



**PLANNING AND REGULATION  
COMMITTEE SITE VISIT  
3 OCTOBER 2016**

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

Councillors D McNally (Vice-Chairman), D Brailsford, D Hunter-Clarke, Ms T Keywood-Wainwright, N H Pepper, Mrs H N J Powell, Mrs J M Renshaw, R A Renshaw, T M Trollope-Bellew and W S Webb

Officers in attendance:-

Steve Blagg (Democratic Services Officer), Neil McBride (Planning Manager) and Marc Willis (Applications Team Leader)

1. APOLOGIES/REPLACEMENT MEMBERS

Apologies for absence were received from Councillors J W Beaver, D C Hoyes, M S Jones and C L Strange. It was noted that Councillor R A Renshaw had replaced Councillor G J Ellis on the Committee for this meeting only in accordance with the Local Government Regulations 1990.

2. FOR THE EXTRACTION OF LIMESTONE AND IMPORTATION OF SUSTAINABLE INERT FILL TO ACHIEVE A BENEFICIAL RESTORATION OF THE SITE ON LAND LOCATED OFF GORSE LANE, DENTON - MICK GEORGE LIMITED - S26/1611/15

The Committee made a site visit of the application site in the morning prior to consideration of the planning application in the afternoon by the Committee.

Officers provided the Committee with an explanation of the purpose of the site visit and an outline of the nature of the application site as set out below.

1. The northern boundary of the proposed site by a road called Stoney Lane. This route would not be used by the applicant's HGVs. The site visit went up Stoney Lane to view the site's northern boundary. The SSSI site in the distance, the Ancient Woodland and Belvoir Castle were highlighted. It was noted that the applicant proposed to bring in inert wastes (e.g. silty material, soil and bricks from demolition projects) to backfill and replace extracted material.

2. Jimmy Green's Pit (old ironstone pit) which had finished operating many years ago.

3. Gorse Lane which the applicant's traffic would use to go to Grantham by the A607 and which would be subject to a routing agreement. The applicant would not use the Gorse Lane/Stoney Lane route. The entrance to the applicant's site on Gorse Lane,

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would be together with the carriageway along Gorse Lane from the site entrance to the Leicestershire border on the A607. Kerbing would be installed at the crossing point with the SSSI and there was no objection from Natural England. Within the site there would be a 25m standoff from the SSSI to ensure that there would be no adverse impact on the SSSI. The question of whether local deliveries would be allowed to the applicant's site by Gorse Lane still required investigation. The geometry of the site entrance would prevent vehicles turning left towards Stoney Lane.

The applicant proposed to work the site on a phased basis as detailed in the report to the Committee.

4. SSSI (Viking Way, historic route from the Humber to Oakham, Rutland) and calcareous grassland.

5. A607 junction.

6. Hilltop Farm, off the A607, comprising residential properties. The applicant's site and mitigation measures in place to reduce the site's impact on Hilltop Farm were highlighted. The applicant proposed to plant additional woodland which was expected to mature when his operation reached Phase 4. The applicant had offered to pull his boundary further back from the Hilltop Farm complex and it was noted that the applicant's operation would be outside of the historical consent area. If there was an Initial Review this would not bring the applicant's operation as close to the Hilltop Farm complex.

7. Belvoir Castle from the A607 to the applicant's site and it was noted that Historic England had made no objection to the view. Officers responded to a question about the absence of any reference to paragraph 28 of the National Planning Policy Framework, and stated that this paragraph related to farming activities and barn conversions only and added that this application was not a rural enterprise.

8. The village of Denton, off the A607. There was no proposal to route the applicant's HGVs through the village and it was noted that weight restrictions were already in place in the village. The old ironstone workings near Denton were highlighted.

In response to a question from the Committee, officers stated that they did not have any statistics on how many people used the Viking Way.

The site visit ended at 11.40am.

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