and Site Restoration	07:00-19:00	07:00-13:00	None

### Access and Traffic

Access for all HGV vehicles in every phase and all vehicles when the site enters Phase 4 would use the entrance onto the B1225 created for the earlier exploration permission. A limited number of utility and service vehicles would use the existing farm entrance at Biscathorpe during Phases 1 to 3 and 5. The existing main entrance has been constructed to a standard agreed with the Local Highways Authority and all works access signage would be retained. The previously agreed route to access the site would be used with HGV travelling via the A157 and then onto the B1225. Further technical detail and data analysis is contained in Chapter 8.

Phase	Phase Duration	Total HGVs	Average HGVs per day
<b>Phase 1 Side-track Drilling</b>		<b>209</b>	
Mobilisation	1 week		8
Drilling/well operation	6 weeks		2
Demobilisation	1 week		8
<b>Phase 2 Extended Well Test</b>		<b>178</b>	
Mobilisation	1 week		4
Well test operation	5 weeks		3
Demobilisation	1 week		4
<b>Phase 3 Site Civil Engineering Works</b>		<b>115</b>	
Mobilisation	2 days		5
Civils work	6 weeks		3
Demobilisation	2 days		5
<b>Phase 4: Long Terms Production</b>			
Mobilisation of equipment	1 week		6
Production	Up to 15 years		3
Grid connection		7	
Civils work	1 week	4	1
Grid connection equipment	1 week	3	1
<b>Phase 5: Decommissioning and Site Restoration</b>		<b>369</b>	
Equipment removal	2 weeks		4
Well decommissioning	2 weeks		3
Site restoration	6 weeks		8

## Lighting

Lighting would be restricted to the working hours as set out above. The section of the chapter provides a list of all drawings of lighting configurations necessary to facilitate safe working during all phases. The type of lighting would include portable lighting towers, fixed lights, lighting in relation to the welfare facilities, lighting necessary in the vicinity of the drill rig. The mitigation methodology, assessment and recommendations are contained in Chapter 12.

## Employment

This section provides a detailed breakdown of the number of personnel necessary to operate each phase of the proposal. Detail is also contained in the Socio-

Economic Report and the 'Further Information' subject of the Regulation 25 notice expands on how employment during the operations will contribute to the local economy.

Employment Benefit	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
Est no. of jobs created or supported by the proposed development	36 drilling, service and security jobs supported by the operation; 1 part-time petroleum engineer; 1 part-time geologist; 2 part-time administration/accounting; 1 part-time Health and Safety Executive (HSE) personnel; 1 part-time haulage; 1 part-time environmental monitoring	8 service personnel; 6 security personnel; 1 part-time petroleum engineer; 1 part-time geologist; 2 part-time administration/accounting; 1 part-time HSE personnel; 1 part-time environmental monitoring	up to 12 full time jobs with the civil engineering contractor; 6 security personnel; 2 part-time administration/accounting; 1 part-time HSE personnel; 1 part-time environmental monitoring	4-5 full time site operatives; 2 full-time haulage contractors; 1 full-time ground maintenance; 1 part-time petroleum engineer; 1 part-time geologist; 2 part-time administration/accounting; 1 part-time HSE personnel; 1 part-time environmental monitoring	12 full time jobs supported by decommissioning and restoration operations; 4 security personnel; 2 part-time administration/accounting; 1 part-time HSE personnel; 2 part-time haulage; 1 part-time environmental monitoring
Est. total full time jobs created or supported by the proposed development	<b>36</b>	<b>14</b>	<b>18</b>	<b>7 - 8</b>	<b>12</b>
Est. total part-time jobs created or supported by the proposed development	<b>7</b> (5 of which are within head office)	<b>6</b> (5 of which are within head office)	<b>4</b> (3 of which are within head office)	<b>6</b> (5 of which are within head office)	<b>6</b> (5 of which are within head office)

### Security and Welfare

Egdon have a Duty of Care to ensure that the security of operations and personnel. It is therefore considered necessary to provide a security presence at the site 24 hours a day seven days a week. In addition operational personnel require adequate welfare and administrative facilities. Therefore a number of mobile units with associated utilities are required and a breakdown of these has been provided together with a drawing illustrating the layout of these facilities within the existing site compound.

### Waste

Wastes arising from the drilling, testing and production phases would be subject to an Environmental Permit for which an Environmental Management Scheme is established and implemented for site activities.

### Design and Management Measures

This section provides an overview of how the embedded mitigation measures are implemented and provides an assessment of the potential significance of effects. The technical details for each are addressed in specific chapters of the ES.



## **Landscape and Visual**

The existing site is described including details of existing boundary treatments and other landscape features in close proximity such as hedges and woodland. The 'Further Information' subject of the Regulation 25 notice expands on the proposed mitigation measures to provide longterm screening of the site. The methodology, data sets, assessment and recommendations are contained in Chapter 6.

## **Natural Heritage (Ecology)**

The site has been previously developed and cleared of vegetation excepting the grassing of bunds. An overview of the measures in place and proposed is provided in respect of well integrity, surface water drainage design, noise and lighting. 'Further Information' subject of the Regulation 25 notice expands on the proposed mitigation to provide more than 10% biodiversity net gain during and after the development. The methodology, data sets, assessment and recommendations are contained in Chapter 7.

## **Traffic and Transport**

The section re-iterates details in Access and Traffic above and provides further details with reference to traffic associated with the exploratory permission and proposes to utilise the same Construction Traffic Management Plan (CTMP) to mitigate impacts during the mobilisation and demobilisation phases of the proposed development. Further technical detail and data analysis is contained in Chapter 8.

## **Noise**

This section identifies where operations are likely to give rise to significant noise and the measures in place to mitigate, through best practice, impacts at the closest noise sensitive locations surrounding the site. Further results of assessments, technical analysis and recommendations are contained in Chapter 9.

## **Hydrogeology, Hydrology and Flood Risk**

This section provides an overview of the in-situ site containment, existing surface water management system and well design subject to Offshore Installations and Wells (Design and Construction, etc) Regulations 1996 and Borehole Sites and Operations Regulations 1995. The supporting technical information, data, and analysis together with the Flood Risk Assessment are contained in Chapter 10. The further mitigation measures are outlined in detail as follows:

Phase	Embedded Mitigation
Phase 1- Side-track Drilling	<p>The new side-track well will exit the existing wellbore, e two new cement abandonment plugs, at ~600m TVD within the lower part of the Jurassic age Lias Group. The Lias Group has a very low permeability and separates overlying water bearing formations that contain groundwater with a resource value from deeper formations that contain very poor groundwater (formation water, produced water and hydrocarbons) with no resource value.</p> <p>The new well will be constructed with a cemented steel casing to a depth of approximately 1450m TVD gl into the top of the Carboniferous strata and pressure tested on completion. The casing will further prevent vertical migration of fluids between the different water bearing formations.</p> <p>Blow out prevention equipment will be used to prevent uncontrolled movement of fluids to the surface via the well.</p> <p>Fuels, lubricants, drilling muds and other additives required for the operations will be temporarily stored in bunded containers, providing appropriate primary and secondary containment in addition to the tertiary containment provided by the wellsite liner.</p> <p>Extractive waste including drilling muds, cement, drill cuttings and spent chemicals will be collected and contained for off-site disposal.</p> <p>There will be no discharge of surface water from the wellsite during the operations. All water will be contained and disposed of to an EA approved facility.</p>
Phase 2- Extended Well Test	<p>Fuels, lubricants, drilling muds and other additives required for the operations will be temporarily stored in bunded containers, providing appropriate primary and secondary containment in addition to the tertiary containment provided by the wellsite liner.</p> <p>There will be no discharge of surface water from the wellsite during the operations. All water will be contained and disposed of to an EA approved facility.</p>
Phase 3- Site Civil Works	<p>There will be no discharge of surface water from the wellsite during the operations. All water will be contained and disposed of to an EA approved facility.</p>
Phase 4- Long Term Production	<p>Permanent storage tanks, bunds and other infrastructure will be installed for produced fluids, fuels and chemicals. The wellsite will be engineered with a long-term primary, secondary and tertiary containment system.</p> <p>Clean surface water discharged to a field drain via an oil interceptor, in accordance with an environmental permit. There will be no discharge of surface water during workovers or other significant well intervention activities.</p>
Phase 5- Well Decommissioning and Restoration	<p>Well plugging and decommissioning will be carried out to UK oil and gas industry standards in accordance with Well Decommissioning Guidelines, Issue 6 – June 2018. Oil and Gas UK (or equivalent at the time of decommissioning).</p> <p>Site decommissioning will take place in accordance with established construction best practice. Any contaminated materials will be removed for off-site disposal.</p> <p>There will be no discharge of surface water from the wellsite during the well decommissioning operations. All water will be contained and disposed of to an EA approved facility.</p>

### Air Quality/Dust

This section provides detail of the design process that identified potential impacts and informed the mitigation measures necessary to ensure that there are no adverse air quality and dust effects arising. The best practice measures proposed for the site during operations reflect those in place during the earlier exploratory phase and include:

- the well site being located more than 300 metres from the nearest residential property;
- industry standards to ensure compliance with appropriate environmental standards; and
- in the event of there being dust the use of a water spray to inhibit escape from the confines of the site.

The design process would seek to identify the potential for dust generation and seek to eliminate production of dust in the first instance. The implementation of the CTMP referenced earlier and containing dust control measures would also reduce the incidence of dust escape. Further technical analysis and recommendations are contained in Chapter 11.

## Lighting

This section expands on the earlier paragraph relating to lighting and provides details of mitigation measures to limit or remove the impact of obtrusive lighting effects. Chapter 12 provides technical detail and analysis that is expanded on further by the detail submitted in tandem to inform the 'Further Information' subject of the Regulation 25 notice relating to the LVIA. The mitigation measures include:

### Site

- careful consideration given to luminaire positioning and orientation, i.e. floodlighting aiming away from dwellings and potential animal habitats such as woodlands and hedgerows, to limit source intensity viewed externally from the Site;
- use of shields, baffles, shrouds, or hoods to minimize / obscure source intensity in sensitive viewing directions and limit the contribution to sky glow from upward lighting; use reflector types that redirect light back downward to desired work areas;
- use of zero or very low uplift / tilt for light sources at high elevations;
- confinement of lighting to the task area (use horizontal cut-off optics and zero-degree floodlight tilt angles where possible and shielding where necessary);
- lighting in each phase is to be utilised only when and where required, and power (which is associated with total lumen output) for lighting is to be the minimum required for the specified purpose;
- when in Phase 4 no lighting is necessary during the proposed working hours except during low light periods, such as winter with no working hours in the evenings/night, Sunday, Bank or Public Holidays. The exception being in the case of emergencies working is necessary outside of the working hours. The applicant has provided a schedule of out of hours working relating to an existing site within the county to demonstrate the likely frequency of such an occurrence; and

### Vehicles

- vehicular headlights will be dimmed/dipped while driving on the Site access road, with consideration for minimising glare at receptors located toward the west of the Site access road (primarily South Walk Farm approximately 1.1km to the west of the Site and directly opposite the existing Site access from the B1225).

**Chapter 5: Alternatives and Design Evolution** - this chapter is included as it is a requirement of the EIA Regulations that the developer demonstrates that

consideration has been given to alternatives. The details included the following options:

- the 'do nothing' scenario – retention of the status quo which would result in the cessation of hydrocarbon exploration activities upon expiry of the current permissions;
- alternative sites; and
- alternative methods of working (including site footprint, access requirements, surface water management and proposed borehole trajectories).

For each option the applicant has identified the implications of not exploiting a properly tested reserve in terms of alternative offshore importation and loss of revenue and employment opportunities. With regards to alternative sites the applicant identifies that the exploration and development of oil sites is constrained through the physical extent of PEDL 253 and the sub-surface geology, the need to find a site of a size to accommodate all the infrastructure, have suitable access for HGV and the proximity of residential properties. In terms of alternatives, given that the site has already been drilled, the side-track drilling operation would benefit from existing infrastructure including access onto the B1225 and is therefore considered the best option for this proposal as the alternative to construct another site is not considered to be a realistic and viable alternative.

**Chapter 6: Landscape and Visual** - this chapter presents the findings of the Landscape and Visual Impact Assessment (LVIA) and as amended by the 'Further Information' subject of the Regulation 25 notice relating to the content of LVIA. The focus of the assessment was largely in and around the immediate environs of the existing wellsite and the potential impacts of the proposals over both the temporary drilling and testing operations and then assessed the impacts likely during the long-term production. A suite of photographic montages were included in the assessment to illustrate the current and likely future visual aspects of the site and setting. The montages were compiled from photographs taken from geographical points around the site, in the proximity of the site including the nearest Public Right of Way to the south (Photo A), and adjacent to site entrance on the B1225 (Photo B) and distant from the road to Gayton le Wold to the northeast (Photo C). The height of the drill rig being the most prominent feature in the wider landscape has been identified in each photomontage.

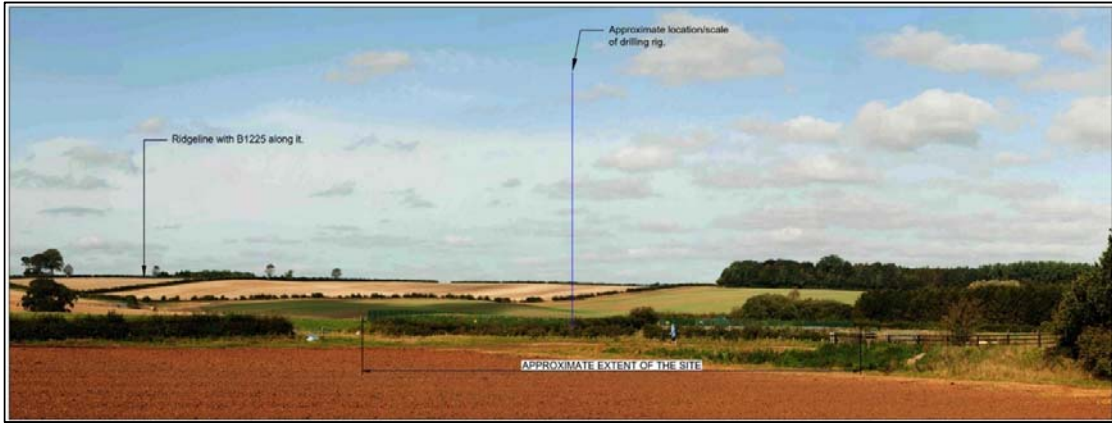


Photo A - View from PROW GayW/146/1



Photo B - View from B1225 adjacent to site entrance

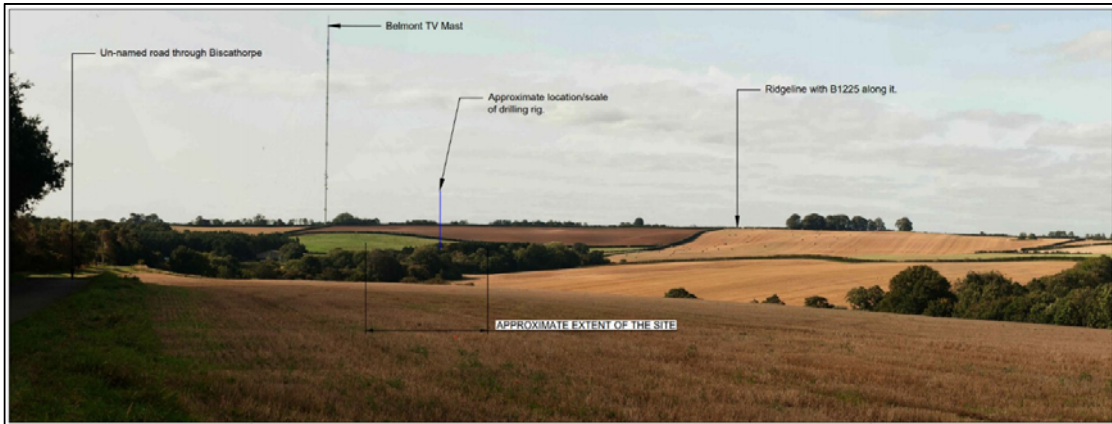
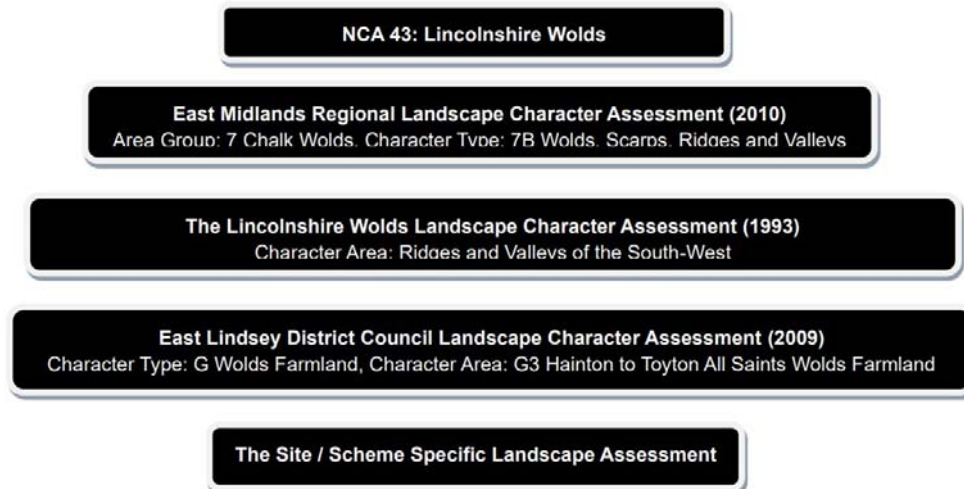


Photo C - View from northeast road to Gayton le Wold

The assessment methodology employed was as set out in “Guidelines for Landscape and Visual Impact Assessment”, Third Edition (2013) referred to as GLVIA3. This being a standard reference source when undertaking landscape character and visual assessments.

In accordance with the GLVIA3 the study area was over a 6-kilometre distance from the boundary of the application site insofar as the most prominent feature (drill-rig) was, due to the undulations of the surrounding landscape, unlikely to give rise to significant landscape or visual effects. The LVIA provided an overview of the Landscape Character Hierarchy relative to the study area:



The assessment attributed a landscape value to the site itself and the wider AONB within the study area and this was used to analyse the potential effects of the proposal by phase. The assessment acknowledged that the site and study area lie within the AONB that has a designation that reflects the high quality/value landscape and that it would have a high susceptibility and high sensitivity to the proposed development. The report concluded that the site would make a limited contribution to the wider landscape as it benefits from a degree of screening afforded by both the landform and woodland.

The report further concluded that the adverse effects on the wider landscape during the construction, drilling and testing phases would be short-term and that long-term the impacts of production would be minimal in visual impact terms and that following production the site would be restored to an agricultural/rural use. However, it was identified that the proximity of the site to the PROW would mean that some visual amenity impact would remain. However, the 'Further Information' submitted subject to Regulation 25 introduced a package of landscape planting around the site that would in time obscure much of the site infrastructure from the PROW (Photo D).



Photo D – Production Phase 4B at 10 years of operation view from PROW GayW/146/1

Given that the submitted LVIA confined its assessment to within 6 kilometres of the site boundary the 'Further Information' expanded on the site setting to acknowledge the landscape value of the whole AONB and set out the mitigating factors that would reduce the impacts of the proposed development long term and concluded that whilst the proposal was industrial in nature the site chosen was in proximity to an active modern farm complex and the site benefited from natural screening provided by the areas of woodland to the north and east and the undulations of the surrounding topography. Reference to landscape planting is also addressed in Chapter 7.

**Chapter 7: Natural Heritage (Ecology)** - this chapter provides the results of surveys and analysis on the habitats and species in and around the Biscathorpe-2 wellsite. An Ecological Impact Assessment Method was implemented and the informed the extent of the Preliminary Ecological Assessment (PEA). The PEA consisted of both desktop and field surveys that did not identify any protected species that required a Phase 2 survey to be undertaken. The ecological baseline was established for the site and surveys were carried out of habitat around the site. All physical surveys and appraisals were reported including those carried out in 2014 when the original planning permission for exploration was proposed.

The following Nature Conservation Designations were considered and identified in order of significance – Special Areas of Conservation (SAC), Special Protection Area (SPA), Ramsar, Sites of Special Scientific Interest (SSSI), Local Nature Reserves (LNR), Areas of Outstanding Natural Beauty (AONB), Local Wildlife Site (LWS), Local Geological Site (LGS), and Site of Nature Conservation Interest (SNCI). Absence or presence as follows:

Designation	Study Area (kilometre)	Designation Type (Yes /No)	Name
Statutory International	10	SAC (No) SPA (No) Ramsar (No)	N/A
Statutory National and Local Nature Conservation	2	SSSI (No) LNR (No)	N/A
Local Non-Statutory Nature Conservation	2	LWS	River Bain, Burgh on Bain to Biscathorpe Lake
			Biscathorpe Park and Fish Pond
			Biscathorpe Quarry
			Bracken Mound Field
			Donington Road Verges
			Gravel Pit Plantation
			Benniworth House Farm
			Benniworth North Field
			River Bain, East of Benniworth
			Moors Plantation and Covert
			Benniworth Pasture
			South Willingham Meadow
			Grimblethorpe Top Road Verges
		Ivy House Farm	
		SNCI	Gayton le Wold Beck
			River Bain, Burgh on Bain Bridge to Wykeham Hall
Louth to Bardney Disused Railway			
River Bain, North of Benniworth			
LGS	Biscathorpe Top Pit		

The site itself as constructed does not afford a habitat likely to support any species and much of the surrounding landscape in proximity to the site is arable farmland with habitats identified as being arable field margins, hedgerows, and hedgerow trees although these were not considered to be species rich. A few field ditches were identified including one to the north that may be impacted with the construction of a surface water drainage outfall.

Further afield there are four ponds within 250 metres, three ponds were dry or virtually a puddle, one being 75 metres from the site, another located within a conifer plantation to the north and the third within an arable field. Only the fourth located 800 metres from the site and 100 metres from the farm track was found suitable to support protected species but had not been found to support Great Crested Newts (GCN) since the 2014 was carried out. In identifying the potential for the presence of GCN an assessment was carried out specifically to ascertain the



potential impacts on the species. It was concluded that it would be unlikely for adverse impacts to have effects over and above those associated with the existing agricultural activity around the site.

Bat Roosts were found in two trees approximately 150 metres from the site and foraging bats were observed in the surrounding arable landscape, plantation woodland and hedgerows. In identifying the potential for the presence of bats an assessment was carried out specifically to ascertain the potential impacts on the species. It was concluded that it would be unlikely for adverse impacts long-term to have effects however it was noted that the short-term operations requiring floodlighting could temporarily impact foraging in and around the site but with no adverse impacts from lighting disturbance along the access track. Likewise, noise may have limited impacts on foraging bats in and around the site during the short-term operations but overall and long-term the noise impacts would be negligible.

The surrounding area did support breeding and foraging birds and the same conclusions were reached as those for bats regarding disturbance, with particular emphasis on Owls. No other protected species were observed nor evidence of existence or potential for populations identified. Acknowledgement was made of other species including reptiles and mammals that were noted in the area but none within the site.

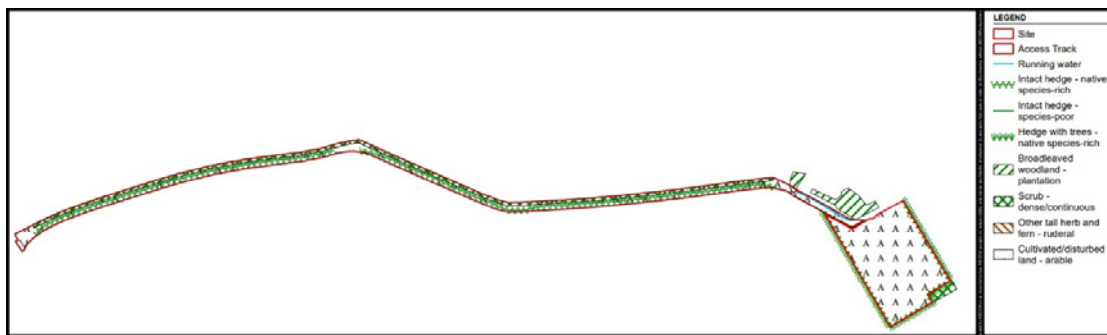
The report considered whether the Phased operations were liable to have adverse effects on the natural environment of the area and it was concluded that the site by virtue of location was outside the potential zone of influence for most of the non-statutory designated sites.

Consideration was given to the potential effects on the hydrology of the area with special reference to the River Bain, concluding that the proposed development would be unlikely give rise to indirect impacts on groundwater dependent terrestrial ecosystems associated with the River Bain and that as assessed in Chapter 10 the site is not at risk of surface water flooding or groundwater flooding to the Bain catchment. The potential for Surface Water Quality Effects was explored and identified that the existing site benefitted from containment through an underlying impermeable membrane and an on-site storage ditch that was emptied as needed by road tanker for disposal to a licensed facility off-site. However, should the site enter production the surface water management would be reconfigured to install an interceptor that would allow discharge of clean water to the adjacent field drainage ditch. The discharge rate to be defined within the Environmental Permit.

In response to the Regulation 25 Notice further information was submitted 'Outline Biodiversity Net Gain Assessment'. This document introduced a proposal to create distinct habitats in and around the proposal site. The choice of habitats was informed by the 'Local Nature Recovery Nature Strategy (LNRS) for Greater Lincolnshire' currently under development and includes hedgerow and tree planting to supplement the screening of the site from external views and additional

restoration planting. Overall, the proposed schedule of habitat created would be returning the site to arable and the planting of hedge habitat as scrub. Further enhancement of tall ruderal to a higher distinctiveness habitat namely, woodland plantation and enhancement of SI grassland to mixed scrub. The created habitats fall within two types: -

- area-based habitats equating to 9.40 units, comprising of 0.38 units enhanced off-site, 0.06 units from retained habitats on-site and 8.96 units created on site. This results in a 0.91 biodiversity unit gain, or a BNG of 10.83% in area-based habitats; and
- linear-based habitats equating to 5.73 units, comprising of 4.10 units from newly created hedgerow on-site, 1.47 units from newly created hedgerow habitats off-site and 0.16 units from retained habitats on-site. This results in a 5.56 biodiversity unit gain, or a BNG of 3455.37% in linear-based habitats.



Locations and Types of Biodiversity Net Gain

To secure the off-site planting and to ensure long-term management it would be necessary to require a Section 106 Planning Obligation.

Further Enhancements are proposed that reflect those proposed ecological measures for the exploratory wellsite but were not at that time required to include:

- five bird boxes of differing types to suit different species of bird shall be erected on mature trees near to the wellsite;
- five bat boxes shall be erected on mature trees near to the wellsite; and
- upon completion of the proposed development and following the restoration of the wellsite to arable land, one barn owl box (either pole-mounted or tree-mounted) will be installed at the former wellsite location. This will provide an additional nesting/ roosting location for barn owls, which are known to be present in the wider local area.

Embedded Mitigation Measures would be adopted to ensure no adverse impacts on the natural environment in and around the site. These measures would address the following:

- Well integrity;
- Surface water drainage;
- Noise;
- Lighting;
- Site restoration;
- Tree and Hedgerow protection;
- Ditch protection; and
- Great Crested Newts protection.

**Chapter 8: Traffic and Transport** - this chapter provides a detailed assessment and evaluation of the associated traffic and transport implications associated with all phases of the proposed development (illustrated in Chapter 4 above). The Chapter was compiled following the 'Guidelines for the Environmental Assessment of Road Traffic' (1993) and reference is made to relevant Planning Policy both national and local. Elements of this chapter also inform amenity impacts also assessed in Chapters 9: Noise and Chapter 11: Air Quality. The Guidance on Transport Assessment (GTA, Department for Transport (DfT), 2007) indicates that the starting point for assessing highway capacity should be an addition of 30 two-way trips in any one hour. With staff and HGV trips split between the western and eastern access, the proposed development would generate far fewer trips than this threshold and, therefore, the impact on highway capacity over and above existing conditions (as described in section 2.3) would be negligible. Total traffic volumes currently using both the A157 and B1225 are low, and periods of most intensive activity are short.

**Chapter 9: Noise** - this chapter provides an assessment of potential effects over five phases, given that the site itself has been constructed. The Planning Practice Guidance on Noise Exposure Hierarchy (PPG 2014, paragraph 005) sets out the perception of noise, outcomes, level of impact and action necessary to mitigate any impacts. Detail was provided on the methodology adopted for Baseline Monitoring and Noise Impact Assessment as detailed in Chapter 2 of the ES. Overall, noise levels would be in line with those previously identified and conditioned for the previously permitted exploration at the well site.

Ref.	Noise-sensitive location	Easting (m)	Northing (m)	distance from wellsite (m)	Type of Receptor	Sensitivity
R1	Yard Cottage	522540	384567	360	Residential	High
R2	Biscathorpe House	522617	384743	370	Residential	High
R3	Church Cottage	522955	384894	720	Residential	High
R4	West Lodge	522525	383994	830	Residential	High
R5	South Walk Farm	521113	384734	1130	Residential	High
R6	Burgh Top	521093	385206	1230	Residential	High
R7	Baxter Square Farm	521712	385742	1100	Residential	High

Noise prediction locations, distance from well site and sensitivity of receptor

Reference	Noise-sensitive location	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
R1	Yard Cottage	41	29	49	23	49
R2	Biscathorpe House	41	28	48	23	48
R3	Church Cottage	30	22	41	16	41
R4	West Lodge	36	21	40	15	40
R5	South Walk Farm	31	18	36	13	36
R6	Burgh Top	30	17	35	12	35
R7	Baxter Square Farm	30	18	36	12	36
<b>LOAEL</b>		42dB L <sub>Aeq,T</sub>	42dB L <sub>Aeq,T</sub>	50 dB L <sub>Aeq,T</sub>	25dB L <sub>Aeq,T</sub>	50dB L <sub>Aeq,1h</sub>
<b>SOAEL</b>		55dB L <sub>Aeq,1h</sub>	N/A	65 L <sub>Aeq,1h</sub>	30dB L <sub>Aeq,T</sub>	N/A

Summary of likely noise levels L<sub>Aeq</sub> dB at each phase of the Proposed Development

**Chapter 10: Hydrogeology, Hydrology and Flood Risk** - this chapter provides an assessment of the potential effects of the proposed development in relation hydrogeology, hydrologym and flood risk for each of the five development phases. A detailed desk study includes reviews of data sets in the public domain and is further informed by data gathered from monitoring carried out during the original exploratory drilling at this site between December 2018 and February 2019 and during the intervening period ahead of submission of this application. The assessment relates to potentially environmentally sensitive features within a 5 kilometre radius of the well site, which included:

- surface water features;
- groundwater features;
- groundwater dependent terrestrial ecosystems or designated sites (GWDTE) including Ramsar sites, Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Sites of Special Scientific Interest (SSSI);
- licensed abstractions, private water supplies (PWS), deregulated licences; and
- Source protection zones (SPZ) and drinking water protected areas/safeguard zones.

The identified features are shown on Figure 10.4 (ES Volume II) and include:

- the surface water / field drainage system in the vicinity of the Site;
- agricultural abstractions that are licensed to abstract water from the River Bain, and
- a number PWS, licensed and deregulated abstractions that target groundwater in the superficial deposits and Claxby Ironstone/Spilsby Sandstone aquifers for domestic/agricultural use. In addition, the Site is located within SPZ 3 (total catchment) of the groundwater supplies located >10km northeast of the Site near North Thoresby. SPZ 3 is defined as the area around a public water supply or other potable drinking water source within which all groundwater can theoretically drain to the point of abstraction. The EA's position statement for conventional oil and gas

exploration and extraction permits development in SPZ 3, subject to appropriate measures to protect groundwater resources. The Site is not within a designated drinking water protected area or safeguard zone.

There are no PWS or other abstractions targeting the formations below the Claxby Ironstone/Spilsby Sandstone aquifer locally. There are also no protected or designated ecological sites within the 5km radius that are groundwater dependant.

The chapter includes Environmental Design & Management Measures that provide for embedded mitigation as set out below for each phase of the proposal. The effectiveness of the mitigation will be demonstrated through routine integrity testing of the Biscathope-2 side-track well and a scheme of groundwater and surface water monitoring that will be agreed with the EA as part of the environmental permitting process. The scheme of monitoring would incorporate the three existing groundwater monitoring boreholes that were constructed at the wellsite in 2018, which target shallow groundwater across the full thickness of the superficial deposits (Biscathorpe Sand and Gravel) aquifer.

This chapter is supported by a Hydrogeological Risk Assessment (HRA) and a Flood Risk Assessment (FRA). Embedded mitigation is set out for HRA Chapter 4 above and further mitigation measures identified in respect of the FRA as follows:

- All plant and machinery will be maintained and regularly inspected for leakage;
- Spill kits and spill response plans will be in place to deal with any unexpected leakage; and
- Traffic management will be implemented to minimise potential for road tanker collisions during production operations.

It should be noted that the above measures would also contribute to reduce the hydrogeological risks to the lowest practicable level.

The appendices attached to this section of the report included detailed drawings of site layouts and the technical data relating to the containment measures engineered into the site design for each phase of the development.

**Chapter 11: Air Quality and Dust** - this chapter assesses the likely sources of fugitive emissions from the site and mitigation measures to reduce or eliminate risk of airborne contaminants escaping. The chapter identifies the legislative context to which the site must comply and sets out the Environmental Air Quality Standards contained within UK and European Regulations. The methodology in assessing the potential impacts considers each of the proposed phases separately insofar as each presents different potential sources, segregated in terms of dust/exhaust emissions relating to the engineering operations at the site and chemical/combustion emissions relating to the oil/gas being extracted. The assessment identifies the locations of sensitive receptors being residential and

recreational and indicates that the natural and historic environment are also considered.

Environmental Design & Management Measures are set out to provide for embedded mitigation seeking through best practice to eliminate in the first instance and where not possible to ameliorate sufficient to reduce emissions below the accepted industry standards. The following are the recommended measures and monitoring proposed for the development:

Construction – Particulate Emission – minimise generation through best practice and mitigate through suspension of operations in poor weather conditions and employing dust suppression regimes through water spray etc.

Combustion – Exhausts/Volatile Organic Compounds (VOC) – emissions for phase 2 include two 360 KW diesel engines to drive the draw works and workover pumps on the workover rig, an 80-kW diesel generator for on-site power and a flare used to burn excess gas released during the workover phase and well testing. The size of flare required for the workover phase is unknown, a flare consistent with one which might be used at full operation is therefore used to represent a considerably conservative estimate of what emissions may be.

**Chapter 12: Lighting** - this chapter identifies that the proposed lighting regime reflects the need to provide for Health and Safety during operational hours and air safety when the drilling rig is on site. The report assesses three types of direct lighting effects being Light Spill; Sky Glow; and Glare. The original report has been supplemented with further information submitted with the required Regulation 25 documentation to negate any adverse impacts experienced during the earlier exploration operations. The assessment was undertaken in accordance with the ILP PLG04: Guidance on Undertaking Environmental Lighting Assessments (Ref 12-9) and the Institute of Lighting Professionals (ILP) GN01 Guidance Notes for the Reduction of Obtrusive Light, 2020 (Ref 12-1).

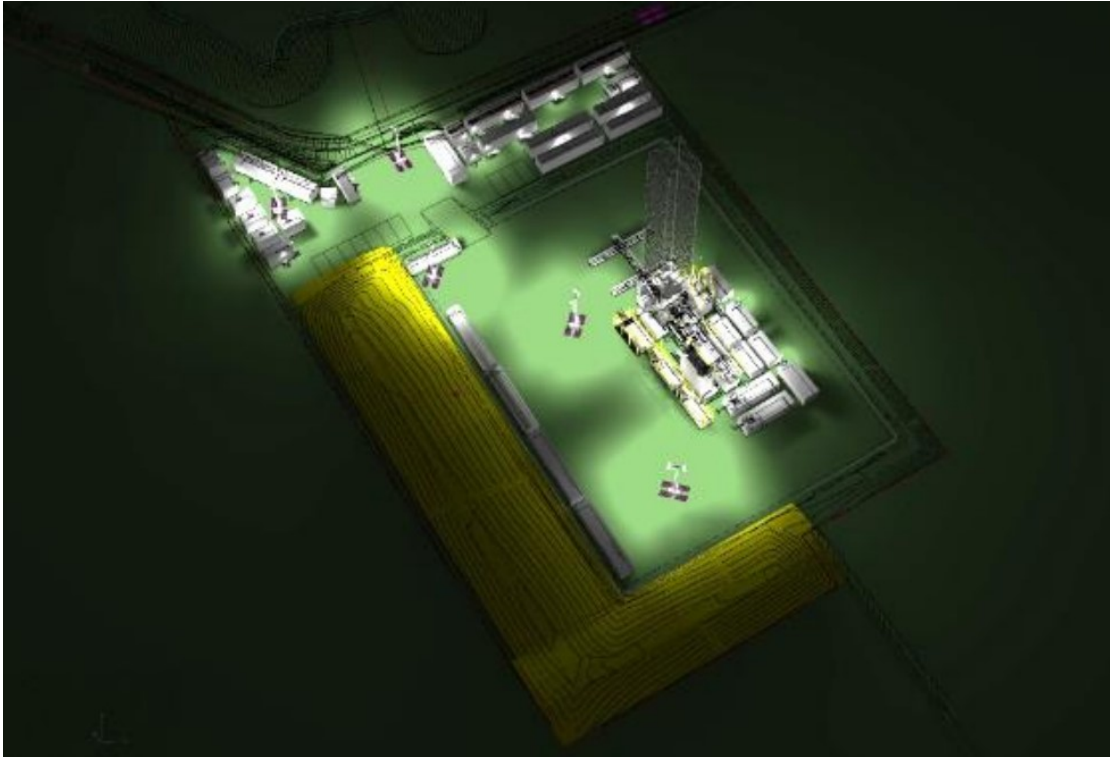
In carrying out the assessment the report recognises that the site lies within the AONB and that the area is predominantly rural although the baseline conditions identified the presence of the Belmont Transmitting Station approximately 1 kilometre southwest of the site that measures 350 metres in height and is fitted with aviation warning lights transmitting at infrared and red light wavelengths.

The report identified both residential and ecological receptors and provided a schedule of embedded mitigation measures as follows:

- soil bunding of 3 m height along the western edge of the Site and a 2.5 m height along half of the southern edge of the Site built for fluid containment also introduces a convenient side-effect by blocking light emissions from lower levels within the Site which could otherwise contribute to obtrusive lighting effects beyond the Site;

- careful consideration given to luminaire positioning and orientation, i.e. floodlighting aiming away from dwellings and potential animal habitats such as woodlands and hedgerows, to limit source intensity viewed externally from the Site;
- use of shields, baffles, shrouds, or hoods to minimize / obscure source intensity in sensitive viewing directions and limit the contribution to sky glow from upward lighting; use reflector types that redirect light back downward to desired work areas (Diagram 12-5);
- use of zero or very low uplift / tilt for light sources at high elevations;
- confinement of lighting to the task area (use horizontal cut-off optics and zero-degree floodlight tilt angles where possible and shielding where necessary);
- as the Site is near potential habitat for sensitive ecological receptors (e.g., bats and barn owls), lighting will limit output in the blue / ultraviolet range to avoid a change to insect and other animal behaviours. Neutral or low colour temperature lamps (CCT  $\leq$  4000K) will be used where possible;
- vehicular headlights will be dimmed/dipped while driving on the Site access road, with particular consideration for minimising glare at receptors located toward the west of the Site access road (primarily receptor R5 South Walk Farm, B1225 High Street);
- lighting in each phase is to be utilised only when and where required, and power (which is associated with total lumen output) for lighting is to be the minimum required for purpose; and
- observation of a curfew period, where lighting can be shut off and dimmed, when practicable.

The further information provided clarification of what a curfew period represents during the production phase of the proposal insofar as during this phase no routine nighttime operations would take place excepting in emergencies and during winter daytime periods of low levels of natural light. Where intruder lighting is necessary this would only be to lighting within the site and would be cowled and downward facing to eliminate, light spill and glare.



Plan Diagram 12-6 Lighting Model - drilling phase

**Chapter 13: Other Matters** - this chapter considers potential impacts and effects not addressed in the technical chapters of the ES these include:

- Cumulative Effects and Interactions - this section identifies the potential for cumulative effects expected to occur during the lifetime of a development and where possible, identify the likelihood of significant effects. As there is no metric to measure cumulative effects, any conclusions reached would be qualitative. A review of Local Authority planning databases did not produce evidence of development proposal active or pending in the local area limited to 3 kilometres of the site. A brief overview was provided outlining the potential impacts and effects on residents and recreational land users, environmental receptors, and ecological receptors, much of which has been incorporated into the technical chapters of the ES.
- Community/Socio-Economic Considerations – the baseline for the site considers the current impacts arising from the site in terms of employment and concludes that there are limited impacts on the immediate community other than contributing to the UK supply of hydrocarbon and generating contract employment and investment in the local economy.
- Population and Human Health - Public Health England stated in 2017 *'Population and human health will be on the list of environmental topics that will need to be considered when scoping every EIA, but should only be scoped into an EIA where the likely health consequences of the projects are*



*considered to be significant.*' The ES has incorporated effects on the resident population in respect of noise, flood risk, drainage, air quality, dust, lighting, and highway safety. Overall it has been concluded that the proposed development would not have a significant effect on human health. Please also refer to the last section of this chapter.

- Climate Change - applications for oil and gas exploration and appraisal only need to consider the potential impacts on climate change directly arising from the proposed development from the emission of greenhouse gases, rather than any consequential impacts arising from the ultimate use of the oil and gas that potentially could be extracted. Reference is made to Chapters 10 and 11 of the ES and Government Policy identifying the role of hydrocarbons including domestic sources, in the UK energy mix reiterated in the Energy White Paper (2020).
- Major Accidents and Disasters – this section provides a catalogue of potential significant adverse impacts on the environment. The proposed development would be undertaken in accordance with the requirements of regulatory authorities including Mineral Planning, Health and Safety Executive, and Environment Agency that set the conditions under which Egdon must carry out their operations and are also accountable. Such controls on operations are generally referred to Environmental Management Systems (EMSs) the purpose being to reduce the risk of failures that may lead to major accident and disasters.

**Chapter 14: Summary of Significant Effects** - this chapter provides a graphical presentation of the technical content presented in Chapters 6 to 13 of the ES. Identifying embedded mitigation measures and where further mitigation measures may arise and finally any residual effects of the proposed development.

**Chapter 15: Summary and Conclusions** – this final statement considers whether the EIA has been undertaken in a comprehensive and detailed manner and provides an outline of the areas of potential impacts. For each phase of the proposed development a brief overview of the likely effects and applicable mitigation have been outlined. It is concluded that there are likely to be temporary significant residual effects but not sufficient to render the proposed development unacceptable.

16. Volume II - Drawings

This volume is the repository for drawings and illustrations referenced within the body of the ES.

17. Volume III - Appendices

This volume contains the technical data supporting the reports contained in

the ES including photographs/photomontages, referenced technical methodology and collected data from field studies.

18. Volume IV - Non-Technical Summary

This volume contains an overview of the main finding of the ES in an easily understandable and accessible format.

19. 'Further Information'

The following 'Further Information' and supplementary information were submitted that updates the information contained in the original ES. The information comprises of the following:

- Landscape and Visual Impact Assessment – further evaluation of impacts on the AONB and long-term impacts (to supplement Chapter 6 of the ES);
- Restoration – Biodiversity Net Gain (to supplement Chapter 7 of the ES);
- Lighting (to supplement Chapter 12 of the ES) additional clarification being provided in response to Natural England comments providing comparative real life data arising at other sites belonging to the applicant; and
- Socio-economic – further detail required to demonstrate that the national interest, by virtue of the weight of exceptional circumstances, warrants a long-term industrial drilling and oil extraction facility within the AONB (to supplement Socio Economic Report).

Site and Surroundings

20. The application site lies to the west of the settlement of Biscathorpe in the open countryside within the Lincolnshire Wolds Area of Outstanding Natural Beauty. Access to the site would be from the existing access road (Photo 1) onto the B1225 (High Street), which runs east two west adjacent to a native hedgerow.



Photo 1 – Access road from site compound to B1225 (High Street)

21. The access track to the site lies between two Scheduled Monuments which are the northern two in a series of four Scheduled Monuments located on a north/south orientation, approximately 950 metres apart in total. These Scheduled Monuments are Bronze Age barrows (burial mounds) all of which are associated with the valley of the River Bain and with High Street, which is known to have originated as a prehistoric trackway. To the northeast of the application site is the site of the medieval village of Biscathorpe, including the Grade II\* listed Church of St Helen. The River Bain runs through this valley to the east.
22. Immediately to the north and to the east of the proposed site compound are areas of woodland. The surrounding area is in agricultural use and there are farm buildings to the east of the site. Beyond these farm buildings to the east are residential properties. Approximately 1km to the southwest of the application site is the Belmont Transmitting Station, including the 350 metre high Belmont Mast (Photo 2). On the ridge line to the east of the application site is a mast and other equipment associated with the Ministry of Defence.



Photo 2 – View from farmyard with the site to the west and the Belmont Mast to the southwest

23. Excepting the views from Footpath GayW/146/1 to the south of the site the only other right of way with partial views of the site would be from The Viking Way (Photo 3) to the northeast of the site.



Photo 3 – Only view of site from the Viking Way taken Spring 2021

## Main Planning Considerations

### Planning Policy Context

24. The National Planning Policy Framework (July 2021) sets out the Government's planning policies for England. It is a material consideration in determination of planning applications and adopts a presumption in favour of sustainable development. Several paragraphs are of particular relevance to this application as summarised:

#### Sustainable Development

Paragraphs 11 and 12 – states that there should be presumption in favour of sustainable development, which accords with the statutory status of the development plan.

#### Supporting a prosperous rural economy

Paragraph 84 – states that decisions should enable the sustainable growth and expansion of all types of business in rural areas and the development and diversification of agricultural and other land-based rural businesses.

#### Open space and recreation

Paragraph 100 – states that decisions should protect and enhance public right of way and access.

#### Promoting Sustainable Transport

Paragraph 104 - states that when considering development, potential impacts on transport networks can be addressed and that the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account.

#### Considering development proposals

Paragraphs 110 and 111 – states that it is necessary to ensure that there is safe and suitable access to the site and that any significant impact from the development on highway safety is mitigated and development should only be prevented on highway grounds where there would be unacceptable impact on highway safety or severe residual cumulative impacts on the road network.

Paragraphs 112 and 113 - state that applications should allow for the efficient delivery of goods, and access by service and emergency vehicles and for all developments that will generate significant amounts of movements, applications should be supported by a transport statement or assessment so that the likely impacts of the proposal can be assessed.

## Achieving well-designed places

Paragraph 126 – states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities and promotes community engagement.

Paragraphs 130 to 132 – state that decisions should ensure that development will function well and add to the overall quality of the areas, is visually attractive as a result of layout and landscaping and is sympathetic to local character and history. Trees can help mitigation and adapt to climate change. Decisions should ensure that opportunities are taken to incorporate trees and that appropriate measure are in place to secure long-term maintenance of newly-planted trees and that existing trees are retained wherever possible. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

Paragraph 134 – states that development that is not well designed should be refused.

## Meeting the Challenge of Climate Change, Flooding and Coastal Change

Paragraph 152 – states that the planning system should support the transition to a low carbon future and should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions.

## Planning and flood risk

Paragraphs 166 and 168 - state that local authorities should ensure that flood risk is not increased elsewhere and where appropriate application should be supported by a site-specific flood-risk assessment and where appropriate incorporate sustainable drainage systems and operational standards maintained for the lifetime of the development.

## Conserving and enhancing the natural environment

Paragraph 174 - states that decisions should contribute to and enhance the natural and local environment by protecting and enhancing value landscapes and biodiversity and recognise the intrinsic character and beauty of the countryside by minimising impacts on and providing net gains for biodiversity. Prevent new development from contributing to unacceptable levels of soil, air, water or noise pollution and take into account relevant information such as river basin management plans.

Paragraph 176 - states that great weight should be given to conserving and enhancing landscape and scenic beauty of Areas of Outstanding Natural Beauty.

The conservation and enhancement of wildlife are also important considerations and the scale and extent of development within designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated area.

Paragraph 177 - state that permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration should be given to the need for the development (in terms of any national consideration), impact upon the local economy, cost and scope for developing outside the designated areas or meeting the need for it in some other way and any detrimental effect on the environment, landscape and recreation and the extent to which that could be moderated.

#### Habitat and biodiversity

Paragraphs 180 – directs local authorities to apply the principles that significant harm be adequately mitigated to ensure that proposals take into account grounds conditions and minimise potential adverse impacts (including noise and light) and whether the proposed development is an acceptable use of land.

#### Ground conditions and pollution control

Paragraphs 183 and 185– states that decisions should ensure that proposals take into account grounds conditions, appropriate for its location and take into account likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment and the potential sensitivity of the site or the wider area to impacts arising (including noise and light).

Paragraph 187 – directs that decisions should be on whether the proposed development is an acceptable use of land, rather than the control of processes or emissions (where subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. Decisions should not revisit issues addressed through the permitting regimes operated by pollution control authorities.

#### Conserving and enhancing the historic environment

Paragraph 192 – directs local authorities to have access to a historic environment record to assess the significance of heritage assets and the contribution they make to their environment.

#### Proposals affecting heritage assets

Paragraphs 194 and 195 – states that the local authority should require applicants to describe the significance of and to account for any heritage asset affected

including their setting and the authority should identify and assess the particular significance of any asset including the setting of the asset.

#### Considering potential impacts

Paragraphs 199 and 202 – directs consideration of the impact of the proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation irrespective of whether any potential harm amounts to substantial or less than substantial harm to its significance. Where a proposal will lead to less than substantial harm to the significance of a designated asset, this harm should be weighed against the public benefit.

Paragraphs 205 – states that local authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost.

#### Facilitating the Sustainable Use of Minerals

Paragraph 209 – states that it is essential that there is a sufficient supply of minerals to provide the energy and goods that the country needs. Since minerals are a finite natural resource, and can only be worked where they are found, best use needs to be made of them to secure their long-term conservation.

Paragraph 211 – states that in considering proposals for mineral extraction minerals planning authorities should:

- a) as far as is practical, provide for the maintenance of landbanks of non-energy minerals from outside National Parks, the Broads, Areas of Outstanding Natural Beauty and World Heritage Sites, scheduled monuments and conservation areas;
- b) ensure that there are no unacceptable adverse impacts on the natural and historic environment, human health or aviation safety, and take into account the cumulative effect of multiple impacts from individual sites and/or from a number of sites in a locality;
- c) ensure that any unavoidable noise, dust and particle emissions and any blasting vibrations are controlled, mitigated or removed at source, and establish appropriate noise limits for extraction in proximity to noise sensitive properties;
- e) provide for restoration and aftercare at the earliest opportunity, to be carried out to high environmental standards, through the application of appropriate conditions. Bonds or other financial guarantees to underpin planning conditions should only be sought in exceptional circumstances.

#### Oil, gas and coal exploration and extraction

Paragraph 215 – states that minerals planning authorities should clearly distinguish between, and plan positively for, the three phases of development (exploration,



appraisal and production), whilst ensuring appropriate monitoring and site restoration is provided for.

#### Annex 1: Implementation

Paragraph 218 – states that the NPPF are material considerations which should be taken into account from the day of its publication.

Paragraph 219 – identifies that existing policies should not be considered out-of-date simply because they were adopted prior to the publication of this Framework and weight should be given to them according to the degree of consistency with this Framework.

#### Annex 2: Glossary

Minerals resources of local and national importance: Minerals which are necessary to meet society's needs, including aggregates, brickclay (especially Etruria Marl and fireclay), silica sand (including high grade silica sands), coal derived fly ash in single use deposits, cement raw materials, gypsum, salt, fluorspar, shallow and deep-mined coal, oil and gas (including conventional and unconventional hydrocarbons), tungsten, kaolin, ball clay, potash, polyhalite and local minerals of importance to heritage assets and local distinctiveness.

The NPPF is supported by the Planning Practice Guidance (PPG) 2014 that provides guidance to decision makers on specific aspects of proposed development including a section dedicated to Minerals.

Paragraph 001 states that planning for the supply of minerals has several special characteristics that are not present in other development:

- minerals can only be worked (ie extracted) where they naturally occur, so location options for the economically viable and environmentally acceptable extraction of minerals may be limited. This means that it is necessary to consider protecting minerals from non-minerals development and has implications for the preparation of minerals plans and approving non-mineral development in defined mineral safeguarding areas;
- working is a temporary use of land, although it often takes place over a long period of time;
- working may have adverse and positive environmental effects, but some adverse effects can be effectively mitigated;
- since extraction of minerals is a continuous process of development, there is a requirement for routine monitoring, and if necessary, enforcement to secure compliance with conditions that are necessary to mitigate impacts of minerals working operations; and
- following working, land should be restored to make it suitable for beneficial after-use.

Minerals extraction may only take place if the operator has obtained both planning permission and any other permits and approvals. These include permits from bodies such as the Environment Agency.

Paragraphs 011 and 012 specifies how best Planning Authorities should address significant environmental impacts and how consultation of Statutory regulators as part of the EIA process should ensure the effects of the development are fully considered. Mineral planning authorities should assume that these non-planning regimes will operate effectively.

Paragraph 013 identifies the principal issues that should be addressed in terms of environmental impact including on nationally protected landscapes.

Paragraph 014 identifies other regulations relating to hydrocarbon extraction.

Paragraph 017 directs mineral planning authorities on how to assess the cumulative impact of minerals development. The cumulative impact of mineral development is also capable of being a material consideration when determining individual planning applications.

Paragraphs 036 to 058 inclusive provide detailed direction in respect of restoration and aftercare of minerals sites.

Paragraph 059 provides an overview of what should be included in a landscape strategy for new and existing sites.

Paragraphs 091 to 127 provide a comprehensive suite of guidance notes relating wholly to 'Planning for hydrocarbon extraction' and includes specific reference to designated areas regarding unconventional hydrocarbons only and does not preclude development within the designated areas where the scale and extent of the development within these areas can be limited through location and design.

Lincolnshire Minerals and Waste Local Plan: Core Strategy and Development Management Policies (CSDMP) 2016 - the key policies of relevance in this case are as summarised:

Policy M9 (Energy Minerals) – states that planning permission will be granted for exploration, appraisal and/or production of conventional hydrocarbons provide the proposals accord with all relevant Development Management Policies set out in the Plan.

Policy DM1 (Presumption in favour of sustainable development) – states that planning applications that accord with the policies of the Local Plan will be approved without delay, unless material consideration indicate otherwise.

Policy DM2 (Climate Change) – states that proposals should identify locations which reduce distances travelled by HGVs and in the case of minerals encourage

the most efficient use of primary minerals. Further mineral sites are encouraged to promote new/enhanced biodiversity levels/habitats as part of restoration proposals to provide better connected ecological networks and the most efficient use of primary minerals.

Policy DM3 (Quality of Life and Amenity) – states that development should not generate unacceptable adverse impacts to neighbours and other sensitive receptors and seek appropriate mitigation where necessary.

Policy DM4 (Historic Environment) – states that proposals should assess the potential impacts that may affect heritage assets and their setting.

Policy DM5 (Lincolnshire Wolds Area of Outstanding Natural Beauty) – state that planning permission will only be granted for minerals within or affecting the character or setting of the Lincolnshire Wolds AONB in exceptional circumstances where it can be demonstrated that:

- the is a proven public interest; and
- there is a lack of alternative sites no affecting the AONB to serve the market need; and
- the impact on the special qualities of the AONB can be satisfactorily mitigated.

Policy DM6 (Impact on Landscape) - states that due regard be given to the likely impact of the proposed development on landscape. If considered necessary additional design, landscaping, planting and screening will be required and subject to a minimum 10 year maintenance period. Development that would result in residual, adverse landscape and visual impacts will only be approved if the impacts are acceptable when weighed against the benefits of the scheme. Where there would be significant adverse impacts on a valued landscape considerable weight will be given to conservation of that landscape.

Policy DM9 (Local Sites of Biodiversity Conservation Value) – states that it must be demonstrated that the proposed development would not have adverse impacts on biodiversity and priority habitats.

Policy DM11 (Soils) – requires that mineral development protects soil.

Policy DM13 (Sustainable Transport Movements) – states that development should seek to minimise road based transport.

Policy DM14 (Transport by Road) – states that development should not have adverse impacts on the Highway Network or Highway Safety.

Policy DM15 (Flooding and Flood Risk) –requires development to be designed to avoid and reduce risk of flooding both during and following the completion of operations.

Policy DM16 (Water Resources) – states that development should be supported where it would not have an unacceptable impact on surface or ground waters.

Policy DM17 (Cumulative Impacts) – states that planning permission should be granted where the cumulative impacts would not result in significant adverse impacts; and

Policy R1 (Restoration and Aftercare) – states that mineral workings must demonstrate that restoration and aftercare would be to a high standard.

East Lindsey Local Plan (2018) (ELLP) - the key policies of relevance in this case are as summarised:

Policy SP11 (Historic Environment) – states that proposals will be supported that secure the continued protection and enhancement of heritage assets in East Lindsey, contribute to the wider vitality and regeneration of the areas in which they are located and reinforce a strong sense of place. Citing specific characteristics and designations that should be considered including setting and landscapes affecting the historic assets.

Policy SP10 (Design) – states that development will be supported if it is designed to minimise unacceptable harm and impacts on the rural or dark-sky character of a settlement or landscape or any nearby residential amenity.

Policy SP13 (Inland Employment) – states that growth and diversification of the local economy will be supported throughout the District.

Policy SP16 (Inland Flood Risk) – requires that all new development must show how it proposes to provide adequate surface water disposal, including avoiding impacting on surface water flow routes or ordinary watercourses. All new development must show how it can provide adequate foul water treatment and disposal or that it can be provided in time to serve the development and where required by national planning policy development proposals in areas at risk of flooding must be accompanied by a site-specific flood risk assessment.

Policy SP23 (Landscape) – states that the District's landscapes will be protected, enhanced, used and managed to provide an attractive and healthy working and living environment. Development will be guided by the District's Landscape Character Assessment and landscapes defined as highly sensitive will be afforded the greatest protection. The Council will ensure that the distinctive character of the District's landscapes whether they are of cultural, natural or historic significance, will not be compromised. In particular, the highest level of protection will be given to the Lincolnshire Wolds Area of Outstanding Natural Beauty, which is designated at a national level because of its landscape quality.

Policy SP24 (Biodiversity and Geodiversity) – states that:

- development proposals should seek to protect and enhance the biodiversity and geodiversity value of land and buildings and minimise fragmentation and maximise opportunities for connection between natural habitats;
- the Council will protect sites designated internationally, nationally or locally for their biodiversity and geodiversity importance, species populations and habitats identified in the Lincolnshire Biodiversity Action Plan and the Natural Environment and Rural Communities (NERC) Act 2006. Development, which could adversely affect such a site, will only be permitted in exceptional circumstances:
- in the case of internationally designated sites, where there is no alternative solution and there are overriding reasons of public interest for the development;
- in the case of nationally designated sites, there is no alternative solution and the reasons for the development clearly outweigh the biodiversity value of the site; or
- in the case of locally designated sites, and sites that meet the criteria for selection as a Local Site, the reasons for the development clearly outweigh the need to protect the site in the long term;
- in exceptional circumstances, where adverse impacts are demonstrated to be unavoidable and development is permitted which would damage the nature conservation or geological value of a site, the Council will ensure that such damage is kept to a minimum and will ensure appropriate mitigation, compensation or enhancement of the site through the use of planning conditions or planning obligations. Compensation measures towards loss of habitat will be used only as a last resort where there is no alternative. Where any mitigation and compensation measures are required, they should be in place before development activities start that may disturb protected or important habitats and species. Proposals to provide or enhance a site will be supported;
- where new habitat is created it should, where possible, be linked to other similar habitats to provide a network of such sites for wildlife.

Policy SP29 (Reviewing the Local Plan) - the Issues and Options Paper consultation and the Call for Land ended on 12th April 2021 and A Sustainability Appraisal and Habitat Regulations Assessment were published June 2021, no further information in relation to these consultations is currently available. As this is at an early stage of review little weight is given to the content and no further reference shall be made to this document in this report.

Case Law (Pending)

EIA Regulations Case: Finch v Surrey County Council [2020] EWHC 35966 (Admin)  
The High Court - found no requirement under the Town and Country Planning Environmental Impact Assessment Regulations (2017) to assess the climate change effects for an environmental statement describing the likely significant affects of a

development proposal “downstream” combustion of crude oil produced at an expanded production facility in Surrey, holding that the regime’s ambit is restricted to on-site impacts – Court of Appeal hearing scheduled 17 November 2021.

#### Results of Consultation and Publicity

25. (a) Local County Council Member, Councillor H Marfleet – has advised that he will speak at the Planning and Regulations Committee where the application will be presented.
- (b) Donington on Bain Parish (adjacent) - object to the above planning application:
- the Egdon Resources Biscathorpe Oil and Gas drilling operation represents a significant industrialisation of the Lincolnshire Wolds within the AONB;
  - we do not see any benefits to our local economy or community from this operation;
  - potential risks from oil and contaminated run off water to the River Bain;
  - a threat to our communities’ health and prosperity from local tourism;
  - unsustainable nature of this development in light of current national policies;
  - the Lincolnshire County Council (LCC) Carbon Management Plan January 2019 “LCC is determined to play a full part in delivering on our collective responsibility to reduce carbon emissions”;
  - no “benefit to the national interest”;
  - concerns about the further development of Petroleum Exploration and Development Licence (PEDL);
  - other areas of concern – methane gas emissions from flaring, noise and light pollution and traffic and road; and
  - urge Lincolnshire County Council to reflect our real concerns and reject this damaging project.
- (c) Hemingby Parish Council (adjacent) – objects:
- drilling operation will have a significant negative impact on the Lincolnshire Wolds AONB environment;
  - will damage the countryside;
  - unsustainable nature of this development in light of current national policies;
  - not in line with current climate change measures; and
  - Lincolnshire County Council states that “LCC is determined to play a full part in delivering on our collective responsibility to reduce carbon emissions.”

- (d) Elkington Parish Council (adjacent) - object to this application:
- impact on natural environment;
  - visual intrusion in the Wolds; and
  - fear of setting precedent for future applications.
- (e) South Willingham Parish Council (adjacent) - object most strongly to the proposed oil and gas production:
- the site is three kms northeast of South Willingham;
  - will have direct impact upon this parish;
  - represents a significant industrialisation of the Lincolnshire Wolds;
  - do not see any benefits to our local economy;
  - fear considerable potential risks from oil and contaminated run off to the River Bain;
  - poses a threat to local communities' health and prosperity;
  - unsustainable nature of this development in the light of current national policies; and
  - we strongly urge you to reflect our real concerns and hope this damaging project is rejected in accordance with your own stated policies.
- (f) Welton le Wold Parish Council (adjacent) - objects on the grounds:
- incompatible with preservation of the Lincolnshire Wolds AONB;
  - source of fossil fuels incompatible with the policy of the government and local authorities in Lincolnshire; and
  - incompatible with Lincolnshire County Council's commitment in its Carbon Management Plan 2018-2023: "Our vision is to maintain a leading role in local efforts to reduce the impacts of climate change";
  - three appendices attached illustrating evidence of global warming and its cause;
  - incompatible with the National Planning Policy Framework (NPPF);
  - inconsistent with the government legislation to cease the registration of oil-driven vehicles by 2030, and the intention for UK to become carbon-neutral by 2050;
  - a risk of pollution of the River Bain of a rare chalk stream;
  - adversely affect tourism in the AONB; and
  - every household in Welton le Wold consulted and nearly a fifth responded with no-one expressed a contrary opinion.
- (g) Environment Agency (EA) – have no objections to this application, we would like to attention to the following informative comments:
- the applicant is required under Environmental Permitting Regulations 2016 - the existing environmental permit (reference: EPR/DB3104UH) to be vary the permit before this activity can be carried out. The operator

is aware of this requirement and will be applying following the determination of the planning application.

- the hydrogeology of the site is well understood from the previous planning and permit applications. It should be noted that the existing groundwater monitoring infrastructure has been installed which will be used during the development and operation of the site.
- (h) Environmental Health Officer (East Lindsey District Council) – has withdrawn earlier comments following sight of the further information provided by the EA and the applicant and the revised comments now form part of the response below from East Lindsey District Council.
- (i) Highway and Lead Local Flood Authority and Countryside Access (Lincolnshire County Council) – states that it is considered that the proposals would not result in an unacceptable impact on highway safety and surface water flood risk is unaffected. Having given due regard to the appropriate local and national planning policy guidance has concluded that the proposed development is acceptable and accordingly, does not wish to object to this planning application.
- (j) Lincolnshire Wolds Countryside Service - in terms of the additional reports we would challenge the basic premise of the LVIA that the site has a very low landscape value by virtue of land use, scenic quality, rarity, conservation interest, and perceptual aspects.
- the site's location is within the AONB and the area's landscape protection and enhancement is therefore unquestionable in terms of wider setting and context, and remains an overriding consideration;
  - the soil storage area and bunding around the perimeter of the site profiles are not conducive to the natural form of the valley;
  - the bunds add an alien component of this industrial development;
  - the proposed additional biodiversity measures remain very conservative at just over 10%;
  - these proposed enhancements would be well below the national and international aspirations of some 30% of lands and waters by 2030 for wildlife;
  - the primary focus in terms of biodiversity gains would appear to be focussed on tree/mixed scrub and hedgerow habitats, but there has been limited consideration of larger off-setting and nature recovery opportunities; and
  - there is also no consideration of any biodiversity and carbon/natural capital management gains through the wider application of regenerative agriculture and minimum tillage/cover cropping options for areas of wider farmland.



- (k) Natural England - has reviewed the further information submitted by the applicants in response to our letter of 4 August 2021 (reference: 360055). Our comments are as follows:
- landscape and Visual Impact Assessment and LVIA Addendum - we note that the applicants have made a distinction between the value of the Study Area within the AONB, and the value of the site itself. Whilst we understand the distinction that is being made we reiterate the comments in our previous response that it is the site's position within the AONB which should be the overriding consideration and not the character of the current use it is being put to;
  - the original use of the site was for agriculture and not for an industrial use. Agricultural activity is appropriate within this farming landscape and is distinct from oil exploration/production which is an industrial activity;
  - proposed mitigation planting and the effect on expansive and sweeping views- the additional information regarding screening of this site clarifies that views of the site will be limited to one Public Right of Way. It also confirms the reliance on the existing screening bund;
  - biodiversity - we have previously acknowledged that the current BNG assessment has shown that there will be over 10% habitat gain and considerable hedgerow gain which is welcome. We would however like to see opportunities taken for further biodiversity enhancement which includes greater habitat variety and ecological connections to support the Nature Recovery Network within the AONB;
  - additional lighting information - we acknowledge the additional information provided regarding lighting based on experience on a comparable site. We recognise that post-curfew lighting use during phase 4 (long term production) at Biscathorpe is unlikely to occur on more than three occasions per year and that these instances are likely to be of short duration. We therefore have no further comments to make on this issue.
- (l) Lincolnshire Police (Designing Out Crime) - do not have any objections to this application.
- (m) Campaign to Protect Rural England – objection - it is the opinion of CPRE that whilst directed to give great weight to mineral extraction when determining applications, due to the significant change of direction in government policy in relation to climate change made after the latest publication of the NPPF, very little weight should be attributed to any perceived government support for new oil developments as a benefit of the proposals in the planning balance when determining the application:
- detrimental impact on the special qualities, particularly the natural beauty, dark skies and tranquillity of the AONB; and

- extraction of a fossil fuel is wholly inappropriate and contrary to the Government's aim of achieving net zero greenhouse gas emissions by 2050;
  - ask that the application be refused; and
  - the full transcript of the objection can be found in appendix i).
- (n) Historic England - have provided advice related to their comment made in respect of the exploratory application in 2014:
- the issues explored at that time in respect of the landscape and archaeological setting of scheduled monuments and the engineering of access track etc remains relevant and should be attended to further to NPPF paragraph 190 to minimise conflict between any part of the proposed development and the conservation of heritage assets; and
  - your authority should take these representations should be taken into account and seek safeguards or further information as set out in our advice.
- (o) Historic Places (Lincolnshire County Council) – identified that the application is within an area of high archaeological sensitivity, in the Deserted Medieval Village of Biscathorpe. The name Biscathorpe means 'Bishop's settlement', probably referring to the Bishop of Durham who held the manors of the village in Domesday Book and in the Lindsey Survey of 1115 AD. Surviving earthworks of the medieval village with its associated enclosures and strip fields lie under permanent pasture.

The access road leaves the B1225, the formalised route of a Prehistoric trackway, and runs between two of the four scheduled round barrows which are in the immediate vicinity.

Support Historic England's recommendation for an archaeological condition and recommend that if permission is granted there be a programme of archaeological work, the specification for which should be approved prior to commencement and require ten days' notice before commencement of groundworks.

This should be secured by appropriate condition to enable any surviving archaeology to be recorded prior to any disturbance or destruction and recommended a condition be attached to meet the objective of the NPPF which states that local planning authorities should 'require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible'.

- (p) British Horse Society - the Planning Statement acknowledges the proximity of PRoW in the vicinity of the proposed site and access although the importance

of routes contributing to the network such as the Lindsey Trail which is accessible for equestrians is not emphasised. The increase in traffic detailed in the proposal documents entering and exiting the site onto Biscathorpe Road may impact on equestrians and others using the Lindsey Trail as part of the network. Signage and speed limitations should be considered for safety and therefore safe enjoyment of the Lindsey Trail and the surrounding network. The British Horse Society would welcome further involvement if and when the development progresses further.

(q) Victoria Atkins (Member of Parliament) – objects and states that she has been contacted by several concerned Parish Councils, community groups and individual residents with powerful arguments. The following points were raised:

- Drilling operations in AONB completely at odds with the character and natural beauty of the area;
- Impacts on tourism and the livelihoods of the many in the constituency;
- Risk to the natural environment surrounding the site especially the Chalk Streams;
- Industrial development in a rural area;
- Inducement for submission of further application for oil and gas which is at odds with UK target of net zero by 2050.

The following bodies/persons were consulted on the application on 19 May 2021. No comments or response had been received within the statutory consultation period or by the time this report was prepared:

Adjacent Local County Council Member, Councillor P A Bradwell  
Historic Places (Quarries & Mineral Sites) (Lincolnshire County Council)  
Public Health – (Lincolnshire County Council)  
Anglian Water  
Gayton le Wold Parish Council  
Health & Safety Executive (Quarries)  
Arboricultural Officer (Lincolnshire County Council)  
Lincolnshire Fire and Rescue  
Lincolnshire Police (Force Intelligence Bureau)  
Lincolnshire Wildlife Trust  
Ramblers Association (Lincs North).

Representation from Lincoln Climate Commission with 42 signatories – the Lincoln Climate Commission was set up with support from the City of Lincoln Council. Made up of representatives of the University of Lincoln, Siemens in Lincoln, City Council, and Transition Lincoln meeting with leaders from the Leeds Climate Commission, with a view to drawing together stakeholders from all parts of our community to take appropriate practical action in response to climate change, and to be politically independent to ‘hold to account’ our Councils. Stating that in view of growing public awareness of the urgency of the ‘climate and ecological

emergency', it ought not to be necessary to rehearse the copious scientific evidence already authoritatively catalogued in the devastating reports of the Intergovernmental Panel on Climate Change (IPCC) of 2018 & 2019, and the Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services (IPBES) of 2019. Full transcript of the reason for objection are attached Appendix ii).

26. The application has been publicised by four site notices posted on or near the site and in the local press (Skegness Standard and News on March 2021) and 18 letters of notification were sent to the nearest neighbouring residents. 206 representations have been received, as a consequence of the publicity/notification, and the comments/responses are summarised as follows by type (number received) and topic:

#### Objections (203)

Local, National and International Climate Policy, Moral Position and Democracy:

- Incompatible with Lincolnshire County Council's commitments regarding carbon management and reducing climate change. The Masterplan says we should "Take Responsibility and Pride" and "that as custodians of the land we must endeavour to try to leave the environment better than we found it, lead by example to cause no harm and where possible enhance it".
- The intention for the UK to become carbon-neutral by 2050.
- 93% of the public in Donington on Bain area are against turning the Upper Bain Valley into an oil field.
- Breach of public trust. Democracy, and your reputations are at stake. You did not take up public office to allow an unelected planning officer to speak on your behalf and act like herd animals following bad leaders. Please do not listen to these false arguments and contrivances or value economics over the environment. Society recognises that legitimising climate change and pollution is not consistent with civic virtue.
- COP and UN IPCC Report states that we cannot continue to exploit known fossil fuel reserves to have any chance of meeting the global targets set by the 2015 Paris Agreement. Understand the consequences of our actions, and the need for a greener future. We must immediately reduce and end our use of fossil fuels and the emissions of greenhouse gases.
- Contrary to the ELDC Local Plan objectives for the Wolds AONB.
- Further to the recent virtual consultation, I remain deeply sceptical. Answers to a number of questions does nothing to allay my concerns with regard to the proposal. AONB, Environment and Amenity.

- No assurances that they will not drill elsewhere in PEDL 253. Fossil fuels should be kept underground. Resulting in the development of further surface and sub surface installations.
- Consider the needs of future generations and realise that this is a short-term money-making undertaking for the benefit of a few in a designated AONB that is enjoyed by many.
- The area is beautiful and tranquil and an industrial plant should not be allowed. It is a valuable & beautiful green space which is both a source of exercise & mental well-being.
- Harm to local community/public health and people living within 1 mile of an oil/gas well are 430% more likely to get cancer. Tapering off thereafter. Due to Benzene compounds.
- Heavy traffic will cause problems, additional traffic to take away any oil will place more strain on small local roads.
- Visual eyesore, dust, noise, safety, light, damage underground, gas flare and Methane gas emissions are 80 times more dangerous than CO2 emissions toxic and radioactive waste disposal. We suffered from brilliant floodlighting shining in a bedroom window, during the first operations.
- Oil production in the catchment area of the River Bain carries a risk of pollution of a rare and sensitive chalk stream. The river supports protected and rare species and the rivers eco system is back to how it was 30 years ago.
- Cause irreversible damage. The proposal will adversely affect tourism in the Wolds AONB could easily tarnish our Lincolnshire Wolds value.
- The next severe floods we have, how will Councillors look their voters in the eye and say they have done all they can to tackle the Climate Crisis which is responsible for the extreme weather events.
- Oil drilling in an AONB will not help the balance in nature that is clearly needed according to conservation requirements.
- We get our water from a borehole. The borehole is fed from water that flows from the west (The Wolds) and have great concern about the effect that drilling could have on the quality of our supply. Drill through the water aquifers in greater Lincolnshire to find totally unnecessary oil and risking pollution of the water aquifers by either oil or the chemicals used to fracture the rock is foolhardy in the extreme and risks the health of residents.
- Should not be allowed to go ahead for obvious environmental, ethical and moral reasons, which have already been proved around the world.

- A huge threat to the biosecurity of the surrounding area as well encouraging our reliance on unsustainable fossil fuels.
- Popular with walkers and the Viking Way.

Economics, operations and need:

- The contribution to the UK oil reserves will be miniscule represents less than 0.03% of UK consumption. Will not make any significant contribution to the UK economy.
- It is disingenuous to suggest these new sources of oil are to 'bridge' to renewables. There are already huge reserves of fossil fuels above ground. If all those stocks alone were burned, the greenhouse gasses emitted would push the world above 1.5 degrees C rise.
- Tourists, who bring money into the local economy, would be put off from coming to the area.
- No local benefits.
- Poor health and safety track record of extraction companies.
- Big business and money can run roughshod especially if someone has a vested interest LCC have put 3 million pounds of pension money into this. This is about money not the environment.
- The sidetrack drilling is fracking. We do not know what extraction techniques they would use for the drilling.
- Will impact house prices and structures of some of the older buildings in our area.
- Little hope of honest communications or transparency. Once established, the local community – and more importantly the local ecology and environment – will be held prisoner for 15 years, working within 95 square kilometres around Biscathorpe.
- We have Lindsey oil refinery only a few miles away and we don't see any local benefit in fuel prices.
- Fracking - shale gas is a climate changing gas. Uncertainty regarding what type of extraction techniques employed in the production phase, eg. acidisation, proppant squeeze, low volume 'fracking' etc Egdon are known to use these methods at other sites.

#### Alternatives:

- Research should be diverted to renewable forms of energy. We need to move on as a civilization and look at more environmentally friendly options and options.
- My grandchildren face a ghastly future whereby they will be competing for water and food with millions of others who find themselves unable to grow food or keep themselves safe from searing heat & escalating destructive weather patterns. Everything has to change if our grandchildren are to survive.
- If LCC recommend/approve this development they prove themselves hypocrites. The council should be supporting and promoting business that focusses on net carbon neutrality. I would rather see a hundreds of wind turbines than the land being destroyed for oil.
- Investment should be made in Green technologies and in supporting jobs in this sector. I would rather we developed more wind farms instead of the pursuit of oil.

#### Neutral (1)

- The oil company should provide funding and a bridleway/multi user path to separate or take horses/cyclists/walkers off the section of Caistor High Street from Donington Road, South Willingham to the end of Main Road, Benniworth. This would benefit the local community and enhance facilities for people visiting the area. The Caistor High Street is very busy with heavy use by oil tankers already and this would make this section of the road much safer, the current bridleway onto the High Street is very dangerous.

#### Support (2)

- Consider the local objections made to be overstated scaremongering.
- I've lived in the area for 15 years, until today I never even knew about this. Carry on and as long as you clean up when finished, landscape area etc , that's ok with me.

#### District Council's Recommendations

27. East Lindsey District Council - following a review of the further information submitted in respect of the Regulation 25 notice, have provided revised comments, to take into account, the additional information and this incorporates comment received from their Environmental Health Officer. For avoidance of doubt the whole transcript as follows:
  1. It is acknowledged that the production of on-shore oil will still be a vital part of the UK energy mix by 2050 and the need for a continuing supply of oil is part of the UK Government's net carbon economy by 2050. It is also

acknowledged that home produced oil helps with security of supply and lowering global emissions. As oil can only be produced in those areas where it is found it is accepted that the oil produced from this site at Biscathorpe would make a contribution towards off-setting the amount of oil imported into the UK thus helping with security of supply and reducing global emissions. The NPPF advises that great weight needs to be given to the oil producing benefits of this proposal.

2. In terms of landscape character and visual amenities it is considered that the additional planting proposed and the photomontages help to address some of the earlier concerns we had in this regard. However, it is still considered that the drilling rig would have a moderate adverse impact (which would be significant) on local landscape character and the visual amenities in the local area which would be contrary to SP10 and SP23 in the East Lindsey Local Plan.
3. The revised lighting scheme proposed in the SEI is helpful in reducing the impacts of lighting in the local area. However, it is acknowledged in the SEI that even with the revised lighting scheme there would still be a significant adverse impact on local residents due to glare in phase 1 (short term period), phase 2 (short term period) and phase 4a (short term period) and sky glow in phase 4b (in the winter months during hours of reduced daylight, for an intruder and for emergencies, but over a 15-year period). This harm would also have a very localised affect within the AONB. As such the proposal would be contrary to SP10 and SP23 in the East Lindsey Local Plan.
4. The proposed development would only make a minimal contribution towards the local economy of East Lindsey and it is disappointing to note that the SEI did not take the opportunity to help mitigate the harmful impacts of the proposal by offering, for example, new measures relating to the education/training needs of the local community.
5. This Council's Environmental Health Officer is now satisfied that his concerns relating to high risk from pollution and soil contamination can be satisfactorily addressed through the Environmental Permitting Regime operated by the Environment Agency.
6. This Council does not have any comments to make on the other issues raised by this proposal which it feels you are best placed to deal with taking into account the technical expertise of your other consultees.
7. Paragraph 176 in the NPPF advises that "great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues. The scale and extent of development within all these designated areas should be limited, while



development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.”

Paragraph 177 continues “...permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest....”. It is the view of this Council that this proposal constitutes major development and so permission should be refused unless exceptional circumstances exist to allow the application and it can be demonstrated that the proposal is in the public interest.

8. This Council has highlighted above the significant harms it believes would be caused by the proposed development and the lack of local economic benefit that would result from it. It will be for Lincolnshire County Council as determining authority to decide whether or not the benefits of the proposal provide the exceptional circumstances required by the NPPF and whether the benefits arising outweigh the harms identified by ourselves and other consultees on the application. We trust that if Lincolnshire County Council moves to approve the application, they will seek to maximise the benefits arising for local residents and communities.
9. Overall, East Lindsey District Council hopes that the comments provided, including those representations from local residents which have been forwarded separately, will be fully considered in your determination of the proposals. Should the scheme change significantly, we would welcome the opportunity to provide further comments as necessary.

#### Conclusions

28. Having regard to Section 38 (6) of the Planning and Compulsory Purchase Act (2004) the application must be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. In this case the Development Plan comprises of the Lincolnshire Minerals and Waste Local Plan (2016) and East Lindsey Local Plan (2018) which are both up-to-date documents. Lincolnshire Wolds Countryside Services have produced the Lincolnshire Wolds Management Plan (Area of Outstanding natural Beauty Management Plan 2018 -2023). Whilst this document does not form part of the Development Plan it is a material consideration in the decision making process for planning applications in the Lincolnshire Wolds AONB.
29. In considering this application the acceptability of the proposed development will be assessed against relevant development plan policies and material considerations. In assessing the application against development plan policy, it will be necessary to determine whether the proposed measures for mitigating any environmental impact of the development are satisfactory. The main issues to consider in the determination of this application are:

- The need for the proposed development and identified socio-economic benefits;
- Climate Change Crisis;
- Ecology;
- Amenity and Environmental Impacts including lighting, noise, air quality/dust, transport, historic, and water resources; and
- Impacts on landscape of the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB).

**National Need for the production of hydrocarbons from Biscathorpe 2 Well Site**

30. The applicant has sought to demonstrate the need position by identifying the contribution to UK energy needs using indigenous energy supplies to reduce the reliance on energy imports in supporting a range of employment and economic growth and helping secure the UK's energy future. The Biscathorpe 2 Well site had been previously drilled to explore the oil reserves within PEDL Area 253. The applicant has identified that substantial reserves are located to the southwest of, and less than 2 kilometres from the well site. As with the well site, the reserve lies wholly within the Lincolnshire Wolds AONB. The applicant now wishes to carry out a side-track drilling operation to allow the development of the existing well into the identified reserve. Following the drilling, the site would enter the testing/appraisal period to ascertain the quality of the reserve and would then assess ability of the reserve to flow into the well site. These assessments would then allow the applicant to decide on the most appropriate infrastructure to go into full production. The socio-economic assessment submitted with the application provides analysis of where the local economy would benefit including employment (12 jobs retained or created locally) and revenue, through business rates and contribution to a community support fund, during the production phase.
31. National Planning Policy on onshore gas is set out within the NPPF. The NPPF recognises that minerals are a finite natural resource and can only be worked where they are found. Paragraph 209 states that it is important to make best use of them [minerals] to secure their long-term conservation and that minerals are essential to support sustainable economic growth and our quality of life. Paragraph 215 of the NPPF states that when planning for onshore gas development, local planning authorities should clearly distinguish between the three phases of development (exploration, appraisal and production) and should address constraints on production and processing within areas that are licensed for gas exploration or production.
32. The PPG sets out guidance for the determination of planning applications for gas development in the 'Minerals' section Part 9 "Planning for Hydrocarbon extraction". Paragraph 101 discusses what is the production stage of hydrocarbon extraction and states that the production phase may use wells drilled at the site for the exploratory or appraisal stage and may have associated equipment such as pipelines, processing facilities and temporary storage tanks likely to be required. Paragraph 103 states that the "*production life of an oil or gas field can be up to 20*

*years, possibly more” and “when production ceases, the facilities should be dismantled and the sites restored to their former use, or in some circumstances, an appropriate new use”.* Paragraph 124 states that mineral planning authorities should take account of Government energy policy, which makes it clear that energy supplies should come from a variety of sources, and this includes onshore oil and gas.

33. In recent years one of the national energy policy goals has been to ensure that the United Kingdom (UK) has secure and affordable energy supplies which are seen as vital to its future prosperity and security.
34. National Policy with regard to energy is set out in the UK’s Energy White Paper ‘Powering Our Net Zero Future’ published December 2020 and recognises that energy is essential in almost every aspect of our lives, as well as for the success of our economy. The 2020 Energy White Paper states that our energy system is dominated by the use of fossil fuels and will need to change dramatically by 2050 if we are to achieve net zero emissions.
35. Decarbonising the energy system over the next 30 years means replacing – as far as it is possible to do so – fossil fuels with clean energy technologies such as renewables, nuclear and hydrogen. The three key commitments in the White Paper are to:
  - Transform Energy
  - Supports a green recovery;
  - Creates a fair deal for customers.
36. In respect of oil and gas the 2020 White Paper acknowledges that the UK’s domestic oil and gas industry has a critical role in maintaining the country’s energy security and is a major contributor to our economy. Whilst falling from a high in the year 2000 projections for oil and gas demand, though much reduced, is forecast to continue for decades to come.
37. The downstream oil sector provided 96 per cent of the energy used in the transport sector in 2019. It will continue to play a vital role in the transition to a net zero economy, delivering fuels to consumers.
38. As we make the transition away from fossil fuels, the 2020 White Paper states the UK must maintain secure supplies of fuel for the people and businesses whose livelihoods depend upon it.
39. One of the key commitments of the 2020 White Paper for the oil and gas sector is that the Government to introduce powers to ensure we maintain a secure and resilient supply of fossil fuels during the transition to net zero emissions.

40. The Climate Change Act 2008 established a legally binding target to reduce the UK's greenhouse gas emissions by at least 80% below base year levels by 2050, to be achieved through action at home and abroad. This was amended in 2019 to commit the UK to reach net zero by 2050, to drive progress and set the UK on a pathway towards this target. The 2008 Act also introduced a system of carbon budgets which provide legally binding limits on the volume of emissions that may be produced in successive five-year periods, beginning in 2008. The first three carbon budgets were set in law in May 2009 and required emissions to be reduced by at least 34% below base year levels in 2020. The fourth carbon budget, covering the period 2023–27, was set in law in June 2011 and requires emissions to be reduced by 50% below 1990 levels.
41. The transition to a low carbon economy is being underpinned by several strategies. The UK Low Carbon Transition Plan: the national strategy for climate and energy (The Transition Plan) 2009 outlined policies and proposals that will be put in place to reduce carbon emissions by 2020. The Transition Plan is supported by the Renewable Energy Strategy, the low Carbon Industrial Strategy and Low Carbon Transport: A Greener Future. Some key measures in the Transition Plan are implemented by the Energy Act 2010 which has provisions on delivering financial incentives for carbon capture and storage, measures aimed at ensuring energy markets are working fairly for consumers and delivering secure and sustainable energy supplies.
42. In addition, the Government introduced the 'The Carbon Plan': Delivering our low carbon future in December 2011. The Carbon Plan sets out how the UK will achieve decarbonisation within the framework of our energy policy: to make the transition to a low carbon economy while maintaining energy security and minimising costs to consumers particularly those in poorer households.
43. The Government acknowledges that in the longer term, energy security will go hand in hand with climate security. Reserves of indigenous oil and gas reserves are declining having reached a peak in the year 2000 and had fallen by 60% in 2011 and further in recent years. Consequently, there has been an increase in terms of energy reliance on gas imports from outside the UK and Europe. The Government Gas Generation Strategy (2012) commits a determination to ensure the UK maximises its indigenous oil and gas reserves as any over-reliance on gas or any energy source could put the UK at risk of disruption in supply.
44. The Department for Business Enterprise and Industrial Strategy publishes an annual document entitled 'UK Energy in Brief'. The UK Energy in Brief provides a summary of some of the key developments in the UK energy system, how energy is produced and used and the way in which energy use influence greenhouse gas emissions.
45. The latest Energy in Brief published in 2020 sets out the current contribution of indigenous oil production in the UK.

46. Oil and gas form an integral part of the UK's energy and generation mix maintaining energy security, affordability and decreasing carbon emissions in the UK. Objections to this application have questioned the need for further oil exploitation in a time of climate emergency.
47. The National Planning Policy Guidance requires that in determining a planning application for oil development, mineral planning authorities should take account of Government energy policy, which makes it clear that energy supplies should come from a variety of sources including oil and gas.
48. The Energy White Paper 2020 (as set out above) makes it clear that oil and gas will remain key elements of the energy system for decades to come (especially for transport and heating) and the Government remains committed to maximising indigenous resources onshore and offshore where it is cost-effective and in line with safety and environmental regulations to help ensure security of supply.
49. The UK Energy in Brief estimated that in 2016 the total energy by sector; oil and gas 29%; electricity (including renewables at 44%); and gas at 16%. In addition, the energy industry supports 178,000 jobs directly and indirectly.
50. Climate change and energy policies are interlinked. The Government has recognised, and continues to do so with 2020 Energy White Paper, that the way we produce and use energy plays a major role in meeting the challenge of climate change and has emission targets and policies in place for a transition towards a low carbon energy mix. Figures from the Energy in Brief show that there has been a steady increase in primary energy from low carbon sources (such as nuclear, solar, wind, hydro bioenergy, transport fuels and others). In 2016 the UK obtained 17% of its primary energy from low carbon sources with 47% of this being from nuclear power.
51. During the 1980s and 1990s the UK was largely self-sufficient in oil and gas but decline in production meant by 2004 the UK became a net energy importer. In 2013 imports of petroleum exceeded exports, resulting in the UK being a net importer of all main fuel types, although remaining a net exporter of some products such as petrol. In recent years the UK's indigenous oil and gas production has been declining at a rate of about 6% year (since the peak in 1999) and in 2016 the UK imported 34% of its oil and 47% of its gas.
52. As North Sea oil and gas production declines the UK's import dependency will grow and the UK will become increasingly exposed to the pressures and risks of the Global market.
53. The Government has undertaken activities in a number of areas to ensure energy security whilst also delivering wider energy goals. This includes measures to incentivise deployment of flexible gas and low carbon generation, maximise economic production of domestic oil and gas reserves and prevent possible economic disruption to UK's energy supply.

54. It is acknowledged that the UK is currently seeking to reduce reliance on hydrocarbons as a fuel source however, it is recognised that the continued use of this resource will remain necessary to supply energy users and industry for some time to come. The NPPF recognises that there is an obligation on the extractive industries to, wherever possible, exploit reserves in a sustainable manner and the proposed development at Biscathorpe 2 would be consistent with current government objectives on climate change and the adoption of a net zero target. In addition, the PPG directs that mineral planning authorities should take account of government energy policy, which makes it clear that energy supplies should come from a variety of sources. This includes onshore oil and gas, as set out in the Government's Annual Energy Statement (2013) and the Energy White Paper (2020).
55. The application is to undertake further appraisal investigation into the Biscathorpe reservoir to build on the information obtained during the drilling of the exploratory borehole in 2019 and on the basis that this appraisal confirms that hydrocarbon is present in commercially viable quantities to produce from the site for up to 15 years.
56. There needs to be consideration of the nature scale and reasons for the proposed development. On the basis that the further appraisal is successful permission is sought to produce from the site over a temporary period of 15 years. Whilst this a moderate period of time, the application does not include the construction of permanent buildings or equipment and the site would be restored back to agricultural use with off-site planting being retained on cessation of oil production. This would be in 2036 so still a number of years from the Government's ambition to be carbon neutral by 2050. A detailed assessment of the impact of the proposals on the landscape, noise, transport, air quality, flood risk assessment and lighting is undertaken below.
57. It is clear from Government Policy, as set out in the NPPF and the various Government Energy documents outlined above, that there is a need to maintain a stable and reliable supply of indigenous energy sources including on shore oil as the Government manages the transition to a low carbon energy mix. This means that oil remains a key element of the energy system for decades to come. The Government does not seek to differentiate between the size or stage of projects instead the aim is to maximise the potential of the UKs conventional oil reserves in an environmentally acceptable manner. To maximise the potential requires consideration of even modest size fields, the potential 30 million barrels of oil from this development proposal may be modest in terms of off-shore finds but it is appropriate that commercially viable indigenous supplies of oil are recovered to make a valuable contribution by maximising energy recovery of indigenous supplies and contribute to the energy sector. Based on the need to maintain indigenous supplies of oil it is concluded that Government policy and guidance confirms there is a national need for the production of oil from this site.

58. In this instance the principle of appraisal, testing and production as proposed by this development within PEDL Area 253 is consistent with the aims and objectives of the NPPF, and Policies DM1 and M9 of the CSDMP that seeks the sustainable production of hydrocarbons if proposals accord with all relevant Development Management Policies and does not conflict with nor compromise Policy SP13 of the ELLP that supports growth and diversification of the local economy through inland employment.
59. **Climate Change** - a significant proportion of the submitted representations highlight the UK commitment to achieve Net Zero Carbon by 2050, citing national and international reports commitments agreed and/or entered by the UK Government relating to Climate Change. Quotes have been included from scientific and eminent commentators highlighting the perilous situation the world now finds itself in. Comment has also been received in respect of Lincolnshire County Councils "Green Master Plan" laying out the Council's own strategy to achieve a net reduction in carbon emissions arising from carrying out its function. Whilst it is acknowledged that this application does seek to exploit the reserves of hydrocarbons, identified as a contributing factor to emissions of greenhouse gases, it is clear as cited in the previous section that oil and gas would continue to be a resource required during the transition to net zero. In determining this application, it is necessary to consider only whether the development would be an acceptable land use, in planning terms, at the proposed location.
60. **Environment and Amenity** - whilst the NPPF recognises the benefits of mineral development on the economy it does require that in granting permission for mineral development there are no unacceptable adverse impacts on the natural and historic environment, human health or aviation safety and take into account the cumulative effect of multiple impacts from individual sites and/or from a number of sites in the locality.
61. There can be a wide range of environmental impacts associated with mineral development and Policy M9 of the Minerals and Waste Local Plan requires that the appraisal and production of conventional hydrocarbons needs to accord with the relevant Development Management policies of the Plan to be in accordance with Policy M9.
62. The ES Chapters have assessed the potential impacts arising from the proposal and provided schedules of 'Embedded Mitigation' to manage those impacts, the following paragraphs provide an overview of the identified environmental impacts and proposed mitigation measures:
63. **Lighting** - the impact of artificial lighting on the night sky is an issue in rural areas and the application site is situated in an area that would be considered intrinsically dark. The impact of lighting needs to be considered both in terms of local amenity and on the character of the AONB.

Policy DM3 of the MWLP sets out that planning permission will be granted for minerals development that does not give rise to unacceptable adverse impacts on amenity arising from onsite operations including illumination.

Lighting was assessed in both the Landscape and Visual Impact and Ecology Sections but the Chapter in the ES on lighting provides a comprehensive review that included assessment of the potential impacts on the amenity of residential properties and light spill within the 'dark-skies' character of the AONB. The original assessment was based on worst-case scenario with continual working overnight during all phases. This, however, would not reflect what is being proposed by the applicant. Representations were received including those of Natural England, which highlighted these conclusions of worst-case scenario in the Lighting Assessment as likely to cause significant adverse effects. The applicant had however, revised the layout of lighting during the proposed drilling and appraisal stages to further mitigate impacts potential on residential properties.

As a direct response to Natural England's comments, relating to light spill that may impact on the 'dark skies' character of the AONB from lighting associated with production (Phase 4), the applicant provided records of night-time operations at another of their sites. These records are required to be kept as part of the site Management System and showed that within the immediate past 12 months, night-time visits totaled three, which were all in response to false alarms caused by technical issues. These alarms were transmitted via text message using telemetry systems and are like those proposed for this site and are also used at Egdon's Keddington site. To further evidence the infrequency of night-time attendance at sites, the applicant advised that at Keddington no such night-time attendance had been required since the telemetry system was installed in 2010. Therefore, during the long-term production period, night-time activity would be very infrequent and usually related to emergency situations and therefore would not cause adverse impacts on either the 'dark skies' character or the amenity of residents.

East Lindsey District Council considered that the proposed lighting in Phase 4 would be contrary to ELLP Local Plan Policy SP10 and SP23, citing that even with the revised lighting scheme there would still be significant adverse impact on local residents in phases 1, 2 and 4 (construction) but in so doing also acknowledged that this would be short term.

With regards to phase 4 (production) and the long-term impacts, these comments were received after the further information supplemented by evidence of the likely actual incidence of night-time activity, had been sent to Natural England but before the response had been received.

Natural England in response to the further information stated '*We recognise that post-curfew lighting use during phase 4 (long term production) at Biscathorpe is unlikely to occur on more than three occasions per year and that these instances are likely to be of short duration. We therefore have no further comments to make on this issue.*'



It is therefore considered that as stated by East Lindsey the phases giving rise to significant adverse impact would not persist long-term and that those impacts would be very localised. Regarding the production phase the potential for any adverse impacts, on the 'dark skies' during Phase 4 production would be negligible insofar as there would be no night-time illumination, excepting on the rare occasions that may arise in an emergency, and as evidenced by the applicant may never arise. It is acknowledged that during three phases of the site development, operations would be undertaken for 24 hours per day. These would only for a relatively short period of time and lighting would be limited to that which is necessary for the safety of on-site operatives and aircraft. The safety lighting has been re-designed and would be directed in and down and all lighting would be cowled and shielded to prevent light spill upwards and outwards. Consequently, to control or eliminate the impacts of lighting including light spill, it is therefore considered that should the application be approved it would be appropriate to impose conditions to secure the revised lighting layouts and to restrict the hours of operations during the construction/demobilisation, production, and restoration phases and that the applicant maintain a management protocol that records any incidence of night-time activity in the production phase.

Therefore, it is considered by your officer that there is no conflict with Policy DM3 in respect of illumination and the proposal would not compromise the objectives of Policies SP10 and SP23 of the ELLP that seeks to protect the amenity of local residents and the character of the 'dark skies' within the AONB.

64. **Noise** - whilst the application site has already been constructed and would not involve any physical expansion to it, the proposal would involve a further drilling, appraisal and production stages which could have noise impacts.

Potential noise involves the appraisal drilling, the setting up of equipment for the testing and production stages and the removal of oil by tankers. The site is in an isolated area with the nearest residential sensitive receptor approximately 360 metres distant and screened by mature woodland.

Furthermore, the site is located within the AONB. The AONB is valued for peace and tranquillity and background noise levels in areas such as Biscathorpe are normally low. Tranquillity is a term used to describe the relative sense of peace, quiet and naturalness of the countryside and it is important contribution to the value many people obtain from living or visiting the countryside. Consideration needs to be given to the character of the noise generated by the development at the same time as considering the actual noise level.

Unwanted sound can have a significant effect on the environment and of the quality of life enjoyed by individuals and communities. The NPPF at para 211 states that in determining proposals for mineral extraction MPAs should:-

- c) 'ensure that any unavoidable noise... are controlled, mitigated, or removed at source and establish appropriate noise limits for extraction in proximity to noise sensitive properties.'

Policy DM3 requires it to be demonstrated that there is no unacceptable adverse impact arising from noise to occupants of dwellings and other sensitive receptors.

The submitted noise assessment, which has been assessed by the District Council's Environmental Health Officer (EHO), identified the sources of most significant noise generation and considered that operations connected with the construction/demobilisation and restoration phases were likely to have moderate impacts on the surrounding residential properties and land-users. No concerns have been raised by the EHO in terms of noise. The operations with the potential to cause harm through noise are temporary and short-term although it is acknowledged that the site would be operational 24 hours a day seven days a week during the drilling and appraisal phases.

With regards to the impact of the development on people using the local area for amenity purposes it is noted that the application site is on private land with the closest public footpath being some 200m distant from the site. As these footpaths are likely to be used predominantly during the day the noise levels around the site in the daytime are affected by the impact of local and distant traffic and any potential disturbance would be short lived during the drilling stages when the rigs are on site. During the production stage the impact would be from the tanker movements but due to the very low number of vehicle movements this is not predicted to be of any significant adverse impact on those using the public rights of way in the area.

To ensure the development meets the requirements of the NPPF and Local Plan Policy DM3 it is considered that should the application be approved conditions be imposed to set maximum night-time noise limit of 42dB  $L_{Aeq,5min}$  during the phases operating 24 hours a day and further conditions to restrict the hours of operation during the construction/demobilisation and restoration phases together with a condition setting a maximum daytime permissible noise level not exceeding 50dB  $L_{Aeq,1h}$ . All the noise limits would be measured free field at any noise-sensitive residential property. During the production phase it would only be necessary to impose a condition to restrict hours of access by HGV lorries as the site does not require a permanent presence of personnel.

65. **Air Quality/Dust** - the proposal would generate HGV movements during the setting up of the rig to and from the site along the access track to the highway network and at the production stage with tankers removing oil from the site giving rise to traffic related pollutant emissions. As the construction of the site is already completed the assessment submitted addresses the phases operations sought by this application.

Policy DM3 requires potential impacts from mineral extraction related to emissions and dust not to generate adverse impacts on residential properties and sensitive receptors.

The PPG sets out that planning authorities should be concerned with air quality including impact from dust, the potential for national air quality objectives not to be met and that air quality can impact on bio diversity.

The identified sources of fugitive emissions would be atmospheric pollutants arising from vehicles combustion (exhaust) and particulates (dust/exhaust). All the assessments were carried out to standards published by the Institute of Air Quality Management 'Guidance on the Assessment of Dust from Demolition and Construction'. Sensitive receptors were considered as either human (residential) or ecological and potential impacts measured against DEFRA background maps at locations around the site.

Overall, it was concluded that fugitive emissions would be subject to implementation of embedded mitigation measures and would be negligible at best and not significant at worse.

66. **Gas flaring** – flaring is carried out usually at the appraisal stage during the testing to determine if gas is present. This is normally carried out for short periods of time. During this flow testing there is not enough gas to warrant the expense and disruption to install a gas engine until the certainty of the amount of gas is known. The gas needs discarding and it is done by flaring it as it is safer than directly venting it into the atmosphere. Due to the uncertainty of the amount of gas that will be encountered different scenarios are assessed for the use of the flare.

During Phase 2(initial testing phase), the work over drill rig would be installed, and this would be used to breakthrough into the reserve. At that point the flare would come into use to manage any hydrocarbon gases escaping the well during flow testing. The choice of flare has been made based on its ability to meet the threshold set by the environmental permit. The combustion evaluation was calculated on the flaring diesel engines being used in the drilling and HGV's bringing drilling mud and removing from site any produced oil/water.

This approach would continue into the appraisal stage (Phase 3) and the evaluation was solely looking at combustion emissions of the flare together with any diesel engines/generators being used on site.

Until the appraisal phase has concluded it would not be known if there is sufficient gas to justify a gas engine, and the volume of oil to determine the size of the nodding donkey. Hence the evaluation of Phase 4 covered four scenario from gas production to gas engine only, to gas engine mainly but some still needing to be flared if there was a spike in gas coming to the surface, in an emergency should gas engine break down and all goes to flare Worst case scenario is that there is too much gas for the gas engine and they have to run the flare as well.

The control of flaring and any potential components within the gas is controlled by the HSE. The Planning Authority is only required to monitor gas flares in relation to odour and noise and to ensure they do not breach air quality standards. The EA would also monitor the flare in terms of pollution control and substances emitted from the flare. As such detail of the flare and how substances would be controlled from the flare would fall within the remit of the EA's Environmental Permitting regime.

It is considered appropriate, should the application be approved, that conditions be imposed to secure the identified mitigation measures set out in the ES. Until testing of the reserve commences it was not possible to predict whether the reserve would also contain gas sufficient to be used to produce electricity via gas engine. The applicant has indicated the location of a gas engine within the production site layout however, no detail can be provided as to the specification of such an engine. Therefore, it is considered appropriate, should the application be approved, that a condition be imposed to secure the details of a gas engine, capacity, output, emissions, and environmental controls before commencement of the mobilisation to construct the production phase. This would enable assessment and consultation by the Minerals Planning Authority (in consultation with Statutory consultees) to take place to ensure what is proposed is acceptable.

With the imposition of such a condition and also the requirement to meet the requirements of the Environmental Permit it is considered that the in respect of air/quality and dust, the proposal would not conflict with Policy DM3.

67. **Transport** - paragraphs 110-113 of the NPPF require developments that generate significant amounts of movement to be supported by a Transport Statement or Transport Assessment. Decisions on development proposals should take into account that safe and suitable access to the site can be achieved for all and that any significant impact from the development on highway safety is mitigated and development should only be prevented on highway grounds where there would be unacceptable impact on highway safety or severe residual cumulative impacts on the road network.

Policy DM14 grants planning permission for minerals development involving travel by road subject to the local highway network being able to accommodate the traffic generated and the site access and traffic generated would not cause an unacceptable impact on highway safety traffic flow, residential amenity, or the environment.

The application benefits from a previously constructed access onto the B1225 and all HGV routes to and from the site would be via the A157 and an assessment of associated HGV movements was submitted by phase.

All oil arising from the production stage would be transported via the A157 to Immingham for processing.

The Highways Officer considered that the access and parking arrangements remain unchanged from the existing well site, therefore, it is considered that the proposals would not result in an unacceptable impact on highway safety.

Scheduling of HGV movements would be restricted to 07:00 to 19:00 hours Monday to Friday and 07:00 to 13:00 hours Saturdays during the short-term construction/demobilisation, drilling, testing and restoration phases. During the longer-term production phase HGV access would reduce to an average of three vehicles a day (six movements), Monday to Saturday 07:00 to 19:00 hours.

A secondary access off Biscathorpe road to the east of the site would be used by light vehicles only such as security and employee cars and vans.

It is therefore considered that should the application be approved conditions should be imposed to restrict the hours of access by HGV's and that only the access onto the B1225 should be used and maintained for the duration of the development and that the existing signage requiring all HGV's leaving the site to turn right shall be retained for the duration of the development. Where considered necessary sections of the access track would be hard surfaced.

The application seeks to retain and use an existing access from the public highway to the application site which has been in use for the previous exploratory stage and has suitable visibility splays to the public highway. The Highways Officer has confirmed that the existing access is suitable to accommodate the vehicle movements proposed by the application and the local highway network can safely accommodate the number of vehicles associated with the proposed development.

Therefore given the modest number of vehicle movements associated with the production phase (six per day), a higher number associated with the appraisal stage but for a very limited period it is considered that the application would not have any significant adverse impacts on highway safety, residential amenity, the environment or the effective operation of the highway network.

Therefore it is considered that the proposal meets the requirements of the relevant transport paragraphs of the NPPF and MWLP DM14.

68. **Historic** - the NPPF at paragraphs 194 and 195 states that the local authority should require applicants to describe the significance of and to account for any heritage asset affected including their setting and the authority should identify and assess the particular significance of any asset including the setting of the asset.

The NPPF recognises that such a description should be proportionate to the assets importance on the significance of a designated heritage asset, great weight should be given to the asset's conservation irrespective of whether any potential harm amounts to substantial or less than substantial harm to its significance. Where a proposal will lead to less than substantial harm to the significance of a designated asset, this harm should be weighed against the public benefit.

Policy DM4 – Historic Environment confirms the approach set out in the NPPF to require an assessment of the significance of the assets and the potential impact of the development on the assets and their settings. The Policy goes on to state that planning permission will be granted for mineral developments where heritage assets and their settings are conserved.

The impacts of the proposal would be the engineering works required for the improvement to the access track, the impact from the drilling rig and workover rig during the appraisal stage and the use of the access track by tankers during the production phase. Whilst the height of the rig would be visible beyond the application site boundary this is for only a modest period of time and the rig would be significantly lower than the nearby Belmont Transmitter Tower which is a significant feature in this landscape. Therefore it is not considered that the rigs during the appraisal stage would result in any significant harm to any historic asset or its setting in the area.

During the production stage there should be no impact on any historic asset or its setting as the proposal:-

- does not involve the expansion of the wellsite;
- all of the plant and equipment would be below the height of the nearby woodland block and the location of the site in a valley ensures this equipment would not be visible or conspicuous on the skyline;
- lighting is to be controlled by condition so as not to cause sky glow or glare;
- noise is to be controlled by an appropriate planning condition to an acceptable level; and
- vehicle movements would be minimal.

All archaeological groundworks carried out to construct the existing well site have been undertaken, recorded and a report submitted to archive. However, Historic England (HE) and LCC Historic Environment Officer identified that the access track is unmetalled and only a superficial archaeological investigation was carried out in respect of the track. The proposed hard surfacing of sections of the access track would necessitate a more invasive engineering operation and therefore both consultees have requested that a further scheme of archaeological investigation be required in respect of any development along the route of the access track. This position is supported by the Council's Historic Advisor who supports the imposition of an appropriate Condition to address this.

It is therefore considered appropriate should the application be approved to impose a condition to secure a further scheme of archaeological investigation, recording and reporting restricted to engineering operations being carried out on the access track.

It has been identified that there would not be a significant impact on heritage assets and their settings and subject to the imposition of a suitably worded

condition to address the issue raised by Historic England it is considered that the application is not contrary to NPPF requirements or Policy DM4.

69. **Water Resources** - as set out in the NPPF, the main principle with regard to flood protection is that inappropriate development in areas at risk of flooding should be avoided by directing development away from high risk areas of flooding.

Policy DM 15 requires proposals for minerals developments to demonstrate that they can be developed without increasing the risk of flooding to the site and surrounding area. Developments should be designed to avoid and wherever possible reduce the risk of flooding both during and following completion of operations.

The applicant submitted a Flood Risk assessment with the application. This refers to the containment measures identified previously and concluded that the site was unlikely to be at risk from flooding nor contribute to flooding elsewhere.

The site was constructed in 2018, no further significant construction works are proposed and the site has not been subject to surface water flooding nor has it been identified that new flooding has been identified in close proximity to the site. This demonstrates that the construction of the site incorporating standard drainage measures for oil and gas sites so that if any spillages do occur they are contained and dealt with in an appropriate manner has been successful.

The Lead Local Flood Authority have reviewed the application and confirmed that surface water flooding is unaffected and raise no objection. The Environment Agency has also raised no objection to the proposed surface water drainage scheme.

It is therefore concluded that in respect of water resources there is no conflict with the requirements of the NPPF and it has been demonstrated that the proposal would not increase the risk of flooding during the operations and therefore is in accordance with Policy DM 15.

70. **Pollution and Contamination** - Policy DM16 grants permission for mineral developments which do not have an unacceptable impact on surface and ground waters and give due regard to water conservation and efficiency. Paragraphs 183 and 185 of the NPPF states that decisions should ensure that proposals take into account grounds conditions, appropriate for its location and take into account likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment and the potential sensitivity of the site or the wider area to impacts arising.

A significant number of representations expressed concern for both ground and surface water contamination given that the site lies within the catchment for the River Bain and the sensitivity of the ecology in and around the site. The existing site including the well were constructed to high standards as required by their

Environmental Permit and License agreement overseen by the Health and Safety Executive. The containment included impermeable layers that prevent infiltration of surface water into the ground below the site, in addition the site has several water monitoring boreholes that provide data required by the EA in respect of their permit.

All surface water within the site itself is collected in a perimeter drain and this collected water would now pass through an interceptor that would separate contaminated water from clean. The clean water would then be discharged to a field drainage ditch in accordance with the terms of the sites EA permit. Further mitigation measures are proposed in areas outside of the well site to ameliorate any potential accidental spillage at any point from the site to the access onto the B1225.

On cessation of the production of oil the well would be plugged in accordance with their licensing requirements and permit and all materials above and including the impermeable layers would be removed from site for recycling and/or final disposal at licensed facilities. The land below the impermeable layer would be inspected and certified as required by the Environment Agency. The restoration would replace the soils stored outside of the containment area and return the site to its previous agricultural use.

The Environment Agency has not raised objection to the application and notes the hydrogeology of the site is well understood from the previous planning and permit applications. It should be noted that the existing groundwater monitoring infrastructure has been installed which would be used during the development and operation of the site.

Subject to the imposition of a condition to secure the mitigation measures to prevent/manage accidental spillage around the site it is considered that the application is not contrary to the requirement of Policy DM16 and relevant paragraphs' from the NPPF.

71. **Ecology and Biodiversity Net Gain** - the NPPF at Paragraph 174 states that decisions should contribute to and enhance the natural and local environment by protecting and enhancing value landscapes and biodiversity and recognise the intrinsic character and beauty of the countryside by minimising impacts on and providing net gains for biodiversity. Paragraph 180 directs local authorities to apply the principles that significant harm be adequately mitigated to ensure that proposals take into account ground conditions and minimise potential adverse impacts and whether the proposed development is an acceptable use of land.

The thrust of these paragraphs' that are relevant to this proposal include if significant impact from a development cannot be mitigated or avoided then the application should be refused. Appropriate opportunities to incorporate biodiversity in and around the development should be encouraged.



Policy DM9 states that it must be demonstrated that the proposed development would not have adverse impacts on biodiversity and priority habitats.

The site is not covered or in close proximity to any national or higher level nature conservation designations. The application site comprises of an existing well site and an access track from the public highway to where the well site has been constructed. The issues to consider in terms of ecology and biodiversity are that in allowing the application which would see the well site and access track retained for 15 years, rather than being restored to agriculture would cause an unacceptable adverse impact.

In addition it is necessary to consider whether since the original planning permission was granted for the wellsite there have been any changes ecologically within the application site that would be impacted upon by this further proposal.

During the appraisal stage, which is modest in time, there would be potential physical works to the access road and the noise and visual impact from the increased activity at the site installing the plant and equipment including the drilling rig and the associated vehicle movements which could cause impacts.

During the 15 year production phase potential impacts would arise around visual and noise disturbance from vehicles accessing the site and any necessary lighting. The decommissioning and restoration phase would have a similar impact to the initial construction phase.

The applicant in the Environmental Statement has provided the results of surveys on the habitats and species in and around the application site.

A significant proportion of representations received, including that from the Lincolnshire Wolds Countryside Service expressed concerns relating to the sensitivity and rarity of the Chalk Streams within the River Bain Catchment together with more general comments relating to other habitats in and around the site and more broadly the wider AONB.

A catalogue of potential impacts has been identified by the local community should the site give rise to fugitive emissions to the ground, watercourses, or air. The applicant has through the Environmental Statement identified specific embedded mitigation strategies to eliminate and/or manage potential adverse impacts on the ecology in and around the site and downstream. Such measures include the containment and treatment of surface water prior to the discharge of clean water to an adjacent field drain, design of lighting to minimise light spill outside of the site that may impact foraging bats or owls and the control of dust emissions to the air. In addition, the applicant has proposed to install bird and bat boxes at the site and once the site is restored to erect an owl box within the site boundary.

Following comment received from Natural England the applicant has provided further information including a revision to the lighting scheme and now seeks to

achieve 10% Biodiversity Net Gain (BNG) through enhancing the existing habitats around the site to ensure that the character of the AONB is not compromised through the introduction of unsympathetic planting. Rather than considering the biodiversity of the site as constructed, the applicant has elected to use a greenfield site scenario as the baseline. This approach being on the premise that, inherent to all mineral planning, a site is considered greenfield, insofar as any mineral planning permission is granted subject to restoration that would return the site at a minimum to its original state.

Due to the limitations of the extent of the site including the access road, the applicant has indicated that a variety of habitats including tree and hedgerow planting; and creation of scrub grassland, can be carried out in areas outside of the planning boundary. To achieve this the applicant has agreed to enter into a Section 106 Planning Obligation that would not only secure the implementation of the planting but ensure the long term management of that planting beyond the lifetime of the proposed development.

This BNG would be in addition to the proposals for bat and bird boxes and owl platform identified in the submitted ES. It is proposed that much of the planting would be undertaken in the early stages of the development. These measures would supplement the proposed restoration of the site back to agricultural use and the BNG would create a connecting corridor for wildlife through the restoration of the access road to scrub grass land and additional hedgerow planting.

Natural England has not raised any ecological objection to the application and the Lincolnshire Wildlife Trust has not provided any comments. Subject to conditions securing the implementation of landscape planting and installation of bird/bat boxes on site along with additional off site planting secured by a Planning Obligation and all being subject to long-term management through the S106 Agreement. The proposed ecological enhancements are in line with the objectives of the NPPF and Policies, DM9 and DM16 of the Minerals and Waste Local Plan, and do not conflict with Policies SP23 and SP24 of the ELLP which seek to protect and enhance the Districts landscape including the character of the AONB and where possible mitigate and enhance nature conservation values.

72. **Restoration and Aftercare** – Policy R1 of the MWLP requires the restoration of mineral workings will be of high quality and carried out at the earliest opportunity and applications should be accompanied by detailed proposals for restoration including appropriate after care use and restoration schemes must meet the stated criteria.

The applicant confirms that restoration may commence at any point depending on the data collected during the appraisal phase of the proposed development. Should the hydrocarbon found not be of a quality to make it commercially viable to extract the site would be abandoned, the wellbore and water monitoring boreholes would be plugged and the site cleared of all infrastructure and containment.

73. *Agriculture* - prior to soil replacement samples of the sub-surface soils would be analysed in accordance with the requirements of the EA Permit. A programme of restoration and aftercare has been submitted with the Planning Statement and the scheme identifies that all soils contained in the perimeter bunds would be replaced and a period of aftercare would follow to establish the return to agricultural use. This would be in accordance with British Standard 3882 and subject to the approval of the Landowner. Subsequent aftercare secured by planning condition would extend to five years to review the progress and crop productivity.
74. *Habitats* – as previously identified in the Ecology section above the applicant indicates that following removal of the access road from the B1225 to the site a hedgerow will be planted and the access gates removed and original hedgerow replaced. The corridor created by the hedgerow planting and the existing hedgerow would be planted to create a grassland scrub. In addition the owl platform previously referenced would be erected. The long-term (beyond the standard five year) aftercare of the created habitats including those planted in advance of the development would be secured through a Section 106 Planning Obligation.

The importance of securing a good quality restoration is central to the consideration of mineral working and associated proposals. The provisions of timely restoration and aftercare at mineral sites is sought by the NPPF at paragraph 211 (e) which states that such activities should be carried out at the earliest opportunity to high environmental standards through the use of appropriate conditions.

There have been no technical objections from any statutory consultees with regard to the detail submitted for the restoration of the site back to agricultural use. Officers are satisfied that the proposal would offer restoration of the site back to agricultural use corresponding to the surrounding land use and the access track to hedgerow. Consequently that the proposed restoration and aftercare and BNG, subject to appropriate conditions to secure the implementation, and including long-term management subject to S106 Agreement, is consistent with the aims and objectives of the NPPF and Policy R1 of the MWLP.

75. **Cumulative Effects** - as required by the NPPF the applicant reviewed the wider implications of the proposal taking into consideration any other development, including proposed or under construction, around the site further afield over and above those addressed within the technical reports supporting the application. No other proposed development was identified within 3 kilometres of the site and as a consequence no further assessment was undertaken. It is therefore considered that sufficient evaluation has been undertaken in accordance with the aims and objectives of the NPPF and Policy DM17 of the CSDMP.
76. **Lincolnshire Wold AONB, Landscape Character and Visual Impact** - the existing well site is on land predominantly comprising pasture agricultural land with some woodland blocks within an area designated as an Area of Outstanding Natural

Beauty. The Lincolnshire Wolds was designated as an AONB in 1973. The site is situated in a valley landform with a number of buildings in close proximity. The prime purpose of the AONB designation is to protect and enhance the natural beauty of nationally important landscapes. Within an AONB major development is only allowed where it can be demonstrated to be in the public interest. The NPPF at Paragraph 176 states that great weight should be given to conserving and enhancing landscape and scenic beauty of Areas of Outstanding Natural Beauty. Paragraph 177 states that applications for major development in the AONB should be refused except in exceptional circumstances. The conservation and enhancement of wildlife are also important considerations and the scale and extent of development within designated areas should be limited.

Policy DM5 of the MWLP only allows permission for minerals development within the AONB in exceptional circumstances where the stated criteria are met. These criteria are that there is a proven public need, there is a lack of alternatives outside of the AONB and the impacts on the special quality of AONB can be satisfactorily mitigated.

Policy SP23 of the East Lindsey Local Plan states that in particular, the highest level of protection will be given to the Lincolnshire Wolds Area of Outstanding Natural Beauty, which is designated at a national level because of its landscape quality.

The applicant has submitted a Landscape and Visual Impact Assessment to accompany the planning application. The document sets out its scope and methodology, landscape planning context, baseline condition, assessment of affects, mitigation measures and conclusions. Following the first round of consultations and feedback from Natural England, Lincolnshire Wolds Countryside Service, and other bodies and individuals it has been supplemented with further information. These concern and objections were made on the basis that the NPPF provided clear direction that 'AONB's were afforded the highest level of protection from development that would have significant adverse impacts on the special characteristics of the designated area'. The PPG only provides specific guidance on developing policy in respect of the AONB regarding unconventional hydrocarbon and in both the NPPF and PPG the following direction is given, 'that where appropriate, planning conditions can be imposed to ensure that development is made acceptable in planning terms before it can proceed'.

Natural England did not consider that sufficient analysis had been carried out to assess adverse impacts arising from the development on the whole of the AONB and considered the LVIA was deficient and therefore inadequate. Whilst the agents (AECOM Limited) for the applicant had relied upon recognised metrics in drawing up the LVIA, the focus was on the immediate landscape in and around the proposal site.

Further information was submitted that expanded the assessment to include the wider AONB. The combined assessments concluded that there would be a significant impact in the short term during the drilling and testing phases only and

that the longer-term production phase could be subject to screening from landscape planting which would result in only localised impacts in respect of external views from the nearest public right of way.

Further comment has been received objecting to the 'industrialisation' of the Wolds. However, that impact including the periods of drilling would be local in nature. The site is substantially screened from external views by the topography of the landscape and existing mature woodland planting.

Consideration is also given to the nature and impacts of 'industrialisation' at a site. In this instance the site lies within an area of farmland, which had been previously worked for sand and gravel and was restored using imported inert waste up until the 1990's. The remaining mineral reserve lies to the south and west of the application site and covers an area of approximately 30 hectares and benefits from an extant but dormant planning permission. It should also be noted that this sand and gravel quarry was operational during the period when the Lincolnshire Wolds was designated and therefore formed part of the characterisation of the landscape at that time.

Although the short-term impacts of the drilling and appraisal phases together with associated lighting for health and safety could present a substantial adverse impact on the 'dark skies' character of the Wolds in particular, this area of the AONB is dominated by the illuminated 350-metre-high Belmont Mast (Transmitter), that lies approximately 1.0 kilometres to the southwest of the site and is also located on the ridge line adjacent to the B1225. Even at its maximum height the top of the drill rig would only reach a point approximately 4.0 metres above the base of the Belmont Mast. In respect of the longer-term production period the 'dark skies' character would not be impacted insofar as lighting at the site would be largely unnecessary and operations generally restricted to daytime working only.

The period following the short-term temporary operations associated with drilling and testing phases, would see the infrastructure removed from site, including any accommodation for personnel. The equipment necessary for production consists of a nodding donkey (beam pump) with a maximum operational height of 7 metres, associated ancillary equipment to support the production of oil, including an enclosed emergency ground flare, oil storage tanks and should it be required a gas engine. Most of the ancillary equipment would not exceed three metres in height and be screened by three-metre-high soil bunds. Over the following 10 years the blocks of proposed landscape planting including shrubs and trees would mature to heights of 6 metres or more. To supplement the existing mature woodland planting and within areas outside of the planning boundary further landscape planting would be carried out. To secure this planting and to ensure its long-term maintenance, the applicant would enter into a S106 agreement.

Natural England concluded that whilst the proposal does represent development likely to have adverse impacts on the AONB these would be localised and in the

instance of production phase limited over time. Although the period for production has been identified as long-term this is limited to a 15-year period and following cessation of the mineral operations the site would be wholly restored back to original farmland and where landscape planting has been undertaken this would be retained and enhanced through additional planting that would be consistent with the landscape characteristics of the AONB. To ensure the long-term retention and maintenance of the planting in and around the site a Section 106 Planning Obligation would be secured.

77. **Major Development** - in drafting this report reference is made to 'major development' as set out at paragraph 177 of the NPPF. The NPPF does not define 'major development' in respect of paragraph 177 but the footnote directs that 'whether a proposal is a major development' is a matter for the decision maker taking into account its nature, scale and siting and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined. In recent years what constitutes major development for the purposes of paragraph 177 of the NPPF has been subject to a number of High Court judgements. The Courts have historically rejected the view that 'major development' for the purposes of the Policy had the meaning ascribed to the phrase 'major development' in the Town and Country Planning (Development Management Procedure) Order 2015 or its predecessors.

In respect of the advice at footnote 60 of the NPPF (i.e. it being for the decision maker to determine if the proposal is major development or not) Officer advice to the Committee is that given the length of time the proposal would be operational and the nature of it the proposal should be considered as falling into the category of major development. This interpretation of major development is shared by the applicant and ELDC. Paragraph 177 of the NPPF sets out criteria for major development proposals in the AONB. This is set out below: -

Point (i) covers the need for the development and national considerations. As outlined in paragraphs above, national energy policy is such that the recovery of onshore non-renewable energy reserves should be maximised. The Government Policy Statement on Energy Security Strategy (November 2012) although published nearly 10 years still appears on Government Website and this document emphasises the importance of maximising economic production of the UK's oil and gas reserves. Paragraph 5.5 states '*It is important that the UK maximises economic recovery of our indigenous hydrocarbon reserves both from an energy security and an economic perspective.*'

In terms of the recent Energy White paper (2020) there was no indication that the Government's position on energy security had changed from its 2012 stance. Consequently, there is a national need for the development which would therefore be in the public interest nationally.

Point (i) also refers to the impact of permitting (or refusing) the application on the local economy. The application site is in a rural area to the west of Louth and east

of Lincoln. The applicant has set out the contribution the development will make to the local economy at both the appraisal stage and at production phase. Up to 36 full time jobs and seven part time jobs will either be created or supported during phase 1. Of these 36 full time posts, one third will be based in Lincolnshire. During the remaining phases, between 7 and 18 full-time jobs will be created or supported of which at least half will be based in Lincolnshire. Phase 4 (production) is estimated to generate or support up to 14 full and part time positions for up to 15 years. The annual economic benefit over each of the five phases is expected to range from £140,000 in phase 2 to £300,000 in Phase 4. This includes the applicants estimated total annual spend on orders placed with plant suppliers and building contractors. It is considered that these economic contributions will be positive to the local economy. The socio-economic effects of permitting the development are therefore potentially positive in terms of further support for local services. The effect of refusing the application would result in a 'do-nothing' scenario as the site would be restored in accordance with the requirements of a previous planning consent.

Point (ii) considers whether the site can be situated outside of the AONB. The existing site is situated within the AONB an area that has few industrial/urbanising influences. As a consequence the overall inherent landscape and visual sensitivity is high. Ideally the application site would not be located in such a sensitive area. Nevertheless there are other issues that have to be balanced against the landscape sensitivity. The issue of developing outside of the AONB and cost requires consideration.

Minerals such as hydrocarbons can only be worked where it is found. As such in order to fully exploit the hydrocarbon mineral reserve the oil has to be extracted from the existing well site. In this instance the applicant is further constrained by the extent of the PEDL Area 253 of which 97% is geographically located within the Lincolnshire Wolds AONB, with the remaining 3% over 2 kilometres distant, and running adjacent to, and west of the road that links South Willingham to Benniworth and the B1225 (High Street). Consideration has been given by the applicant to alternative sites, however the terms of the PEDL, necessitate the location of the well site within the license area. To re-locate the wellsite outside of the AONB would bring the site close to the settlements of South Willingham and Benniworth and present logistical obstacles in terms of access via narrow country roads and the need to secure a large enough site. To seek a site in the 3% area outside of the AONB could require a sidetrack drilling operation over a considerable distance, which would render the winning and working of conventional hydrocarbons impracticable and unviable. This would involve the construction of a new drill site and further appraisal drilling which is like that which has been undertaken at Biscathorpe already.

Therefore, the site at Biscathorpe 2 is considered the only viable option by the applicant. The choice of this site was carefully considered for the initial exploration drilling by the applicant, following the withdrawal of an application for an exploration site known as Biscathorpe 1. The Biscathorpe 1 site considered likely

to have significant and severe adverse impacts on the setting of a Scheduled Monument and sensitive ecological sites. It is considered by Officers that the information supplied by the applicant demonstrates that there is a proven resource at Biscathorpe and given that minerals can only be worked where they are situated and the extent of the licence requirements within the AONB, it is not viable for an alternative location outside of the AONB to be used to access the hydrocarbon reserve.

Point (iii) covers the effect on the environmental and recreational opportunities. With regard to any detrimental effects on the environment sections on lighting, noise, ecology, flooding, hydrology, traffic and air quality have been covered above. Each topic has been considered in terms of the potential for any detrimental impact from the appraisal, operational and restoration phases and to the extent this can be moderated through design and conditions. Each topic has concluded that other than some short-term adverse impact when the rig is on site and with mitigation measures in place there should be no significant adverse impact on environmental considerations from the proposal.

With regard to landscape impact this is also covered above. The site at Biscathorpe 2 was chosen as it benefitted from being largely screened from local views by the topography of the surrounding landscape and mature woodland planting. There are no residential properties within 500 metres of the site and lies adjacent to the working farmyard that services the surrounding arable land. The farmyard is dominated by large steel frame buildings clad in steel profile panels. With regard to the appraisal stage whilst the LVIA recognises that rig would be visible from a greater distance it is still well below the height of the Belmont mast tower. Also the presence of the rig would be short-term and temporary in nature. Through the assessment of the topics it is not predicted that any of these would cause impact to an extent that is detrimental to the recreational opportunities of the area.

Policy DM5 requires that permission can only be undertaken for minerals development in exceptional circumstances where the stated criteria have been met. In terms of the first 2 of these criteria that there is a proven public interest and there is a lack of alternative sites outside of the AONB both are these points have been discussed under points (i) and (ii) above and it has been demonstrated that both of these criteria have been met. In respect of criterion (iii) that the impacts on the special qualities of the AONB can be satisfactorily mitigated. It is considered that the proposal would have a direct adverse impact on the AONB given that it is to be in place for a period of 15 years and would be incongruous with the character of the AONB. However it is considered that these identified impacts can be satisfactorily mitigated by the imposition of conditions and a S106 Agreement to:

- secure landscape planting on site, to ensure the establishment of the trees and shrubs at the earliest opportunity, prior to re-occupation of the site to commence drilling;



- detailed scheme of restoration back to appropriate agricultural use and aftercare; and
- to secure off-site planting and long-term management of all planting following cessation of mineral extraction at the site;

In light of the above it is considered the proposal meets the requirements of Policy DM5 that allow minerals development to take place in the AONB in exceptional circumstances.

Officers have undertaken the necessary assessment with regards to paragraph 177 of the NPPF which when taking the factors into account amounts to there being exceptional circumstances for the proposal and for it to be in the public interest. Officers consider that the proposal complies with the NPPF requirements and have given great weight to considering the landscape and scenic beauty in the AONB consider on balance that the development is acceptable.

The impacts of the proposal on landscape character and visual impact are considered by Officers to be minor in nature given the duration of the proposal and that it is entirely reversible. Consequently that the proposed development would not conflict with Policy DM5 or compromise SP23 of the ELLP that seeks to minimize unacceptable harm and impacts on the rural or dark-sky character of the landscape or and seeks to ensure that the landscapes, natural significance is not compromised through development in particular given the highest level of protection to the Lincolnshire Wolds AONB.

## **Conclusion**

78. The proposal seeks to appraise the known reserve of 'Biscathorpe' to confirm the extent of hydrocarbon and if the appraisal stage is successful to produce oil from the site removing the oil by tanker for a period of up to 15 years.
79. There is Government policy set out in a number of documents and strategies over the last 10 years with the most recent being the Energy Paper in 2020 that encourage the recovery of indigenous oil supplies within the UK so to reduce the reliance from energy supplies from beyond the UK. This proposal to produce up to 30 million barrels of oil would contribute in meeting the national need which even though is small in comparison to offshore oil production would make a valuable contribution. Officers are satisfied that there is such a need for recovering this reserve and attach significant weight to this point.
80. In terms of climate change and the representations that have been made on this point, whilst it is acknowledged that this application does seek to exploit the reserves of hydrocarbons, identified as a contributing factor to emissions of greenhouse gases, it is clear as cited in the report that oil and gas continue to be a resource required in the energy mix during the transition to net zero by 2050. As it currently stands Government policy through the NPPF and energy policy documents and guidance has not changed to restrict or prevent new oil fields in

the UK being developed. Therefore the Committee must apply planning policy as it currently stands and not on the basis of what those opposing the application for climate change reasons interpret the Government's position.

81. In terms of ecology and biodiversity, air quality, noise, historic assets, flooding, hydrology, hydrogeology, lighting, and restoration, the views of technical consultees have been reported under individual topic sections in the report. Consideration has been given to whether any adverse environmental impacts can be suitably mitigated and Officers consider that the planning conditions recommended and the mitigation measures set out in the Environment Statement relating to the protection of the environment are suitable. There would be little additional physical works required given that the site is already constructed and also the access road is in place.
82. The site is situated within the AONB. Although the topography of the area the existence of some existing woodland provides screening of the site from public vantage points so it is not obvious or intrusive in the landscape the establishment of a rig on site during the appraisal stage and associated plant and equipment would have some impact on this designated landscape, the landscape character and visual impact. The rig would be visible and is a large structure. However it needs to be recognised that the rig would be only on site for a modest period of time so whilst it would have some impact this needs to be balanced by its short duration on site.
83. With regard to the production phase none of the plant or equipment is of a significant scale and would only be visible from the immediate surrounding area. However there would be impact to the AONB in terms of character, visual intrusion and infringement of the prevailing tranquillity. This reflects the high level of policy protection evinced afforded to the AONB by the NPPF and Development Plan policy. However given the position of the site, the modest number of HGVs movements during the production stage and the wholly reversible nature and the provision for restoration of the site it is considered that the proposal would not cause an unacceptable or permanent impact on the landscape and accordingly the impact on the AONB can be satisfactorily mitigated.
84. It is therefore concluded that the proposal meets the exceptional requirement test as set out in paragraph 177 of the NPPF and that it meets the requirements of being in the public interest given the objectives of national energy policy. With regards to Development Plan policy for the AONB the application has been assessed against the requirements of policies and it is concluded that the proposal meets the requirements of Policy DM5 and does not conflict with Policy SP23 of the ELLP.

#### Human Rights Implications

85. The Committee's role is to consider and assess the effects that the proposal will have on the rights of individuals as afforded by the Human Rights Act (principally

Articles 1 and 8) and weigh these against the wider public interest in determining whether or not planning permission should be granted. This is a balancing exercise and matter of planning judgement. In this case, having considered the information and facts as set out within this report, should planning permission be granted the decision would be proportionate and not in breach of the Human Rights Act (Articles 1 & 8) and the Council would have met its obligation to have due regard to its public sector equality duty under Chapter 149 of the Equality Act 2010.

## RECOMMENDATIONS

- (A) The applicant enter into a S106 Planning Obligation to secure the provision of a Long Term Management Plan to ensure continuous aftercare of the restored site and ecological enhancements; both on and off site and the formation of a community liaison group.
- (B) Subject to the completion of the Planning Obligation referred to above, the Executive Director for Place be authorised to grant planning permission subject to the conditions set out below;
- (C) This report (including appendices) forms part of the Council's Statement pursuant to Regulation 24 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 – which requires the Council to make available for public inspection at the District Council's offices specified information regarding the decision. Pursuant to Regulation 24(1)(c) of the 2017 Regulations the Council must make available for public inspection a statement which contains:
- the content of the decision and any conditions attached to it;
  - the main reasons and consideration on which the decision is based,
  - including, if relevant, information about the participation of the public;
  - a description, when necessary, of the main measures to avoid, reduce and if possible, offset the major adverse effects of the development;
  - information recording the right to challenge the validity of the decision and the procedures for doing so.

### Conditions:

1. The development hereby permitted shall cease on or before 30 November 2037 and by that date all portable buildings, plant and machinery associated with the use hereby permitted shall have been removed, the well capped and the land, including the access track, returned to its previous use as agricultural land or wildlife habitat.

*Reason: To provide for the completion of the exploratory operations in the interests of the amenity of the area.*

2. Except as otherwise required by other conditions attached to this permission the development hereby permitted shall be carried out in strict accordance with the submitted details and recommendations and the following documents and drawings:

Documents:

- Application documentation received 25 February 2021;
- Planning Statement;
- Socio-Economic Report as amended by Further Information;
- Statement of Community Involvement;
- Environmental Impact Assessment – Environmental Statement Volume I Main Text Chapters 1 – 15 inclusive as amended by Further Information; ES Main Text Appendices 2A & B; 06A, B & C; 07A, B & C; 08A; 09A; 10A; 11A; 12A & B as amended by Further Information; Environmental Statement – Volume IV: Non-Technical Summary.

Regulation 25 Further information:

- Additional Information (Noise) received 2 July 2021
- Lighting received 2 July 2021
- Additional Information (Socio-Economic Considerations) received 2 July 2021;
- Additional Information (Landscape and Visual Considerations), Photomontages, 'Zone of Theoretical Visibility and Viewpoint Locations' received 7 July 2021;
- Outline Biodiversity Net Gain Assessment received 7 July 2021; and
- 'Response to Natural England Letter dated 04/08/2021' received 19 August 2021.

Drawings – received 25 February 2021:

- Location Plan (Site of Application) – (drawing number: ZG-ER-BISC2-PROD-PA-01)
- Site Overview - (drawing number: ZG-ER-BISC2-PROD-PA-03)
- Indicative Site Layout Plan Sidetrack Drilling Mode - (drawing number: ZG-ER-BISC2-PROD-PA-06)
- Indicative Section View Through Sidetrack Drilling Mode - (drawing number: ZG-ER-BISC2-PROD-PA-07)
- Indicative Additional Car Parking Area Plan During Sidetrack Drilling Phase - (drawing number: ZG-ER-BISC2-PROD-PA-08)
- Indicative Site Layout plan Well Testing Mode – (drawing number: ZG-ER-BISC2-PROD-PA-09)
- Indicative Section View Through Well Testing Mode - (drawing number: ZG-ER-BISC2-PROD-PA-10)
- Indicative Site Layout Plan Civil Works Mode - (drawing number: ZG-ER-BISC2-PROD-PA-11)
- Indicative Section View Through Site Civil Works Mode – (drawing number: ZG-ER-BISC2-PROD-PA-12)
- Indicative Layout – Production Mode – (drawing number: ZG-ER-BISC2-PROD-PA-13)

- Indicative Section View – Production Mode – (drawing number: ZG-ER-BISC2-PROD-PA-14)
- Indicative restoration plan – (drawing number: ZG-ER-BISC2-PROD-PA-15)
- Indicative Main Site Entrance Layout Plan - (drawing number: ZG-ER-BISC2-PROD-PA-16)
- Indicative Section Through Main Site Entrance Gates And Security Air Lock – (drawing number: ZG-ER-BISC2-PROD-PA-17)
- Indicative rear site entrance layout plan - (drawing number: ZG-ER-BISC2-PROD-PA-18)
- Indicative Section Through Rear Site Entrance Gates And Security Welfare Unit - (drawing number: ZG-ER-BISC2-PROD-PA-19)
- Proposed Extent Of Hydrocarbon Extraction - (drawing number: ZG-ER-BISC2-PROD-PA-20) and

Further Information Plans received 2 July 2021:

- Indicative Site Layout Plan Production Mode – (drawing number: ZG-ER-BISC2-PROD-PA-13 - Rev3)
- Indicative Section View Through Production Mode - (drawing number: ZG-ER-BISC2-PROD-PA-14 - Rev2)
- Biodiversity Enhancement Plan - (drawing number: ZG-ER-BISC2-PROD-PA-21 - Rev1)
- Biodiversity Enhancement Plan (1 of 2) - (drawing number: ZG-ER-BISC2-PROD-PA-22 - Rev1) and
- Biodiversity Enhancement Plan (2 of 2) - (drawing number: ZG-ER-BISC2-PROD-PA-22 - Rev1).

*Reason: To enable the Mineral Planning Authority to monitor and control the development.*

### **Advance Landscape Planting, Biodiversity Enhancement**

3. No operations shall commence until the mitigation planting identified in Section 2.1.2 of the 'Additional Information (Landscape and Visual Considerations)' and illustrated in the Biodiversity Enhancement Plan (drawing number ZG-ER-BISC2-PROD-PA-21 Rev1) has been implemented in full. All trees, shrubs and hedgerows shall be retained and maintained for the duration of the development and any dead, damaged or diseased plants shall be replaced with trees or shrubs of such size and species as may be specified by the Mineral Planning Authority in the planting season immediately following any such occurrences.

*Reason: To provide visual amenity and afford appropriate protection to the trees, shrubs and hedgerows.*

4. No operations shall commence on site until a scheme of bird and bat box construction and installation shall be submitted to and approved in writing by the Mineral Planning Authority. The details shall include type, materials, dimensions, and proposed locations, of five bird boxes and five bat boxes identified in the ES

Chapter Ecology 7.7.6. The approved bird and bat boxes shall be installed in accordance with the approved details and retained and maintained for the duration of the development.

*Reason: To provide enhanced opportunities for nesting birds and roosting bats in the vicinity of the site.*

## **Archaeology**

### **5. Part 1**

No engineering operations in relation to the access road shall take place until a written scheme of archaeological investigation has been submitted to and approved by the Mineral Planning Authority. This scheme should include the following:

1. An assessment of significance and proposed mitigation strategy (i.e. preservation by record, preservation in situ or a mix of these elements)
2. A methodology and timetable of site investigation and recording
3. Provision for site analysis
4. Provision for publication and dissemination of analysis and records
5. Provision for archive deposition
6. Nomination of a competent person/organisation to undertake the work.

The scheme of archaeological investigation must only be undertaken in accordance with the approved details.

*Reason: To ensure the preparation and implementation of an appropriate scheme of archaeological mitigation in accordance with this Condition is imposed in accordance with the National Planning Policy Framework. See informative (i).*

### **Part 2**

The archaeological site work must be undertaken only in full accordance with the approved written scheme referred to in the above Condition. The applicant will notify the Mineral Planning Authority of the intention to commence at least fourteen days before the start of archaeological work in order to facilitate adequate monitoring arrangements. No variation shall take place without prior consent of the Mineral Planning Authority.

*Reason: To ensure satisfactory arrangements are made for the recording of possible archaeological remains in accordance with the National Planning Policy Framework.*

### **Part 3**

A report of the archaeologist's findings shall be submitted to the Mineral Planning Authority and the Historic Places Record Officer at Lincolnshire County Council within three months of the works hereby given consent being commenced unless otherwise agreed in writing by the Mineral Planning Authority; and the condition

shall not be discharged until the archive of all archaeological work undertaken hitherto has been deposited with the County Museum Service, or another public depository willing to receive it.

*Reason: In order to ensure that satisfactory arrangements are made for the investigation, retrieval and recording of any possible archaeological remains on the site. This Condition is imposed in accordance with the National Planning Policy Framework.*

### Hours of working

6. The site shall only operate, including vehicle movements to and from the site, between the hours set out below:

#### HGV Deliveries

	Mondays to Fridays	Saturdays	Sundays, Bank Holidays and Public Holidays
Phase 1 – Drill rig mobilisation and demobilisation	07:00 – 19:00 hours	07:00 – 19:00 hours	none
Phase 1 – Drilling operation	07:00 – 17:30 hours	07:00 – 13:00 hours	none
Phase 2 – Appraisal/testing mobilisation and demobilisation	07:00 – 19:00 hours	07:00 – 19:00 hours	none
Phase 3 – Appraisal/testing operations	07:00 – 17:30 hours	07:00 – 13:00 hours	none
Phase 4 – Production mobilisation and demobilisation	07:00 – 19:00 hours	07:00 – 19:00 hours	none
Phase 4 Production	07:00 – 17:30 hours	07:00 – 13:00 hours	none
Phase 5 Restoration	07:00 – 17:30 hours	07:00 – 13:00 hours	none

#### Operating Hours

	Mondays to Fridays	Saturdays	Sundays, Bank Holidays and Public Holidays
Phase 1 – Drill rig mobilisation and demobilization	07:00 – 19:00 hours	07:00 – 19:00 hours	none
Phase 1 – Drilling operation only	24 hours	24 hours	24 hours
Phase 2/3 – Appraisal/Production testing equipment mobilisation and demobilization	07:00 – 19:00 hours	07:00 – 19:00 hours	none

Phase 2/3 – Appraisal/Production testing (Site only manned during normal working hours Monday to Friday, except for occasional monitoring visits over weekends)	24 hours	24 hours	24 hours
Phase 4 – Production equipment mobilisation and demobilisation	07:00 – 19:00 hours	07:00 – 19:00 hours	none
Phase 4 Production	07:00 – 17:30 hours	07:00 – 13:00 hours	none
Phase 5 Restoration	07:00 – 17:30 hours	07:00 – 13:00 hours	none

*Reason: To protect the amenity of the nearby residential properties and land users.*

### Noise

7. Noise levels arising from the development hereby permitted measured at a height of 1.5 metres at the boundary of the properties at the identified locations shall not exceed the limits set out below:

Noise sensitive Location	Construction Noise Limit dB LAeq, 1hr	Drilling Noise Limit dB LAeq, 1hr between 07:00 and 23:00 hours	Drilling Noise Limit dB LAeq, 5min between 23:00 and 07:00 hours
Yard Cottage	50	42	42
Biscathorpe House	50	42	42
Church Cottage	50	42	42
West Lodge	50	42	42
South Walk Farm	50	42	42
Burgh Top	50	42	42
Baxter Square Farm	50	42	42

8. The embedded mitigation measures identified in the ES Chapter Noise 9.5 shall be implemented in full for the duration of the development.
9. In the event of a complaint received by the applicant or agents or the Mineral Planning Authority, noise monitoring shall be carried out at the closest boundary of the nearest receptor location identified in ES Chapter Noise Figure 9.1 – Noise monitoring locations and receptor locations to demonstrate compliance with the Noise Limits set out in condition 7. Noise monitoring shall be carried out in accordance with BS.4142:2014+A1:2019 and the results made available within five working days of the monitoring being carried out and on request by the Mineral Planning Authority.
10. In the event of a substantiated complaint, identified as a consequence of monitoring as set out in condition 9, all operations giving rise to noise levels above



those approved in condition 7 at the site shall cease. A scheme of mitigation measures shall be submitted to and agreed in writing by the Mineral Planning Authority and all agreed mitigation measures shall be implemented in full.

*Reason: To protect the amenity of the nearby residential properties and land users*

### **Lighting**

11. There shall be no lighting and or gas flaring outside of permitted working hours as set out in condition 6 except in the case of emergencies. The applicant shall retain a record of emergency access of the site that shall be made available on request within five working days by the Mineral Planning Authority.

*Reason: To protect the amenity of the nearby residential properties and land users and the dark skies character of the AONB.*

### **Highways**

12. HGV's shall access and egress the site in a forward gear and shall only use the entrance constructed off the B1225.
13. The entrance off the B1225 shall be retained for the duration of the development and shall be maintained to standard so as not to cause damage to the publicly maintained highway.
14. All HGV's exiting the site shall not deposit extraneous or deleterious material onto the publicly maintained highway.
15. All HGV's exiting the site shall turn right.
16. All signage erected on or near the site relating to the development shall be retained and maintained for the duration of the development.
17. During Phase 4 production only three HGV's (six movements) may access/egress the site daily Monday to Saturday and no HGV's access/egress Sunday, Bank or Public Holidays.

*Reason: In the interests of the safety of users of the public highway, the safety of users of the site and amenity of surrounding land users.*

### **Drainage**

18. Phase 3 shall not commence until full details of the design and technical specification of the proposed Class 1 full retention separator (interceptor) identified in the ES Chapter Hydrogeology, Hydrology and Flood Risk 10.7.2 have been submitted to and approved in writing by the Mineral Planning Authority. The submitted detail shall include construction materials and management measures.

The interceptor shall thereafter be installed and maintained in accordance with the approved details.

*Reason: To ensure that no contaminated water is discharged from the site and to protect the natural environment.*

### **Gas Engine**

19. Phase 4 gas engine installation shall not commence until full details of the design and technical specification of the proposed gas engine to be located within the site compound and identified on the Indicative Site Layout Plan Production Mode - Without Security (drawing number. ZG-ER-BIC2-PROD-PA-13 Rev3) shall be submitted to and approved in writing by the Mineral Planning Authority. The submitted detail shall include construction materials and finishes, and management measures. The gas engine shall thereafter be installed and maintained in accordance with the approved details.

*Reason: In the interest of protecting air quality, the natural environment and the amenity of surrounding land users.*

### **Soils**

20. All perimeter bunds shall be retained and maintained weed free for the duration of the development.

*Reason: To ensure that all soils are available for restoration of the well site back to agricultural use.*

### **Protected Species and Habitats**

21. The mitigation measures to protect Great Crested Newts within 250 m of Pond 4 shall be implemented throughout the duration of the development and in accordance with the details set out in the ES Chapter Ecology 7.7.4 or as may otherwise be agreed in writing by the Mineral Planning Authority.

*Reason: In the interests of the visual amenity of the area and for biodiversity enhancement; and to ensure that the site is restored appropriately and at the earliest opportunity.*

### **Restoration to Agriculture and Wildlife Habitat**

22. Phase 5 demobilisation and restoration shall not commence until a scheme of biodiversity net gain habitat creation not subject to condition 3 above and as illustrated in Dwg. No. ZG-ER-BISC2-PROD-PA-15, Dwg and as modified by Dwg. No. ZG-ER-BISC2-PROD-PA-21 REV1, Dwg. No. ZG-ER-BISC2-PROD-PA-22 REV1, and Dwg. No. ZG-ER-BISC2-PROD-PA-22 REV1 shall be submitted to and approved in writing by the Mineral Planning Authority. For avoidance of doubt the detail shall

provide the methodology for the creation of scrub grassland and hedgerow planting along the route of the access track between the site and the entrance off the B1225. The approved scheme thereafter shall be implemented in full in the first available planting season following approval of the scheme.

*Reason: In the interests of the visual amenity of the area and for biodiversity enhancement; and to ensure that the site is restored appropriately and at the earliest opportunity.*

### **Owl Platform**

23. Phase Five demobilisation and restoration shall not commence until a scheme of owl platform construction and installation shall be submitted to and approved in writing by the Mineral Planning Authority. The details shall include materials, dimensions, and location, of the owl platform identified in the ES Chapter Ecology 7.7.6. The approved owl platform shall be installed in accordance with the approved details.
24. The site shall be restored in accordance with the details set out in the approved Planning Statement Appendix B Site Closure and Restoration Programme, and as illustrated in Dwg. No. ZG-ER-BISC2-PROD-PA-15 and as modified by Dwg. No. ZG-ER-BISC2-PROD-PA-21 REV1, Dwg. No. ZG-ER-BISC2-PROD-PA-22 REV1, and Dwg. No. ZG-ER-BISC2-PROD-PA-22 REV1.

*Reason: In the interests of the visual amenity of the area and for biodiversity enhancement; and to ensure that the site is restored appropriately and at the earliest opportunity.*

### **Aftercare**

25. All tree, shrub and hedgerow planting and biodiversity enhancements approved and implemented in accordance conditions 2, 3, 21 and 23 above shall be maintained for a period of five years and any dead, damaged or diseased plants shall be replaced with trees or shrubs of such size and species as may be specified by the Mineral Planning Authority in the planting season immediately following any such occurrences.

*Reason: To ensure that the site is managed appropriately following restoration of the land to agriculture and wildlife habitat.*

### **Informatives**

Attention is drawn to:

- (i) Lincolnshire County Council Historic Places Officer email - dated 15 October 2021;

- (ii) Environment Agency letter reference: AN/2021/131619/01-L01 - dated 1 April 2021;
- (iii) The British Horse Society letter - dated 22 April 2021;
- (iv) In dealing with this application the Mineral Planning Authority has worked with the applicant in a positive and proactive manner by giving pre-application advice in advance of the application, seeking 'Further Information' to address issues identified and enhancements to the proposal and processed the application efficiently so as to prevent any unnecessary delay. This approach ensures the application is handled in a positive way to foster the delivery of sustainable development which is consistent with the requirements of the National Planning Policy Framework and as required by Article 35(2) of the Town & Country Planning (Development Management Procedure)(England) Order 2015; and
- (v) The validity of the grant of planning permission may be challenged by Judicial review proceedings in the Administrative Court of the High Court such proceedings will be concerned with the legality of the decision rather than its merits. Proceedings may only be brought by a person with sufficient interest in the subject matter. Any proceedings shall be brought promptly and within six weeks from the date of the planning permission. What is prompt will depend on the circumstances of the particular case but promptness may require proceedings to be brought at some time before the six weeks has expired whilst the time limit may be extended if there is good reason to do so, such extensions of time are exceptional. Any person considering bringing proceedings should therefore seek legal advice as soon as possible. The detailed procedural requirements are set out in the Civil Procedure Rules Part 54 and the Practice Directive of these Rules.

## Appendices

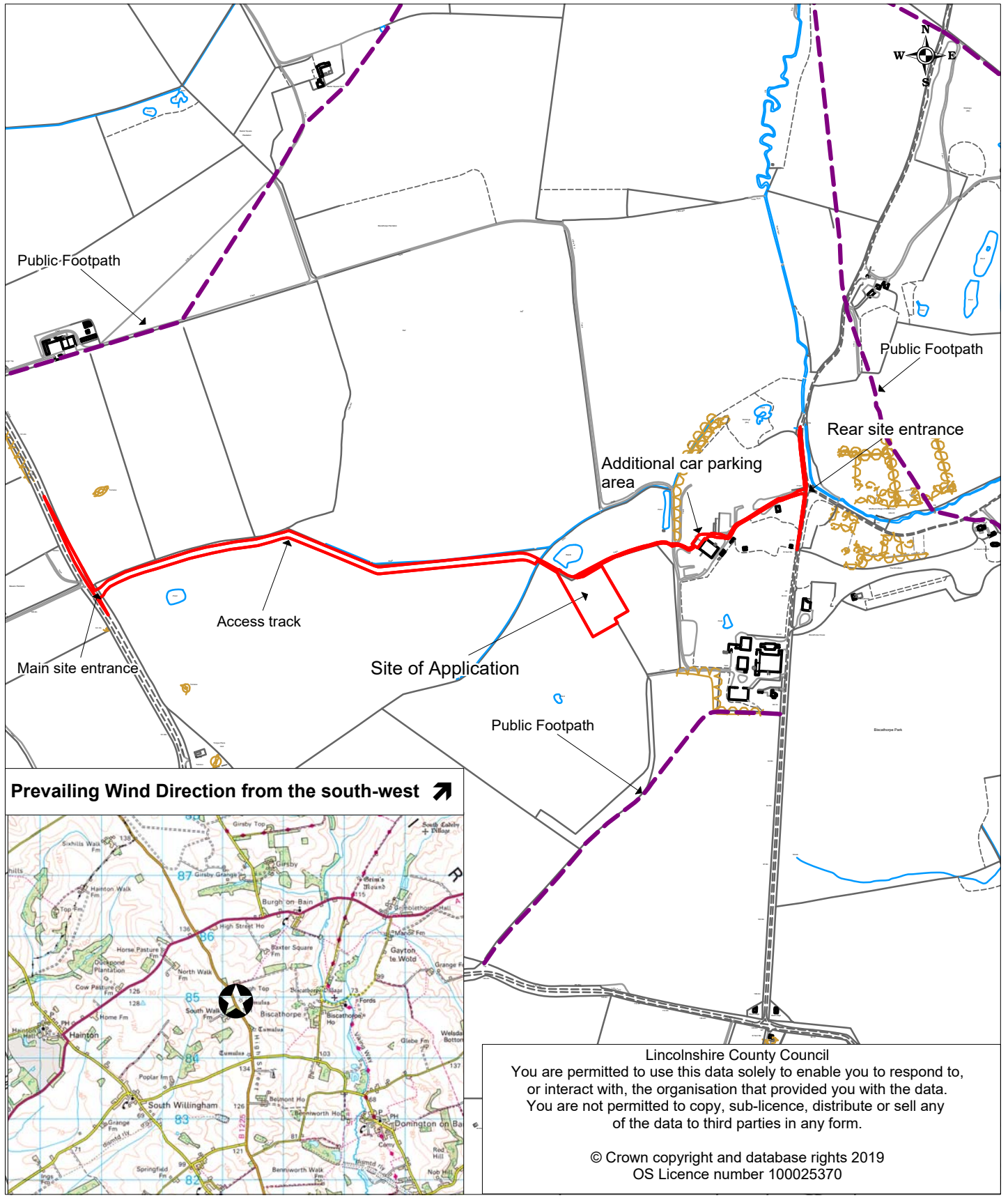
These are listed below and attached at the back of the report	
Appendix A	Committee Plan
Appendix B	Representation from Welton le Wold Parish Council
Appendix C	Representations from Lincoln Climate Commission

## Background Papers

The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
Planning Application Files N/059/00510/21 N/059/00531/18 (E)N59/2259/14 (E)N59/0588/92 IDO	Lincolnshire County Council's website <a href="https://lincolnshire.planning-register.co.uk">https://lincolnshire.planning-register.co.uk</a>  Planning Services, Lincolnshire County Council, County Offices, Newland, Lincoln LN1 1YL
National Planning Policy Framework (2021) Planning Practice Guidance  Energy White paper 2020 – Powering Our Net Zero Future (2020)  Climate Act 2008 (Amended 2019)  UK Low Carbon Transition Plan (2009)  Energy Act (2010)  Carbon Plan (2011)  Gas Generation Strategy (2012)  UK Energy Brief (2020)  Government Annual Energy Statement (2013)	The Government's website <a href="http://www.gov.uk">www.gov.uk</a>  <a href="https://www.gov.uk/government/publications/energy-white-paper-powering-our-net-zero-future">https://www.gov.uk/government/publications/energy-white-paper-powering-our-net-zero-future</a>  <a href="https://www.legislation.gov.uk/ukdsi/2019/9780111187654">https://www.legislation.gov.uk/ukdsi/2019/9780111187654</a>  <a href="https://www.gov.uk/government/publications/the-uk-low-carbon-transition-plan-national-strategy-for-climate-and-energy">https://www.gov.uk/government/publications/the-uk-low-carbon-transition-plan-national-strategy-for-climate-and-energy</a>  <a href="https://www.legislation.gov.uk/ukpga/2010/27/contents">https://www.legislation.gov.uk/ukpga/2010/27/contents</a>  <a href="https://www.gov.uk/government/publications/the-carbon-plan-reducing-greenhouse-gas-emissions--2">https://www.gov.uk/government/publications/the-carbon-plan-reducing-greenhouse-gas-emissions--2</a>  <a href="https://www.gov.uk/government/publications/gas-generation-strategy">https://www.gov.uk/government/publications/gas-generation-strategy</a>  <a href="http://publishing.service.gov.uk">UK Energy in Brief 2020.pdf (publishing.service.gov.uk)</a>  <a href="https://www.gov.uk/government/publications/annual-energy-statement-2013">https://www.gov.uk/government/publications/annual-energy-statement-2013</a>
Lincolnshire Minerals & Waste Local Plan (2016)	Lincolnshire County Council's website <a href="http://www.lincolnshire.gov.uk">www.lincolnshire.gov.uk</a>
East Lindsey Local Plan (2018)	East Lindsey District Council's website <a href="http://www.e-lindsey.gov.uk">www.e-lindsey.gov.uk</a>

This report was written by Felicity Webber, who can be contacted on 01522 782070 or via [dev\\_planningsupport@lincolnshire.gov.uk](mailto:dev_planningsupport@lincolnshire.gov.uk)



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**Location:**  
 Land off High Street  
 Biscathorpe

**Description:**  
 For a side-track drilling operation, associated testing, and long-term oil production

**Application No:** N/059/00510/21  
**Scale:** 1:10,000

# Comment for planning application PL/0037/21

## Appendix B

Application number

Name

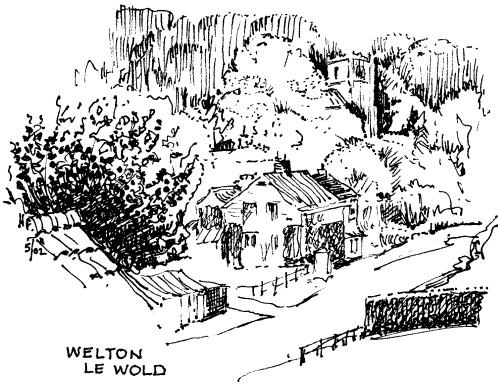
Address

Type of Comment

Comments

Received

Attachments



# Welton le Wold Parish Meeting

Chairman: *Miss Margaret Stubbs, Manor Warren Farm, Welton-le-Wold, LOUTH, Lincs, LN11 0QX*

Treasurer: *Ms Amanda Vines, Daintree House, School Lane, Welton le Wold, LOUTH, LN11 0QT*

Clerk: *Mr Peter J. Taylor, Lochnagar, Binbrook Road, Welton-le-Wold, LOUTH, Lincs, LN11 0QT*

*Email [weltonlewold@gmail.com](mailto:weltonlewold@gmail.com)*

*Telephone 01507 609280 Mobile 07766 564402*

23<sup>rd</sup> April 2021

Felicity Webber,  
Planning Services,  
Lincolnshire County Council,  
County Offices, Newland, Lincoln LN1 1YL.

Dear Ms Webber,

**Planning Reference:** PL/0037/21.

**Proposal:** Development of a side-track drilling operation, associated testing and long-term oil production.

**Location:** Land off High Street, Biscathorpe

**Grid Reference:** 521219 384898

## **OIL EXPLORATION AND PRODUCTION AT BISCATHORPE**

Welton le Wold Parish Meeting hereby objects to this further proposal by Egdon Limited to explore, appraise and produce an estimated 60 tonnes of crude oil per day for 15-20 years at their Biscathorpe site. The proposal also includes gas-fired electricity generation.

We oppose consent for this project, on the following grounds:

- The proposal is incompatible with Lincolnshire County Council's commitment in its Carbon Management Plan 2018-2023: "Our vision is to maintain a leading role in local efforts to reduce the impacts of climate change." The very first sentence of that Plan states: "Climate change is one of the most significant challenges facing mankind and carbon dioxide is one of the main contributing causes. We recognise the scale and speed of climate change, and its potential adverse effect on our economy, environment and local community." For present-day evidence of global warming and its cause, see three appendices to this submission.
- The proposal is also incompatible with the National Planning Policy Framework (NPPF), which states that "*planning plays a key role in helping shape radical reductions in greenhouse gas emissions ..... supporting the delivery of renewable and low carbon energy and associated infrastructure*".



- A 15-20 year intention to extract oil on this scale is inconsistent with the government legislation to cease the registration of oil-driven vehicles by 2030, and the intention for UK to become carbon-neutral by 2050.
- Oil production in the catchment area of the River Bain carries a risk of pollution of a chalk stream that is locally major, and rare on a world scale.
- The proposal will adversely affect tourism in the AONB.

In preparing this letter, I have consulted every household in Welton le Wold that is digitally-connected, and received support from ten households: that is nearly a fifth of the 52 households in this Parish and 30% of those consulted. No-one has expressed any contrary opinion.

Yours sincerely,

Peter J Taylor,  
Honorary Clerk

c.c. by email: Cllr Hugo Marfleet;  
Nick Bodian, Vice-Chair, Donington-on-Bain Parish Council

**Appendix 1:**

**Atmospheric carbon dioxide concentration in parts per million on 23<sup>rd</sup> April 2021 compared to the same date in 2020, measured at Mauna Loa, Hawaii, USA.**

# Latest Daily CO<sub>2</sub>

A Bellweather Indicator for Planetary Environmental Stability,  
Global Economic Security & Inter-Generational Sustainability

<b>Apr. 23, 2021</b>	<b>418.78 ppm</b>
<b>Apr. 23, 2020</b>	<b>415.62 ppm</b>
1 Year Change	3.16 ppm (0.76%)

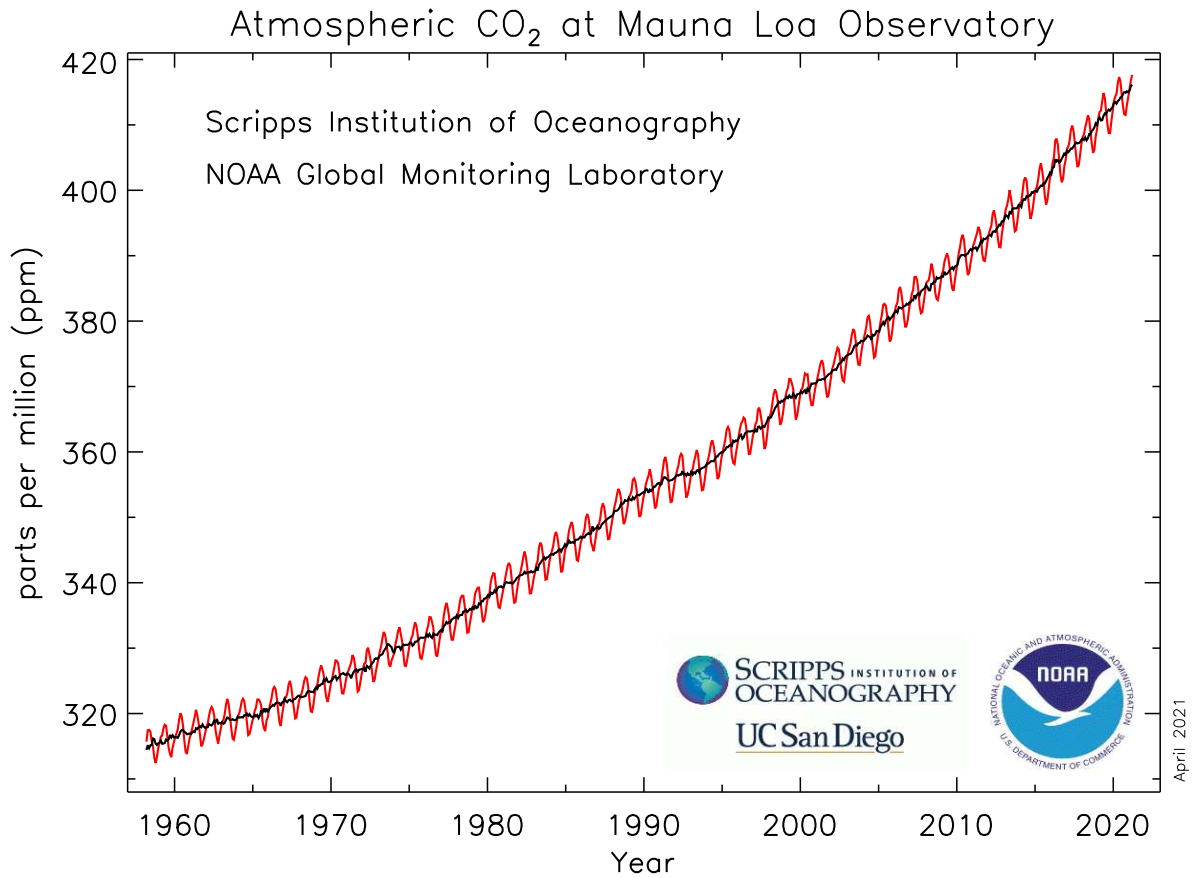
Last CO<sub>2</sub> Earth update: 2:35:04 AM on Apr. 24, 2021, Hawaii local time (UTC -10)



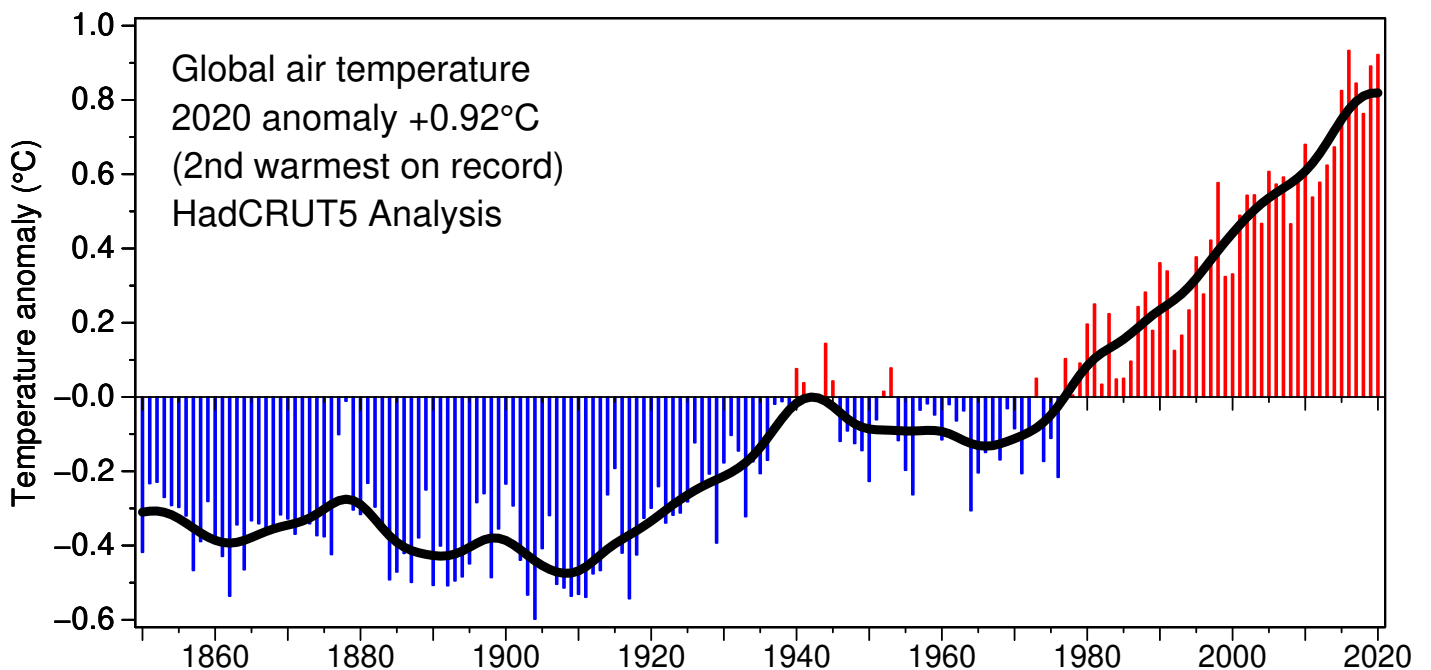
This table presents the most up-to-date, daily average reading for atmospheric CO<sub>2</sub> on the planet. Units = parts per million (ppm). Measurement location = Mauna Loa Observatory, Hawaii. Source = NOAA-ESRL. See the tabs below for more info and CO<sub>2</sub> readings.

**Appendix 2:**

**Graph of atmospheric carbon dioxide concentration at Mauna Loa since regular records began:**



**Appendix 3: Deviation of mean global air temperature from 1850 to 2020 above or below the 1961 to 1990 average (by Hadley Centre, UK Meteorological Office)**



# Comment for planning application PL/0037/21

Appendix C

Application number	<input type="text" value="PL/0037/21"/>
Name	<input type="text"/>
Address	<input type="text" value="6 Hawthorn Road"/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<input type="text"/>
Received	<input type="text" value="05/05/2021 09:40:55"/>
Attachments	The following files have been uploaded: Open letter to LIncs County Councillors from Lincoln Climate Commission members.pdf

**Web Links: Lincolnshire County Council is not responsible for any content displayed via external web links**

30 April 2021

Dear County Councillor,

**Re: Egdon Resources UK Ltd's application PL/0037/21 "For a side-track drilling operation, associated testing and long-term oil production" at Biscathorpe in the Lincolnshire Wolds Area of Outstanding Natural Beauty.**

We write as members of the Lincoln Climate Commission to express concern about, and to object to the above planning application.

The Lincoln Climate Commission <https://www.lincolnclimate.org.uk/> was set up with support from the City of Lincoln Council as a result of representatives of the University of Lincoln, Siemens in Lincoln, City Council, and Transition Lincoln meeting with leaders from the Leeds Climate Commission, with a view to drawing together stakeholders from all parts of our community to take appropriate practical action in response to climate change, and to be politically independent to 'hold to account' our Councils.

In view of growing public awareness of the urgency of the 'climate and ecological emergency', it ought not to be necessary to rehearse the copious scientific evidence already authoritatively catalogued in the devastating reports of the Intergovernmental Panel on Climate Change (IPCC) of 2018 & 2019<sup>1</sup>, and the Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services (IPBES) of 2019<sup>2</sup>. These justify scientists' reference to the present day as 'the sixth mass extinction'. In addition, just a few more recent items / statements should suffice by way of illustration of the emergency:

- Sir David Attenborough's television series and his statement that "*We face the collapse of everything that gives us our security*".<sup>3</sup>
- Archbishop Justin Welby's assertion that "*climate change is the greatest challenge that we and future generations face*"<sup>4</sup>, and the Church of England's General Synod assertion that "*the global climate emergency is a crisis for God's creation, and a fundamental injustice*".<sup>5</sup>
- Sir James Bevan, CEO of the Environment Agency in his "Wolf at the door" speech to the insurance industry on 23 February 2021<sup>6</sup> where he said "...the climate emergency... is the main thing because it affects everything else, more than anything else... Runaway climate change won't just kill the insurance industry, though it will. It will kill our economy, our people and our planet. Much higher sea levels will take out most of the world's cities, displace millions, and make much of the rest of our land surface uninhabitable or unusable. Much more extreme weather will kill more

Page 1/4



@ClimateLincoln

[lincolnclimate.org.uk](https://www.lincolnclimate.org.uk)

people through drought, flooding, wildfires and heatwaves than most wars have. The net effects will collapse ecosystems, slash crop yields, take out the infrastructure that our civilisation depends on, and destroy the basis of the modern economy and modern society... If that sounds like science fiction let me tell you something you need to know... over the last few years the Reasonable Worst Case (scenario)...has actually happened, and... getting larger.”

- At the *Moana: Water of Life* conference staged by the Diocese of Lincoln and the University of Lincoln in September 2019, Nobel prize-winning climate scientist Professor Elisabeth Holland said that ‘scientific conservatism... has sold us out’ – in other words, even the IPCC reports might underestimate the severity of the emergency. This can be illustrated by reference to the rapid rate of melting of the polar ice-caps<sup>7</sup>. The loss of land-based glacial ice, together with thermal expansion of warming oceans, is a major contributor to sea-level rise. We should note, as Prof Edward Hanna points out in his presentation<sup>8</sup>, that large areas of Lincolnshire’s farmland are in danger of flooding due to sea level rise (never mind river banks being breached such as we saw at Wainfleet), as are the world’s most populous cities. At the same conference, Professor Mark Macklin of the University of Lincoln commented ‘it’s too late’ (not because there’s nothing we can do, but because there’s been a lack of political will, and even if we halt emissions immediately, warming will continue because of the level of CO<sub>2</sub> already in the atmosphere).

This is not doom-mongering nor alarmist. It’s simple science that we must take account of, if we have any regard for future generations and the poorest and most vulnerable of our fellow humans now.

The implications are that, *as fast as possible*, we must wean ourselves off dependence on fossil fuels. Scientists estimate that most of the world’s known fossil fuels must NOT be burned. So to explore for and to extract new sources of oil from Lincolnshire is utterly incompatible with keeping within the internationally agreed goal of limiting global overheating to 1.5 degrees. There is no shortage of fuel to supply our needs while we make the necessary RAPID transition towards a zero carbon economy. We do NOT need fossil fuels from the rocks under Lincolnshire. Egdon’s estimated production from Biscathorpe was less than 0.03% of UK consumption – this at a time when the government’s declared aim is to phase out reliance on fossil fuel. It is hard to see how ‘new oil’ is consistent with the government’s recent announcement to reduce emissions by 78% by 2035. Instead, we should invest our efforts and resources into renewables and into mitigating and adapting to the effects of warming.

In view of the above, it is hard to see how allowing oil extraction in the Wolds AONB is consistent with the County Council's vision as set out in the Green Master Plan, and the zero carbon target.

In addition to the overwhelming climate emergency, significant local matters strongly suggest that the planning application should not be passed. The drilling site is close to the River Bain and the Viking Way, loved by locals and visitors alike. Will tourists be attracted to our beautiful countryside if they are interrupted with heavy traffic on county roads? That river and its tributaries are a rare habitat, and the subject of The Lincolnshire Chalk Stream Project.<sup>9</sup> The County Council and East Lindsey District Council have a duty of care to protect these unique chalk stream ecosystems.<sup>10</sup> Accidents do happen and risks cannot be eliminated, so there is concern for the potential contamination of the water supply / chalk stream habitat and consequent loss of biodiversity.

We are aware that the Lincolnshire Wildlife Trust has objected to the application: is the application really consistent with the local Biodiversity Action Plan? We are aware that the local Donington-on-Bain Parish Council said the application represented "a significant industrialisation of the Lincolnshire Wolds within the AONB", which would jeopardise the local plan which said "the highest level of protection" would be given to the AONB. They see no benefits to their local economy or community. They see it as a threat to their communities' health and prosperity from local tourism. These local concerns should be respected.

We respectfully ask that County Councillors consider the concerns of the local community, the serious issues of potential threat to biodiversity and amenity, and the over-riding concern due to the existential threat of climate change. We urge that you turn down the application.

Yours sincerely,

- 1 IPCC Special Report on Global Warming of 1.5°C (2018) <https://www.ipcc.ch/sr15/> and IPCC Special Report on the Ocean and Cryosphere in a Changing Climate (September 2019) <https://www.ipcc.ch/srocc/>
- 2 IPBES The global assessment report on BIODIVERSITY AND ECOSYSTEM SERVICES 2019 [https://ipbes.net/sites/default/files/inline/files/ipbes\\_global\\_assessment\\_report\\_summary\\_for\\_policymakers.pdf](https://ipbes.net/sites/default/files/inline/files/ipbes_global_assessment_report_summary_for_policymakers.pdf)
- 3 <https://www.bbc.co.uk/news/topics/cwypr2kdxvwt/david-attenborough>
- 4 <https://vimeo.com/359740285>
- 5 <https://www.churchofengland.org/news-and-media/news-and-statements/general-synod-sets-2030-net-zero-carbon-target>
- 6 [https://www.gov.uk/government/speeches/watching-the-wolf-why-the-climate-emergency-threatens-us-all?fbclid=IwAR2bxwTCvFchXSRy9oJdC7roBhiFL-Wf\\_DgXcxYKY\\_olKe8vC8ZHkxjbW7g](https://www.gov.uk/government/speeches/watching-the-wolf-why-the-climate-emergency-threatens-us-all?fbclid=IwAR2bxwTCvFchXSRy9oJdC7roBhiFL-Wf_DgXcxYKY_olKe8vC8ZHkxjbW7g)
- 7 See paper by Prof Edward Hanna of Lincoln University et.al referenced in this article: <https://www.ecowatch.com/ice-sheets-greenland-antarctica-warming-2619507205.html>
- 8 <https://www.youtube.com/watch?v=f614OFSNJK4>
- 9 <https://www.lincswolds.org.uk/chalk-streams/lincolnshire-chalk-streams/the-lincolnshire-chalk-streams-project>
- 10 [https://www.lincswolds.org.uk/library/chalkstreams/GeneralDocuments/2019\\_07\\_26\\_LCSP\\_FINAL\\_SAP.pdf](https://www.lincswolds.org.uk/library/chalkstreams/GeneralDocuments/2019_07_26_LCSP_FINAL_SAP.pdf)



# Comment for planning application PL/0037/21

Application number

Name

Address

Type of Comment

Comments

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Attachments The following files have been uploaded: Lincoln Climate Commission Biscathorpe second open letter LAST DRAFT 2.pdf

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To:

**Technical Support Team**

Planning Services

Lincolnshire County Council

County Offices, Newland, Lincoln LN1 1YL

9<sup>th</sup> August 2021

**From:** Undersigned members of the Lincoln Climate Commission

**PLANNING REFERENCE: PL/0037/21                      DEVELOPMENT: FOR A SIDE-TRACK  
DRILLING OPERATION, ASSOCIATED TESTING AND LONG-TERM OIL PRODUCTION**

Dear Support Team,

Thank you for your email of 9<sup>th</sup> July 2021, inviting further comment on the above application.

We would respectfully ask that you consider the following highly significant reports that have emerged since our previous submission.

1. **The International Energy Association ‘flagship report’**. The IEA’s press release on 18<sup>th</sup> May 2021 <https://www.iea.org/news/pathway-to-critical-and-formidable-goal-of-net-zero-emissions-by-2050-is-narrow-but-brings-huge-benefits> **includes this stark assertion:**

**“from today, no investment in new fossil fuel supply projects”**

This is part of their detailed and thoroughly researched roadmap, in order to give the world a chance of achieving the UN target of limiting global over-heating to 1.5 degrees. It must be borne in mind that 1.5 degrees is not “safe”. Average global temperature has already risen by about 1.1 degrees. We can already see devastating effects in many parts of the world, including close to home.

The County Council’s “Green Master Plan” refers to the UK Government’s aim of achieving net zero carbon by 2050, which it has announced in order not to exceed the 1.5° target. The IEA’s detailed evidence is given in the link above, so it is not appropriate to repeat it here. From the report, it is abundantly clear that the proposed development at Biscathorpe is incompatible with achieving the 1.5° target. It is incompatible with assuring future generations a stable climate conducive to human flourishing. The IEA’s report makes it abundantly clear (“from today, no investment in new fossil fuel supply projects”) that Egdon Resources’ proposal is inconsistent with the intentions outlined in the County Council’s “Green Master Plan”.

2. **IPCC Sixth Assessment Report (AR6): Climate Change 2021: The Physical Science Basis** published today (9<sup>th</sup> August 2021) warns clearly that the extreme weather events that we have witnessed recently, including wildfires, droughts and floods, will continue to increase if we fail to achieve net zero soon: “Global surface temperature will continue to increase until at least the mid-century under all emissions scenarios considered. Global warming of 1.5°C and 2°C will be exceeded during the 21st century unless deep reductions in carbon dioxide (CO<sub>2</sub>) and other greenhouse gas emissions occur in the coming decades.” [https://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC\\_AR6\\_WGI\\_Headline\\_Statement\\_s.pdf](https://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC_AR6_WGI_Headline_Statement_s.pdf). In his statement on the IPCC report, the UN Secretary-General said “Countries should also end all new fossil fuel exploration and production, and shift fossil fuel subsidies into

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renewable energy” <https://www.un.org/sg/en/content/secretary-generals-statement-the-ipcc-working-group-1-report-the-physical-science-basis-of-the-sixth-assessment> Will Planners and Councillors ignore the IPCC and the plea of the UN Secretary-General?

Lincolnshire is a low-lying county and susceptible to flooding due to sea level rise. The IPCC’s AR6 report says “the *likely* global mean sea level rise by 2100 is... 0.44-0.76 m under the intermediate GHG emissions scenario (SSP2-4.5)”; and that “Global mean sea level rise... approaching 2 m by 2100 and 5 m by 2150... cannot be ruled out due to deep uncertainty in ice sheet processes”. Planners and Councillors should consider what the 1953 coastal floods would look like if sea levels had been just 0.5m higher.

### 3. Climate Change Committee’s Climate Change Risk Assessment (CCRA3), June 2021.

Under the 2008 Climate Change Act, the CCC is the UK Government’s official independent advisor on climate change. Their CCRA3 report in June 2021 <https://www.theccc.org.uk/publication/independent-assessment-of-uk-climate-risk/> highlights risks due to climate change impacts in the UK: “there is now a 40% chance of the average annual global temperature reaching 1.5°C above pre-industrial levels in at least one of the next 5 years. Climate change is here, now.” And “reducing emissions is critical to reducing our climate change impacts, and is something we must do fast if we are to stay close to the Paris commitment of well below 2°C with an ambition to limit warming to 1.5°C.” The IEA report makes clear that commitment to the Paris Agreement requires ‘no investment in new fossil fuel supply projects’.

4. Recent reports e.g. in Channel 4 news <https://www.channel4.com/news/revealed-exxonmobils-lobbying-war-on-climate-change-legislation> and <https://www.channel4.com/news/revealed-fossil-fuel-companies-lobby-uk-government-for-gas-compromise-ahead-of-cop26> have exposed the lobbying of fossil fuel companies, including in the UK. There is no global shortage of fossil fuels. As the IEA report makes clear, it is much more urgent and strategically necessary to invest in renewables and energy efficiency.

We respectfully urge that in addition to our previous submission, you would weigh seriously the evidence of the above, and reject Egdon Resources’ application.

Yours faithfully,