

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

Report to:	Planning and Regulation Committee
Date:	17 April 2023
Subject:	County Matter Application - 146100

Summary:

Planning permission is sought by IGas Energy Plc (Agent: Heatons) to construct a hydrocarbon wellsite, with the drilling of one vertical appraisal well and up to seven horizontal development wells and ancillary development at land to the west of Northlands Road, Glentworth.

There are a wide range of issues which need to be carefully considered in the determination of this proposal including the need for the development and climate change considerations; landscape and visual impacts; highways and traffic impacts; impact on air quality; noise; historic environment; flood risk and drainage and ecology biodiversity and restoration .

Recommendation:

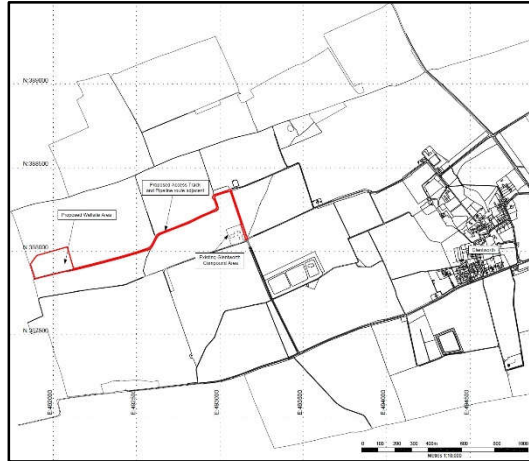
Following consideration of the relevant development plan policies and the comments received through consultation and publicity it is recommended that conditional planning permission be granted.

Background

1. This report relates to an application seeking permission to develop a new oil wellsite site located close to the existing Glentworth No.1(K) wellsite, Glentworth. Glentworth No.1(K) was granted planning permission (ref: W.36/629/86) in November 1986 and in 2001 was subject of a Periodic Review (ref: M01/P/0946 – LCC ref: W36/0946/01) that updated the conditions attached to the original planning permission. The proposed new wellsite (subject of this application) would be located on agricultural land situated to the west of Glentworth No.1(K). As part of this proposal a pipeline link would be provided between the proposed new wellsite and the existing wellsite where the oil would then be treated prior to export off site.

The Application

2. Planning permission is sought to construct a hydrocarbon wellsite at land to the west of Northlands Road, Glentworth. The proposal site is located to the west of the existing Glentworth No.1(K) wellsite and comprises of arable farmland with access gained via an existing access track. The total application site measures 4.4 hectares (ha) which includes the access track.



Site Location Plan

3. The application seeks permission for works associated with the exploration, appraisal and production phases of development and proposes the drilling of one vertical appraisal well and up to seven horizontal development wells and ancillary development. The proposed development is temporary in nature and would be operational for up to 21 years should the site go into production. Following the cessation of oil extraction operations the site would be decommissioned and restored. A brief description of each phase of development is set out below.

Exploratory Phase

4. The exploration phase/works are intended to be undertaken over a period of 10 months and in two phases briefly described as follows:

Phase 1 - Access and Construction

This phase would take up to 5 months to complete and begin with works to upgrade the existing access track leading to the site off Northlands Road. The works include providing passing places, widening the corners of the track and construction of an extension of the existing access track into the proposed wellsite.

The well pad would also be constructed, including the installation of cellars, the installation of an attenuation tank, French drains around the well pad, and an impermeable membrane under the well pad. Conductor pipes would also be set down into the ground to provide the initial foundation for the oil wells (subject to contractor availability). If this is not achievable then these works would be carried out in Phase 2. The conductors would be driven approximately 60 metres into the

ground. The site compound would be enclosed with palisade fencing with a secured access for the security and safety of staff and the public.

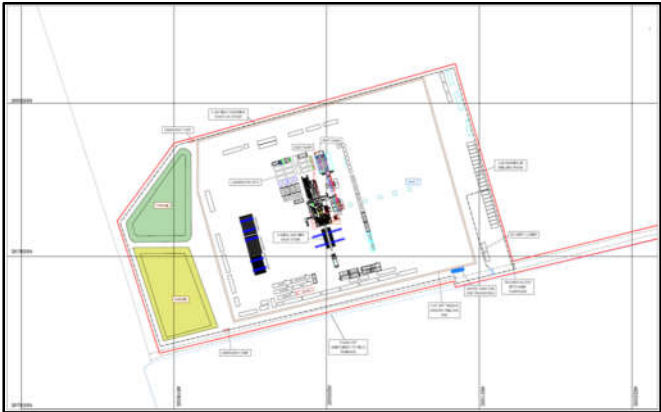
Construction activities would take place between 0700 to 1900 hours Monday to Friday and between 0700 and 1300 hours on Saturdays. No construction activity would take place on Sundays and Bank Holidays unless required and agreed with the Minerals Planning Authority beforehand.

Phase 2 - Drilling Operations

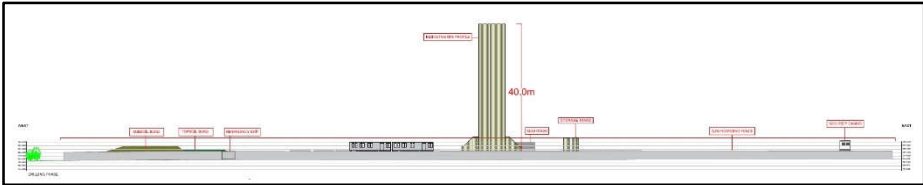
This phase would last up to five months and involve carrying out drilling operations to investigate the oil potential in the Glentworth fields western extension.

The main drill rig (up to 40m high) would be brought to site along with all ancillary equipment and temporary production facilities. A directional well would be drilled down into the reservoir to approximately 1,500 metres True Vertical Depth Sub Sea (TVSS) – the vertical distance from sea level to any point in the subsurface. Drilling operations would take place 24 hours per day, 7 days per week.

The single well would then be used to appraise the oil reservoir with wellbore data acquisition and seismic testing carried out. A lateral production sidetrack from the wellbore may be drilled as a horizontal well during this phase. The drilling rig and ancillary equipment would be removed from the site following the completion of this phase.



Site Plan Drilling Phase – Well 1



Illustrative Site Section Plan

Appraisal Phase

- 5. Phase 3 – Well Test and Production Testing

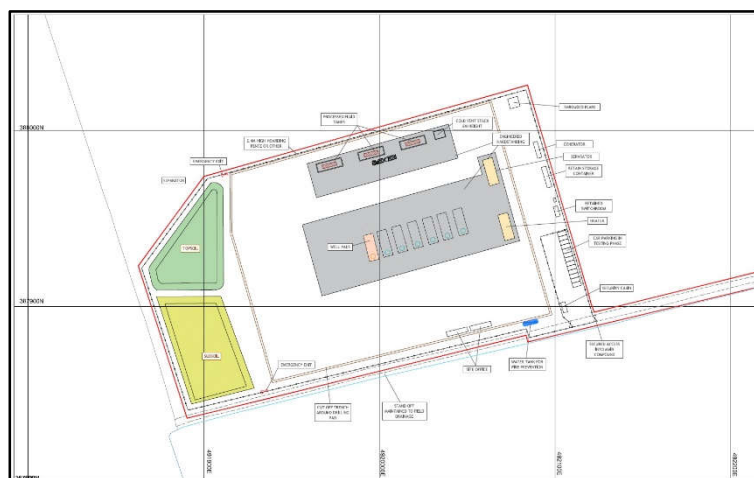
The test production phase would last for up to 12 months. During this phase temporary production facilities would be installed and testing carried out to assess the mixture of fluid drawn from the well.

A beam pump or equivalent (up to 14m high) and flowline would be installed. Produced liquid would be a mixture of oil and water, with low rates of associated gas. Predicted maximum production volumes are 350 barrels of produced liquid a day, comprising of 50:50 oil and water. Production fluids would be stored in temporary test facilities comprising of up to three bunded mixed fluid tanks. The produced fluids would then be transported via tanker to IGas' Welton Gathering centre for separation. During this test phase, associated gas would be flared, first using a shrouded flare and once production stabilises, a ground mounted enclosed flare would be used.

The temporary test equipment would comprise of the following main elements:

- 3 x 300 barrel capacity tanks (with steel bunds) - these would provide sufficient storage to allow at least 3 days production (required in case of transport problems).
- 3m x 5m control system and utilities enclosure (shipping container).
- Office: 3m x 5m (shipping container).
- Tanker loading pads.
- Pipework, valves, cable tray, instrumentation and electrical cables.
- Test separator
- Bunding for process equipment
- Diesel power generator running 24/7
- Welfare facilities
- Lighting rigs

Production and operational activities would take place 24 hours a day, 7 days per week. Operational road tanker movements (except in extenuating circumstances) would be restricted to between 0700 and 1900 hours Monday to Friday and between 0700 to 1300 hours on Saturdays.



Site Plan – Testing Phase

Production Phase

6. If Phase 3 proves that there is commercial oil at the site then the site would then extended and developed to enable long-term production to take place. The works associated with the production phase can be broken down into three main phases:

Phase 4 – Well Pad Extension and Pipeline Installation

This phase would take up to 5 months to complete and would see the installation of permanent production facilities and extension of the well pad to accommodate up to a further six wells.

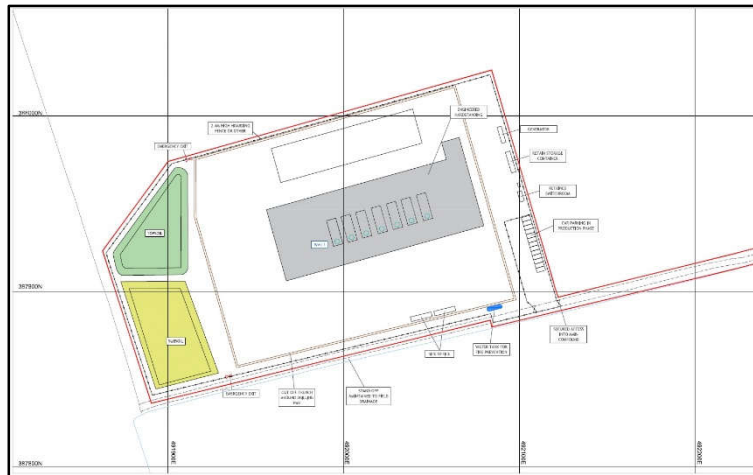
The extended site would be underlain by an impermeable membrane, have additional well cellars installed and would be surrounded by a French drain. A trench would be constructed between the new site and the existing Glentworth No1.(K) site partially along the access track which would accommodate pipelines and other utilities such as: a produced fluids pipeline; a backup/test line; water injection pipeline as well as electrical and communications cables.

Construction activities would take place between 0700 and 1900 hours Monday to Friday and 0700 and 1300 hours on Saturdays.

Phases 5 & 6 – Production and Well Drilling

Over the life of the site a further six horizontal development wells could be drilled in order to access the oil reserves and maintain production at the site. The exact use and phasing of each well is yet to be determined but a mixture of production and injection wells may be required. Each well would commence with the setting of a conductor to up to 60m deep (as described previously) and would be drilled in the same way as described in Phase 1. A drill rig (with mast height of up to 40m) and all ancillary equipment would be mobilised to the site and the drilling of each well would take approximately 5 months to complete. The exact trajectory of each well is yet to be determined, however the maximum drilled depth would be approximately 3,000m Measured Depth (MD) – the measured distance along the path of a wellbore – and 1,500m TVDSS. Drilling activities would take place 24 hours per day, 7 days per week and once completed, the drill rig and ancillary equipment would be removed from the site.

Once in production the well(s) would operate 24 hours a day and the site would be largely un-manned. Maximum production volumes for the field are predicted to be 2500 barrels of produced liquid a day, comprising of oil and water however the exact rates and ratios of produced fluid are unknown at present. The production, injection and surface facilities that would be installed at the site would include: a wellhead for each completed well; a beam pump or equivalent per well, and; other ancillary equipment.



Site Plan – Production Phase

The extracted fluids would be piped back to the nearby Glentworth No.1(K) site via the connecting pipelines installed during Phase 4. Here the water would be separated from the oil, before being transported back into the reservoir for use in the injection well used for production enhancement and pressure support. Gas would be used on the site by installing a generator which converts the gas to electricity and heating units which would be used for separating the oil and water.

During the life of the site the wells may be worked over to maintain production and in line with good oilfield practices. This activity may require an appropriate workover rig and ancillary equipment to be brought to the site from time to time. Repositioning of the bottom hole into the most optimal part of the reservoir may also be required and this would also require a drilling rig to re-enter an existing well and drill a lateral well from the existing wellbore.

To deal with the increased production and injection activities, surface facilities located at the nearby Glentworth No.1(K) site would need to be updated to include:

- Produced fluids flowline(s) into manifold
- Separators x 2 (1 x test. 1 x production)
- Heaters x 2
- Injection pump and manifold (depending on number of injectors)
- Generator (existing) – but may be replaced
- Storage tanks (existing), but we may need to expand storage if we have a large production rate in the future
- Office 3m x 5m, pipework, valves, cable tray, cables, pipe manifold, pig launchers, 3m x 5m control system and utilities enclosure (shipping container).
- Electrical instrumentation and control panels.
- Compressor enclosure 3m x 3m
- Heat exchanger
- Pigging unit launcher (for maintenance of pipelines)
- Knock out pots

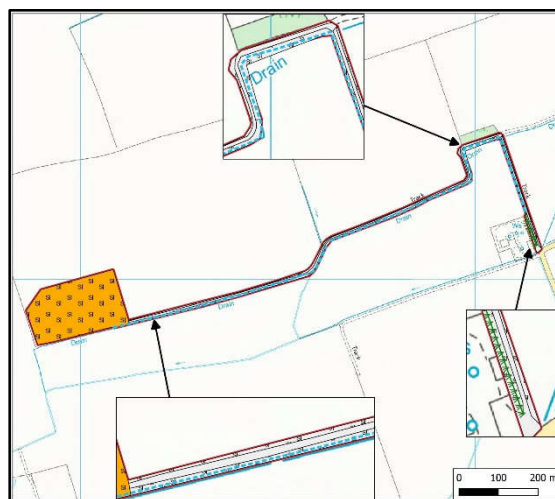
- Vents/Flare

A condition attached to the permission covering the Glentworth No.1(K) site requires the details of any new building, fixed plant or machinery proposed to be installed at the site to be first submitted for the written approval of the Mineral Planning Authority. Therefore approval for these additional surface facilities would either need to be sought and approved via this route or else via a separate standalone application. However, as the above facilities do not form part of this application they are not considered further in the determination of this application.

7. Decommissioning and Site Restoration

Phase 7 – Well Decommissioning and Site Restoration

Once the extraction of oil is complete, the wells would be abandoned and the site decommissioned and restored. The main well pad would be restored to neutral grassland with the access track being reduced in width with grassland verges planted either side to create a restored site that reflects the surrounding landscape and character of the area.



Proposed Restoration Plan

Well decommissioning activities would take place 24 hours per day, 7 days per week with the site restoration hours being between 0700 and 1900 hours Monday to Friday and between 0700 and 1300 hours on Saturdays.

Need

8. The applicant submits that there is a demonstrable need for oil in the UK with the UK being a major consumer and a net importer due to domestic production being unable to meet demand. It is argued that dependency on the global energy market leaves the UK susceptible to shocks to the global market and so whilst the UK has a legally binding target to bring greenhouse gas emissions to “net zero” by 2050, this does not mean that emissions will drop to absolute zero. To support this view the

applicant refers to the Government's Net Zero Strategy paper (2021) which recognises that despite ambitions to halve oil and gas demand by 2037, oil will continue to make an important contribution in meeting UK energy demand. The National Planning Policy Framework also places great weight on the benefits of domestic mineral extraction and states that mineral planning authorities should plan positively for the exploration, appraisal and production of oil and gas, whilst ensuring appropriate monitoring and site restoration is provided for. Therefore, whilst it is likely the demand for fossil fuels will decline in a net-zero economy, the demand for oil and gas will still be significant throughout the 21st century for energy, fuel and products. Consequently, with the high forecast demand for oil and gas resources well into the future, it argued that the benefits of domestic energy production through developments such as this proposal include greater energy security, new and additional employment opportunities as well as economic benefits through the generation of tax revenue and business rates. Domestic energy extraction and production is also less carbon intensive than imported resources from overseas and so it is more environmentally sustainable to extract and process these resources within the UK, and in this instance, Lincolnshire.

Previous Screening Decision – Not EIA Development

9. Prior to the submission of this planning application, in accordance with the provisions of Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations), the applicant made a request for the Mineral Planning authority to adopt a screening opinion as to whether this proposed development constituted EIA development. On 18 August 2022 the Mineral Planning Authority issued its decision (ref: EIA/31/22) confirming that, either in isolation or cumulatively with the proposed and existing operations of Glentworth 1(K), this proposed development did not constitute EIA development and so any future application need not be supported by an Environmental Statement.

Supporting Documentation

10. Whilst an Environmental Statement is therefore not required the application is supported by a Planning Statement and Environmental Considerations Report which sets out in detail the development proposed. This document is supplemented and supported by several other technical assessments and reports which include:

Air Quality Assessment (AQA) – the AQA considers the potential aerial emissions that may arise during the development and potential impacts on local human and ecological receptors. Potential impacts considered include from airborne particulate matter/dust during the construction phase; exhaust emissions associated with vehicles travelling to and from the site, and; aerial emissions such as nitric oxide (NO_x), carbon monoxide (CO) and volatile organic compounds (VOCs) arising from the combustion/flaring of natural gas. The AQA considers the

location of the development in relation to sensitive receptors to assess the probability of significant adverse air quality impacts occurring during normal operations. Consideration is made of the orientation and distance of receptors to the site and any aerial emissions sources and the prevailing weather conditions.

In respect of potential impacts from airborne particulates/dust, the AQA concludes that given the distance of the site from sensitive human or ecological receptors the potential impact of construction dust would not be significant.

In respect of potential impacts from exhaust emissions, whilst traffic movements would peak at 100 two-way movements per day during Phases 1, 2, 4, 5 and 7, this would be much less during the production phase (Phase 6) and the average working day movements during each of these phases would be well below that where an AQA may be required. Further assessment of vehicle exhaust emissions is therefore not considered necessary and the potential impacts of on-road vehicle exhaust emissions on any receptors near the affected roads are expected to be negligible. The overall effects of on-road traffic exhaust emissions during the development are therefore considered not significant.

Finally in respect of potential impacts from emissions of plant and equipment used on site and the combustion/flaring of gas, the AQA concludes that most plant and equipment operated on the site would be used for short periods associated with a particular phase and is also required to meet EU Regulations before they are placed in the market. Therefore emissions associated with the operation of such plant, along with the absence of any nearby sensitive human health or ecological receptors and short-term nature of use for each piece of equipment, means the potential impacts of aerial emissions are considered not significant. In respect of emissions from the combustion/flaring of gas, this would only occur for short periods during the during the initial production phases and a shrouded flare (referred to as a 'clean up' flare) would be used and once production stabilises this would be replace by an enclosed flare and eventually used by a gas engine to generate electricity for on-site use. The use of the flares and gas engine would be managed under the site specific Environmental Permit that would be obtained from the Environment Agency. The Permit would specify emission limits as appropriate; these are expected to include NO_x, CO and total Volatile Organic Compounds (VOCs) limits in relation to both the flares and gas engine. The overall significance of effects associated with the operation of the flares and gas engine is therefore considered to be not significant.

Archaeological and Cultural Heritage Assessment – this document assesses the extent of known archaeology on and around the site, and discusses the likelihood of further archaeological finds as existing within the immediate area and contains recommendations for any mitigation. The assessment also identifies the proximity of the development to designated heritage assets such as Scheduled Monument, Conservation Areas and Listed Buildings. The assessment draws upon various sources including the Lincolnshire Archives and Lincolnshire Historic Environment

Record, published articles, books and manuscript documents. In addition, the site was visited in order to carry out a visual appraisal.

In terms of designated assets, the assessment confirms there are no Scheduled Monuments (SAM) or Registered Parks & Gardens (RPG) recorded within the 1km study area. The closest SAM is Harpswell Hall (approx. 2.3km to the north-east) and the closest Registered Park & Garden are the gardens and parkland associated with Fillingham Castle (approx. 3.8km to the south-east). There are also no Listed Buildings or Conservation Areas within the 1km study area with the closest being within Glentworth Village (approx. 2.5-3km due east of the site). Two of these properties are Grade II* (Glentworth Hall and the Church of St Michael) with five being Grade II status. The nearest Grade I Listed Building is the Church of St Chad, Harpswell (approx. 2.5km to the north-east) with other Listed Buildings being further afield in the settlements of Hemswell, Heapham, Fillingham and Upton.

In terms of archaeological potential there have been no previous archaeological interventions on, or in the immediate vicinity of the site. The closest 'events' recorded all relate to the Caenby Corner to Gainsborough Gas Pipeline located on the northern edge of the study area.

Having taken into account the findings of the assessment, the applicant submits that, on the basis of current evidence, the proposed development is isolated from designated heritage assets and has a low to moderate potential for the recovery of archaeological remains.

Biodiversity Net Gain Assessment – this assesses the impact of the development on biodiversity. Pre-development the proposal site has been assessed as comprising of a mixture of arable cultivated land, semi-improved grassland, scattered trees, hard standing farmers track, dry ditch, species-poor hedgerow with trees and a metal fence and a metal gate. The broad habitat types were identified and recorded during the Preliminary Ecological Appraisal/Phase 1 Habitat Survey and converted into the habitat types suitable for using the Biodiversity Metric 3.1 (the Metric) which uses the UK Habitats Classification methodology (UKHAB Working Group, 2018). The Metric was used to translate Phase 1 habitats into UKHAB codes provided within the Metric and so informed the calculation of baseline biodiversity units within the site.

The development would result in the loss of arable farmland, semi-improved grassland and the removal of a very minor section of species-poor hedgerow. During the development ecological functionality would be maintained through the retention and enhancement of the hedgerow and ditch network, with new ditch creation and semi-improved grassland margins being created where possible across the site. Post development (as part of the site restoration works) significant areas of new high distinctiveness grassland would be created within the restored wellsite along with the creation of semi-improved grassland and new hedgerows along the downgraded access track. These would provide habitat connectivity and suitable habitat resources for protected species (such as bats and reptiles) and in

the longer term provide foraging/nesting resources (such as breeding and wintering birds).

The Metric concludes that post-development the development would result in an overall 42.28% net gain in habitat units, 97.39% net gain in hedgerow units and 60.36% net gain in river units when compared with the pre-development condition.

Hydrogeological and Flood Risk Assessment – a hydrogeological conceptual model has been developed based on a detailed review of background information including the site setting, local hydrology (surface water systems), geology and hydrogeology. The conceptual model provides an understanding of the potential hydraulic pathways between the wellsite and various water features (receptors). Using the conceptual model, a hydrogeological risk assessment (HRA) has been carried out taking account of the Environment Agency’s technical guidance which examines the risk to a wide range of receptors.

The HRA concludes that there is a good understanding of the geology, hydrology and hydrogeology at the proposal site and that the risks associated with the construction and restoration of sites and the construction, testing and decommissioning of oil and gas wells are well understood. Best practice construction techniques will be incorporated within the design philosophy for the wellsite and the operations would also require an Environmental Permit which would place additional controls and conditions on the site. The site will incorporate a very-low permeability liner to form a hydraulic barrier and protect surface water and groundwater systems and a surface water drainage system will attenuate and contain waters on site before disposal off site by tanker at an Environment Agency approved facility. The drainage system is designed to accommodate rainfall volumes generated by a 1:100-year (+ climate change) event. The HRA concludes that with the embedded mitigation measures in place, the residual risk for all the identified hazards is either ‘very low’ or ‘none’.

From a flood risk perspective, the wellsite is located in Flood Zone 1 with a very low probability of fluvial or pluvial flooding. A Flood Risk Assessment (FRA) has been carried out taking account of with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG) “Flood Risk and Coastal Change”. The FRA demonstrates that the proposed development will not have a detrimental impact on drainage and flooding providing that surface water is managed appropriately (as detailed above).

Landscape and Visual Impact Assessment – this has assessed the potential landscape and visual implications of the proposed development and included a baseline study of the existing site and its surroundings; a study of the landscape and visual characteristics of the proposed development, and; an assessment of the residual landscape and visual effects likely to be generated.

The LVIA confirms that the application site does not form part of any national valued landscape designation (i.e. AONB) and is located in a rural area characterised by gently undulating agricultural land, with large-scale fields, woodland blocks, villages and isolated farmsteads along with existing operational wellsites which have existed in and around the area since the 1940s. It is stated that the proposed new wellsite would alter only a very small part of the 'Trent Valley' character area, within the 'Northern Cliff Foothills' character zone, and would not introduce a new key characteristic or change its overall composition/balance.

The proposal would result in minor adverse alterations to the existing as a result of the changes to the use of the land, site surface, upgrading of the access track and introduction of perimeter fencing field boundaries (with additional perimeter fencing). In visual terms, the addition of the taller test drill and beam pumps have the potential to affect views and visual amenity however the lower elements of the wellsite would be more obscured by landform, hedgerows, trees and woodland. The development would form a relatively small part of wider expansive views over the undulating farmland, with minor or minor-negligible adverse effects on road users and those using public rights of way and for local residents within Harpswell and Glentworth, views would be generally restricted and where visible would be some distance away and with limited effect. Clearer views towards the site from individual farmsteads and properties to the north and south of the proposed development would be possible and these would result in moderate and adverse changes.

The LVIA concludes that the development type is entirely reversible in nature and, following the construction, testing and operational period, the site can be decommissioned and fully restored to an agricultural use after use reflecting the context of its existing use and the surrounding area. Overall the development is not therefore anticipated to give rise to any unacceptable effects on the landscape character of the locality or on the visual amenity of nearby receptors.

Noise Impact Assessment – a noise assessment has been carried out to assess the potential impacts of the development on the locality and the nearest noise sensitive receptors to the site. The assessment takes into account existing background noise levels measured at representative locations of the nearest dwellings to the site; calculations of likely noise levels generated by the proposed drilling and production operations; an assessment of the potential impact of noise generated by the proposed operations, and; recommends appropriate mitigation measures.

Background noise measurements were taken at three locations representative of the nearest residential properties to the site in order to establish the prevailing ambient/background noise climate of the area. These locations were close to Low Farm (approx. 600m to the south); Hermitage Low Farm (approx. 1km to the north) and Northlands Cottages (approx. 1.5km to the east). The predominant noise in the area during the survey was recorded as being distant road traffic and

birdsong with the average background noise level measured at these locations being 29 and 33dB LA90.

Specific guidance on the assessment and control of noise from mineral workings is provided in the Planning Practice Guidance: Minerals (PPG Minerals) and advises that subject to a maximum of 55 dB LAeq,1hr (free field), noise at noise sensitive properties should not exceed the background level by more than 10 dB(A) during normal working hours (0700-1900hrs). During the evening (1900-2200) noise limits should not exceed background level by more than 10 dB(A) and night-time noise limits should not exceed 42 dB LAeq, 1hr at noise-sensitive dwelling.

Following the guidance contained in the PPG Minerals, an operational daytime noise limit of 39dB at Low Farm (to the south) and 43dB at Hermitage Low Farm and Northlands Cottage (to the north and east) should therefore be applied (i.e. this being background LA90 plus 10dB). It is noted that on this basis the operational daytime noise limit to the south (e.g. at Low Farm) is a very low noise level with it being lower than the 42dB LAeq,T threshold noise level set out within the PPG Minerals for operations at night and for the other properties only 1dB above this limit. The assessment states that the purpose of the 42dB LAeq,T threshold noise level is likely to be for the adequate control of potential noise break into bedrooms at night as residents can reasonably be expected to be inside their properties during the night-time. During the daytime noise levels outside the property are most relevant in terms of noise impact as this takes into account that residents may not always be inside. Notwithstanding that higher noise levels limits can therefore be applied for daytime operations, the noise assessment has recommended that the 42dB LAeq,T night-time threshold noise level be used and extended to all of the dwellings nearest to the site for the daytime period as this then takes into account and covers potential noise from 24 hour operations.

The assessment has predicted noise levels associated with the proposed drilling and production operations at the site and these have been evaluated using BS5228: Part 1: 2014 '*Code of Practice for noise and vibration control on construction and open sites*' as the basis for the noise calculations. Noise modelling has been used to predict the likely 'worst case' noise arising from the development and takes into account the topography of the site and surrounding area; the source sound power levels of the plant and equipment that would be used on site; the location of that plant/equipment within the site, and; any attenuation of noise afforded by distance and any noise shielding or absorption effects. The noise modelling concludes that for the drilling phase and production phases the noise level that would be experienced at Low Farm would be 36dB; for Hermitage Low Farm it would be 30dB and for Northland Cottages it would be 28dB for the drilling phase and 30dB for the production phase. These levels are therefore all within the 42dB limit at all the noise sensitive locations and so demonstrates that potential noise impact from the drilling and production operations of the proposed new wellsite would not result in any unacceptable harm to residential amenity by reason of noise disturbance during the daytime and at night.

Preliminary Ecological Appraisal (PEA) – this assesses the potential for impact on ecological features of interest and determines the ecological status of the proposal site and assesses the potential ecological impact of the proposed development.

The PEA confirms that there are no international statutory designated sites for nature conservation within 5km of the site and no statutory designated sites for nature conservation within 2km. There was a single non-statutory designated site for nature conservation within 2km of the site boundary this being Upton Grange Road Verges (Local Wildlife Site (LWS) located approx. 1.9km to the west. Due to the presence of significant barriers and distance an impact to the LWS is not anticipated.

The PEA identified suitable terrestrial habitat for great crested newts (GCN) within the site and that there were four waterbodies within 500m of the site boundary however these have been assessed as providing below average to poor suitability for GCN. As the proposed works would be restricted to sub-optimal GCN habitat only an adverse impact to GCN is not anticipated. Similarly, whilst habitats present within the red line boundary of the proposal were considered to provide commuting, foraging and refuge for a variety of reptile species due to the small-scale of habitat proposed for removal, it is considered unlikely to support important populations of reptiles. In terms of bats, the hedgerows, ditches, scattered trees, tall ruderal vegetation and arable field margins around the peripheries of the site were identified as providing some suitable bat foraging and commuting habitat. However, the development proposes to largely retain any suitable bat commuting/foraging habitat and therefore the impacts to commuting/foraging bats are not anticipated. Where the proposals cannot avoid direct (removal) or indirect (lighting and noise vibration) impact to trees with low suitability to support bat roosts, it is recommended that the trees are soft felled to minimise any impacts to potential roosting bats and measures adopted to minimise the impact lighting. Finally, in respect of breeding birds it is recommended that clearance of potential bird nesting habitat (hedgerows, grassland, tall ruderal vegetation, arable cultivated land and scattered trees) should only be undertaken outside the nesting bird season (March – August, inclusive).

Having taken into account the findings of the PEA, the applicant submits that, on the development would not have an unacceptable impact on the ecological status of the site, and that a strong net gain in biodiversity could be achieved as part of the restoration proposals (as indicated above).

Soil Resources and Agricultural Quality Report – this report is based on a detailed soil resource and agricultural quality survey of the land carried out in November 2022 as well as desktop research. The report shows that the soils within the development site are heavy-textured soils developed over chalky glacial till and is classed as subgrade 3b quality in terms of the Agricultural Land Classification and therefore not ‘best and most versatile’ agricultural land. Notwithstanding this the

soils stripped from the site and access track widening works are to be retained so that they would be available for use as part of the site restoration works. It is recommended that topsoils and upper subsils therefore be stripped and placed in separate stockpiles of no more than 3m and 4m in height respectively and grass seeded to protect against erosion and maintain structural condition if these are to be retained for longer than 6 months. Provision for these stockpiles is shown within the development footprint.

Transport Statement (TS) – the TS analyses the existing conditions of the site location and surrounding area, including a description of the local highway network, sustainable transport and public transport provision, and a highway safety assessment. The TS also includes details of the proposed site access route and off-site road improvements such as new passing bays on Northlands Road and Kexby Road.

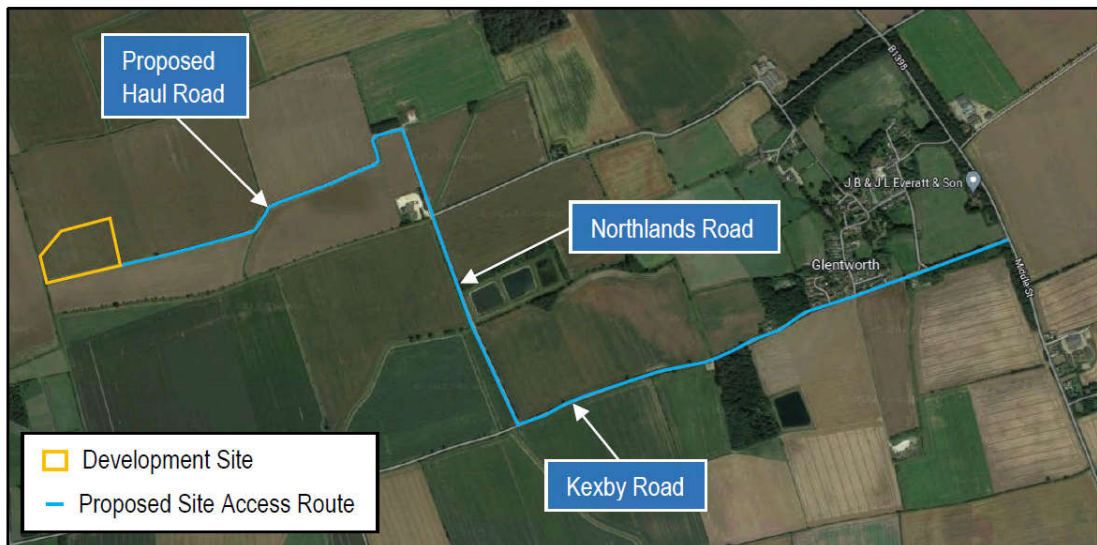
The TS has assessed all phases of the proposed development and taken into account the likely traffic numbers associated with each phase. HGV movements are predicted to peak at 100 two-way movements (i.e. 50 in/50 out) during the construction, appraisal drilling, production well drilling and restoration phases (Phases 1, 2, 4, 5 and 7). The average working day movements during each of these phases is lower at 70 (35 in/35 out) for Phase 1, 4, & 7 and 15 (7.5 in/7.5 out) for Phases 2 & 5. Phases 1, 2, 4 and 7 are all of short duration (up to 5 months) whilst Phase 5 is of a longer duration although these movements would only be experienced during the actual production well drilling, which would only last for 5 months per well. Phase 3, the extended well test, may last up to 12 months and the non-drilling phases of Phase 5 and Phase 6 (the production phase) for up to 20 years. However, predicted HGV flows across these phases are much lower, peaking at 20 per day with average working day movements being 8 and 16 respectively. The above is summarised in the following table¹:

Phase	Expected Duration ¹	Traffic Movements		
		Peak HGV / day	Average HGV / day	Total LGV or car / day
1	5 months	100	70	100
2	5 months	100	15	100
3	12 months	20	8	10
4	5 months	100	70	100
5	5 months per additional well (up to 6 wells) – over a period of 10 years	100	15	100
6	10 years (20 years in total in conjunction with Phase 5)	20	16	10
7	no data	100	70	50

1: Different working times apply across the phases. Phase 2 & 6 working times are 24 hours / day, 7 days / week; Phase 3 working times are 24 hours / day 7 days / week other than road tankers which would work to restricted hours; Phases 4 & 5 and restoration hours of Phase 7 restricted hours

¹ Taken from the applicants Planning and Environmental Considerations report.

All HGV's and most construction traffic would access and egress the site by using Kexby Road and then travelling north along Northlands Road before entering the site via the access track located adjacent to the existing Glentworth No.1(K) wellsite. As part of the proposals the applicant has proposed to carry out off-site road improvements including widening and upgrading the existing track leading to the site into a haul road suitable for HGV movements and the construction of passing bays on Northlands Road and Kexby Road.



Proposed HGV/construction traffic routing²

Given the remote location of the site most staff/contractors would be most likely to travel to the site in private cars/vans and so provision has been made for parking on-site. The maximum expected requirements for parking are the drilling phase and so up to 26 spaces are proposed which is considered suitable given experience gained from previous sites.

Accidents records within the last 5-year study period have identified that there was only one accident which was classified as 'serious' and which involved one vehicle and one casualty. The TS states that overall, the number and severity of accidents recorded does not indicate cause for concern with regard to highway safety and, subject to the measures as proposed, the development is not expected to have a significant impact on highway safety in the local area and is therefore acceptable.

Statement of Community Involvement – this document sets out the pre-application consultation/engagement approaches taken by the applicant prior to the submission of this application. This document states that a programme of consultation was carried out for a period of 3 weeks during October/November 2022 and this included the following:

² Taken from applications supporting Transport Statement

- Letters distributed to 605 homes and businesses within a 3.5km radius of the site which included details of the proposal and plans;
- Letters issued to elected representatives for Lincolnshire County Council, West Lindsey District Council and Glentworth Parish Council;
- A dedicated consultation website was established providing information on the project;
- A community information telephone line and email address was available for persons wanting to speak or correspond with the project team;
- Social media adverts circulated across a 25 mile radius of the site;
- Attendance of a Glentworth Parish Council meeting to answer questions from members and residents.

A total of 50 individual responses were received via the feedback form on the website, the consultation email address and community information line. Key themes within these responses included:

- Recognition that oil extracted from the site could help with the ongoing energy crisis in the UK and help reduce the UK's expenditure on oil imports albeit the national priority should be developing renewable energy, with particular mention of nuclear and wind.
- Oil extracted should only be sold within the UK market to help ensure energy independence.
- Several respondents raised concerns and questions about HGV traffic and mitigation measures to ensure the increase in HGV movements do not impact residents.
- Concerns expressed regarding noise from the development and possibility of HGV movements during the night.
- Concerns that hydraulic fracturing ('fracking') would be utilised.

The SCI concludes that whilst some respondents stated that they did not want to see any development take place on this site having analysed the responses received 64% of respondents supported the expansion of domestic oil production; 64% supported the development of oil production in Lincolnshire and 58% expressed support for a new oil wellsite in Glentworth. The applicant therefore submits that this demonstrates support for the proposals at Glentworth and the need to boost the domestic supply of oil due to the current energy crisis and the need to reduce our reliance on imports.

Site and Surroundings

11. The application site is located approximately 2.3km to the west of the village of Glentworth, 8.3km east of Gainsborough and 15km north of Lincoln. The site is located in the southwest corner of a large arable field which is surrounded by similarly large arable fields, verges, boundary hedgerows and trees with some small pockets of woodland. The site is isolated from sensitive receptors with the closest residential properties to the proposed wellsite being located 500 -700m to the south comprising Westlands Farm, Spitals Farm, Low Farm and properties at

Glentworth Grange, all off Kexby Road. Other residential use is located 845m to the north-west at Billyards Farm and 990m to the north-northeast at Hermitage Low Farm House. Northlands Cottages lie about 450m to the east of the access track and existing wellsite Glentworth No.1(K) along Northlands Road. The village of Glentworth lies about 1km to the east of the proposed access track and 2km east of the wellsite. The village lies within an Area of Great Landscape Value as defined on the Proposals Map of both the adopted and emerging Central Lincolnshire Local Plan and the boundary of this designation is also approx. 2km to the east of the proposal site.

12. The application site is not within proximity of any Public Right of Way with the closest being a Public Bridleway 770m to the south. The closest heritage designations are the Grade II* Listed Glentworth Hall (approximately 2.25km to the east) and Grade II Listed cottages at Glentworth Hall. A Scheduled Monument, Harpswell Hall, is located 2km to the northeast. The Grade I Listed Church of St Chad is also located 2km to the northeast of the wellsite. There are no designations related to landscape and visual resources and there are also no ecological designations present within or close to the application site. A Local Wildlife Site (Upton Grange Road Verges) is located 1.9km to the southwest. The site is not within a groundwater source protection zone and there are no waterbodies within the site boundary.
13. Access to the site would be gained via an existing agricultural track which extends approximately 1km in length and connects onto Northlands Road adjacent to the existing Glentworth 1 (K) wellsite. Vehicles travelling to and from the proposed wellsite would approach via Kexby Road and travel north along Northlands Road before entering the site via the access track that sits adjacent to the current Glentworth No.1(K) wellsite.

Main Planning Considerations

Planning Policy Context

14. 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:

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.

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.

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.

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.

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.

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.

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.

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 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.

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.

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.

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.

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.

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:

- 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.

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.

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.

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. Paragraphs 091 to 127 provide a comprehensive suite of guidance notes relating wholly to 'Planning for hydrocarbon extraction'.

Lincolnshire Minerals and Waste Local Plan: Core Strategy and Development Management Policies (MWLP) 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 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.

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

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.

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

Policy LP1 (A Presumption in Favour of Sustainable Development) – reflects the NPPF’s approach to sustainable development.

Policy LP2 (The Spatial Strategy and Settlement Hierarchy) – the proposal site lies within the open countryside and therefore development in the countryside is restricted unless it is demonstrably essential to the effective operation of agriculture, horticulture, forestry, outdoor recreation, transport and utility services; renewable energy generation; proposals falling under Policy LP55 and mineral and waste developments which accord with the separate Mineral and Waste Local Development Documents.

Policy LP12 (Infrastructure to Support Growth) – states that all development should be supported by and have good access to all necessary infrastructure. Planning Permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the necessary requirements arising from the proposed development.

Policy LP13 (Accessibility and Transport) – seeks to ensure an efficient and safe transport network, minimising the need to travel. It states that any development that has severe transport implications will not be granted planning permission unless deliverable mitigation measures have been identified and secured to make the development acceptable.

Policy LP14 (Managing Water Resources and Flood Risk) – seeks to ensure that development is safe for the duration of its lifetime, does not increase the risk of flooding to the development site or elsewhere, incorporates Sustainable Drainage Systems and protects the water environment.

Policy LP17 (Landscape, Townscape and Views) – seeks to protect and enhance the intrinsic value of the landscape and townscape, including the setting of settlements, maintaining and responding to natural and man-made features which positively contribute to the character of the area, including historic buildings and monuments and intervisibility between rural historic settlements. Where a proposal may result in significant harm, it may, exceptionally, be permitted if the overriding benefits of the development demonstrably outweigh the harm; in such circumstances the harm should be minimised and mitigated. All development should take account of views into and out of development areas. The considerations are particularly important when determining proposals which have the potential to impact upon Lincoln’s historic skyline.

Policy LP21 (Biodiversity and Geodiversity) – states that all development should protect, manage, and enhance the network of habitats, species, and sites of international, national and local importance (statutory and non-statutory), including sites that meet the criteria for selection as a Local Site, minimise impacts on biodiversity and geodiversity, and seek to deliver a net gain in biodiversity and geodiversity and demonstrate any impacts are mitigated.

Policy LP25 (The Historic Environment) – protects, conserves and seeks opportunities to enhance the historic environment. Sets out a requirement for the appropriate assessment and justification of proposals which would affect the significance of a heritage asset, including any contribution made by its setting.

Policy LP26 (Design and Amenity) – states that proposals will be required to demonstrate, to a degree proportionate to the proposal, that they make effective and efficient use of land, respect the existing topography, landscape character and identity to the site and surroundings, retain as far as possible existing natural features, incorporate landscape treatment, and where applicable consider in relation to both the construction and life of the development compatibility with neighbouring land uses, increase in artificial light or glare and adverse noise and vibration.

Policy LP55 (Development in the Countryside) – sets out the criteria against which proposals for residential and non-residential development in the countryside and agricultural diversification will be assessed. In relation to non-residential development proposals will be supported provided that:

- a) the rural location is justifiable to maintain or enhance the rural economy or the location is justified by means of proximity to existing established business or natural features;
- b) the location is suitable in terms of accessibility;
- c) the location would not conflict with neighbouring uses; and
- d) the development is of a size and scale commensurate with the proposed use and the rural character of the location.

This policy also seeks to protect the best and most versatile agricultural land and so only permit development if there is insufficient lower grade land available; the impacts upon on-going agricultural operations have been minimised through the use of appropriate design solutions; and where feasible once the development has ceased its useful life the land will be restored to its former use and will be of at least equal quality to that which existed prior to the development.

Glentworth Neighbourhood Plan (2018-2036) (GNP) – the proposal site falls within with boundaries of the Neighbourhood Plan Area (Map 1) and so forms part of the Development Plan relevant to this proposal. The following policy within the GNP is of relevance (summarised):

Policy 3 (Design and Character of Development) – states development proposals will be supported where their design and detailing complement the established character of the village taking particular account of (amongst others):

- overall form, scale, massing, and proportions and impact on the character and appearance of the village as a whole;
- impacts on the Conservation Area, Important Buildings and nearby Listed Buildings and non-designated Heritage Assets;
- the importance of retaining existing mature trees, hedgerows and verges, and to incorporate in new development and roads landscaping solutions such as treelines and wide verges;
- flood risk issues and incorporation of sustainable urban drainage measures appropriate to the site;
- need to provide adequate access and off-street parking.

Emerging Local Plans

Draft Central Lincolnshire Local Plan March 2022 (Proposed Submission) (DCLLP) – this plan is to replace the currently adopted CLLP and the final version of the DCLLP is due to be formally adopted on 13 April 2023. At the time of writing, as an emerging plan at a very advanced stage of preparation, great weight can be given to any relevant policies. The following policies as contained within the emerging Plan and which are of relevance to the application are as follows (summarised):

Policy S1 (The Spatial Strategy and Settlement Hierarchy) – this policy reflects Policy LP2 of the current CLLP and continues to seek to restrict development in the countryside unless it is demonstrably essential to the effective operation of agriculture, horticulture, forestry, outdoor recreation, transport and utility services; the delivery of infrastructure; renewable energy generation, and; mineral and waste developments which accord with the separate Mineral and Waste Local Development Documents.

Policy S5 (Development in the Countryside) – this policy reflects Policy LP55 of the current CLLP and adopts the same criteria in relation to non-residential

development in the countryside (Part E) (refer to Policy LP55 above for relevant criteria).

Policy S19 (Fossil Fuel Exploration, Extraction, Production or Energy Generation) – this policy (as contained in the Proposed Submission version of the DCLLP) had stated that proposal for fossil fuel based exploration, extraction, production or energy generation would be refused on the basis remaining fossil fuels should remain under the ground as part of the commitment to a net zero-carbon society and economy. This policy has however since been proposed to be removed as a Major Modification (MM17) and so is not expected to feature in the final version of the DCLLP that is soon to be adopted.

Policy S21 (Flood Risk and Water Resources) – this policy reflects Policy LP14 of the current CLLP and continues to seek to ensure that development is safe for the duration of its lifetime, does not increase the risk of flooding to the development site or elsewhere, incorporates Sustainable Drainage Systems and protects the water environment.

Policy S34 (Non-designated Employment Proposals in the Countryside) – states that in locations outside of the settlements named in Policy S1, proposals for employment generating development will be limited to the expansion of an existing employment use and development proposals that support the growth of the agri-food sector or other land-based rural businesses and buildings in accordance with relevant parts of Policy S5, and only where the following criteria are satisfied:

- a) It would be consistent in scale with its rural location, without unacceptable environmental and/or visual impacts; and
- b) It would not adversely affect existing local community services and facilities; and
- c) It is designed to be compatible with the landscape in which it would be situated; and
- d) It would not cause undue harm to the open nature of the countryside or any site protected for its natural or heritage qualities, including designated and non-designated sites; and
- e) It will not impact unacceptably on the local and/or strategic highway network; and
- f) In the case of a conversion, the building is not in such a state of dereliction or disrepair that significant reconstruction would be required.

Policy S45 (Strategic Infrastructure Requirements) – this policy reflects Policy LP12 of the current CLLP and adopts similar wording/criteria in relation to ‘Infrastructure’ stating that all development should be supported by, and have good access to all necessary infrastructure. Planning Permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the necessary requirements arising from the proposed development.

Policy S47 (Accessibility and Transport) – this policy reflects Policy LP13 of the current CLLP and seeks to ensure an efficient and safe transport network, minimising the need to travel. It states that any development that has severe transport implications will not be granted planning permission unless deliverable mitigation measures have been identified and secured to make the development acceptable.

Policy S49 (Parking Provision) – states that parking provision for non-residential development should incorporate a level of car parking that is suitable for the proposed development taking into account its location, its size and its proposed use, including the expected number of employees, customers or visitors.

Policy S53 (Design and Amenity) – this policy reflects Policy LP26 of the current CLLP and seeks to ensure all development, including extensions and alterations to existing buildings, achieve high quality sustainable design that contributes positively to local character, landscape and townscape, and supports diversity, equality and access for all. A range of design and amenity criteria are listed within the policy against which proposals are to be assessed including considerations such as context, identity, built form, nature, use and lifespan, etc.

Policy S57 (The Historic Environment) – this policy reflects Policy LP25 off the current CLLP and seeks to protect, conserve and secure opportunities to enhance the historic environment of Central Lincolnshire.

Policy S60 (Protecting Biodiversity and Geodiversity) – this policy reflects Policy LP21 of the current CLLP and states that all development should:

- a) protect, manage, enhance and extend the ecological network of habitats, species and sites of international, national and local importance (statutory and non-statutory), including sites that meet the criteria for selection as a Local Site;
- b) minimise impacts on biodiversity and features of geodiversity value;
- c) deliver measurable and proportionate net gains in biodiversity in accordance with Policy S61; and
- d) protect and enhance the aquatic environment within or adjoining the site, including water quality and habitat.

Policy S61 (Biodiversity Opportunity and Delivering Measurable Net Gains) – states that following application of the mitigation hierarchy, all development proposals should ensure opportunities are taken to retain, protect and enhance biodiversity and geodiversity features proportionate to their scale, through site layout, design of new buildings and proposals for existing buildings with consideration to the construction phase and ongoing site management.

Development proposals should create new habitats, and links between habitats, to maintain and enhance a network of wildlife sites and corridors, to minimise habitat

fragmentation and provide opportunities for species to respond and adapt to climate change. Proposals should deliver a 10% net gain in the biodiversity value of the site pre-development and any new or improved onsite and offsite habitats, together with monitoring and reporting, will need to be planned and funded for 30 years after completion of a development.

Policy S62 (Area of Outstanding Natural Beauty and Areas of Great Landscape Value) – this policy is of relevance as the Proposal Map supporting the Plan identifies an Area of Great Landscape Value to the east of the site. The policy advises that development proposals within, or within the setting of, AGLV shall:

- a) conserve and enhance the qualities, character and distinctiveness of locally important landscapes; and
- b) protect, and where possible enhance, specific landscape, wildlife and historic features which contribute to local character and landscape quality; and
- c) maintain landscape quality and minimise adverse visual impacts through high quality building and landscape design; and
- d) demonstrate how proposals have responded positively to the landscape character in relation to siting, design, scale and massing and where appropriate have retained or enhanced important views, and natural, historic and cultural features of the landscape; and
- e) where appropriate, restore positive landscape character and quality.

Where a proposal may result in adverse impacts, it may exceptionally be supported if the overriding benefits of the development demonstrably outweigh the harm – in such circumstances the harm should be minimised and mitigated through design and landscaping.

Policy S66 (Trees, Woodland and Hedgerows) – states that development proposals should be prepared based on the overriding principle that the existing tree and woodland cover is maintained, improved and expanded and opportunities for expanding woodland are actively considered and implemented where practical and appropriate to do so. Appropriate mitigation should be provided for the loss and removal of trees and woodland and opportunities for new planting, including hedgerows, should be explored with appropriate maintenance and management provision as part of all development proposals.

Policy S67 (Best and Most Versatile Agricultural Land) – this policy seeks to protect best and most versatile agricultural land and states development affecting such land will only be supported if:

- a) The need for the development has been clearly established and there is insufficient lower grade land available (unless development of such lower grade land would be inconsistent with other sustainability considerations); and
- b) The benefits and/or sustainability considerations outweigh the need to protect such land, when taking into account the economic and other benefits of the best and most versatile agricultural land; and

- c) The impacts of the proposal upon ongoing agricultural operations have been minimised through the use of appropriate design solutions; and
- d) Where feasible, once any development which is supported has ceased its useful life the land will be restored to its former use (this condition will be secured by planning condition where appropriate).

Where proposals are for sites of 1 hectare or larger, which would result in the loss of best and most versatile agricultural land, an agricultural land classification report should be submitted, setting out the justification for such a loss and how criterion b) has been met.

Results of Consultation and Publicity

15. (a) Local County Council Member, Councillor C Perraton-Williams – has stated that local residents are strongly opposed to this application and having read the application she also has concerns due to the traffic impacts on the village. The proposal would see a large amount of HGV traffic using the roads through and around Glentworth which are currently not in good enough condition to withstand this. The large amount of traffic would also impact of road safety, noise, pollution and fundamentally change the feel of the village which is a small, close knit community with a beautiful 11th Century church at its centre.

People move to Glentworth to enjoy a beautiful area of countryside, and this development would change the surrounding, currently picturesque Lincolnshire countryside, creating a very industrialised outlook. The proposal would fundamentally change Glentworth Village life for the foreseeable future.

- (b) Glentworth Parish Council – object and request that the Planning & Regulation Committee carries out a site visit to understand the Parish Council's concerns and objections. The Parish Council, supported by many residents, believe that the scale, nature, extent and duration of the development proposed is out of proportion with the impact it will have on the village of Glentworth. The extent of this development with the vehicle movements, pollution, noise impacts, etc would be detrimental in an urban or industrial setting and is inappropriate for a small rural community, that will bear the effects for many, many years. The proposed extraction of hydrocarbons would lead to long-term damage to the planet which is contrary to the County Council's own statements on climate change and the only reasonable option therefore is to refuse this application.

A summary of the concern/objections contained within the Parish Councils response are as follows:

- Planning Policy Considerations - the development would be contrary to planning policies contained within the CLLP and MWLP and the GNP. More specifically:
 - Policies LP13 and LP18 of the CLLP as it would have a detrimental impact on the amenity of residents and also the Lincoln Edge North which is identified as Strategic Green Access link that supports walking and cycling routes in the countryside.
 - Policies DM1, DM2, DM3, DM13 and DM14 of the MWLP as it would result in high volumes of HGV traffic and the roads are unsuitable for this volume and type of traffic and the development would have a dramatic impact on the local environment and amenity of residents.
 - The proposal would be contrary to vision of the adopted GNP which seeks to ensure Glentworth continues to be a peaceful rural village, an enjoyable place to live and to protect highly valued features of the natural environment, such as green spaces and the open landscape. The proposal would have serious implications on this vision of preserving the village atmosphere and character for future generations.

- Highway & Traffic Impacts – serious concerns about the number and frequency of traffic associated with this proposal and its impact on the local road network and other road users. More specifically:
 - Glentworth is a village of around 120 households with many residents enjoying walking, cycling and horse riding on the quiet roads, footpaths and bridleways around the area. One of the most popular routes is a circular route along Northlands Road and back to the village on Kexby Road. Kexby Road narrows as you leave the village area and the proposed passing areas would not be adequate in terms of depth and onward vision for HGVs and other vehicles to pass each other. Northlands Road is even narrower than Kexby Road and the massive increase in HGV flows proposed during the initial construction phase (up to 100) would be very dangerous and have a significant detrimental impact which would be extended in Phases 2 and 3 to 24 hours/7 days/week.
 - The roads in Glentworth have already been dramatically impacted by the current flow of HGVs to the extent that road surfaces have broken up and also subsided into adjacent drainage ditches. This has become a hazard for road users with some residents reporting damage to their vehicles from unsafe surfaces and potholes.

- Noise/Disturbance/Pollution:
 - Concerns about operations taking place between 7am and 7pm and reduced hours of operation on Saturday mornings. Later phases would see 24/7 working and whilst the peak HGV movements are projected to be lower during those periods, there would be continued disruption for residents with noise and light pollution from the site.

- HGV movements will generate a significant volume of pollution from exhaust emissions. There is considerable and extensive scientific evidence that living adjacent to roads with a high volume of traffic has a negative impact on air quality and consequently a detrimental impact on the health of people living in that area. It is unclear whether there has been an Environmental Impact Analysis in relation to air pollutants and, if not, no decision on this application should be made until this work has been carried out.
- The assessment of noise impacts is inadequate and fails to properly take into account how this will impact on the mental and physical health of residents. The movement of HGVs and the noise from the construction site will permeate the residential area of the village and not just those properties adjacent to Kexby Road. Residents ability to open their windows or sit in the garden in the summer will be seriously affected.
- Climate Impacts:
 - Question whether drilling for oil or gas should be supported given the climate crisis. The proposal runs contrary to the direction of travel set out at COP26 and the UK Governments own policy. It also appears to be at odds with the Lincolnshire County Council Green Masterplan, which recognizes climate change as being one of the biggest threats to our way of life and to all life on the planet. Given the potential risks to Lincolnshire as a result of flooding caused by rises in sea levels and the negative effect of climate change on agriculture bearing in mind the scale of food production in the county, it would be perverse to grant consent to a development that would be contrary to the Council's own stance on the climate crisis.
- Mitigation – notwithstanding the Parish Council's strong opposition to this application should the Committee may be minded to grant consent then it is requested that the following be considered as mitigation for this development:
 - Alternate routes to the site that do not pass through the village should be secured such as the construction of a new, temporary site access road connecting directly to the A631.
 - Creation of a pipeline to move the oil from what would be 3 well sites in the area to a single collection point away from Glentworth village. This would avoid the need for HGV tankers in the longer-term.
 - Request that operations not be allowed to take place between 0700 and 1900 hours on weekdays and that no operations be permitted on any weekend in order to provide residents with some respite.
 - Noise, vibration and pollution monitoring devices should be placed at locations in and around the village so that the impacts can be monitored 24/7.

- The applicant should be required to repair any damage to the road surfaces, edges, verges etc. during the development period and the site restored properly after the development phase.
- (c) Harpwell Parish Meeting (adjacent parish) - responded with an objection stating the views of residents elicited the opinion was we should no longer be investing in anymore fossil fuels. There is no need. We should be using more green energy ref 'Net Zero Review' - Skidmore report published 13th Jan 2023.
- (d) Fillingham Parish Council (adjacent parish) – advised that it would submit its comments after is planned meeting on 6 February 2023 however no comments or response had been received by the time this report was prepared.
- (e) Environment Agency (EA) – has raised no objection having reviewed the application and having particular regard to the Hydrogeological Risk Assessment. The site is not located in a high-risk groundwater setting and in addition to any planning permission the EA has confirmed that the development would require an Environmental Permit (issued by the Agency).

A number of Informative comments are provided relating to the need for an Environmental Permit and which advise that further details would be required regarding the measures to be adopted to manage waste generated during the construction, drilling, testing and operational phases and to ensure surface water is appropriately managed and contained on site. These details would form part of the Environmental Permitting regime which would impose its own conditions and controls on the development and provide a high level of protection.

- (f) Environmental Health Officer (West Lindsey District Council) – no objection provided that any plant operated as part of the development does not exceed the specified noise levels as recommended and defined in the Noise Assessment that supports the application.
- (g) Health & Safety Executive (Oil/Gas) (HSE) – has advised that it is not a statutory consultee for developments such as this and so do not wish to comment on the specifics of this planning application. However, in the interests of sharing information, the HSE has set out its regulatory powers and responsibilities in respect of oil and gas developments which include requiring all oil and gas wells to be constructed in accordance with industry standards and for the HSE to be notified about the design, construction and operation of wells. The HSE also require operators to develop a health and safety plan which sets out how risks would be managed on site.

The combination of duties placed on the operator ensures that the HSE is provided with information at key stages of the lifecycle of a well and allows

HSE inspectors to assess whether risks are being adequately controlled and, if not, to take appropriate regulatory action.

- (h) Highway and Lead Local Flood Authority (Lincolnshire County Council) – has recommend the application be refused unless additional mitigation measures/works to those proposed in the application are secured.

The Highways Officer has commented that proposed access to the site is via Kexby Road and Northlands Road, with mitigation for the impact of the developments vehicle trips taking the form of proposed new passing bays and the reconstruction of existing ones along Kexby Road and the widening of an existing bay and the construction of an additional bay on Northlands Road. The proposed improvements along Kexby Road would appear deliverable within the highway boundary and considered acceptable mitigation to reduce the impacts of traffic movements along this section. However, the proposed improvements offered along Northlands Road fall short of what is necessary to make the highway condition fit for purpose to serve this development. The structural condition of Northlands Road is such that the development proposals would lead to a rapid structural failure of the carriageway and given the current condition it would make the construction of any passing bay or localised widening along this stretch difficult due to the structural tie ins required.

In order to make this development acceptable, in addition to the mitigation offered along Kexby Road and Northlands Road, the Highway Authority would require the provision of an additional passing bay along Northlands Road and also complete reconstruction of the existing carriageway on Northlands Road from its junction with Kexby Road to the application site entrance. In addition to this, a Construction Management Plan (CMP) would need to be secured to control the HGV movements to minimise, to a degree, the likelihood of HGVs meeting along the stretches in question. Improvements to the existing site access, along with the private track, would also be required and a facility to allow HGV waiting off the highway at the entrance to the site.

If the applicant is agreeable to these works, the highway improvement works need to be secured by way of a S278 Agreement and suitably worded conditions. If the required improvement works cannot be secured, then in line with the advice in NPPF paragraph 111, the Highway Authority recommend the application is refused as the amount of traffic proposed by this development would result in a severe and unacceptable impact on highway safety and the road network.

- (i) Historic Places (Lincolnshire County Council) – no objection and states the desk-based survey is an accurate presentation of the situation as far as archaeology and cultural heritage are concerned and see no justification for further archaeological work.

- (j) Lincolnshire Police (Designing Out Crime) – do not have any objections to this application.
- (k) Lincolnshire Wildlife Trust (LWT) – strongly object and consider the materials submitted are severely lacking in environmental information and is regressive in regards to contemporary local and national objectives in addressing the on-going climate crisis. The following summarises the main comments and basis for the objection raised.
- Biodiversity Net Gain - the information submitted is considered wholly insufficient in demonstrating appropriate environmental mitigation. The information shows the results of a Phase 1 Habitat Assessment which is incompatible with the latest DEFRA Metric and this routinely leads to substandard estimates of biodiversity values for both pre and post construction assessments. There has also not been any DEFRA metric tables submitted with the application so it is unclear exactly where the supposed gains in biodiversity would be achieved. This is a significant omission as simply stating the percentage gains in the report is entirely inadequate, especially given the nature of this application.
 - Energy - strongly disagree with the claim that it is important to continue to exploit hydrocarbon reserves which contribute to Britain's energy security. Irrespective of the global energy crisis, continuation of oil extraction does not contribute to energy security and merely delays the nation's transition to renewable sources. The Climate Change Act sets targets that require greenhouse gas emissions to be reduced by at least 80% by 2050 compared to 1990 levels and to achieve this locally Central Lincolnshire authorities are seeking to cut carbon emissions by increasing the amount of energy, heat and power generation from decentralised, renewable and low carbon sources (rather than from non-renewable sources) (ref paragraph 5.3.5 of the CLLP and Policy LP18).

We are in a climate and biodiversity crisis and we all need to play our part in addressing that, as recognised by the UK Government in their 25-Year Environment Plan, where they state protecting is not enough anymore, we need to recover nature and natural environment so it functions to deliver all the ecosystem services we require.

- (l) Ministry of Defence (Safeguarding) (MoD) – has advised that the application site occupies the statutory safeguarding zones surrounding RAF Scampton – in particular, the aerodrome height, technical and birdstrike safeguarding zones surrounding the aerodrome – and it is approximately 9.48km from the centre of the airfield. However, having reviewed the application documents, the MoD has no safeguarding objections to this proposal.
- (m) Cadent Gas Ltd – has, through the LinesearchbeforeUdig (LSBUD) platform, provided information relating to the location/existence of any of its assets

within the proposed development site. This initial enquiry advises the applicant to contact Cadent should the works affect any of its assets and this advice can be appropriately dealt with by way of an Informative.

The following bodies/persons were consulted on the application on 3 January 2023. No comments or response had been received within the statutory consultation period or by the time this report was prepared:

Local County Council Member, Councillor R Butroid (adjoining Division)
Anglian Water Services Ltd
Arboricultural Officer (Lincolnshire County Council)
Lincolnshire Police (Force Intelligence Bureau)
Lincolnshire Fire and Rescue
Public Health (Lincolnshire County Council)

16. The application has been publicised by a notice posted at the Glentworth No.1(K) site and in the local press (Lincolnshire Echo on 12 January 2023) and 21 letters of notification were sent to the nearest neighbouring residents and those residents on Kexby Road and Hanover Hill, Glentworth. 62 representations have been received, as a consequence of the publicity/notification and the comments/responses are summarised as follows:

Traffic and Highway Safety

- The development would create a volume of HGV traffic onto the B1398 that is unsustainable. The road network and routes out to the A15 are not suitable for the volume and type of vehicle proposed and pose a safety risk to walkers, cyclists, horse riders runners and walkers who use the area.
- The chosen HGV route will cause a significant detrimental effect to those living on Kexby Road and the immediate vicinity and is dangerous and injurious to health. The proposed passing places would not be sufficient to mitigate the impacts given the number and frequency of HGVs and likelihood of them meeting head to head.
- The first 5 phases up to normal production will last nearly 5 years and during this time the community would experience up to 16 vehicle movements per hour along Northlands Road and Kexby Road. This is the equivalent to one every 3 minutes 45 seconds and the roads are already in a poor condition and cannot cope with this amount of traffic.
- IGas should seek an alternative traffic route such as construction of a dedicated haul route which follows the margins of agricultural fields that terminates on the A631/Harpswell Lane. This route could be kept well away from dwellings, be safer for construction traffic and provide far easier access to the main road network. Another alternative would be to install a pipeline extending to a fill-up point on Middle Street or the A631 as this would avoid the high number of HGV traffic passing through the village.
- Kexby Road and Northlands Road are single width with only enough room to accommodate a single vehicle and so cannot accommodate two large vehicles.

The passing place already in place is too small for a HGV to fit to allow another lorry or larger farm vehicle to pass and verge is damaged as a result. The road infrastructure is therefore not suitable for this proposal even with the provision of passing places proposed.

- Legal on-street parking on Kexby Road would be an obstruction to the huge numbers of proposed HGV's and site construction vehicles trying to pass through the village.
- Concerns about potential for mud and debris to be dragged onto roads was a result of roadside verge damage/overrunning. This would make roads dangerous to cars, cyclists and other road users especially when wet.
- The National Planning Policy Framework states that applications for development should give priority first to pedestrian movements and second cycle movements - this has been ignored as there is not pathway for these activities.
- Hannover Hill is a school bus pick-up point that is used twice a day by children from Glentworth. If the proposed number of lorries pass by the school bus pick-up point then it would greatly increase the risk of traffic accidents involving children and pedestrians.

Environmental Impacts & Amenity

- The proposal is on a huge industrial scale exposing residents to unnecessary noise, vibration and air pollution which will have an effect to varying degrees on resident's physical and mental well-being.
- The development would destroy people's quiet enjoyment of the rural setting and significantly affect the quality of life of local residents and the wider community.
- The noise levels for residents caused by huge numbers of HGVs on Kexby Road would be unbearable. The vibrations from the HGVs would also be felt in houses.
- Children play on these roads and it's not safe for such a large amount of industrial traffic to pass through the village of Glentworth.
- Concerns about potential nuisance caused by overspill of light from floodlights. In an area with large expanses of flat land, the floodlights associated with the existing wellsite can be seen from 1.5km away and even further. Lighting should not be allowed when it is necessary such as in the case of emergency work, crime etc. but not allowed to be on at all times especially during the winter period.
- Soft-landscaping such as hedges and trees will take many years to grow and would not screen the site.
- Concerns about potential pollution and contamination of the underlying watertable and watercourses.
- This development should be EIA development as it would have significant environmental impacts both locally and globally.

Climate

- The proposal is contrary to the UK Government's legal commitment to reach net zero carbon emissions by 2050. No new permissions for fossil fuel exploration and extraction should therefore be granted in order to achieve this.
- Lincolnshire County Council has declared a climate emergency and is striving to achieve net zero by 2050. The Council should be showing leadership in the fight against catastrophic climate change and making policy decisions that ensure the health, safety and security of the County's residents and future generations.
- Children who are conversant with environmental matters as part of their education are deeply troubled about the environmental impact of this proposal and are looking to the Council to do the honorable thing and refuse the proposal.
- This proposal seriously impacts upon the community at Glentworth and contravenes the County Council's own Green Masterplan and West Lindsey District Council's green based Local Plan policies.
- The UK already exports the majority of its oil and gas abroad and this proposal would not reduce UK fuel prices nor strengthen our security of supply. This proposal only further benefits shareholders of the oil and gas companies whilst having zero impact on our escalating fuel costs.
- Organisations including the United Nations, the International Energy Agency, the Climate Change Committee and Climate Scientists are calling out for massive reductions in greenhouse gas emissions and demanding that fossil fuels remain in the ground. We have plenty of available oil for a rapid transition to renewables, which we have to do at speed to have any chance of limiting global warming.

Other

- Food producing farmland would be lost as a result of this development.
- House values would suffer as a result of this proposal.
- The proposed site falls directly within the footprint of the Tillbridge Solar Project which is one of several Nationally Significant Infrastructure Projects proposed in the area which cover a further 7000 acres. The applicants Landscape and Visual Impact Assessment needs to be rejected as it does not consider cumulative effects of these developments.
- IGas has failed to discuss and communicate its plans with those residents closest to the development or respond to any questions raised.

District Council's Recommendations

17. West Lindsey District Council does not wish to add to the comments already provided by their Environmental Health Officer (as set out earlier in this report).

Conclusions

18. There are a wide range of issues which need to be carefully considered in the determination of this proposal including the need for the development and climate

change considerations; landscape and visual impacts; highways and traffic impacts; impact on air quality; noise; historic environment; flood risk and drainage and ecology biodiversity and restoration.

Need

19. A considerable number of representations received have objected to this proposal on the grounds that there is no need for this proposal and it would be contrary to the aims and objectives of tackling climate change and the move towards a low carbon future.
20. National planning policy in relation to onshore gas is set out within the NPPF which recognises that minerals are a finite natural resource and can only be worked where they are found. The NPPF also places great weight on the benefits of mineral extraction, including to the economy, and states that mineral planning authorities should plan positively for all phases of on-shore oil development. The Planning Practice Guidance 'Minerals' sets out guidance for the determination of applications for gas development and 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. Such policy includes:
 - The National Policy Statement for Energy 2011 (NPS EN-1) - which states that fossil fuels are likely to play a significant economic role for some time to come and that it is critical that the UK continues to have secure and reliable supplies of energy as it makes the transition to a low-carbon economy.
 - The Energy Security Strategy 2012 - which seeks to maximise economic production of UK oil and gas reserves to provide reliable energy supplies not exposed to international supply risks.
 - The Annual Energy Statement 2013 - which notes oil and gas remains key to the energy system for years to come despite increasing renewable energy sources; and
 - The Energy White Paper 2020 - which 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 that 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.
21. The current discourse, policy and legislative changes relating to climate change is noted as is the UK Government's commitment to next zero carbon emissions by 2050. However, there is nothing in current national or local planning policy that says new proposals for the exploration, appraisal or production of hydrocarbons should be refused simply on the grounds of a lack of need or that such

developments would be contrary to the objectives of tackling climate change. Instead, like all proposals, applications should be assessed on their individual planning merits and against the planning policies that form the Development Plan with planning permission being granted unless material considerations indicate otherwise.

22. In this case, the Development Plan comprises of the Lincolnshire Minerals and Waste Local Plan (2016) Central Lincolnshire Local Plan (2017) and Glentworth Neighbourhood Plan (2019) which are up-to-date documents. A replacement Central Lincolnshire Local Plan has been the subject of an Examination and a final version of this plan is expected to be formally adopted on 13 April 2023. However, at the time of writing this report, this Plan does not yet form part of the Development Plan however it is a material consideration in the decision making process and great weight can be given to the policies contained within it given its advanced stage of preparation.
23. The soon to be adopted replacement Central Lincolnshire Local Plan contains policies that aim to facilitate and support the move towards a low carbon future however it should be noted that Policy S19 of the draft plan (which had proposed that any proposal for the working of remaining fossil fuels in Central Lincolnshire should be refused as they should remain under the ground) is to be removed due to it being inconsistent with national policy and an existing development plan policy in the adopted Minerals and Waste Plan (namely Policy M9). Therefore no weight should be given to this policy and the key policy relevant for assessing proposal such as this is Policy M9 of the MWLP. Policy M9 supports proposals for the exploration, appraisal and production of conventional hydrocarbons that accord with all relevant Development Management Policies set out in the Plan. This policy is consistent with NPPF and it is clear from Government Policy, as set out in the NPPF and the various Government Energy documents referenced above, that there remains a national need for a stable and reliable supply of indigenous energy sources, including onshore oil, as the Government manages the transition to a low carbon energy mix. This therefore weighs in favour of this proposal and it is concluded that Government policy and guidance confirms there is a national need for the production of oil from this site.
24. Given the above, the principle of exploration, appraisal and production for hydrocarbons at the proposal site is consistent with the aims and objectives of the NPPF and Policies DM1 and M9 of the MWLP that support the sustainable production of hydrocarbons if proposals accord with all relevant Development Management Policies. As there can be a wide range of environmental impacts associated with mineral development it is therefore necessary to also consider the impacts of this proposal on the environment and general residential amenity and how this proposal fits in terms of compliance with relevant Development Plan policies.

Landscape and Visual Impacts (inc. lighting)

25. The applicant has submitted a Landscape and Visual Impact Assessment to accompany the planning application and this sets out its scope and methodology, landscape planning context, baseline condition, assessment of affects, mitigation measures and conclusions. The assessment confirms that the site does not form part of any national valued landscape designation (i.e. AONB) although the boundary of an Area of Great Landscape Value (identified within the CLLP and emerging DCLLP) does lie some 1.7km to the east of the site. The site itself lies in the open countryside and comprises of largely open arable farmland. The landscape surrounding the site is characterised by gently undulating agricultural land with large-scale fields, woodland blocks, villages and isolated farmsteads. There are also existing operational wellsites in and around the locality which have existed for many decades.
26. Objections have been received to this proposal on the grounds that it would have an adverse impact on the visual appearance and character of the countryside and result in the industrialisation of the open countryside. Objections and concerns have also been raised regarding the use and impacts of floodlighting on both the countryside but also local residents especially during the night when drilling operations would be carried out 24/7.
27. The various stages of development would see the introduction and siting of different structures, plant and equipment within the site and these would impact the existing landscape and visual appearance of the site and its more immediate surroundings. These impacts would be greatest during the drilling and appraisal phases given the height of the drill rig (which could be up to 40m high) and so would be clearly visible at distance from the site. The drill rig, together with associated lighting for health and safety, as well as HGVs entering and leaving the site on a regular basis during these earlier phases, would therefore have an impact albeit these would be relatively short-term and so limited in duration. Following completion of the short-term, temporary operations associated with the drilling and appraisal phases, infrastructure would be removed from site including any accommodation for personnel. Should the site enter into the production phase traffic movements would reduce significantly and the equipment on site would comprise of nodding donkeys (beam pumps) and other low level ancillary equipment including oil storage tanks, site office, fencing and (should it be required) a gas engine. These structures and plant and equipment are similar to that at the other wellsites already present in the local landscape however it is notable that no landscape of boundary planting is proposed by the applicant to provide long-term screening of the site. Therefore should planning permission be granted, Officers recommend that landscape planting including shrubs and trees be carried out within areas outside of the proposed wellsite compound. To secure this planting and to ensure its long-term maintenance, it is recommended that this be incorporated into the terms of a S106 Planning Obligation.
28. Overall, although this development would give rise to some adverse impacts on the visual appearance of the area during the earlier phases of development, the development is entirely reversible in nature and, following the construction,

testing and production period, the site can be decommissioned and fully restored to an after-use that would be appropriate and assimilate well into the wider landscape. Subject to conditions and the S106 Planning Obligation to secure the additional landscape screen planting, I am satisfied that this proposal would not conflict with the objectives and criteria set out in Policies DM3 and DM6 of the MWLP, Policies LP17 and LP26 of the CLLP and Policies S34, S53 and S62 of the emerging DCLLP which all seek to protect and enhance landscape character and to ensure that new development does not have an unacceptable adverse visual impact.

Highways and Traffic

29. The NPPF, Policies DM13 and DM14 of the MWLP, Policies LP12 and LP13 of the CLLP and Policies S34 and S47 of the emerging DCLLP all contain criteria requiring consideration of highways and transport issues, encourage a sustainable approach to transport and which seek to ensure development does not cause adverse impacts to the road network or highway safety. Policy LP13 of the CLLP and Policies S45 and S49 of the emerging DCLLP support the objectives of these policies stating that there should be sufficient infrastructure capacity to support and meet all the necessary requirements arising from the proposed development and in relation to car parking, that this is suitable for the proposed development taking into account its location, its size and its proposed use.
30. A considerable number of the representations received have objected to this proposal on grounds that the road network in and around the village and which lead to the proposal site are not suitable to accommodate the high volume and type of vehicles proposed. Many state that the roads are already in a poor condition and of unsuitable width to safely accommodate HGVs and that the volume and frequency of traffic poses a safety risk to residents, walkers, cyclists and other road users that frequently use the area.
31. A Transport Statement (TS) has been submitted and has assessed the impacts associated with all phases of the proposed development taking into account the likely traffic numbers associated with each phase. HGV movements are predicted to peak at 100 two-way movements with the average number of movements per day being around 70 two-way movements for Phases 1, 4, & 7 reducing to an average of 15 two-way movements for Phases 2 & 5. Predicted HGV flows during Phases 3 and 6 would be much lower peaking at 20 per day with the average movements being 8 and 16 respectively.
32. The applicant has confirmed that all HGV's would access the site by using Kexby Road and then travelling north along Northlands Road before entering the site via the access track located adjacent to the existing Glentworth No.1(K) wellsite. Vehicles would return using this same route and so vehicles would not access or egress the site using that part of Northlands Road that extends eastwards from the site entrance towards Glentworth village. As part of the proposals the applicant

had proposed to widen and upgrade the track leading to the site and to construct passing bays on Northlands Road and Kexby Road.

33. Having taken into account the number, type and frequency of vehicles and condition of the existing highway network in and around the site, the Highways Officer has advised that permission be refused. Whilst the provision of new passing bays and the reconstruction of existing ones along Kexby Road along would appear deliverable and considered acceptable mitigation to reduce impacts of traffic along this section of highway, the improvements proposed by the applicant along Northlands Road were not considered adequate. This is because the existing poor structural condition of Northlands Road is such that it is unlikely that the construction of passing bays or localised widening would be capable of being safely delivered. As a result, the Highways Officer has stated that in order for this development to be deemed acceptable additional mitigation measures/works to those already proposed would need to be carried out and secured. These additional measures include:
- the provision of an additional passing bay along Northlands Road;
 - complete reconstruction of the existing carriageway along Northlands Road from its junction with Kexby Road to the site access track entrance;
 - the implementation of a Construction Management Plan (CMP), and;
 - improvements to the existing site access, along with the private track, to allow HGVs to wait off the highway at the entrance to the site.
34. Following the Highways Officers comments and recommendation, Officers have discussed these works with the applicant and the applicant has subsequently confirmed their agreement to carrying all the additional mitigations works and improvements as identified above. As a result, so long as these works can be secured as part of any permission the reasons for refusing this application as set out by the Highways Officer have been addressed and so it would no longer be necessary to refuse the development on this basis.
35. The identified and now agreed off-site highway improvement works could be secured by way of a S278 Agreement whilst the works to the access track and CMP could be secured by suitably worded planning conditions. In order to ensure that HGV traffic associated with this proposal utilises the routes as identified within the application the applicant has also agreed to enter into a Section 106 Planning Obligation which would include a HGV routeing agreement. Subject to the completion of the S106 Planning Obligation and imposition of conditions that would require these improvement works to be provided and completed, the highway network and infrastructure required to serve the amount of traffic proposed by this development would be of an appropriate and ensure that this proposal would not result in a severe and unacceptable impact on highway safety and the road network. Consequently this proposal would not conflict with the NPPF or Policies DM13 and DM14 of the MWLP, Policy LP12 of the CLLP nor Policies S47 and 49 of the emerging DCCLP. Nor would it be contrary to Policy LP13 of the CLLP and Policies S45 and S49 of emerging DCCLP.

Air Quality/Dust & Noise

36. Potential impacts include from airborne particulate matter/dust during the construction phase; exhaust emissions associated with vehicles travelling to and from the site, and; aerial emissions arising from the combustion/flaring of natural gas.
37. The proposed wellsite is some distance from sensitive human or ecological receptors and so the potential impacts of dust arising from site construction works is not considered significant. Similarly, whilst traffic movements would peak at 100 two-way movements per day during Phases 1, 2, 4, 5 and 7, the site is not located within an Air Quality Management Area and the movements associated with this proposal fall below the threshold where an Air Quality Assessment may be required. Therefore whilst additional traffic movements would increase vehicle exhaust emissions in the area the impact of this on any receptors near the affected roads is assessed as not being significant.
38. In respect of impacts from the drilling operations/development itself, flaring would be required during the appraisal stage. During this phase there is not enough gas to warrant the installation of a gas engine and therefore any gas encountered needs discarding. This is done by flaring it as it is safer than directly venting it into the atmosphere and is normally carried out for short periods of time.
39. The control of flaring and any potential components within the gas is controlled by the HSE. The Environment Agency would monitor the flare in terms of pollution control and substances emitted from the flare and would fall within the remit of the Environment Agency's Environmental Permitting regime.
40. 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 suggested that a gas engine could be brought to site during the production stage however, no detail has been provided as to location or 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 before commencement of the mobilisation to construct the production phase.
41. In respect of noise, there is potential for a degree of noise and disturbance from operational plant and traffic associated with the development. However, the noise assessment submitted in support of this application demonstrates that noise levels arising from the drilling and production operations during both the day and night-time periods when measured at the nearest noise sensitive properties would fall within the lower 42dB limit as set out in the PPG. The Environmental Health Officer and West Lindsey District Council have raised no objection or concerns in respect of potential noise issues and planning conditions could be imposed to set noise level limits in line with those identified and assessed to ensure that the

impacts of the development can be monitored and controlled. With the imposition of suitable conditions, despite the objections raised, I am satisfied that this proposal would not result in any unacceptable harm to residential amenity by reason of noise disturbance or have an unacceptable impact in terms of air quality/dust or odour and therefore would accord with the NPPF, Policies DM2 and DM3 of the MWLP, Policy LP26 of the CLLP and Policy S53 of the DCLLP.

Historic Environment

42. The NPPF, Policy DM4 of the MWLP, Policy LP25 of the CLLP as well as Policy 3 of the GNP and Policies S34 and S57 of the DCCLP all contain criteria that seek to conserve and enhance the historic environment having regard to the significance of any heritage assets and their setting.
43. There are no designated heritage assets with the application site boundary or with 1km of the site with the nearest being Listed Buildings within Glentworth Village and the Glentworth Conservation Area which are located approx. 2.5-3km due east of the site. I consider that all these heritage assets are sufficiently separated from the proposed new wellsite and whilst there would be some impact on the visual appearance of the wider landscape during earlier phases of this development (e.g. as a result of the drilling rig and associated lighting), those works would be relatively short-term, temporary and so not have a long-term lasting effect.
44. In terms of archaeological potential the LCC Historic Environment Officer has confirmed that, based on the information submitted as part of this application, no further archaeological assessment is required. Given the views of the Historic Environment Officer, and the separation distances involved, I am satisfied that there would be no direct or long-lasting visual harm to the identified heritage assets or their settings due to this development and therefore the development would not conflict with the criteria and objectives of the above cited Development Plan policies that seek to conserve and protect the historic environment

Water Resources, Flood Risk and Pollution

45. The hydrological risk assessment supporting the application concludes that there is a good understanding of the geology, hydrology and hydrogeology at the proposal site. The site is not within a groundwater source protection zone and there are no waterbodies within the site boundary. The risks associated with the construction, testing and decommissioning of oil and gas wells are well understood and best practice techniques will be incorporated into the design of the wellsite. This would include the use of a very-low permeability liner to form a hydraulic barrier to protect surface water and groundwater systems. In terms of flood risk, the site is located within Flood Zone 1 with the Flood Risk Assessment submitted in support of the application confirming that the site has a very low probability of being at risk from fluvial or pluvial flooding. Surface waters derived from the site would be attenuated and taken off site by tanker to an Environment Agency approved

facility for disposal/treatment and so surface waters would be discharged from the site.

46. The only potential risk of pollution to watercourses or the underlying groundwater would therefore derive from the failure of the wellbore itself however the design and construction of the wellsite would, under separate legislation, require approval and monitoring by the Health & Safety Executive and the Environment Agency. These separate consenting processes would place additional controls and conditions on the development and given this I am satisfied that the development as submitted would not pose an unacceptable risk with respect to water pollution of flood risk and therefore does accord with Policies DM15 and DM16 of the MWLP, Policy LP214 of the CLLP and Policy S21 of the DCLLP which is expected to soon be adopted and form part of the Development Plan.

Restoration and Aftercare (inc. Ecology and Biodiversity Net Gain)

47. Policy DM9 of the MWLP, Policy LP21 of the CLLP and emerging Policies S60, S61 and S66 of the DCLLP require developments to protect and provide opportunities to enhance biodiversity and new planting as part of development proposals with Policy S61 requiring a minimum of 10% net gain to be provided.
48. Policies DM11 and D12 of the MWLP, Policy LP55 of the CLLP and Policy S67 of the DCLLP seek to protect soils and best and most versatile agricultural land from development and the NPPF and Policy R1 of the MWLP require the restoration of mineral workings to be of high quality and carried out at the earliest opportunity.
49. The restoration of the site may commence at any point depending on the data collected during the appraisal phase. Should the hydrocarbon found not be of a quality to make it commercially viable to extract the site would be abandoned, the wells/borehole(s) plugged and the site cleared of all infrastructure and containment. At this stage full details of a programme of restoration and aftercare have not been provided however all soils would be retained on-site so that they can be replaced and used in the restoration of the site. A concept restoration plan submitted as part of the application proposes that the main well pad be restored to neutral grassland with the access track being reduced in width with grassland verges and hedgerow planted either side so as to reflect the surrounding landscape and character of the area. The details submitted as part of the application also show an overall post-development biodiversity net gain in habitat on-site when compared with the pre-development condition.
50. Lincolnshire Wildlife Trust (LWT) has objected to this application as they consider the information and details submitted to demonstrate a biodiversity net gain insufficient and whilst the applicant has used the Biodiversity Metric to calculate the net gains identified they have not provided the detailed tables which form part of this and therefore LWT argue it is unclear exactly where the supposed gains in biodiversity would be achieved.

51. Whilst the applicant has not provided the tables that sit behind the Biodiversity Metric as requested by LWT, it should be noted that the requirement to use the Metric and provide a minimum 10% gain is mandated in the Environment Act 2021 and this does not come into force until November 2023. Therefore at this moment in time it is not mandatory but rather advisory. Notwithstanding this, the NPPF, Policy DM9 of the MWLP, Policy LP21 of the CLLP and emerging Policies S60 and S61 of the DCLLP do require developments to protect and provide opportunities to enhance biodiversity with Policy S61 in particular reflecting the requirements of the Environment Act by requiring a minimum of 10% net gain to be provided. In this case, I am satisfied that the proposal site is largely comprised of Grade 3b agricultural land and so is not classed as being 'best and most versatile' farmland however soils would be retained for use in restoration of the site. The site is considered to be devoid of any habitat or ecological features of significant value and the information presented at this stage confirms that the site would be restored and habitats created which, along with additional planting, would enhance the biodiversity value of the site post-development. Whilst the holding objection of LWT is noted it is not considered sufficient grounds to warrant the refusal of this application or reasonable to withhold planning permission for failure to provide the detail requested given the use of the Metric is not yet mandatory. Planning conditions could be used to secure further details of a programme of restoration and aftercare for the site and these would ensure that the site is restored to a high standard. Subject to such conditions being imposed, I am satisfied that the proposal meets the aims and objectives of the NPPF, Policies DM9, DM11, DM12 and R1 of the MWLP, Policies LP21 and LP55 of the CLLP and would not conflict with Policy 3 of the GNP nor Policies S60, S61, S66 and S67 of the DCLLP which are expected to soon be adopted and form part of the Development Plan.

Cumulative Impacts

52. A number of objections have raised concerns about potential cumulative impacts as a result of this proposal and a large-scale solar development that could potentially occupy large parts of the land that surround the site. The proposed solar development (Tillbridge Solar Project) is a Nationally Significant Infrastructure Project (NSIP) and is at a very early stage of development with details so far limited to that which supported a Scoping Opinion Request made to the Planning Inspectorate. Whilst this project could impact upon the wider area and local landscape in the future details have yet to be finalised regarding the design, layout and total land area that could be required to serve this development. For example, it is not yet known how much of the land identified would be used for PV panels or alternatively set aside to provide mitigation such as buffers/stand-offs, landscape planting or for the creation of biodiversity net gain, etc.
53. Officers had responded to the Scoping Opinion for the NSIP project highlighting the need for the promoters of that development to take into account the existence of existing permitted wellsite's in the area (including Glentworth No.1(K)) as Policy M12 of the MWLP requires these to be safeguarded. It was also highlighted that

discussions about this proposal had taken place and that an application seeking planning permission was expected.

54. Given the uncertainty and limited details relating to the solar project, it is considered reasonable for the applicant not to have taken this proposal into account as part of the LVIA that supports this application or to assess any potential cumulative impacts associated with that proposal at this stage. The assessments that support this application have considered the impacts of this proposal taking into account existing developments and features that are present. Those assessments have concluded that this development would not give rise to any significant adverse impacts on the environment of the area or the amenity of the local community and so I am satisfied that this proposal does accord with Policy DM17 of the MWLP.

Human Rights Implications

55. 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 Section 149 of the Equality Act 2010.

Summary Conclusions

56. Government policy continues to encourage the recovery of indigenous oil supplies so to reduce the reliance on energy supplies from beyond the UK. This proposal reflects this objective by establishing a new wellsite that, should exploration and appraisal testing be successful, would give access to currently untapped hydrocarbon reserves. This proposal would therefore make a contribution towards meeting current and ongoing needs whilst the UK transitions towards a low carbon future. Given this is current policy Officers are satisfied that there is a need for recovering this reserve and attach significant weight to this point.
57. In terms of climate change, whilst this proposal does seek to exploit reserves of hydrocarbons that are a contributing factor to emissions of greenhouse gases, 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 to be.

58. In terms of environmental impacts such as those relating to landscape and visual impact; ecology and biodiversity; air quality; noise; historic assets; flooding, hydrology and hydrogeology; lighting, and restoration, etc the views of technical consultees have been taken into account and consideration given to whether any adverse environmental impacts can be suitably mitigated. Officers are satisfied that through a combination of the measures embedded into the development, the adoption of the mitigation measures identified as part of the development and through the use of planning conditions, as recommended, the impacts of this development would not give rise to any significant or unacceptable adverse impacts that would justify or warrant the refusal of this application.

RECOMMENDATIONS

- (A) The applicant to enter into a S106 Planning Obligation to cover the following matters:
- to secure a traffic routing agreement which requires all HGVs and tankers to only access the site by travelling along Kexby Road and then heading north along Northlands Road to the site entrance and to return using this same route. No HGVs or tankers will be permitted to access or egress the site using that part of Northlands Road that extends eastwards from the site entrance towards Glentworth village;
 - to secure details of additional landscape screen planting to be carried out around the boundaries of the site in the event the site moves into production and which requires such planting to thereafter be maintained for the life of the development.
- (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.

Commencement

1. The development hereby permitted shall be commenced within three years of the date of this permission. Written notification of the date of commencement of development shall be sent to the Mineral Planning Authority within seven days of commencement.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

Scope and Phases of Development

2. This permission authorises phased works associated with the exploration, appraisal and production of hydrocarbons which shall be undertaken in accordance with the phasing programme as detailed in the approved Planning & Environmental Considerations Report (see condition 3). The phases of development are as follows:

Exploration

Phase 1 – Access and Construction

Phase 2 – Drilling Operations

Appraisal

Phase 3 – Well Test and Production Testing

Production

Phase 4 – Wellpad Extension and Pipeline Installation

Phases 5 & 6 – Production and Well Drilling

Decommissioning and Restoration

Phase 7 – Well Decommissioning and Site Restoration

For the avoidance of doubt, high pressure hydraulic fracturing shall not be undertaken as part of this development.

Reason: For the avoidance of doubt as to the scope and phases of development approved.

Approved Documents and Plans

3. Unless modified by conditions attached to this permission or details subsequently approved pursuant to those conditions, the development hereby permitted shall be carried out in strict accordance with the following documents and drawings:
 - Planning Application Form; Planning & Environmental Considerations Report; Air Quality Assessment; Archaeological Desk-based Assessment; Biodiversity Net Gain Assessment; Hydrogeological and Flood Risk Assessment; Landscape and Visual Impact Assessment; Noise Impact Assessment; Preliminary Ecological Assessment; Soils and Agricultural Report; Transport Statement (all received 7 December 2022);
 - Drawing No. IGAS-010-M-001-COMPOUND – Site Location Plan (received 6 December 2022)
 - Drawing No. GLEN – 1011 – Illustrative Site Section Plan (received 20 December 2022)
 - Drawing No. IGS-018-M (ED.004) – Proposed Restoration Plan (received 6 December 2022)
 - Drawing No. GLEN – 1004 Rev. A - Site plan - Drilling Phase - Well 1 (received 20 December 2022)
 - Drawing No. GLEN – 1006 Rev. A – Site plan – Testing Phase (received 20 December 2022)
 - Drawing No. GLEN – 1007 Rev. A - Site plan - Production Phase (received 20 December 2022)

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

Notification of Works

4. Prior written notification of the date of commencement of each phase of works hereby approved (as set out in Condition 2) shall be sent to the Mineral Planning Authority not less than seven days and no more than 14 days before commencement of each phase of activity.

Reason: To inform the Mineral Planning Authority of potential disruptive periods in the interests of amenity.

Completion of Works

5. Notification of the date of the completion of each phase of works hereby approved (as set out in Condition 2) shall be sent to the Mineral Planning Authority not more than seven days following completion. If within twelve months of the completion of any phase the operations do not commence in the next phase, the operator shall restore the site in accordance with the scheme approved under Condition 19.

Reason: To secure the timely restoration of the site.

Highways

6. No development shall take place until a Construction Traffic Management Plan (CTMP) has first been submitted and approved in writing by the Mineral Planning Authority. The CTMP shall include details of measures to be adopted to control the movement and flow of traffic during Phases 1, 2, 4, 5 (drilling of new wells) & 7 so as to minimise, to a degree, the likelihood of HGVs meeting along the agreed routes to and from the site as far as possible. The approved plan shall thereafter be implemented and carried out in full accordance with the approved details.
7. No development shall take place until a scheme and details of the improvements to be made to the surfacing and width of the private access track serving the site have first been submitted and approved by the Mineral Planning Authority. The scheme shall include provision to metal a minimum 15m length of the access track back from its junction with the public highway in order to ensure mud, debris or other deleterious materials are dragged onto the highway. Once constructed the access track shall be kept in a good state of repair and kept clean and free of mud and other debris at all times for the duration of the development.
8. Other than works required to upgrade the private access track leading to the site (to be approved pursuant to Condition 7), no other works identified to be carried out during Phase 1 shall take place until the off-site highway improvement works have first been carried out and completed to the satisfaction of the Mineral Planning Authority (in consultation with the Highway Authority). The off-site highway improvement works shall include:

- i) the provision of a passing bay along Northlands Road along with upgrading and reconstruction of the existing carriageway along Northlands Road from its junction with Kexby Road to the site entrance;
- ii) upgrading of the surface of the existing layby/apron outside the entrance of Glentworth No.1(K) wellsite which lies to the west of the site entrance;
- iii) the provision of two new passing places along the stretch of Kexby Road between Glentworth village and its junction with Northlands Road in locations as may be agreed with the Highway Authority; and
- iv) upgrading of the existing passing bay/localised widening that lies at the junction of Kexby Road and Northlands Road.

Reason: In the interests of highway safety and so as to ensure the highway improvement works agreed and secured as part of this development are completed before construction works that generate high levels of traffic commence.

*See Informative for further information.

- 9. Upon exiting the site no Heavy Goods Vehicles (HGVs) or tankers shall turn left and head towards to Glentworth village but shall instead head south along Northlands Road towards Kexby Road.

Reason: To ensure HGV traffic associated with the development adheres to the routes agreed and to complement the separately agreed routeing strategy.

- 10. HGV's shall access and egress the site in a forward gear only.

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.

Security Lighting

- 11. Prior to any drilling plant and equipment being brought to the site (Phase 2) hereby permitted, a full security lighting scheme, including details of light spillage and all mitigation measures shall be submitted to and agreed in writing by the Mineral Planning Authority. The lighting shall be maintained and retained in accordance with the approved details for so long as security is required or on completion of Phase 7 whichever may be earlier.

Reason: In the interests of visual amenity.

Timing of Site Clearance works/Breeding Birds

- 12. No site preparation works involving the destruction or removal of vegetation shall be undertaken during the months March to August inclusive. If these works cannot be undertaken outside this time, the land affected should be evaluated and checked for breeding birds by an appropriately qualified ecologist and if

appropriate, an exclusion zone set up. No work shall be undertaken within the exclusion zone until birds and any dependent young have vacated the area.

Reason: To protect breeding birds during the nesting season.

Hours of HGV Movements

13. With the exception of undertaking urgent works in emergency situations and during Phases 2, 3, 7 and as required in connection with well drilling operations during Phases 5 & 6 only, the movement of all HGVs to and from the site shall only be undertaken between the hours of 0700 and 1900 Mondays to Fridays and between 0700 and 1300 on Saturdays. No HGV movements shall occur on Sundays, Bank Holidays and Public Holidays.

Reason: To protect the amenity of local residents.

Operating Hours

14. The site shall only operate between the hours set out below:

Phase	Mondays to Fridays	Saturdays	Sundays, Bank and Public Holidays
Phase 1 – Access and Construction	0700 to 1900	0700 to 1300	None
Phase 2 – Drilling Operations	24 hours	24 hours	24 hours
Phase 3 – Well Test and Production Testing	24 hours	24 hours	24 hours
Phase 4 – Well Pad extension and Pipeline installation	0700 to 1900	0700 to 1300	None
Phase 5 & 6 – Production and Well Drilling	24 hours	24 hours	24 hours
Phase 7 – Well decommissioning	24 hours	24 hours	24 hours
Site Restoration	0700 to 1900	0700 to 1300	None

Reason: To protect the amenity of the surrounding area.

Noise Control and Monitoring

15. Noise levels as a result of the development hereby permitted shall not exceed 42dB LAeq, 1hr free field at any time when measured at a height of 1.5 metres at the boundary of any the nearest noise sensitive properties to the site.
16. Prior to any drilling plant and equipment being brought to the site (Phase 2) hereby permitted, a detailed noise monitoring scheme shall be submitted to, and approved in writing by the Mineral Planning Authority. The scheme shall include the locations for noise monitoring to be carried out commencing from the start of Phase 2 operations. Noise monitoring shall thereafter be carried out in accordance with the approved noise monitoring scheme and the results of noise monitoring shall be made available to the Mineral Planning Authority within five days of commencement of monitoring. For avoidance of doubt noise monitoring shall commence within 12 hours of Phase 2 - equipment assembly commencing.
17. In the event that the noise monitoring scheme (approved pursuant to Condition 14) indicates that noise levels have exceeded the maximum permitted noise level, operations shall cease within 12 hours and until such time that further noise mitigation measures which shall be firstly approved in writing by the mineral planning authority have been installed and employed within the site.
18. All plant and machinery shall be adequately maintained and silenced in accordance with the manufacturer's recommendations at all times.

Reason(s): To protect the amenity of nearby residential properties.

Gas Engine

19. Prior to the installation of a gas engine within the site full details of the location, design and technical specification of the proposed gas engine 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.

Soil Storage/Stockpiles

20. All soils stripped from the site shall retained and stockpiled onsite. Topsoil storage stockpiles shall not exceed 3m high and subsoil storage stockpiles shall not exceed 4m high. All soil storage stockpiles shall be grass seeded if they are to be retained in-situ for a period exceeding 6 months and thereafter shall be 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 a beneficial use.

21. There shall be no discharge of foul or contaminated drainage from the site into either the ground water or any surface waters, whether direct or via soakaway. Prior to the installation of any buildings requiring the disposal of foul drainage, details of the method of managing such foul water shall be first submitted to and agreed with the Mineral Planning Authority.

Reason: To minimise the risk of pollution arising from the operations.

Restoration and Aftercare

22. No development shall take place until a detailed restoration and aftercare scheme has first been submitted to and approved in writing by the Mineral Planning Authority. The scheme shall include details to cover the following:
- (a) Full details of the grass/tree/shrub/hedge planting to be carried out as part of the restoration works, which shall include details of the species, densities, heights and means of protection.
 - (b) A scheme of aftercare detailing the steps to be implemented to bring the restored site to the required standard for the uses as shown on Drawing No. IGS-018-M (ED.004) – Proposed Restoration Plan.

The aftercare period shall be five years. All restoration, landscaping and aftercare works shall be carried out and implemented in accordance with the approved details.

Reason: To ensure the successful restoration of the site and in order to minimise the long-term impacts of the development on the local landscape.

Informatives

Attention is drawn to:

- (i) Condition 8 - The highway improvement works referred to in the above condition are required to be carried out by means of a legal agreement between the landowner and the County Council, as the Local Highway Authority. For further guidance please visit our [website; www.lincolnshire.gov.uk/highways-planning/works-existing-highway](http://www.lincolnshire.gov.uk/highways-planning/works-existing-highway)
- (ii) 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 and seeking further information to address issues identified/enhancements to the proposal. 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

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

Background Papers

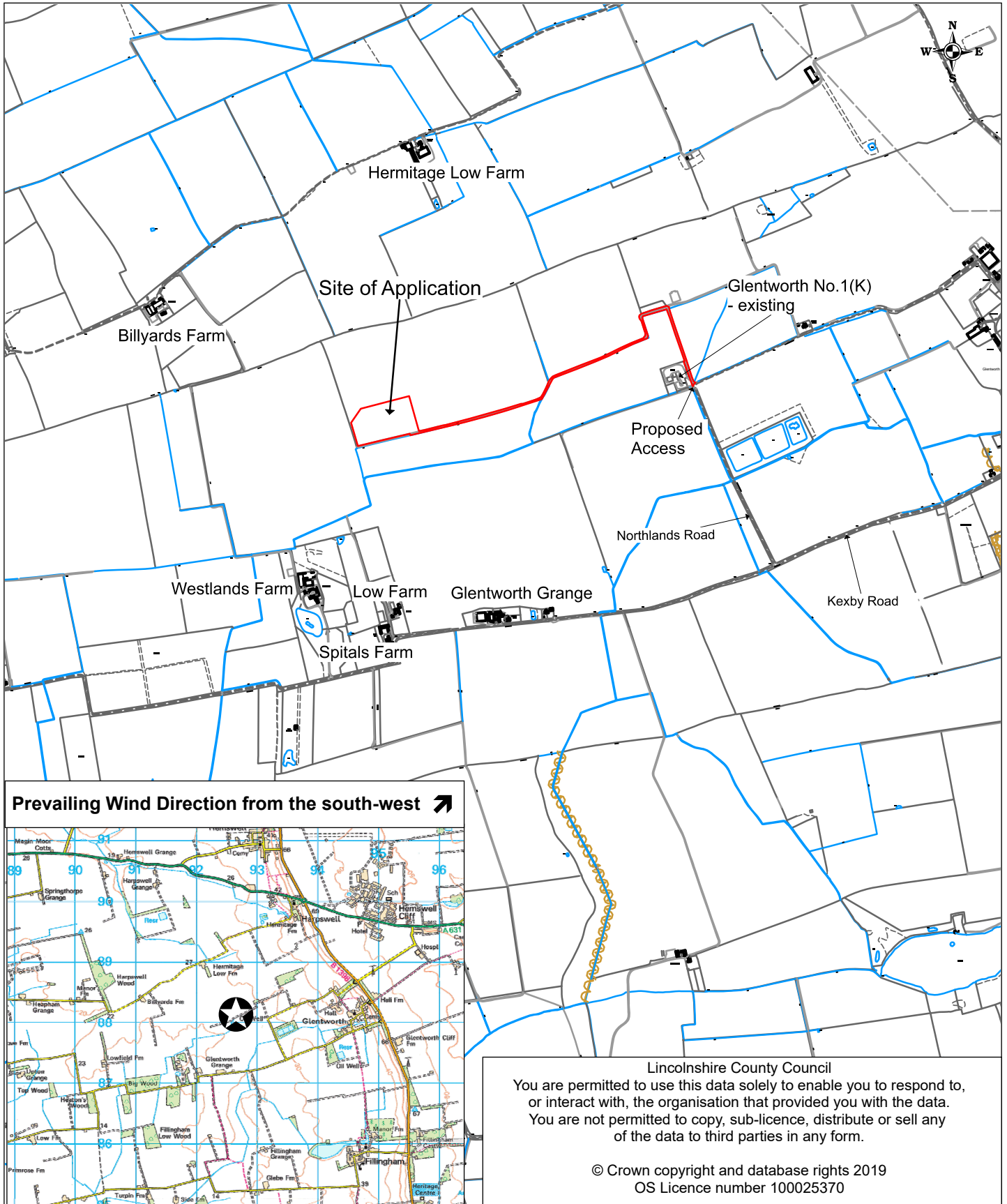
The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
Planning Application File 146100	Lincolnshire County Council's website https://lincolnshire.planning-register.co.uk/
National Planning Policy Framework (2021) & Planning Practice Guidance	The Government's website www.gov.uk
Lincolnshire Minerals & Waste Local Plan (2016)	Lincolnshire County Council's website www.lincolnshire.gov.uk
Central Lincolnshire Local Plan (2017)	West Lindsey District Council's website www.west-lindsey.gov.uk
Draft Central Lincolnshire Local Plan (Proposed Submission) March 2022	
Glentworth Neighbourhood Plan (2018-2036)	West Lindsey District Council's website www.west-lindsey.gov.uk

This report was written by Marc Willis, who can be contacted on 01522 782070 or dev_planningsupport@lincolnshire.gov.uk

LINCOLNSHIRE COUNTY COUNCIL

PLANNING AND REGULATION COMMITTEE 17 APRIL 2023



Lincolnshire County Council
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Location:
 Land to the west of Northlands Road
 Glentworth

Description:
 To construct a hydrocarbon wellsite, with the drilling of one vertical appraisal well and up to seven horizontal development wells and ancillary development

Application No: 146100
Scale: 1:20,000