

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

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| Report to: | <b>Planning and Regulation Committee</b>  |
| Date:      | <b>1 July 2019</b>                        |
| Subject:   | <b>County Matter Application - 139434</b> |

**Summary:**

Planning permission is sought by Egdon Resources UK Ltd (Agent: Barton Willmore LLP) for the temporary installation of 12 site security and welfare cabins, five water bowsers, generator and associated facilities at Land to the east of Smithfield Road, North Kelsey Moor, Market Rasen.

The applicant considers it prudent to increase security at the site during the construction of the exploratory well site (subject to planning permission Ref: 137302 and concurrent planning application Ref: 139426). The location of the security compound is contiguous with and seeks to utilise the approved access route of the approved exploratory well site. The security provision would be retained for a period of eighteen months.

**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.

**Background**

1. Planning permission was granted (ref:137302) on 14 May 2018 to extend the period of time to carry out the temporary operations to drill an exploratory bore hole for conventional hydrocarbons, production testing, evaluation and subsequent restoration at land off Smithfield Road, North Kelsey Moor. This application is now subject to a further concurrent application (ref: 139426) which is seeking to amend aspects of the approved site layout and design and to increase hours of work, noise levels and traffic movements.

## The Application

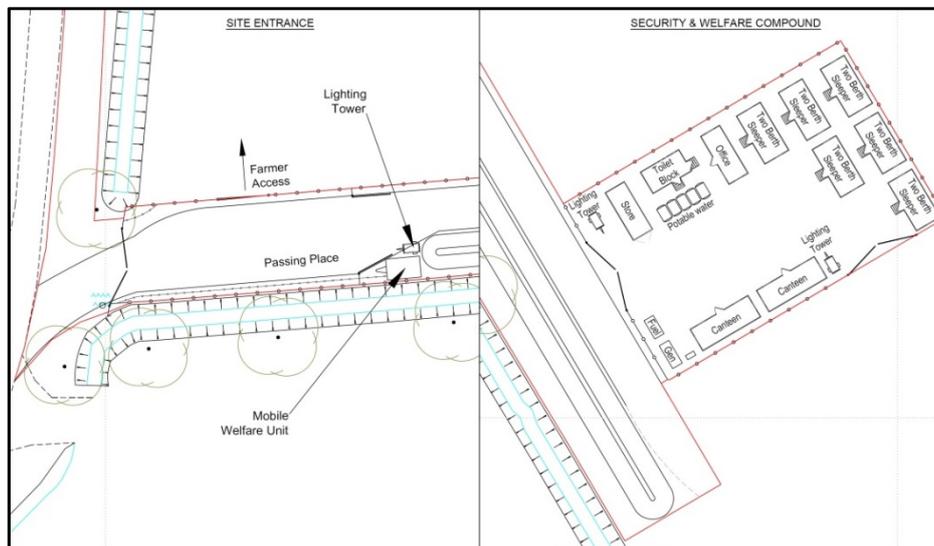
2. Planning permission is sought by Egdon Resources UK Ltd (Agent: Barton Willmore LLP) for the temporary installation of 12 site security and welfare cabins, five water bowsers, generator and associated facilities at Land to the east of Smithfield Road, North Kelsey Moor, Market Rasen. The application is supported by a Planning Statement which provided an overview of the proposed development and included sections on Transport, Ecology, Landscape and Visual Impact, Drainage, Noise, Air Quality, Cultural Heritage and assessed Cumulative Impacts.
3. The applicant and their security consultants have been in discussions with Lincolnshire Police about the current and future operations to be carried out at the well site (as permitted by planning permission 137302). As a result of these discussions the applicant has a duty of care to ensure that subcontracted workers, suppliers, deliveries and visitors are protected. Given the potential threat of protestors gaining access to the site, the applicant considered it to be prudent to increase the security at the well site and so to provide additional security and welfare facilities from the re-commencement of Phase 1 construction period – i.e. whilst the exploratory well site and access road are under construction and retain the security provision for a period of eighteen months.
4. Phase 1 of the exploratory planning permission had been commenced by virtue the construction of the access off Smithfield Road and the applicant would seek to construct the security compound prior to re-commencing the Phase 1 operation relating to the well site. To allow this the applicant proposes to lay track matting from the constructed entrance to the site of the proposed security enclosure that would initially be fully surrounded by 2.4 metre high 'heras' fencing. The overall area of the proposed site would be approximately 0.4 hectares.
5. The proposed security facilities would consist of the following and as illustrated in Plan 1 and laid out as illustrated in Plan 2:
  - 12 Security and Welfare Cabins comprising:
    - 1 x Mobile Welfare Unit (6.3m x 2.7m);
    - 1 x Site Office (6.1m x 2.5m);
    - 2 x Canteens (7.2m x 2.7m);
    - 6 x 2 berth sleep units (6.3m x 3.0m);
    - 1 x Store (3.7m x 2.7m);
    - 1 x Toilet Block (4.0m x 2.7m);
  - 5 x 1,000 litre Water Tanks;
  - 1 x Generator;
  - 1 x 3,000 litre double skin fuel tank;
  - 2 x mobile lighting towers that can extend to 9.0 metres in height.
6. There are no proposals to take up topsoil, the security/welfare units and other associated infrastructure would be stationed on track matting, this will allow for natural percolation of surface water run-off at the existing greenfield run-

off rates. Foul waste arising from the toilet blocks and welfare units would be collected in built in under-cabin waste tanks. This will be collected by licensed tankers for disposal at an appropriate facility.

- When construction of the well site commences, including the construction of perimeter fencing, the temporary 'heras' fencing will be replaced with temporary 2.4 metre high weld mesh fencing with gates giving access onto the access road and separate gated access into the well site compound.



Plan 1 – Security and welfare units



Plan 2 - Security and Welfare compound

- During Phase 3 Production Testing and Evaluation some of the security and welfare units would be relocated to the well site before returning to the security compound for the final Phase 4.

### Hours of work, noise and air quality

9. The purpose of the compound is to provide welfare for the security personnel who would be patrolling 24 hours a day/seven days a week. The construction and dismantling of the compound would be carried out in line with the operational hours of the adjacent well site. A packaged 'silenced' generator would power the site and would emit a typical sound power output that would result in a maximum noise level at the nearest sensitive property of 25dB(A). Consideration has also been given to the potential for impacts on air quality from the exhaust and in view of the distance to the nearest property it is unlikely that any adverse impacts would be anticipated.

### Traffic and Transport

10. Traffic movements associated with this proposal would initially be HCV transportation to bring to the site the tracked matting, fencing, security and welfare units, fuel and water tanks and generator. The installation of these elements would be over a period of two to three days and on completion of the exploratory operations at the adjacent site or any extended period of inactivity, the welfare compound would be dis-assembled and removed from site. The route to and from the site would be via the A46 and B1434 and delivery drivers would be directed not to use any other route.
11. To service the welfare compound small tankers would deliver water, fuel and remove foul waste up to three times a week (six movements in total) dependent of the number of personnel at the site at any period of time. Therefore if the number of personnel reduces so would the frequency of service tankers attending the site. In addition to the service tanker movements the security personnel would be utilising
12. In respect of security, personnel would patrol largely within or in close proximity to the site, although they will travel to and from the site in light vehicles such as vans and cars. These vehicles would not be constrained by the prescribed routes that apply to HCV's.

### Ecology

13. The site of the compound would be in an agricultural field with no local or nationally designated nature conservation sites within 2 kilometres but there are eight non-statutory sites. However, it is considered that they are sufficiently distant that no significant impacts would occur. Notwithstanding it is acknowledged that local to the site some disturbance may temporarily impact on foraging or commuting bats but given the small size of the site and the large amount of undisturbed habitat in the wider local area there would not be a significant adverse impact on wildlife from noise and lighting.

### Cultural Heritage

14. There are two Grade II listed structures to the south west and within a kilometre of the proposed compound however the site would be screened by

the adjacent exploratory wellsite and therefore there would be no greater impact on the setting of these structures than already deemed acceptable. With regard to archaeology no excavation of the compound site has been proposed.

### Site and Surroundings

15. The application site lies approximately 1.3km north of Moortown, 2.8km south east of North Kelsey, 4.5km south west of Caistor, 5.0km to the south of the Viking Way and 5.0km west of the Lincolnshire Wolds AONB. The site is accessed off Smithfield Road which is a single track road with a number of passing places along its length. An area of land at the junction of Smithfield Road and the B1434 is also included within the application site. The compound would lie to the north east and adjoining the proposed well site and a railway line lies to the east of the application site and beyond this the landscape becomes rolling hills with the presence of a number of telecommunications towers.
16. The site itself is agricultural land (Photograph 1). The surrounding area is predominantly level land to agricultural use with trees and hedges along field boundaries. Immediately to the south of the proposed access track is a ditch and to the south of this ditch is a line of trees and an existing access track. With the exception of views from the railway line the compound would be largely screened from the south west by the exploratory well site and all other views are generally obscured by virtue of the hedges and trees surrounding the agricultural land.



Proposal Site

## Main Planning Considerations

### Planning Policy Context

17. The National Planning Policy Framework (February 2019) 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. A number of paragraphs are of particular relevance to this application as summarised:

Paragraphs 7 to 13 – presumption in favour of sustainable development and core principles;

Paragraphs 38 to 50 – confirm that the planning system is a plan-led system and that application must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. Local Planning Authorities shall also apply a presumption in favour of sustainable development. It also confirms the position regarding the status of existing and emerging Local Plans and their policies and that due weight should be given to relevant policies in existing and emerging plans according to their degree of consistency with the NPPF and their stage of advancement to adoption;

Paragraphs 54 to 55 – advises on the use of planning conditions and states these should only be sought where they are necessary, directly related to the development and fairly and reasonably related in scale and kind to the development;

Paragraphs 108 to 111 – advises that development should consider impacts on the highway network and highway safety and seek to mitigate impacts to an acceptable degree.

Paragraphs 170 to 183 – seeks to conserve and enhance the natural environment; prevent unacceptable risks from pollution and protect general amenity, prevent adverse impacts as a result of noise pollution;

Paragraphs 184 to 202 – requires that the significance of heritage assets is taken into consideration, including any impacts on their settings. Significance can be harmed or lost through alteration or destruction of heritage or development within its setting. Where a development would lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal;

Paragraphs 203 to 209 – facilitating the sustainable use of minerals by ensuring sufficient supply and no unacceptable adverse impacts.

18. In addition to the NPPF, in March 2014 the Government published the web based Planning Policy Guidance (PPG). The PPG also sets out the overall requirements for minerals sites that include exploration for hydrocarbons

and provide direction in relation to assessing environmental impacts such as noise, light and visual amenity.

19. For avoidance of doubt, it should be noted that on 6 March 2019 a judgement in the case of *Stephenson vs SoS MHCLG* [2019] EWHC 519 (Admin) found in favour of the appellant and as a consequence on 14 May 2019 a Court Order was issued and in accordance with the terms of the Court Order, paragraph 209(a) of the NPPF (2018) has been quashed. However, Ministerial Written Statement HCWS1586 advises that Chapter 17 on 'Facilitating the Sustainable Use of Minerals' remains unchanged and extant and that for the purposes of the NPPF, hydrocarbon development is considered to be a mineral resource.

### Local Plan Context

20. 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 DM3 (Quality of Life and Amenity) states that planning permission will be granted for minerals and waste development provided that it does not generate unacceptable adverse impacts to occupants of nearby dwellings or other sensitive receptors as a result of a range of different factors/criteria (e.g. noise, dust, vibrations, visual intrusion, etc.)

Policy DM4 (Historic Environment) seeks to protect heritage assets and their settings and ensure the impacts are fully assessed.

Policy DM6 (Impact on Landscape and Townscape) states that planning permission will be granted provided that due regard has been given to the likely impact of the proposed development on the landscape, including landscape character, valued or distinctive landscape features and elements and important views. If necessary additional design, landscaping, planting and screening will also be required and where new planting is required it will be subject to a minimum 10 year maintenance period.

Policy DM9 (Local Sites of Biodiversity Conservation Value) seeks to protect locally designated sites and habitats.

Policy DM14 (Transport by Road) states that planning permission will be granted for development involving transport by road where the highway network is of, or will be made up to, an appropriate standard and arrangements for site access and traffic would not have an unacceptable impact on highway safety, flow, residential amenity or environment.

Policy DM16 (Water Resources) states that planning permission will be granted for minerals and waste developments where they would not have an unacceptable impact on surface or ground waters and due regard is given to water conservation and efficiency.

Policy DM17 (Cumulative Impacts) states that planning permission will be granted where the cumulative impact would not result in significant adverse impacts.

Policy R1 (Restoration and Aftercare) states that proposals must demonstrate that restoration will be of high quality and carried out at the earliest opportunity; and

Policy R2 (After-use) requires that the proposed after-use should be designed in a way that is not detrimental to the local economy and conserves and where possible enhances the landscape character, natural and historic environment of the area.

21. Central Lincolnshire Local Plan (CLLP) (2017) – the key policies of relevance in this case are as follows (summarised):

Policy LP2 (Spatial strategy and settlement hierarchy) identifies the site in the countryside;

Policy LP9 (Health and wellbeing) states that development must demonstrate satisfactory mitigation measures;

Policy LP13 (Transport) states that development must contribute towards an efficient and safe transport network;

Policy LP14 (Water Resources and Flood Risk) states that development must not increase the risk of flooding or adverse impacts on water resources;

Policy LP17 (Landscape) states that proposals must seek to protect and enhance the landscape value and character of the area;

Policy LP21 (Biodiversity and geodiversity) states that proposed development should seek to protect, manage and enhance habitat networks; and

Policy LP26 (Design and amenity) states that development must make effective and efficient use of land and should minimise adverse impacts on amenity.

#### Results of Consultation and Publicity

22. (a) Local County Council Member, Councillor L Strange (Adjacent) – is a member of the Planning & Regulation Committee and so reserves his position until the meeting.
- (b) South Kelsey and Moortown Parish Council – objects to the proposed 2.4m high fencing, the proposed additional lighting and also the associated changes to the operating hours and noise limits (subject of the concurrent application ref: 139426).

- (c) North Kelsey Parish Council – objects to this application. The number of cabins is considered to be excessive and they object to the proposed increase in noise thresholds; increased operating hours and comment that the road is not suitable for increased traffic and so there is a potential for accidents at the crossroads.
- (d) Caistor Town Council – wishes to maintain its objection of the drilling exploration by reason of its disturbance to the neighbourhood through noise and vehicle movements.
- (e) Holton le Moor Parish Meeting – has expressed concern with regard to the increase in hours of operations and vehicular movements that would have adverse impacts on the buildings in the village a number of which are over 100 years old and cause disturbance to residents. The application introduces additional lighting and there is concern about light spillage causing light pollution. Overall this and the exploratory well will have an adverse impact on the amenity of residents and visitors to the area.
- (f) Environmental Health Officer (West Lindsey District Council) – provided an informative relating to the 250 metre area of potential contaminative use (Railway) within which the proposal site would lie and notes the proposed development will be located in a rural area, unfortunately, the applicant has not provided any supporting information in relation to light spillage, or mitigation measures. I would therefore recommend that a suitable condition is placed on any planning permission granted requiring a light mitigation assessment.
- (g) Environment Agency (EA) – does not wish to comment on this application.
- (h) Anglian Water – has submitted an Informative Statement and Conditions Report and does not indicate an objection to the application but has requested that should this application be approved an informative should be attached relating to their infrastructure and waste water treatment capacity in the area.
- (i) Highway and Lead Local Flood Authority (Lincolnshire County Council) – following the submission of revised plans relating to the site entrance it is concluded that the proposed development is acceptable and accordingly, does not wish to object to this planning application.
- (j) Network Rail – has no objection in principle to the development but requested that an informative be attached relating to Abnormal Loads/Haulage Route that should not compromise the safety, operational needs and integrity of the railway.

23. The following bodies/persons were consulted on 10 May 2019 but no response or comments had been received within the statutory consultation period or by the time this report was prepared:

Local County Council Member, Councillor A Turner  
Lincolnshire County Council Public Health  
Lincolnshire Wildlife Trust  
MOD Safeguarding  
Lincolnshire Police

24. The application has been publicised by notices posted at the site entrance and three other locations including the junction of Smithfield Road and the B1434, the junction of the B1434 and Easthall Road and the crossroads in Moortown. It has also been advertised in the local press (Lincolnshire Echo on Thursday 16 May 2019) and 21 letters of notification were sent to the nearest neighbouring residents.

25. 63 representations from 54 residential addresses had been received by the time this report was prepared. A significant number of objections duplicated those already registered in relation to the concurrent planning application (ref: 139426). As a consequence the following summarises the objections received which relate specifically to this application:

- The need for security because of protestors is exaggerated, the protests at Biscathorpe and Laughton were small scale, peaceful and good humoured;
- The new proposal represents a significant expansion on the original application for exploration;
- The proposal does not evaluate the possibility of the site becoming a production site;
- Disruption to local wildlife;
- Disruption to the peaceful countryside;
- Smithfield Road not suitable for the proposed increase in traffic and damage to B1434 and highway infrastructure especially at Holton le Moor will be impacted by the security proposal due to noise, dust, vibration, frequency and volume;
- There are no proposals for landscape planting to screen the site;
- Threat to water courses and Nettleton Beck nearby;
- Fossil fuels damage the environment and we should look to renewable energy sources;
- The site may not be in AONB but is close to it and the Viking Way;
- The application represents an expansion on the previous approved development and as a consequence the cumulative impacts of this compound with the proposed exploratory site are unacceptable, particularly when considered in this location citing noise, light and hours and the application hasn't provided noise and lighting assessment; and
- Doubts that the new proposals will be monitored effectively by LCC.

## District Council's Recommendations

26. West Lindsey District Council (Planning Authority) – stated that any increase of impermeable area could increase the risk of surface water flooding to the site or surrounding land. The noise levels and lighting proposed should not have a detrimental impact on neighbouring amenity. The containers and all ancillary fencing and equipment should be conditioned to be removed following cessation of the associated drilling operations and the land restored to its former condition.

## Conclusions

27. Planning permission is sought by Egdon Resources UK Ltd (Agent: Barton Willmore LLP) for the temporary installation of 12 site security and welfare cabins, five water bowsers, generator and associated facilities at Land to the east of Smithfield Road, North Kelsey Moor, Market Rasen. The security and welfare compound would be retained until the exploratory well site approved in 2018 (ref: 137302) has been restored or no longer required, whichever period time is shorter.
28. The compound subject of this application would be adjacent to the northwest boundary of well site it would service and access to the site would be via the route approved and partially constructed in accordance with approved plans onto Smithfield Road. The proposal seeks to construct the compound prior to re-commencement of Phase 1 operations to construct the wellsite. To facilitate the compound construction track matting would be used to permit HCV's to cross the field and the same matting would be used to station the various cabins and ancillary structures within the compound. The compound would initially be surrounded by temporary 'heras' style fencing up to 2.4 metres in height. Subsequently, the surrounding fencing would be replaced with weld mesh and gated in line with that proposed for the well site and access route. The Planning Officer (West Lindsey) has requested that a condition be attached to secure the clearance of the site following the restoration of the exploratory wellsite.
29. The site would be clearly visible to those using the train, however, all other external views would be largely obscured by the trees and hedges surrounding the agricultural land and which flank Smithfield Road and therefore ultimately totally obscure views from the south west once the wellsite itself has been constructed. Consequently, the compound would not have a significant visual impact on the landscape, the setting of any heritage asset or distant views from the Wolds AONB and the Viking Way.
30. In respect of archaeological impacts there are no proposals to carry out groundworks in relation to the compound and the route of the access is subject to an existing approved scheme of archaeological investigation. The intention to use track matting also ensures that surface water run-off would be through natural percolation. The protection of ground and surface water has been considered and given that all foul wastes arising from the modular units would be removed from the site for disposal/treatment at a licensed

site subject to an informative provided by Anglian Water and that the diesel generator and associated infrastructure are bundled in accordance with manufacturers' specifications no adverse impacts would be anticipated.

31. The only source of continuous noise and emissions would be associated with the diesel generator. Predicted noise levels at sensitive receptors based on the assessed sound power output would not represent an unacceptable adverse impact over and above those already deemed acceptable in regard to the well site drilling and production test operations. In addition the exhaust from the generator would not be considered to impact adversely on air quality given the distance and prevailing wind direction in relation to sensitive receptors.
32. In respect of the proposed lighting towers, the Environmental Health Officer (West Lindsey) has recommended that a condition be attached requiring a light mitigation assessment as a consequence your officer recommends that a scheme in relation to Security Lighting be secured prior to the site coming into use.
33. Having assessed the application, I am therefore satisfied that given its position being distant from public views (excepting those using the train) the compound would be largely screened by the proposed well site to the south west and all other views are generally obscured or distant. Additionally as the modular units would not require groundworks to facilitate their installation they have had no impact on underlying archaeology and the development does not have any adverse environmental impacts relating to water resources or air quality or impacts on ecology, particularly bats. Planning conditions can be imposed to ensure that noise levels are restricted in line with those proposed for the adjacent well site, that no external lighting is installed until a lighting scheme has been submitted and approved, that the hours of construction operations of the site are consistent with those of the exploratory wellsite it services and that the site is restored following restoration of the exploratory wellsite. Subject to these conditions the development would accord with the objectives of CSDMP Policies DM2, DM3, DM4, DM5, DM6, DM9, DM15, R1 and R2 and Policies LP2, LP9, LP14, LP17, LP21 and LP26 of the CLLP that seeks to protect the historic environment, biodiversity, landscape, health and wellbeing and minimise adverse impacts on residential amenity.

#### Transport

34. There would be a number of HCV movements over a two to three day period to construct the compound and repeated to remove the structures and cabins following final restoration of the well site. A small number of heavy vehicular movements associated with the tankering in of fuel, fresh water and the removal of wastes from the security compound and these would represent a maximum of 6 movements per week. All other vehicle movements would comprise of light vehicles used by security personnel. The Highways Officer considers that the development is acceptable and a condition could be imposed to restrict access to the site for the

demobilisation of the site following the construction of the exploratory well site. Subject to this condition I am satisfied that the proposal would not have a significant adverse impacts on the highway network or highway safety and would not be contrary to CSDMP Policies DM3 and DM14 and CLLP Policies LP9 and LP13 which seeks to protect amenity of the local area and ensure that the highway network and highway safety are adequately addressed.

### Overall conclusions

35. The application seeks to provide for the security of personnel and visitors carrying out works associated with the adjacent exploratory well site. Comments received from the public have been considered and this application has also been considered on its merits and its acceptability in planning terms.
36. In this case, the proposal does not seek to intensify the exploration operations and would only provide a secure environment for the personnel carrying out the approved wellsite construction, operations and restoration therefore there would be no cumulative effects. Overall I am satisfied that the application has provided a clear explanation of need and given the time limited nature for the retention of the compound, any effects would be temporary and reversible. As a consequence the erection of a security and welfare compound would accord with the relevant policies cited and identified within the Lincolnshire Minerals and Waste Local Plan (2016) including Policy DM17 and Central Lincolnshire Local Plan (2017).

### Human Rights Implications

37. The proposed development has been considered against Human Rights implications especially with regard to Article 8 – right to respect for private and family life and Protocol 1, Article 1 – protection of property and balancing the public interest and well – being of the community within these rights and the Council has had due regard to its public sector equality duty under Section 149 of the Equality Act 2010.

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| <b>RECOMMENDATIONS</b> |
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That planning permission be granted subject to the following conditions:

1. The development hereby permitted shall cease on or before 31 December 2020 and by that date all portable building, plant and machinery associated with the use hereby permitted shall have been removed and the land returned to its previous use as agricultural land.

*Reason: To provide for the clearance of the site in the interests of the amenity of the area.*

2. The development hereby permitted shall be retained in accordance with the following documents and plans, unless modified by the conditions attached to this planning permission:

Planning Application Form (date stamped received 17 April 2019);  
Document Reference: 20271/A5/P7/VY/SO – 'Planning Statement' (date stamped received 17 April 2019);  
Drawing No: Drawing No: ZG-ER-NK-SWC-PA-03 – 'Security & Welfare Compound Layout' (date stamped received 12 June 2019); and  
Drawing No: ZG-ER-NK-SWC-PA-04 – 'Temporary Security & Welfare Compound Indicative Floor Space Plan' (date stamped received 08 May 2019);

*Reason: To ensure that the development is retained in all respects in accordance with the approved details.*

3. No development shall commence until a full security lighting scheme, including details to minimise light spillage and any mitigation measures shall first been submitted to and approved in writing by the Mineral Planning Authority. The lighting shall be maintained and retained in accordance with the approved details for so long as the development hereby permitted is required or on completion of restoration of the site whichever may be earlier.

*Reason: In the interest of visual amenity.*

4. The construction and restoration of the site hereby permitted shall only be carried out during the following hours:

Monday to Friday 07:00 to 19:00 hours;  
Saturday 07:00 to 13:00; and  
No construction or restoration operations shall occur on Sundays, Bank Holidays and Public Holidays.

5. All plant and machinery including the diesel generator shall be adequately maintained and silenced in accordance with the manufacturer's recommendations at all times.

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

## **Informatives**

Attention is drawn to:

- (i) E-mail from Environmental Health, West Lindsey District Council dated 7 June 2019 related to contaminated land;
- (ii) Anglian Water Planning Applications – Suggested Informative Statements and Conditions Report Ref: 14750/1/0059041 dated 5 June 2019; and

- (iii) 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 in 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.

## **Appendix**

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| These are listed below and attached at the back of the report |                |
| Appendix A  | Committee Plan |

## Background Papers

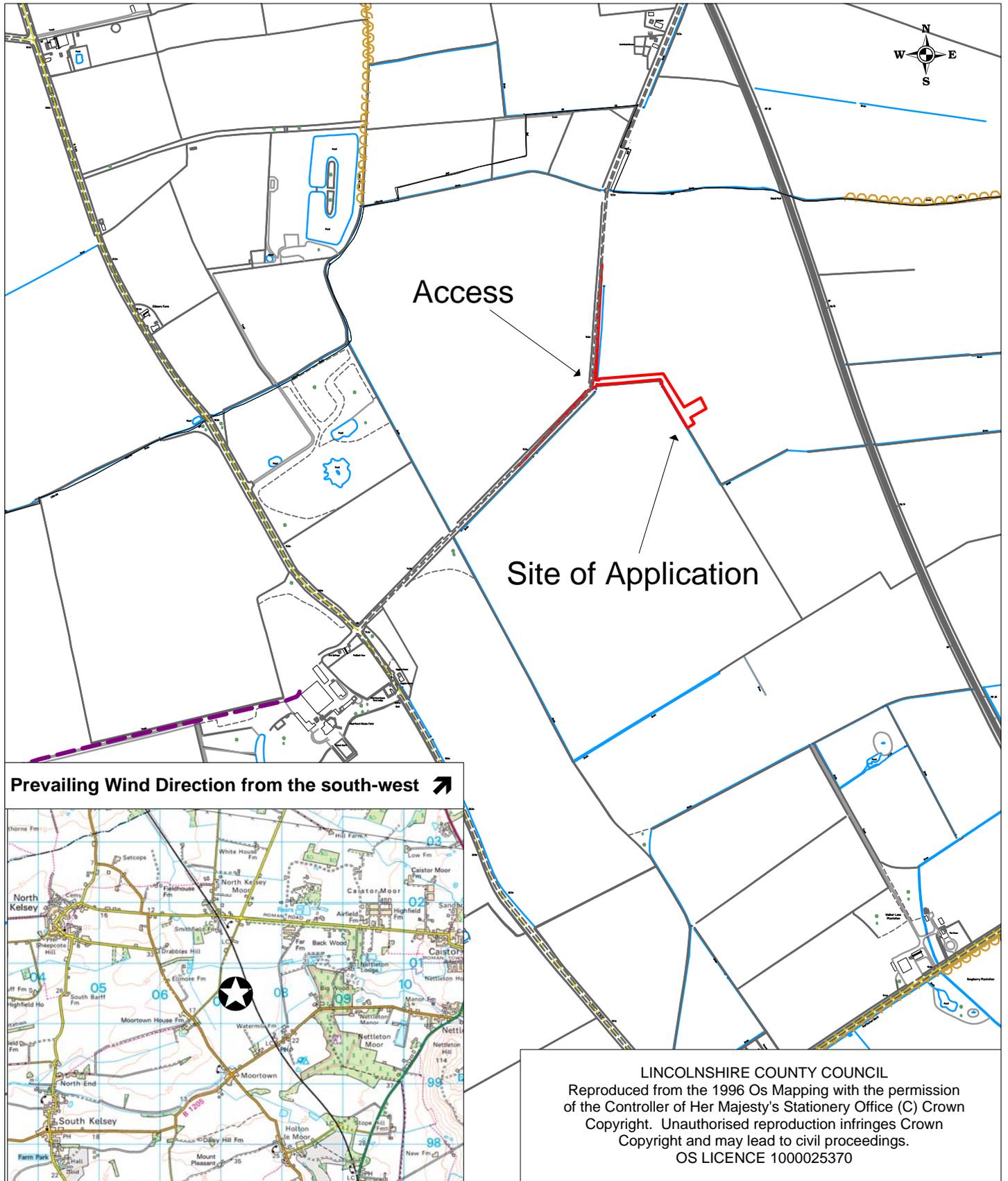
The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

| Document title   | Where the document can be viewed   |
|--|--|
| Planning Application Files: W97/131952/14; 137302, 139426 and 139434.  | Lincolnshire County Council, Planning, Lancaster House, 36 Orchard Street, Lincoln, LN1 1XX  |
| National Planning Policy Framework (2019)<br><br>Planning Policy Guidance (2014)<br><br>Written statement HCWS1586 (May 2019)                | The Government's website<br><a href="http://www.gov.uk">www.gov.uk</a>   |
| Lincolnshire Mineral and Waste Local Plan Core Strategy and Development Management Plan (2016)<br><br>Central Lincolnshire Local Plan (2017) | Lincolnshire County Council website<br><a href="http://www.lincolnshire.gov.uk">www.lincolnshire.gov.uk</a><br><br>Central Lincolnshire Local Plan website<br><a href="http://www.n-kesteven.gov.uk">www.n-kesteven.gov.uk</a> |

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

LINCOLNSHIRE COUNTY COUNCIL

PLANNING AND REGULATION COMMITTEE 1 JULY 2019



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**Location:**  
 Land to the east of Smithfield Road  
 North Kelsey Moor  
 Market Rasen

**Description:**  
 For the temporary installation of 12 site security and  
 welfare cabins, five water bowsers, generator and  
 associated facilities

**Application No:** 139434  
**Scale:** 1:10,000

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