

(3) Application No: PAP/2019/0157

Priory Park Circuit, Robeys Lane, Alvecote, B78 1AR

Variation of condition 5 of planning permission PAP/2017/0094 relating to kart operating times; in respect of variation of conditions 3 and 5 of planning permission PAP/2014/0031 (PAP/2012/0301) relating to increasing number of karts up to thirty and allowing kart operation time on the first Sunday in every month to 18:00 hrs, for

Daytona Motorsport Tamworth

Introduction

The application is brought before the Board in view of the planning history of the site and that it has given rise to consultation with residents in a neighbouring Authority.

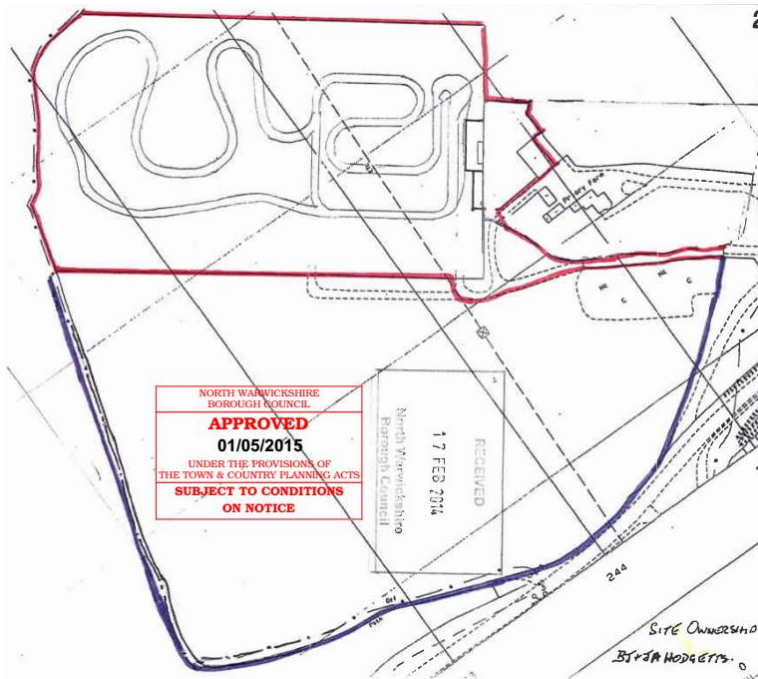
The Site

The site is located at Priory Farm and comprises an existing karting circuit track and two ancillary buildings used for the reception of visitors and storage and maintenance of karts and equipment. An earth bund has been constructed along the south west boundary of the existing circuit facing the B5000.

The site is now named Daytona Motorsport. The Tamworth golf course and an industrial estate lie further to the west with open farmland extending to the north, with Robeys Lane to the east. There is open land to the south which slopes down to the B5000. There are residential properties at the adjacent Priory Farm House and on the opposite side of the B5000, within the Stonydelph estate in Tamworth. There are mature trees and hedgerows along the western boundary of the site extending along the open land boundary with the B5000. To the south east of the Priory Farm Karting complex there is a small wooded area adjacent to the B5000 and Robeys Lane.

The site is within open countryside but is close to the edge of the urban area of Tamworth. The nearest residential dwelling to the track itself, apart from the dwelling at Priory Farm House, is some 210 metres to the south.

The site is illustrated below.



The Proposal

It is proposed to vary condition 5 of planning permission PAP/2017/0094 relating to kart operating times.

“5. No karts shall be operated other than between 0930 and 2100 hours Monday to Thursday; 1030 to 2030 hours Friday and Saturday and 1300 and 1630 hours on Sundays and Bank Holidays. The karts on the first Sunday of every month shall operate between 1030 and 1800 hours”.

It is proposed to vary this so as to read:

“5. No karts shall be operated other than between the following times:- 0930 hours to 2100 hours on Monday to Thursday inclusive; 1030 hours to 2030 hours on Fridays, 0900 hours to 2030 hours on Saturdays and 0930 hours to 1630 hours on Sundays apart from on the first Sunday of each month when the operating hours shall be between 0930 and 1800 hours, between 0930 hours and 16:30 hours on Bank Holiday Mondays and between 0900 hours to 1630 hours on Good Friday”

The applicant set out the following reason for the proposed change

“We would like to introduce driver training for junior drivers aged 5-7 years between 0830 hours to 1030 hours Saturday and Sunday; and 0830 hours to 1030 hours on Public Holidays. This will require condition 5 to be changed. The drivers will use low powered, low noise 35cc 4 stroke engines, conforming to and compliant with conditions 3 and 4 of our existing planning restrictions. No two stroke karts will be operated between 0830 hours to 1030 hours Saturday and Sunday; and 0830 hours to 1030 hours on Public Holidays. The karts for 5-7 year olds will be Bambino / Cadet Karts”

However officers were uncomfortable with an 0830 start and the applicant agreed to change this to 0900 and 0930 as set out above.

The table below illustrates the already approved times and those now proposed.

Days	Approved - Time	Proposed - Time
Monday - Thursday	0930 to 2100	0930 to 2100
Friday	1030 to 2030	1030 to 2030
Saturday	1030 to 2030	0900 to 2030
Sunday	1030 to 1630	0930 to 1630
Bank Holiday	1030 to 1630	0930 to 1630
Good Friday	1030 to 1630	0900 to 1630
First Sunday in Month	1030 to 1800	0930 to 1800

It can be seen that the proposed variation is for earlier start times on Saturdays, Sundays, Bank Holidays and the first Sunday of each month.

The reason is to allow younger children exclusive use of the track with appropriate karts to match their age at those times.

At other times, the types of kart already approved by other conditions will be used and the number of karts allowed is also not to be changed as the existing conditions would not be affected.

The applicant has submitted a Noise Assessment which looks at the potential impacts of using the prescribed karts for these young children. It concludes that noise emissions would be within the terms of the extant planning permission.

Background

a) The Site

Planning permission was first granted for a karting facility here in 1994. This permission was time limited and expired in 1999. A further permission was granted in 1999 for the permanent use of the site for karting. A condition attached to this permission limited the number of karts that could operate on the site at any one time to no more than six. Permission was granted in 2012 which allowed an increase in the number of karts to twelve. This was subject to a condition to require karts to conform with the noise level requirements stipulated by the RAC / Motor Sport Association. Permission was then granted for the installation of external lighting for the existing track circuit subject to a condition that this is not illuminated after 2200 hours. These planning permissions currently authorise the karting use on the site and govern its operation.

A further permission was granted in October 2013. This permits the extension of the track circuit, provision of additional parking spaces and the formation of a two metre high bund along the south west boundary of the track circuit. This would be achieved by increasing the height of an existing bund and forming a new bund alongside the new section of track. This permission also limits the number of karts to 12 (condition 3); restricts the noise level requirements to those stipulated by the RAC / Motor

Sports Association (condition 5), and sets out approved operating hours – 0930 to 2100 on Mondays to Thursdays, 1030 to 2030 hours on Fridays and Saturdays, and 1030 to 1630 on Sundays and Bank Holidays (condition 6).

A further permission in 2017 allows karting on the first Sunday of each month the opening hours to be increased between 16:30 and 18:00, against the current approved hours on Sunday of 10:30 to 16:30.

b) Adjoining Land

Other land owned by the applicant which adjoins the karting site hosts temporary uses, including occasional car boot sales, under the provisions for the temporary uses of land within the Town and Country (General Permitted Development) Order 2015 (as amended). A legal agreement under Section 106 of the 1990 Planning Act was entered into which restricts the use of this land for these events when the karting circuit is operating.

The application site is part of an outstanding outline planning application for up to 1540 dwellings (outline). It has the reference PAP/2018/0455

There is also an outstanding outline planning application for up to 10 dwellings on land at Priory Farm between the circuit and Robeys Lane. It has the reference PAP/2019/0326.

To the west of the site Tamworth Borough Council has granted outline permission for housing development – part of the former Tamworth golf course permission.

Development Plan

The North Warwickshire Core Strategy 2014 – NW10 (Development Considerations)

Other Material Planning Considerations

The National Planning Policy Framework

The North Warwickshire Local Plan Submitted Plan 2018 – LP31 (Development Considerations)

Consultations

Environmental Health Officer (NWBC) – No objection

Environmental Health Officer (TBC) – No objection

Representations

Twenty five letters of objection have been received. Because to the location of the site these are all from Tamworth addresses. The matters raised are:

- The earlier start times will further extend use of the site particularly at weekends.
- Noise during the summer is very loud even though it might be within the legal limits
- There is constant noise nuisance which drives people inside at times.
- Wet weather conditions and the wind blowing towards the estate from the track already cause higher noise level resulting in the karts being heard within our homes, resulting in windows having to be closed.
- Existing customers leaving Daytona are proving to be totally disrespectful to our neighbourhood with them believing they are still on the race track, reflected in their poor road driving and also over revving of their vehicles.
- Can smell and taste the fuel from within our garden. We can't sit outside in the height of noise and cannot invite guests.

The MP for Tamworth comments that whilst he understands the need to expand the business the sound from the track is a growing problem being constant through weekends making it challenging for the local residents .There are also concerns that the conditions are not being complied with.

The Stoneydelph Ward Member objects to the extension of use as residents should be able to enjoy being their own property particularly at weekends. Noise is emitted not only from engines but from “tyre squeal”

Observations

This application is made under section 73 of the Planning Act 1990, as amended, and seeks the variation of a condition. The principle of the use of the site for karting track is established by previous permissions. In determining this application, consideration is thus limited to those matters relevant to the condition for which variation is sought. In this case that is solely about assessing the noise impact from the earlier weekend hours by a specific type of kart. If there are issues to do with noise emissions at all other times, then these have to be addressed to the Environmental Health Division in Tamworth if from a Tamworth resident or to North Warwickshire if a resident in that Borough.

The applicant's noise assessment considers that the noise levels from the Cadet/Bambino karts is below that of the existing karts used and is within the expected levels. The full Assessment is at Appendix A. The number of karts on the circuit is already governed by another condition. It is not sought to vary that number. Even with the extended hours there would not be an unacceptable noise impact. It is of substantial weight that neither of the two relevant Environmental Health Officers has raised an objection. Both Authorities officers know the site very well and are fully aware of the applications submitted here in the past; the noise assessments submitted together with their own investigations and importantly the location of neighbouring residential property. Noise complaints have been investigated too.

Even with this background knowledge, they both agree with the conclusions of the submitted assessment.

In these circumstances there is no technical evidence to demonstrate that there would be a significant environmental impact and thus it would accord with Core Strategy policy NW10 and the relevant section of the NPPF.

Whilst there would be no increase in the number of karts being on track at any one time there would be a small increase in visitors arriving earlier. There have been no reports of the lack of car parking provision on site. It is not considered that there would be an on-street parking issue as a consequence given that there would be a degree of turnover through the day.

The existing Section 106 Agreement will need to be amended to take account of any approval in this case. .

Recommendation

That planning permission be **GRANTED** subject to the following conditions and to the completion of a variation of the existing Section 106 Agreement so to take account of this proposal,

1. The development to which this permission relates must be begun not later than the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, and to prevent an accumulation of unimplemented planning permissions.

2. The development hereby approved shall not be carried out otherwise than in accordance with the the plan numbered 280512/21 and the earth bank cross-section details received by the Local Planning Authority on 14 November 2012; the track cross section drawing received by the Local Planning Authority on 15 June 2012 and the application site plan received on 17 February 2014.

REASON

To ensure that the development is carried out strictly in accordance with the approved plans.

3. No more than twenty karts shall be operated at any one time. With the exception that at any time when all karts being operated are powered by an engine that complies with the noise limit set for four stroke engines specified in condition 4, then no more than thirty karts shall be operated at any one time. No kart or other vehicle shall be operated other than on the track, pit area, holding area, parking area or access road shown on the approved plans. For this purpose, "operated" shall

include racing, running generally or testing on the track or the running of engines whilst stationary irrespective of whether the karts are on the track, in the pit area or on other land within the site.

REASON

In the interest of amenity.

4. No kart shall be operated on the track or elsewhere within the site if the noise emitted exceeds 90dB LAmax for a kart powered by a four stroke engine or 96dB LAmax for a kart powered by a two stroke engine. The noise emissions shall be measured in accordance with the current Motorsports Association approved method for sound testing for karts. This is currently set out in section 16.16 of the Motorsports Association Year book 2015, Part U Specific Regulations for Karting.

REASON

In the interest of amenity

5. No karts shall be operated other than between the following times:- 0930 hours to 2100 hours on Monday to Thursday inclusive; 1030 hours to 2030 hours on Friday; 0900 hours to 2030 hours on Saturday; and 0930 hours to 1630 hours on Sundays apart from on the first Sunday of each month the opening hours shall be between 0930 and 1800; between 0930 hours to 16:30 hours on Bank Holiday Mondays; and between 0900 hours to 1630 hours on Good Friday

REASON

In the interest of amenity

6. External lighting on the site shall not be illuminated after the expiry of a period of thirty minutes after the latest time specified for each day of the week within the hours of operation set out in condition 5.

REASON

In the interest of amenity.

7. The use hereby approved shall not commence until the proposed earth bank has been fully formed in accordance with the approved details.

REASON

In the interest of amenity.

8. The use hereby approved shall not commence unless an operational management plan has been submitted to and approved in writing by the Local Planning Authority. This shall detail the measures to be implemented to ensure the operational activities comply fully with the limitations set out in the conditions

attached to this permission and the records to be maintained to verify compliance. The approved management plan shall be implemented at all times and the records shall be made available to the Local Planning Authority on request.

REASON

To ensure the use complies with the permission granted.

9. The use hereby approved shall not commence unless a planting scheme on land adjacent to the south west facing slope of the proposed earth bank has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in the first available planting season following the completion of the bund and any trees or plants which, within a period of five years from the date of planting die, become seriously damaged or diseased, are removed or otherwise fail to become established , shall be replaced within the next planting season with others of a similar species.

REASON

In the interest of amenity.

10. No external lighting shall be installed on the site unless details have first been submitted to and approved in writing by the Local Planning Authority.

REASON

In the interest of amenity.

11. No external loud speaker or tannoy system shall be installed or used on the site unless details have first been submitted to and approved in writing by the Local Planning Authority.

REASON

In the interest of amenity

Notes

1. This permission is subject to provisions set out in a Planning Obligation completed as a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended). You should ensure that you have copy of this and all other plans or documents that relate to this permission .

2. Public footpath T95 must remain open and available for public use at all times, so must not be obstructed by vehicles or by materials during any construction works. If it is necessary to close public footpath T95 for any length of time during construction then a Traffic Regulation Order will be required. Warwickshire County Council's Rights of Way team should be contacted well in advance to arrange this.

Any disturbance or alteration to the surface of public footpath T95 requires the prior authorisation of Warwickshire County Council's Rights of Way team, as does the installation of any gate or other structure on the public footpath.

3. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through discussion and by seeking to resolve planning objections and issues, along with suggesting amendments to improve the quality of the proposal. As such it is considered that the Council has implemented the requirement set out in paragraph 38 of the National Planning Policy Framework.

4. Radon is a natural radioactive gas which enters buildings from the ground and can cause lung cancer. If you are buying, building or extending a property you can obtain a Radon Risk Report online from www.ukradon.org if you have a postal address and postcode. This will tell you if the home is in a radon affected area, which you need to know if buying or living in it, and if you need to install radon protective measures, if you are planning to extend it. If you are building a new property then you are unlikely to have a full postal address for it. A report can be obtained from the British Geological Survey at <http://shop.bgs.ac.uk/georeports/>, located using grid references or site plans, which will tell you whether you need to install radon protective measures when building the property.

For further information and advice on radon please contact the Health Protection Agency at www.hpa.org.uk. Also if a property is found to be affected you may wish to contact the North Warwickshire Building Control Partnership on (024) 7637 6328 for further advice on radon protective measures.

5. The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority

BACKGROUND PAPERS

Local Government Act 1972 Section 100D, as substituted by the Local Government Act, 2000 Section 97

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Background Paper No	Author	Nature of Background Paper	Date
1	The Applicant or Agent	Application Forms, Plans and Statement(s)	19/03/2019
2	Case officer	Emails surrounding legal agreement	04/07/2019
3	Agent	Email to case officer	15/07/2019
4	Case officer and Tamworth BC	Emails surrounding neighbouring land owners details	15/07/2019
5	Case officer	Email consultation to neighbouring land owner	16/07/2019
6	Case officer and agent	Exchange of emails	22/07/2019
7	Case officer	Email to Tamrth BC Environmental Health	23/07/2019
8	Case officer and agent	Exchange of emails	01/08/2019 – 08/08/2019
9	Case officer	Email / letter to MP for Tamworth	06/08/2019
10	Case officer and agent	Exchange of emails	23/08/2019 – 13/09/2019
11	Tamworth Borough Council	Consultation response	17/07/2019
12	Tamworth BC Environmental Health	Consultation response	25/07/2019
13	NWBC Environmental Health	Consultation response	30/07/2019
14	Tamworth MP – Christopher Pincher	Application comments	30/07/2019
15	NWBC Environmental Health	Consultation response	01/08/2019
16	Case officer	Consultation with Councillors	06/09/2019
17	Neighbour representations – 25 objections / comments	Representations	05/07/2019 – 28/08/2019

Note: This list of background papers excludes published documents which may be referred to in the report, such as The Development Plan and Planning Policy Guidance Notes.

A background paper will include any item which the Planning Officer has relied upon in preparing the report and formulating his recommendation. This may include correspondence, reports and documents such as Environmental Impact Assessments or Traffic Impact Assessments.

Appendix A – Noise Assessment

PAP/2019/0157



Project: J 03725
Noise Impact Assessment (NIA)
Priory Farm, Tamworth – Bambino/Cadet Karts

Consultants: Sound Planning Ltd
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Client: Daytona Motorsport

Prepared by: D. M. Thomas

Signed:



D. M. Thomas MSc M.I.O.A.
Noise & Vibration Consultant

Dated: Tuesday 25th June 2019



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1.0 BACKGROUND

- 1.1 Sound Planning Ltd has been instructed by Daytona Motorsport Ltd to conduct an appropriate noise impact assessment at Priory Farm Karting Circuit evaluating kart noise impact at the nearest noise sensitive receivers (dwellings at 'Deerhill' and 'Crigdon').
- 1.2 The evaluation pertains specifically to two types of kart: The "Bambino" and "Cadet" in the following numbers: 6 x Bambino; 8 x Cadet and combined Bambino and Cadet.
- 1.3 The noise assessment will include noise testing in accordance with the RAC's MSA Competitors Yearbook; and an environmental noise assessment evaluating local noise sensitive premises' regarding noise emissions from Priory Farm Karting Circuit.
- 1.4 This report will utilise a previous assessment for D-Max kart noise impact on the nearest noise sensitive receivers to Priory Farm Karting Circuit (Report J 01743R3); extrapolating this data in order to predict 'Bambino' and 'Cadet' kart noise impact at the same location (dwellings at 'Deerhill' and 'Crigdon').
- 1.5 Sound Planning will evaluate the potential noise impact on the nearest noise sensitive receivers using appropriate methodologies and evaluation criteria.

1.5.1 Participating Acoustic Consultant

Dan Thomas is a Member of the Institute of Acoustics (M.I.O.A) having attained appropriate qualifications in acoustics and experience within the workplace.

1.5.2 Qualifications

Dan has been working within the noise and vibration industry for ten years and has attained the following qualifications within the field of acoustics:

- Institute of Acoustics (IOA) Diploma
- Post Graduate Diploma in Applied Acoustics and Noise Control (University of Surrey)
- Masters Degree in Applied Acoustics and Noise Control (University of Surrey)



2.0 ASSESSMENT CRITERIA

The noise assessment and acoustic report should be carried out in accordance with relevant standards and guidelines in conjunction with the Local Authority's validation Unitary Development Plan (UDP).

2.1 The National Planning Policy Framework (July 2018)

2.1.1 The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

2.1.2 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2.1.3 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.1.4 Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) **An economic objective** - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;



b) **A social objective** to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities health, social and cultural well-being; and

c) **An environmental objective** to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

2.1.5 The new (2018) NPPF refers to noise at Paragraph 170(e) where it states that:

Planning policies and decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

2.1.6 Sound Planning will utilise relevant planning policy such as BS 4142: 2014; BS 8233: 2014, World Health Organisation's Guidelines for Community Noise etc in order to meet the objectives set out within The National Planning Policy Framework July 2018.

2.2 World Health Organisation: Guidelines for Community Noise¹

2.2.1 The W.H.O document covers a wide array of environmental noise issues and appropriate assessment criteria in relation to acceptable noise levels in various situations.

2.2.2 The Guidelines look at appropriate assessment methodology and statistical parameters which are most relevant when looking at particular noise sources; whether they cause annoyance and to what degree.

¹ World Health Organisation Recommended Levels for Community Noise 2000.

2.2.3 *The capacity of a noise to induce annoyance depends upon its physical characteristics, including the sound pressure level, spectral characteristics and variations of these properties with time. Noise with low-frequency components require lower guideline values. For intermittent noise, it is emphasized that it is necessary to take into account both the maximum sound pressure level and the number of noise events.*

2.2.4 W.H.O – Amenity Criteria

Specific Environment	Critical Health Effects	L _{Aeq} (dB)	Time Base (hours)	L _{AF} max (dB)
Outdoor Living Area	Serious annoyance, daytime evening	55	16	
	Moderate annoyance, daytime evening	50	16	
Dwelling, Indoors	Speech intelligibility and moderate annoyance, daytime and evening	35	16	
Inside Bedrooms	Sleep disturbance, night time	30	8	45
Outside Bedrooms	Sleep disturbance, window open (outdoor values)	45	8	60

2.3 British Standard 7445-1: 2003²

2.3.1 The methods and procedures described in BS 7445 are intended to be applicable to sounds from all sources, individually and in combination, which contribute to the total noise at a site.

2.3.2 The aim of the BS 7445 series is to provide authorities with material for the description of noise in community environments. Based on the principles described in this standard, acceptable limits of noise can be specified and compliance with these limits can be controlled.

2.3.3 BS 7445 does not specify limits for environmental noise.

² Description and measurement of environmental noise. Part 1 – Guide to quantities and procedures.



2.4 British Standard 8233: 2014³

2.4.1 BS 8233: 2014 is the *Guidance on sound insulation and noise reduction for buildings – Code of practice*.

2.4.2 Indoor Ambient Noise Levels for Dwellings

Activity	Location	07:00 to 23:00	23:00 to 07:00
Resting	Living Room	35 dB L _{Aeq, 16hour}	-
Dining	Dining Room/Area	40 dB L _{Aeq, 16hour}	-
Sleeping (daytime resting)	Bedroom	35 dB L _{Aeq, 16hour}	30 dB L _{Aeq, 16hour}

2.4.3 Note 7: *Where development is considered necessary or desirable, despite external noise levels above WHO guidelines, the internal target levels may be relaxed by up to 5 dB and reasonable internal conditions still achieved.*

2.4.4 Note 4: *Regular individual noise events (for example, scheduled aircraft or passing trains) can cause sleep disturbance. A guidance value may be set in terms of SEL of L_{Amax,P} depending on the character and number of events per night. Sporadic noise events could require separate values.*

WHO Guidelines suggest a 45 dB L_{AFmax} criterion for preventing sleep disturbance in bedrooms at night time.

2.4.5 External Amenity Areas

Where design standards cannot be achieved for traditional amenity spaces (e.g. gardens and patios) then the ‘lowest practical levels’ should be achieved. For non-traditional amenity spaces (e.g. small balconies found in many urban development.) it may not be appropriate to impose any noise criteria – especially when it is unlikely that these areas would be used for relaxation. For larger balconies and roof terraces, especially those intended to be used for relaxation then the same design standards as for traditional amenity areas should be followed.

³ Supersedes BS 8233: 1999.



2.5 RACMSA Competitor's Yearbook

2.5.1 RACMSA Competitor's Yearbook 1997 has been superseded by the 2010 version.

2.5.2 RACMSA Competitor's Yearbook 2010 requires that maximum sound levels will be 108 dB(A) with a microphone set at a height of 1.8m \pm 0.1m, or 105 dB(A) with a microphone set at a height of 3.6m \pm 0.1m above the track.⁴

3.0 METHODOLOGY

3.1 RACMSA Competitor's Yearbook 2010 Noise Assessment

3.1.1 Sound level measurements were carried out using a microphone suspended over the track above the normal driving line on the start/finish line (a straight section of the track where karts are at maximum power).

3.1.2 The microphone was set to a height of 1.8m above the track, in accordance with the requirements of the RACMSA Competitor's Yearbook 2010.

3.1.3 Each kart type (Bambino and Cadet) was driven at top speed over the start/finish line; runs started at least 40 metres away from the microphone position to ensure top speeds were achieved at the point of measurement.

3.1.4 The runs were repeated 3 times in each direction (in case greater speeds were achieved in a different direction) for both kart types.

3.1.5 The Sound Level Meter recorded the A-weighted maximum level (L_{Amax}) and the highest level (out of 3 measurements) will be used as the maximum level (L_{Amax}) assigned to that kart type.

3.1.6 Sound Planning conducted environmental noise measurements in accordance with BS 7445: 2003⁵.

3.1.7 The Type 1 Sound Level Meter (SLM) has real time one third octave band measurement capability and is compliant to IEC 61672⁶.

⁴ Royal Automobile Club Motor Sports Association Competitors Yearbook 2010

⁵ British Standard BS 7445-1: 2003. *Description and measurement of environmental noise*. ISBN 0 580 43032 4

⁶ International Standard IEC 61672-1: 2002. *Electroacoustics – Sound level meters – Part 1: Specifications*.



3.2 Noise Prediction Methodology

3.2.1 Sound Planning will compare maximum noise levels from (previously tested) D-Max to the Bambino and Cadet karts.

3.2.2 The predicted kart noise levels at the nearest noise sensitive receivers will then be extrapolated using the differential between maximum noise levels.

See section 6.0 – CRITERIA ASSESSMENT for full calculations

3.2.3 The number of karts will affect the total predicted sound level at the nearest noise sensitive receivers; the increase in sound power level will be derived by logarithmic addition.

See section 6.0 – CRITERIA ASSESSMENT for full calculations

4.0 INSTRUMENTATION

4.1 Equipment - Sound Level Meters

Equipment	Make	Model	Class	Serial Number	UKAS Calibration
SLM	Casella	CEL 490	1	077856	U31976 (4/6/19)
Field Calibrator	Casella	CEL 110/1	1	077948	U31972 (4/6/19)

4.1 Equipment - Ancillary

Equipment	Make	Model	Class	Serial Number	UKAS Calibration
Environmental Tripod					
Wind/Weather Shield					
Laser Measurer	Leica	Disto A5		1073750838	
Digital Camera	Samsung				



4.3 Sound Level Meter Field Calibration

The SLM was field calibrated before and after measurement periods – No significant deviation was detected.

UKAS calibration certificates available on request.

5.0 RESULTS

5.1 RACMSA Competitor's Yearbook 2010 Noise Assessment

Kart Type	Highest Measured Level (maximum power)	RACMSC Guideline Level
	dB L _{Amax}	dB L _{Amax}
Bambino	92.9	108
Cadet	93.5	108

5.2 Background Noise Levels – Tamworth (Project Ref: J 01743 ~ October 2014)

Location	Distance from Track	Time Period (hours)	Background Level (dB L _{A90})
NSR ⁷	200m	12:30 – 12:40	52.0

5.3 Meteorological Conditions⁸

Time Period (hours)	Wind Speed	Wind Direction	Temperature	Precipitation
10:30 – 11:15	< 1 m/s	NE	18°C	0 mm

⁷ Sound measurements were recorded at “Deerhill” and “Crigden” – Nearest noise sensitive receivers.

⁸ Source - www.wunderground.com



6.0 CRITERIA ASSESSMENT

6.1 Bambino & Cadet Kart Noise Levels

Kart Type	Highest Measured Level (maximum power)	RACMSC Guideline Level	Comparison to Guideline Level
	dB L _{Amax}	dB L _{Amax}	dB
Bambino	93	108	-15
Cadet	94	108	-14

6.2 Existing Kart Noise (already evaluated)

Kart Type	Kart Description	Measured Level	+/- RACMSC Guideline Level (108 dB L _{Amax})
		dB L _{Amax}	
D-Max	2 Stroke	96	-12
Pro Kart	4 Stroke + Catalytic Convertor	98.2	-10
Pro Kart	4 Stroke + Standard Honda Exhaust	94.7	-13
Pro Kart	4 Stroke + Manufacturer's Exhaust	89.3	-19

6.3 Noise Predictions – New Karts

6.3.1 Bambino – 6 Karts

D-Max (2 stroke)	96 dB L _{Amax}
Predicted Sound Level at Nearest NSR's (6 karts)	38 – 41 dB L _{Aeq} ⁹

⁹ Using spherical divergence (point source) and cylindrical divergence (line source) propagation models. Full calculations can be found in Sound Planning report J 01743 – October 2014.



Bambino predictions extrapolated from D-Max noise predictions:

D-Max (2 stroke)	96 dB L_{Amax}
Bambino	93 dB L_{Amax}
Level Difference	-3 dB
Predicted Sound Level at Nearest NSR's (6 karts)	35 – 38 dB L_{Aeq}
Background @ NSR	52 dB L_{A90}
Excess	-14 to -17 dB

6.3.2 Cadet – 8 Karts

D-Max (2 stroke)	96 dB L_{Amax}
Predicted Sound Level at Nearest NSR's (6 karts)	38 – 41 dB L_{Aeq} ¹⁰

Cadet predictions extrapolated from D-Max noise predictions:

D-Max (2 stroke)	96 dB L_{Amax}
Cadet	94 dB L_{Amax}
Level Difference	-2 dB
Predicted Sound Level at Nearest NSR's (6 karts)	36 – 39 dB L_{Aeq}
Background @ NSR	52 dB L_{A90}
Excess	-13 to -16 dB

¹⁰ Using spherical divergence (point source) and cylindrical divergence (line source) propagation models. Full calculations can be found in Sound Planning report J 01743 – October 2014.



Increase (dB) 6 karts to 8 karts	$10 \log (8/6) = 1.2$
Predicted Sound Level at Nearest NSR's (8 karts)	37 – 40 dB L_{Aeq}
Background @ NSR	52 dB L_{A90}
Excess	-12 to -15 dB

6.3.3 Combination of 6 Bambino and 8 Cadet Karts

Bambino (6 karts)	35 – 38 dB L_{Aeq}
Cadet (8 karts)	37 – 40 dB L_{Aeq}
Lower Range (point source prediction)	35 + 37 39 dB L_{Aeq}
Upper Range (line source prediction)	38 + 40 42 dB L_{Aeq}
Predicted Combined Sound Level at Nearest NSR's	39 – 42 dB L_{Aeq}
Background @ NSR	52 dB L_{A90}
Excess	-10 to -13 dB

6.3.4 Summary of Results Table

Kart Combination	Predicted Range @ NSR	Background	Excess over Background (worst case)
	dB L_{Aeq}	dB L_{A90}	(dB)
Bambino (6 karts)	35 - 38	52	-14
Cadet (8 karts)	37 - 40	52	-12
Bambino + Cadet (14 karts)	39 - 42	52	-10



7.0 DISCUSSION

- 7.1 Please refer to Sound Planning report J 01743R3 – dated October 2014 for full details of noise calculations for the D-Max (2 stroke) kart at Priory Farm, Tamworth (predicted kart noise levels at “Deerhill” and “Crigden”).

8.0 CONCLUSIONS

- 8.1 The RACMSA Competitor’s Yearbook 2010 Noise Assessment shows the proposed karts (“Bambino” and “Cadet”) maximum noise levels of 93 and 94 dB L_{Amax} are 15 and 14 dB below the 108 dB L_{Amax} level limit.

See paragraphs 5.1 & 6.1

- 8.2 The predictive kart noise calculations (extrapolated from D-Max kart calculations) show that running up to 6 “Bambino” karts at the Priory Farm karting track results in a sound level of 38 dB L_{Aeq} (worst case) – 14 dB below representative background noise levels (52 dB L_{A90}) at the nearest noise sensitive receivers.

See section 6.0 – CRITERIA ASSESSMENT

- 8.3 The predictive kart noise calculations (extrapolated from D-Max kart calculations) show that running up to 8 “Cadet” karts at the Priory Farm karting track results in a sound level of 40 dB L_{Aeq} (worst case) – 12 dB below representative background noise levels (52 dB L_{A90}) at the nearest noise sensitive receivers.

See section 6.0 – CRITERIA ASSESSMENT

- 8.4 The predictive kart noise calculations (extrapolated from D-Max kart calculations) show that running 6 “Bambino and 8 “Cadet” karts (combined) at the Priory Farm karting track results in a sound level of 42 dB L_{Aeq} (worst case) – 10 dB below representative background noise levels (52 dB L_{A90}) at the nearest noise sensitive receivers.

See section 6.0 – CRITERIA ASSESSMENT



- 8.5 Predictive calculations show that running 6 “Bambino and 8 “Cadet” karts (combined) results in noise levels at the nearest noise sensitive receivers (8 dB) below where ‘*moderate annoyance*’ (50 dB $L_{Aeq, T}$) occurs in accordance with World Health Organisation Guidelines on Community Noise 2000.

Reference paragraph 2.2



APPENDIX 1

Glossary of Acoustic Terms

The Decibel, dB

The unit used to describe the magnitude of sound is the decibel (dB) and the quantity measured is the sound pressure level. The decibel scale is logarithmic and it ascribes equal values to proportional changes in sound pressure, which is a characteristic of the ear. Use of a logarithmic scale has the added advantage that it compresses the very wide range of sound pressures to which the ear may typically be exposed to a more manageable range of numbers. The threshold of hearing occurs at approximately 0 dB (which corresponds to a reference sound pressure of 2×10^{-5} pascals) and the threshold of pain is around 120 dB. The sound energy radiated by a source can also be expressed in decibels. The sound power is a measure of the total sound energy radiated by a source per second, in watts. The sound power level, L_w is expressed in decibels, referenced to 10^{-12} watts.

Frequency, Hz

Frequency is analogous to musical pitch. It depends upon the rate of vibration of the air molecules that transmit the sound and is measure as the number of cycles per second or Hertz (Hz). The human ear is sensitive to sound in the range 20 Hz to 20,000 Hz (20 kHz). For acoustic engineering purposes, the frequency range is normally divided up into discrete bands. The most commonly used bands are octave bands, in which the upper limiting frequency for any band is twice the lower limiting frequency, and one-third octave bands, in which each octave band is divided into three. The bands are described by their centre frequency value and the ranges which are typically used for building acoustics purposes are 63 Hz to 4 kHz (octave bands) and 100 Hz to 3150 Hz (one-third octave bands).

Noise Rating

The Noise Rating (NR) system is a set of octave band sound pressure level curves used for specifying limiting values for building services noise. The Noise Criteria (NC) and Preferred Noise Criteria (PNC) systems are similar.

A-weighting

The sensitivity of the ear is frequency dependent. Sound level meters are fitted with a weighting network which approximates to this response and allows sound levels to be expressed as an overall single figure value, in dB(A).



Noise Descriptors

Where noise levels vary with time, it is necessary to express the results of a measurement over a period of time in statistical terms. Some commonly used descriptors follow.

$L_{Aeq, T}$ *The most widely applicable unit is the equivalent continuous A-weighted sound pressure level ($L_{Aeq, T}$). It is an energy average and is defined as the level of a notional sound which (over a defined period of time, T) would deliver the same A-weighted sound energy as the actual fluctuating sound.*

L_{AE} *Where the overall noise level over a given period is made up of individual noise events, the $L_{Aeq, T}$ can be predicted by measuring the noise of the individual noise events using the sound exposure level, L_{AE} (or SEL or L_{AX}). It is defined as the level that, if maintained constant for a period of one second, would deliver the same A-weighted sound energy as the actual noise event.*

L_{Amax} *The maximum A-weighted sound pressure level that was measured during the measurement period.*

L_{A10} *The level exceeded for 10% of the time is often used to describe road traffic noise.*

L_{A90} *The level exceeded for 90% of the time is normally used to describe background noise.*

Sound Transmission Descriptors

D_{nT} Standardised level difference

$D_{nT, w}$ Weighted standardised level difference

L_1 The average sound pressure level in the source room

L_2 The average sound pressure level in the receiving room

T Reverberation time (receiving room)

T_0 Reference reverberation time = 0.5s

C_{tr} Adaption spectrum which takes account for low to medium speed road/rail/air traffic; disco music; and factory noise (medium to low frequency noise).

C Adaptation spectrum which takes account of domestic activities including speech, music, radio and television.



Frequency Analysis

Octave Band	<i>A band of frequencies the upper limit of which is twice the lower limit. They are known by their centre frequency, e.g., 63, 125, 250, 500, 1000, 2000 Hz...</i>
One Third Octave	<i>The logarithmic frequency interval between a lower frequency f_1, when f_2/f_1 equals $2^{1/3}$ apart. Frequencies include: 100, 125, 160, 200, 250, 315, 400, 500, 630, 800, 1000Hz.</i>

Sound Transmission in the Open Air

Most sources of sound can be characterised as a single point in space. The sound energy radiated is proportional to the surface area of a sphere centred on the point. The area of a sphere is proportional to the square of the radius, so the sound energy is inversely proportional to the square of the radius. This is the inverse square law.

In decibel terms, every time the distance from a point source is doubled, the sound pressure level is reduced by 6 dB. Road traffic noise is a notable exception to this rule, as it approximates to a line source, which is represented by the line of the road. The sound energy radiated is inversely proportional to the area of a cylinder centred on the line. In decibel terms, every time the distance from a line source is doubled, the sound pressure level is reduced by 3 dB.

Factors Affecting Sound Transmission in the Open Air

Reflection

When sound waves encounter a hard surface, such as concrete, brickwork, glass, timber or plasterboard, it is reflected from it. As a result, the sound pressure level measured immediately in front of a building façade is approximately 3 dB higher than it would be in the absence of the façade.

Screening and Diffraction

If a solid screen is introduced between a source and receiver, interrupting the sound path, a reduction in sound level is experienced. This reduction is limited, however, by diffraction of the sound energy at the edges of the screen. Screens can provide valuable noise attenuation however. For example, a timber boarded fence built next to a motorway can reduce noise levels on the land beyond, typically by around 10 dB(A). The best results are obtained when a screen is situated close to the source or close to the receiver.



Meteorological Effects

Temperature and wind gradients affect noise transmission, especially over large distances. The wind effects range from increasing the level by typically 2 dB downwind, to reducing it by typically 10 dB upwind – or even more in extreme conditions. Temperature and wind gradient are variable and difficult to predict.



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APPENDIX 2

Site Location/Plans

Priory Farm, Tamworth



Key:



Background Noise Measurements – 'Deerhil' & 'Crigdon' – NSR's



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APPENDIX 3

Site Photographs



RACMSA 2010 – Kart Max Power Noise Measurements



RACMSA 2010 – Kart Max Power Noise Measurements



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Site Photographs



RACMSA 2010 – Kart Max Power Noise Measurements



APPENDIX 4

RACMSA Test Results

Bambino Karts

Frequency	Test 1	Test 3	Test 5	Test 2	Test 4	Test 6
	Clockwise			Anti-Clockwise		
	Sound Level					
Hz	dB	dB	dB	dB	dB	dB
Band	L _{Fmax}	L _{Fmax}	L _{Fmax}	L _{Fmax}	L _{Fmax}	L _{Fmax}
Z	93.6	95.1	94.6	99.1	95.7	94.7
C	92.9	93.2	93.6	94.4	93.8	94
A	91.5	91.5	92.3	92.5	92.8	92.9
12	80	82.8	81.8	88.1	85.8	77.5
16	79.2	83.2	76.9	90.4	81.1	77
20	78.9	83.1	77.8	88.7	85.6	76.4
25	82.9	80.7	77.1	84.9	86.2	76.6
32	76	82.1	75.9	84	84.6	76.7
40	75.7	81.4	74.9	84.7	82.1	77
50	76	79.3	75	82.3	82.5	75.1
63	78.3	79.3	80.2	81.1	79.2	78.6
80	71.1	77	70.9	77.7	75.2	76.2
100	72.9	77	74.7	75.9	72.6	72.8
125	86.3	86.8	86	87.2	86.2	84.8
160	77.4	74.7	74.6	78.4	77.7	81.2
200	77.5	77.3	76.5	77.2	77.5	75.8
250	78.9	79.8	81.1	86	85.1	84
315	77.6	78.9	79.1	79.8	79.2	82
400	77.4	77.5	78	76.5	76.7	75.1
500	77.1	77	78.1	79.9	80	82.1
630	80.1	79.5	79.4	82	80.8	81.7
800	85.3	86.1	87.6	79.2	80.2	79.6
1k	78.1	79	80.2	82.8	83.2	83.6
1k25	76.9	77.2	76.5	79	78.4	78.6
1k6	75.3	76.5	76.4	76.2	76.5	77.1
2k	75.4	75.2	76	77.9	78.1	79.4
2k5	81.7	80.4	81.6	82.5	83.9	81.9
3k15	81.2	82.5	82.3	82.8	83.1	83.6
4k	78.7	79.9	79.4	81.2	81.8	82.5
5k	80.5	80.1	80	80.8	80.5	81.4
6k3	81.1	80.6	81.3	82.4	82.6	82.7
8k	79.2	80.4	80.6	81.5	81.4	81.9
10k	79.7	79.8	80.3	79.8	80.4	80.6
12k5	74.8	75.3	76	76.2	76.8	76.4
16k	74.8	74.5	75	75.4	75.7	75.6
20k	75.3	75.2	75.7	76.1	76.1	76.7



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RACMSA Test Results

Cadet Karts

Frequency	Test 1	Test 3	Test 5	Test 2	Test 4	Test 6
	Clockwise			Anti-Clockwise		
	Sound Level					
Hz	dB	dB	dB	dB	dB	dB
Band	L _{Fmax}	L _{Fmax}	L _{Fmax}	L _{Fmax}	L _{Fmax}	L _{Fmax}
Z	98	97.7	98.6	99.5	100	100.5
C	97.5	97.2	98.1	98.5	99.2	99.5
A	91	90.9	92.1	92	93.5	93.5
12	79.1	77.9	80.1	82.4	79.1	89.5
16	77.6	76.7	73.9	83.9	76.1	85.7
20	78.6	75.1	75.3	82.4	78.6	85.5
25	77.2	75.1	74.5	87.1	77.3	84.4
32	85.7	85.3	85.5	86.4	77.9	85.7
40	75	71.3	73.6	77.7	87.8	87.9
50	75.2	75	73.4	77.1	76.8	82.5
63	90.4	90.1	90.9	91.1	71.6	81.7
80	76.7	75.6	79	82.6	92.7	93.3
100	83.9	84.1	84.4	84.6	76.2	75.9
125	80.5	81.3	82.6	82.2	86.7	87
160	89.5	90	90.6	91.6	88.1	87.9
200	90.7	90.3	91.1	91.6	90.2	90.3
250	84.2	83	85.2	84.6	90.8	91.8
315	90.1	87.9	88.6	89.6	89.3	88.7
400	86.2	84.2	87.1	86	90.2	91.1
500	83.8	83.7	84.9	84.2	86.1	86.7
630	80.7	80.9	82.7	81.8	85.6	85.7
800	77.7	76.3	79.8	78	83.4	84.3
1k	76.2	76.3	76.8	77.7	77.6	78.7
1k25	78.6	78.8	80.1	79.4	80.2	80.5
1k6	80.2	81.4	82.1	81.4	81.5	80.2
2k	80.2	79.4	81.7	81.9	81.7	79.6
2k5	75.6	76	76.8	76.2	78.2	77.7
3k15	73.6	74.7	75.2	75.3	76.3	76.4
4k	72.9	72.9	74	74.1	75.2	75.2
5k	73.2	73.8	73.9	74.1	75.4	74.9
6k3	74.6	75.3	75.2	75.3	75.4	75.5
8k	78.1	78.3	79.5	78.7	79.4	79.6
10k	78	77.7	78.6	77.6	78.4	78.3
12k5	75	74.3	75.6	75	76.7	76.2
16k	72.5	72.4	72.9	72.8	74	73.9
20k	69.4	69	69.3	69.5	71.6	70.9

APPENDIX 5

RACMSA Test Procedure/Protocol¹¹

(U) Karting

contact between the exhaust system and the Driver when seated in the normal driving position.

16.15.4. Intake and exhaust silencing is mandatory.

16.15.5. Competitors must ensure that engines are prepared and equipped in order to meet or better sound level requirements.

16.15.6. Event Organisers and venue operators may impose more strict levels according to their own environmental requirements. Such additional restrictions must be published in event SRs and be approved by the MSA.

16.15.7. The requirements for sound control Officials (Environmental Scrutineers) are detailed in G.7.8.

Sound Testing

16.16. Effective exhaust and induction muffling is mandatory on all karts so that the sound level regulations contained in 16.5.4-16.5.5 and 16.16.6-16.16.10 are respected.

16.16.1. The responsibility rests with the Competitor to comply with the sound regulations.

16.16.2. Scrutineers will check all intake and exhaust silencers for professional construction and secure fixing.

16.16.3. Any Competitor losing a silencer during a race will be immediately shown a black flag.

16.16.4. Intake silencers sealed to the carburettor intake, so that all air entering the carburettor passes through the intake silencer, are mandatory for all classes.

16.16.5. Details of specific silencing requirements and of approved silencers are given in the MSA Kart Race Yearbook.

16.16.6. Sound testing must be carried out at all kart race meetings using equipment equal to or better than the minimum requirements of G.7.8, which should be calibrated before use.

16.16.7. Tests will be conducted using a microphone suspended over the track above the normal driving line and connected by cable to the sound level meter.

16.16.8. The microphone should be positioned on a straight section of the track at a point where karts are at maximum power.

16.16.9. The measurement position should be selected so that the effects of ambient and reflected sounds are minimised. This position will be shown on the track licence.

16.16.10. Maximum sound levels will be 108 dBA with a microphone set at a height of 1.8m ±0.1m, or 105 dBA with a microphone set at a height of 3.6m ±0.1m above the track.

Fuel

16.17. Fuel must be Unleaded Pump Fuel, as defined in Nomenclature and Definitions, plus lubricant.

16.17.1. The petrol/lubricant mixture, as well as petrol only, must comply with the specifications in Nomenclature and Definitions.

16.17.2. Electrically powered vehicles are permitted.

16.17.3. Alternative fuels may be permitted subject to MSA approval.

16.17.4. The fuel tank must be fixed in such a way that neither it nor the fuel pipes, which must be flexible, present any danger of leakage during the competition.

16.17.5. The use of devices fitted to fuel lines, such as 'Powerplus', 'Proplus' or 'Carbonflow', is prohibited.

16.17.6. If plastic is used for the tank, it must be of a type suitable for carrying fuel.

16.17.7. The tank must supply the fuel pump with petrol under normal air pressure only.

16.17.8. Unless otherwise specified the petrol tank must be mounted within the area of the chassis frame.

16.17.9. Where appropriate, the Class Regulation specify tank capacity.

16.18. To enable a fuel test to be conducted, in th Cadet Class 2 litres and for all other classes 3 litre fuel must be present at the end of each race. The penalty for non-compliance will be exclusion from race.

16.18.1. This sample of one litre will be sent by the for analysis at a laboratory selected from those on UKAS list. Competitors must declare the percentage lubricant used and provide, when requested, a minimum of 0.5 litres of that lubricant.

16.18.2. In the event that less than 3 litres are available then the competitor forfeits the right to select a sample for their own analysis (D.34 applies).

16.18.3. Competitors must declare the percentage lubricant used and further must provide when requested a minimum of 0.5 litre of that lubricant.

16.19. The front and full side of any side tank must be protected by a single tube of adequate strength (minimum diameter of 15mm), which must not be in contact with the tank at any point, and must not present any sharp ends.

16.19.1. Along the side of the tank this tube must be parallel to the ground and 25mm above the rear at centre.

16.19.2. Between the rear end of the tube and the chassis, a plate shall be mounted to prevent any backward movement of the tank.

16.19.3. Irrespective of any other method of fixing, tank shall be held in place by a strap.

Bodywork and Bumpers

17. The following regulations apply unless specifically varied in Class Regulations.

Short Circuit Karts

17.1. All short circuit karts must be fitted with bumpers and bodywork providing front, rear and side protection.

17.1.1. All bodywork fitted to short circuit karts (with the exception of Cadets) must be CIK Crash-Tested and Homologated, with the sole exception of the rear protection. CIK Crash-Tested and Homologated bodywork that expired in 2008 may continue to be used. CIK Crash-Tested and Homologated bodywork will be mandatory for the Cadet Class for newly homologated chassis from 1st January 2010.

17.1.2. CIK bodywork consists of a Front Fairing, Front Panel (Nassau Panel) and Side Pods as well as their homologated bumpers/bars and fixings. All parts must at all times conform to the relevant homologation fiche in every way.

EXTRACT FROM 2010 RACMSA Competitor's & Officials' Yearbook

¹¹ Extract from 2010 RACMSA Competitor's & Official Yearbook.

(4) Application No: PAP/2019/0306

Field Rear of Fox & Dogs Public House, Orton Road, Warton,

Outline application (access only) for residential development for up to 25 no: dwellings, for

Mr M Newbold

Introduction

The application is reported to the Board given the history of planning applications in the village.

The Site

The application site is situated to the rear of the recently approved residential development at the Fox and Dogs Public House within Warton accessed off Orton Road. The site measures 0.8 hectares and comprises agricultural pasture land with mature hedgerows separating the rear of the site from the Fox and Dogs.

A public right of way (the AE13) runs along the site's eastern boundary.

The location is illustrated at Appendix A.

The Proposal

This is an outline planning application for residential development for up to 25 houses with details of the access also included. That access would be through the land to the north at the Fox and Dogs which benefits from the grant of a permission for nine units and access onto the Orton Road. The proposal includes 40% provision for on-site affordable housing.

Development Plan

North Warwickshire Core Strategy 2014 - NW1 (Sustainable Development); NW2 (Settlement Hierarchy), NW4 (Housing Development), NW5 (Split of Housing Numbers), NW6 (Affordable Housing), NW10 (Development Considerations), NW11 (Renewable Energy and Energy Efficiency), NW12 (Quality of Development), NW13 (Natural Environment), NW15 (Nature Conservation) and NW21 (Transport)

Other Relevant Material Considerations

National Planning Policy Framework 2019 - (the "NPPF")

National Planning Policy Guidance 2019 - (the "NPPG")

The North Warwickshire Local Plan Submission Version 2018 - LP1 (Sustainable Development); LP2 (Settlement Hierarchy), LP6 (Amount of Development), LP7

(Housing Development), LP9 (Affordable Housing Provision), LP14 (Landscape), LP16 (Natural Environment), LP29 (Walking and Cycling), LP31 (Development Considerations), LP32 (Built Form) and LP35 (Water Management)

The Daw Mill Appeal decision – APP/R3705/W/16/3149827

The North Warwickshire Landscape Character Assessment 2010

The North Warwickshire Five Year Housing Land Supply as at 31/3/2019

The Examination Inspector's Letter of 12/6/19 referenced INSP18.

Consultations

NWBC Director of Housing – No objection

Warwickshire Police (Design) - No objection

Warwickshire County Council as Local Flood Authority - No objection subject to standard conditions

Warwickshire Fire and Rescue – No objection

Warwickshire Rights of Way – No objection

Warwickshire County Council (Ecology) – There would be a bio-diversity loss here

Warwickshire County Council (Highways) – No objection subject to conditions

NWBC Waste Officer – No objection in principle subject to detailed comments at a later stage when the layout is known

Warwickshire Archaeology - No objection subject to standard

NWBC Environmental Health Officer – No objection subject to standard conditions

Representations

Ten letters of objection have been received from local residents referring to the following matters:

- This is prime agricultural land.
- The adverse cumulative impacts on Warton from new housing
- No additional local amenities have been provided to date following the recent expansion of the village.
- Concerned with the increase in traffic joining Orton Road from the proposed access road.
- Number of current incidences with traffic collisions at the nearby junction
- Poor transport links would result in an increase in car dependency.
- It's outside the village boundary.

- Few employment opportunities.
- Concerned with the loss of habitats which contain many species
- Concerned with the accuracy of the plans, the fox and dogs scheme presents 6 homes rather than the 9 approved.

Draft Section 106 Agreement Heads of Terms

George Eliot NHS Trust – A contribution of £16,768 towards enhancement of services.

WCC Ecology – A bio-diversity offsetting contribution of £50,644 is requested

WCC Highways – A sum of £7000 is requested to improve dropped crossings at the Copeland Close / Barn End Road and Little Warton Road / Orton Road junctions.

WCC Education – A sum of £136,264 is required for

WCC Rights of Way – A sum of £1,450.68 is requested for the upkeep of neighbouring footpaths

Director of Leisure NWBC – A sum of £136,126 is requested for

A 40% provision for on-site affordable housing would be included in the Agreement.

Observations

a) Principle of Development

This site is outside of the Warton development boundary as defined by the Core Strategy 2014, but it does adjoin it along its northern boundary. Here according to policy NW2 of the Strategy development is to be limited to that necessary for agriculture, forestry or other uses that require a rural location. Affordable housing too can be appropriate in such a location. As such the proposal would not accord with this policy and thus a presumption of refusal would be the starting point. However as Members are aware, the Daw Mill appeal decision led to the development boundaries being declared “out of date”. In these circumstances the determination of planning applications reliant on NW2 in respect of the boundaries, are to be assessed against the NPPF not the Development Plan. In this regard paragraph 11 says that when the most important policies for determining an application are out of date, planning permission should be granted, unless “any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole”. In other words the presumption is changed to one of approval. The principle of development thus follows this presumption. For a refusal to be considered there has to be significant harm identified and which can be demonstrated.

b) Harms Caused

It can be seen above that there are no objections lodged from the various Agencies consulted on the proposal. In the event of the grant of any planning permission, standard planning conditions and matters to be included in any 106 Agreement are proposed in order to mitigate any impacts. As a consequence significant harms that might be caused will not be demonstrably evidenced. Moreover the proposal is sufficiently distant from existing residential property in Orton Road such that any impacts on existing residential amenity will be limited.

That is not to say however that there are other significant harms caused. Members will be aware of policy NW12 of the Core Strategy which still carries full weight as it is not out of date. This requires all proposals to positively improve an individual settlement's character, appearance and environmental quality of an area. Warton is in the "No Mans Heath to Warton Lowlands" landscape character area as defined by the 2010 Assessment referred to above. This describes a well ordered landscape with scattered farmsteads and nucleated hilltop villages including Warton. The villages include both traditional vernacular buildings and more recent development connected by a network of minor roads and lanes. The southern side of Warton is Orton Road with a long linear built frontage only developed in depth at its western end with the houses adjoining the Fox and Dogs and those permitted to the rear of that Public House. This proposed development would materially extend the built up area south of Orton Road into open countryside changing the character of this part of the village. It would extend far beyond any residential curtilage, detached from the road frontage and be unrelated to the strongly linear pattern of development here. It would thus be spatially and visually perceived as an "appendage", unrelated, unconnected and isolated from existing built form. The proposal therefore would conflict with policy NW12 of the Core Strategy. Moreover it would also not accord with the equivalent sections of the NPPF – particularly Section 12. It is considered that this does amount to significant harm that in the terms of para 11 of the NPPF can be demonstrably evidenced.

c) The Planning Balance

The Board has to assess the final planning balance as set out by para 11 of the NPPF – do the harms identified add up to them be significantly and demonstrably of such weight to override the presumption to grant planning permission.

The point to make from the outset is that the harm identified here will be permanent and thus it will carry significant weight. The applicant considers that such harm is outweighed by the immediate need to add to the Council's five year housing land supply so as to meet its housing requirements. The additional affordable housing proposed would also meet the Council's requirements for such housing. This does carry significant weight but that is reduced to one of moderate weight for two reasons. The first is that the Council does have a five year housing land supply as evidenced in the 31 March 2019 report - it's 6.39 years - and secondly, the loss of affordable housing in Warton is not considered to be that material. This is because the provision already made in the settlement as a consequence of other planning permissions is just under 40% overall and secondly housing officers are suggesting that the need in the village may well now be being satisfied.

There is an additional point to make which weakens the applicant' case. The Examination Inspector raised the matter of new housing being permitted in some settlements beyond their place in the Settlement Hierarchy – Warton was specifically referred to. As a consequence there is harm done not only to the spatial policy of having a settlement hierarchy against which to apportion new development, but in this case, that harm is being manifested in the material change to the character of the settlement – the NW12 argument outlined above.

It is all of these circumstances that the recommendation below does not support the applicant's case.

Recommendation

That the application be **REFUSED** planning permission for the following reason:

“The proposal does not accord with Policy NW12 of the North Warwickshire Core Strategy 2014, in that the development does not positively improve the character and appearance of Warton nor positively improve the environmental quality of the area. This is due to the extension by fact and degree of the site into open countryside beyond the present built form of the village; its failure to achieve the objectives set out in Section 12 of the National Planning Policy Framework and the cumulative impact that there would be on the place of the settlement within the settlement hierarchy set out in Policy NW2 of the Core Strategy. This causes significant harm that is not overcome by the benefits suggested by the applicant particularly as the Council can demonstrate a five year housing land supply”.

Notes

1. The Local Planning Authority has worked with the applicant in this case through pursuing the removal of objections through the use of planning conditions and Section 106 contributions as well as engaging on planning policy matters, thus meeting the requirements of the National Planning Policy Framework.

BACKGROUND PAPERS

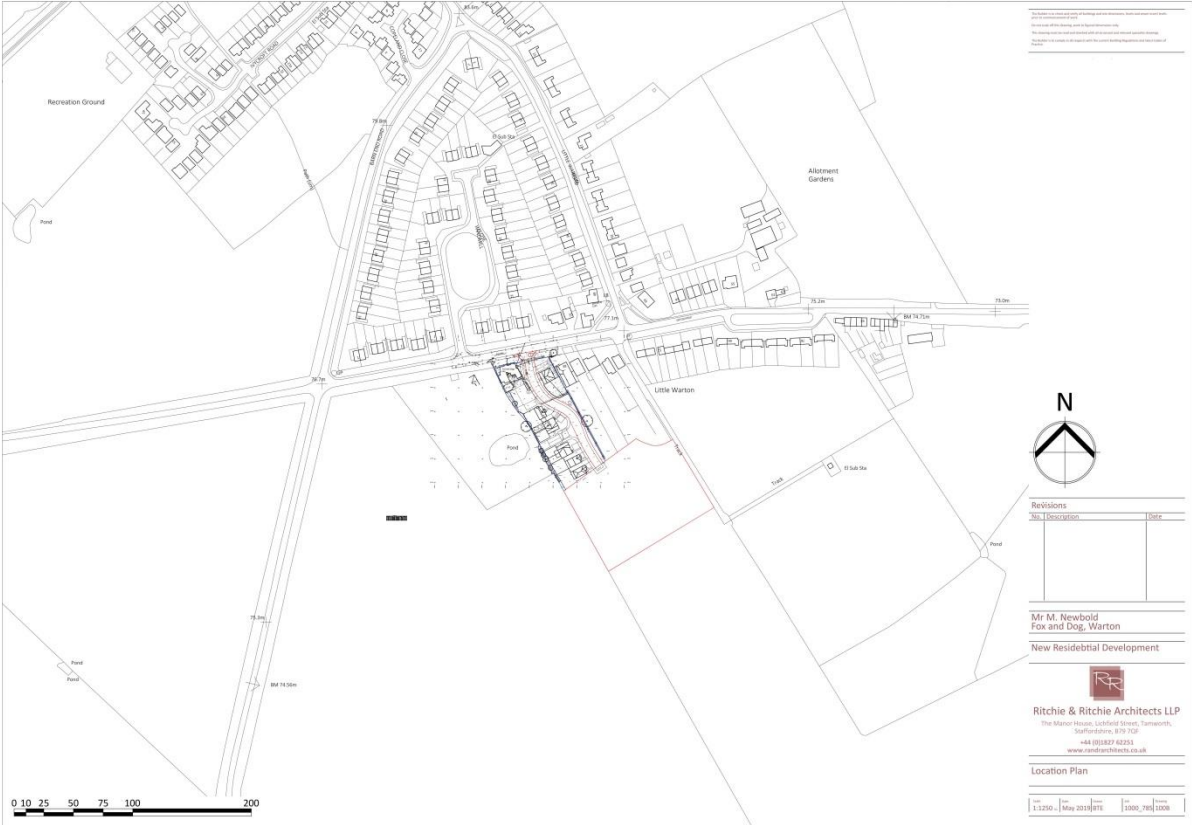
Local Government Act 1972 Section 100D, as substituted by the Local Government Act, 2000 Section 97

Planning Application No: PAP/2019/0306

Background Paper No	Author	Nature of Background Paper	Date
1	The Applicant or Agent	Application Forms, Plans and Statement(s)	29/5/19
2	WCC Infrastructure	Consultation	12/6/19
3	WCC Highways	Consultation	8/7/19
4	County Archaeologist	Consultation	15/7/19
5	County Ecology	Consultation	3/7/19
6	WCC Flooding	Consultation	3/7/19
7	GE NHS Trust	Consultation	28/6/19
8	WCC Rights of Way	Consultation	25/6/19
9	Police (Design)	Consultation	19/6/19
10	WCC Flooding	Consultation	19/8/19
11	WCC Flooding	Consultation	21/6/19
12	NWBC Waste Officer	Consultation	10/7/19
13	WCC Fire Services	Consultation	25/6/19
14	NWBC EHO	Consultation	18/7/19
15	WCC Education	Consultation	19/7/19
16	Local Resident	Objection	10/7/19
17	Local Resident	Objection	5/7/19
18	Local Resident	Objection	10/7/19
19	Local Resident	Objection	15/7/19
20	Local Resident	Objection	15/7/19
21	Local Resident	Objection	17/7/19
22	Local Resident	Objection	12/7/19
23	Local Resident	Objection	16/7/19
24	Local Resident	Objection	13/7/19
25	Local Resident	Objection	17/7/19
26	NWBC Recreation	Consultation	1/8/19

Note: This list of background papers excludes published documents which may be referred to in the report, such as The Development Plan and Planning Policy Guidance Notes.

A background paper will include any item which the Planning Officer has relied upon in preparing the report and formulating his recommendation. This may include correspondence, reports and documents such as Environmental Impact Assessments or Traffic Impact Assessments.



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Revisions	
No.	Date

Mr M. Newbold
Fox and Dog, Warton

New Residential Development

Ritchie & Ritchie Architects LLP
The Manor House, Lichfield Street, Tamworth,
Staffordshire, B79 7GP
t: 01827 82725
www.ritchieandritchie.co.uk

Location Plan	
Date	Scale
11/2010 - 1 May 2010	1:2000, 1:1000

(5) Application No: PAP/2019/0331

84, Whitehouse Road, Dordon, B78 1QS

Single storey extensions to rear and front, loft refurbishment, for

Mr Ben Archer

Introduction

This case was referred to local Members under the Scheme of Delegation but there was no request for it to be brought to the full Board for determination. It is however now reported at the discretion of the Head of Development Control because it firstly illustrates the significance of the “fall-back” position to the recommendation and secondly, it draws attention to the difficulties in the interpretation of the permitted development requirements.

The Site

The application site is a detached post-war bungalow situated within a long rectangular plot along Whitehouse Road, Dordon. The surroundings are predominately residential in character, consisting of a mix of two and single storey dwellinghouses. 84 Whitehouse Road and its surroundings are illustrated below.



Application site

The Proposal

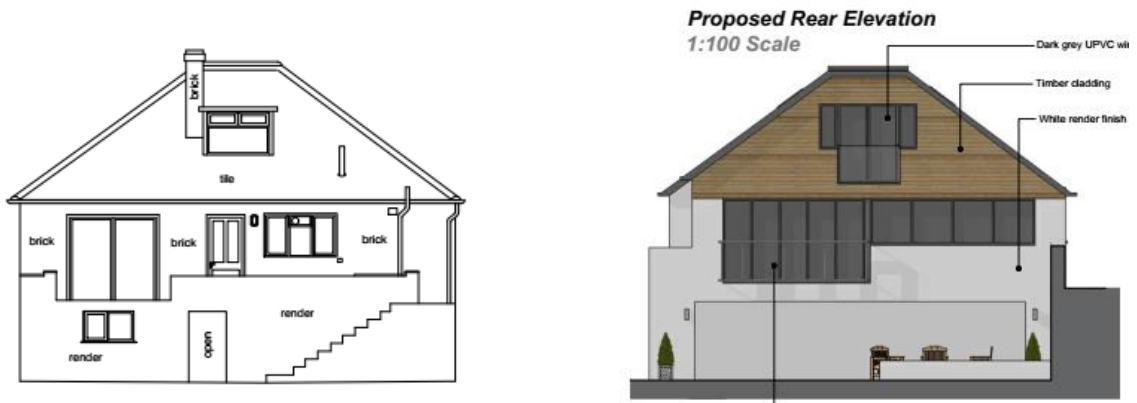
Planning permission is sought for the construction of a rear extension, single storey front extension and the application of white render to the all external elevations. The rear extension, set off the boundary to 82 Whitehouse Road by 1 metre, will have a projection of 4.3 metres, a width of 10 metres and a ridge height of 5.8 metres. The small frontward extension, 0.5 metres long, is accompanied with alterations to the façade and the conversion of the existing integral garage.



Existing and proposed front elevations



Existing and proposed side elevations



Existing and proposed rear elevations

Development Plan

North Warwickshire Core Strategy 2014 - NW10 (Development Considerations)

Other Relevant Material Considerations

The National Planning Policy Framework – (the “NPPF”)

The Town and Country Planning (General Permitted Development) (England) Order 2015, as amended

The North Warwickshire Local Plan Submission Version, March 2018 – LP31 (Development Considerations)

NWBC - A Guide for the Design of Householder Developments - SPD 2016

Representations

One letter has been received, objecting to the development for the following reasons;

- Encroachment onto light and views and
- Loss of outlook and loss of sunlight

Observations

a) Principle of Development

This application will be determined in accordance with the aforementioned development plan policies, unless material considerations indicate otherwise, pursuant to section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990. There is no objection in principle to extending this property in view of the dwellings position within an established residential area inside the development boundary for Dordon. The main considerations here are the effect of the development upon neighbouring amenity and the design of the extension.

b) Amenity

2014 Core Strategy Policy NW10 (9) requires all development proposals to avoid and address unacceptable impacts upon neighbouring residents, such as, but not limited to, overlooking, overshadowing and loss privacy. This policy is consistent with paragraph 127 (f) of the NPPF which seeks to ensure that a high standard of amenity is maintained. The two immediate neighbours, 86 Whitehouse Road to the

north-west and 82 Whitehouse Road to the south-west, are the most likely to be affected by the development.

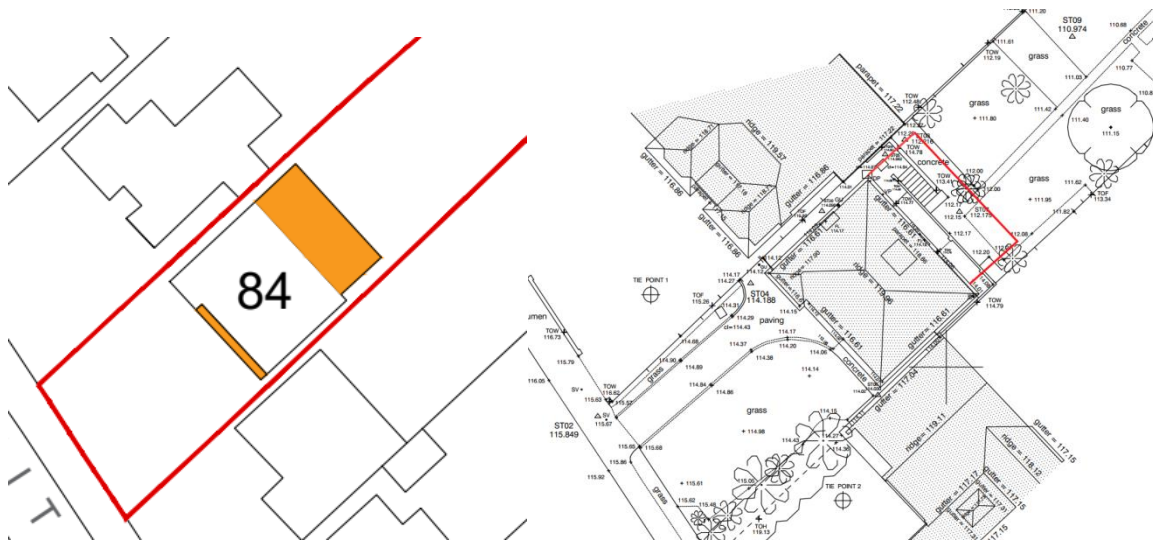


Site photographs: 82 Whitehouse Road is depicted on the left hand image with 86 Whitehouse Road displayed on the right image

Impact on 86 Whitehouse Road

Number 86 Whitehouse Road, a single storey property, has been the subject of a flat roofed rear extension which projects beyond the rear of the host property by 4.2 metres, illustrated on the photo above. As the proposed extension would project only marginally beyond the neighbouring extension, and as the neighbour's extension contains no windows in its elevation facing the proposal, the impact by reason of loss of light and loss of outlook is considered to be negligible.

Impact on 82 Whitehouse Road



Proposed block plan and existing site plan (the proposed extension is outlined in red)

Number 82 Whitehouse Road, a further single storey property, is considered to be the most affected by the proposed development. Currently the rear elevation of no 84 projects 3.5 metres beyond that of no 82. Additionally the rear gardens, as is the case for many properties along Whitehouse Road, slope noticeably from front to back. In respect of 84 Whitehouse Road the floor level at the rear elevation is 114.76 metres AOD, falling to 112.20 metres adjacent to the external stairs and 110.4 metres at the end of the rear garden. This is illustrated below.

All proposals should ensure that an acceptable passage of both daylight and sunlight is preserved to neighbouring properties. It should be noted that there is a clear distinction between daylight and sunlight, the former referring to natural ambient lighting and the latter concerning direct sunshine.

In respect of daylight, North Warwickshire Borough Council, like most Authorities, refers to the 45 degree code to guide decision making. Paragraph 2.22 of A Guide for the Design of Householder Developments 2016 SPD states that extensions should not project beyond a line taken at a 45⁰ angle from the mid-point of windows serving habitable room in a neighbouring house.

The 45 degree rule is currently breached to a rear facing bedroom window within 82 Whitehouse Road. This would invariably be exacerbated by the proposed development. It is considered that the extensions, by virtue of their height and rearward projection, would have a material impact on the diffuse daylight serving the bedroom window. Such loss of light will be mitigated, to a degree, by the application of white painted render which has a higher light reflectance value than the current dark facing brick.

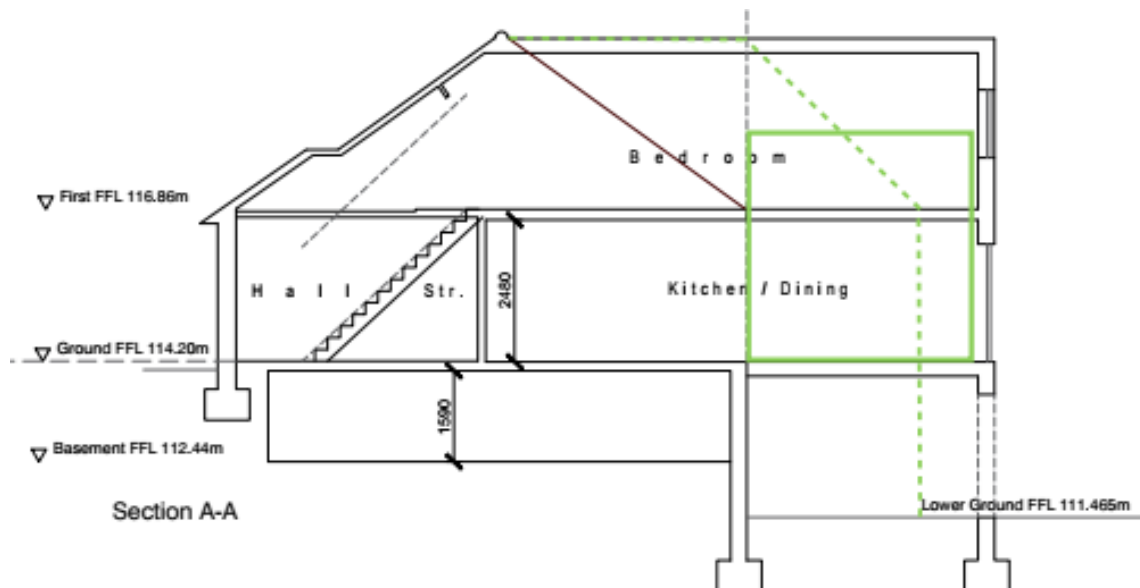
The extension would also result in a 45 degree rule breach to the lounge window of number 82. However the distance from the extension to the affected window is over 10 metres and there would be no 45 degree rule in elevation. Resultantly the impact is not considered to be unacceptable.

With regards to increased shadowing and loss of sunlight, the impact would, by virtue of rear elevations north-easterly aspect, only occur during the late afternoon. Moreover sunlight would invariably already be impeded during the afternoon hours by number 84 given its rearward projection and juxtaposition to number 82. Accordingly the impact by reason of loss of sunlight and possible overshadowing is not considered to be unacceptable.

A further consideration here is the overbearing impact of the extension on the occupants of 82 Whitehouse Road i.e. does the proposal dominate an outlook from a habitable window or private amenity space? Considering the topography of sites and the proximity of the extension to the boundary, the development would reduce the outlook and natural daylighting of the immediate rear amenity space and rear balcony to 82 Whitehouse Road, creating an artificial sense of enclosure. The overbearing effect would be noticeable.

So in conclusion bearing in mind all of these matters it is considered that the proposed rear extension would have an unacceptable impact on the residential amenity of number 82. However the consequence of this is not necessarily a recommendation of refusal. A material consideration of significant weight here is the fall-back position of what works could be undertaken under permitted development without the need for a planning application. This is now explored in some detail.

c) Fall-back position



Proposed section and 'Fall-back' extensions – A single storey addition is shown by a solid green line with a two-storey addition shown with a dashed green line

As with all applications, consideration can be afforded to potential extensions under the limitations of permitted development as a potential 'fall-back' position that could be resorted to if permission is not forthcoming.

In this instance, illustrated above, a roof extension and a 4 metre high¹, 4 metre long single storey rear extension could be constructed without planning permission under the limitations of Classes A and B of Part 1, Schedule 2 of the General Permitted Development Order 2015. This is illustrated by the solid green line on the above illustration. A two storey rear extension is illustrated by the dashed green line.

It can be seen that the amenity impact by reason of loss of outlook and loss of natural lighting would be significant through potential extensions under permitted development. Moreover the proposed scheme is set off the shared boundary by 1 metre, which would not necessarily be the case for a PD extension.

In all of these circumstances, it is considered on balance, that the difference between that which can be undertaken under permitted development and the current proposal is not material. So, whilst the proposal would have a material impact on the residential amenity of the occupiers of 82 Whitehouse Road by reason of loss of daylighting and outlook, the latter being particularly evident from the immediate rear garden, the harm over and above the fall-back position of a potential rear extension under the limits of permitted development is considered to be limited.

d) Design

¹ In accordance with the Permitted Development Technical Guidance 2017 version, 'height' is measured from the highest part of the surface of the ground next to the building i.e. the adjacent ground level

There is no objection to the design of the extensions here or to the materials to be used with both immediate neighbouring properties currently rendered. The use of timber cladding to the rear and front elevations is acceptable and offers a subtle contrast. Though a perceptibly large addition, the rear extension's ridgeline matches the existing property height and the gabled roof form is sympathetic to the surrounding properties.

e) Parking

Although the integral garage is to be converted, the existing hardstanding provides sufficient parking space for at least two vehicles.

Recommendation

That the planning permission be **GRANTED** subject to the following conditions;

1. Standard three year implementation
2. Development carried out in accordance with submitted plan numbered 265-01 B, received by the Local Planning Authority on the 16 August 2019
3. Facing materials shall consist of white painted blockwork/brickwork, light brown timber cladding and roof tiles to match those on the existing property in colour, coursing and texture.
4. No other openings shall be created, or any existing or approved openings altered in any manner

BACKGROUND PAPERS

Local Government Act 1972 Section 100D, as substituted by the Local Government Act, 2000 Section 97

Planning Application No: PAP/2019/0331

Background Paper No	Author	Nature of Background Paper	Date
1	The Applicant or Agent	Application Forms, Plans and Statement(s)	11/6/2019
2	Neighbour	Objection	16/08/2019

Note: This list of background papers excludes published documents which may be referred to in the report, such as The Development Plan and Planning Policy Guidance Notes.

A background paper will include any item which the Planning Officer has relied upon in preparing the report and formulating his recommendation. This may include correspondence, reports and documents such as Environmental Impact Assessments or Traffic Impact Assessments.

(6) Application No's: PAP/2019/0434 and DOC/2019/0080

PAP/2019/0134

Land 260m South East of Northbound, Smorrall Lane, Corley,

Variation of condition 12 of planning permission PAP/2017/0104 (APP/R3705/W/17/3192501) relating to hours of use; in respect of change of use of land to HGV parking incorporating associated infrastructure and works

DOC/2019/0080

Approval of details required by condition 9 of planning permission PAP/2017/0104 dated 22/10/18 relating to a Management Plan, both for

Welcome Break Ltd

Introduction

These two applications are brought before the Planning and Development Board given its involvement in the original case. Planning permission was refused for the proposed HGV parking area, but it was allowed following an appeal.

The two applications are related - one seeks to vary the condition relating to the use of the HGV park and the second relates to the Management Plan for its operation.

The Site

The site is an area of some 2.08 hectares of grazing land immediately to the south-east of the northbound half of the Corley Motorway Services on the M6 Motorway. There is further pasture land to the south before the rear gardens of the residential frontage in Bennetts Road North is reached. A public footpath – the M327- runs around the southern boundary of the present service area and overhead electricity transmission cables also cross the site. The site boundaries are marked with fences and hedgerows including mature trees and a small watercourse within a ditch. The other half of the service area – southbound – is on the opposite side of the Motorway. There is scattered housing on this side. Bennetts Road North and Smorrall Lane – to the north of the Motorway – join at a bridge, crossing the Motorway to the west of the service area.

The northbound area comprises car parking areas at its eastern end as well as an existing 60 space HGV park at its western end and the usual built facilities. It is open twenty-four hours and is lit.

The present HGV parking area is 190 metres from the nearest residential property in Bennetts Road North. The closest HGV parking to existing residential property following the grant of planning permission would be 115 metres.

The site rises slightly over three metres from the Motorway to the houses in Bennetts Road North.

The plan at Appendix A illustrates the site's location

The Proposals

a) The Variation

This is an application to vary condition 12 of the planning permission for the extension of the HGV park on this side of the Motorway.

The condition reads as:

"The HGV parking area hereby approved shall only be open for use between 0800 hours on Monday until 1800 hours on Friday and not at any other time."

The reason for the condition is that it is in the interests of the living conditions of neighbours.

The applicant's proposed variation would read:

"The HGV parking area hereby approved shall only be open for vehicles to enter between 0800 hours on Monday until 1800 hours on Friday and not at any other time, other than in special circumstances as set out in the approved Management Plan"

The reason for the application is said to make its interpretation more clear. At present it appears that if an HGV arrives at say 1730 on the Friday, then it could not leave until after 0800 on the Monday. The proposed condition would seek to close the site for new HGV's arriving after 1800 on a Friday, but allow any HGV's on the site after 1800 to leave, once the drivers have met their operational requirements.

The applicant has set out the following in support of the proposal.

"The way in which the HGV drivers work is that they are legally required to stop and rest within certain time limits, in line with the current enforcement policy of the Driver and Vehicle Standards Agency (DVSA) in respect of breaks and daily driving limits. The maximum daily driving limit for HGV drivers is 9 hours. For a driver to take the maximum daily allowance, they can drive for 4.5 hours, rest for 45 minutes and then drive for a further 4.5 hours before stopping for the day for a 12 hour period. It is important to note that HGV drivers take these two types of break; a 45 minute rest break, and a longer 12-hour break."

"It is normally assumed that the short 45 minute break is taken during the day and the longer break taken over night (when the driver would sleep in their cab) however, it is increasingly the case that HGV drivers will drive overnight and rest during the day. It cannot therefore be guaranteed that all parking at night will be for the longer break and all parking during the day will be for the shorter break. A vehicle's

tachograph records information about driving time, speed and distance of the vehicle and therefore the driver's travel time. It is a legal requirement to use a tachograph and the rules concerning driver standards are set out in the Government guidance GV262. Once a driver reaches the daily driving allowance, they must stop and rest for the minimum period. They can only exceed this limit in an emergency or in an unforeseen event (such as mechanical breakdown), but must not plan to exceed the daily driving limit.

“At present the wording of condition 12 is not precise, in that it is not clear whether the HGV Park should be empty of vehicles after 1800 on a Friday or whether those already within the HGV Park after this time can remain until they are ready to leave. The applicant requires certainty as to what the condition allows in order to ensure the management of the HGV Park is carried out in accordance with the condition. If HGV's were to enter the HGV Park just before 1800 on a Friday and then take their legally required 45 minute break or 12 hour break, the driver could not move the vehicle until after this break was complete, as to do so would breach the directive and therefore the law. It is not reasonable however for the operator to have to close the HGV Park over 12 hours before the 1800 closure on a Friday, to ensure the HGV Park is empty by 1800, as there is still a need for the additional HGV parking during this time, as confirmed by the Transport Assessment and the background survey work submitted with the original application. Even if this were considered reasonable, the applicant would be unable to enforce any closure of the HGV Park which required all vehicles to leave the site by 1800 on a Friday as the drivers on their breaks would not be allowed to move their vehicles.”

“The proposed wording continues to protect the amenity of neighbouring properties' as it will still control the hours which the HGV Park can be used, but more precisely when vehicles can enter. Vehicles will continue not to be allowed to enter the site between 1800 on a Friday and 0800 on a Monday, as per the original wording of the condition but any HGV's already on site will be able to exit the site as necessary. The number of HGV's that would remain on site for 12 or more hours after the HGV Park closes will not be significant as the majority of HGV drivers will have to continue their journeys in order to meet their scheduled deliveries/collections. Only those drivers between jobs are likely to stay within the HGV Park for a period longer than 12 hours and this is likely to be a very low proportion of HGV's using the site. As the HGV Park will be closed for new vehicles to enter, the number of HGV's in the site will only decrease over the time period.”

The special circumstances, referenced in the proposed wording of the condition, relate to instances which are outlined in the proposed Management Plan below. In general terms the applicant comments as follows.

“As Motorway Service Area's provide an essential road safety function, it is important that they are equipped to meet the requirements of road users, including HGV drivers whenever the need arises. Major traffic incidents which result in the total or partial closure of the motorway are rare in occurrence but can have significant impacts on Motorway Service Areas (MSA's). The effect can be a sudden and

overwhelming influx of vehicles in a short period of time. When there are major traffic incidents on motorways which result in significant traffic, a greater number of HGV drivers will have to use the services to take their legally required break. It is therefore important that the owner/operator can open the HGV Park within the restricted hours to accommodate the influx of HGV's, on the rare occasion that a major traffic incident occurs."

"There will also be instances whereby emergency services or government bodies may require the use of the HGV Park to undertake operations or their own programme of works, within the restricted hours of use. The owner/operator of the MSA is obliged to allow access for certain government bodies to take control of the services as a whole, which would include the HGV Park, in the event of a local or national incident. If this requirement were invoked, the HGV Park may have to be given over to the relevant government body, even within the restricted hours. Again this would be a rarely occurring event and would not be for a significant period of time thus the amenity of neighbouring properties would not be adversely affected."

"National Holidays such as the Easter weekend and Christmas can have an impact on the number of HGV's on the road, especially in the days leading up to and after the event, as the demand for goods dramatically increases. As Christmas does not always fall on the same day each year, there is a possibility that it may fall within the restricted times (between 1800 on Friday and 0800 on Monday). Easter Sunday and Christmas Day are the only two days in the year where retail stores close. The days leading up to this closure can be some of the busiest days for HGVs as additional shipments are needed to meet demand for goods before the closure of retail stores. As such, there may be instances in these days leading up to National Holidays whereby the additional capacity provided by the HGV Park is required within the restricted hours. If the HGV Park were not allowed to open during these instances, the impact would be HGV's parking in unsafe locations within the MSA and the Local and Strategic Road Network, to the safety detriment of the highways."

"As these circumstances, in which the HGV Park may need to be opened outside of the agreed hours, are rarely occurring, the impacts on these will also be rarely occurring and will not have significant impacts on the amenity of neighbouring properties often or for extended periods of time. As such the amenity of neighbouring properties will continue to be protected by the proposed variation to the wording of Condition 12 in accordance with Policy NW10 of the Core Strategy 2014."

In summary the applicant is applying to vary the wording of Condition 12 to ensure it is precise and reasonable, providing greater clarity over what the restrictions imposed on the HGV Park are and to allow for exceptional circumstances where the HGV Park can be opened within the restricted hours. The proposed wording continues to prevent any HGV's from entering the HGV Park after 1800 on a Friday until 0800 on a Monday, but does allow for any HGV's which are already in the HGV Park to remain until they have completed their legally required break and are ready

to leave. As the number of HGVs remaining in the HGV Park will only decrease in the restricted hours, and the mitigation measures will be in place, the proposed variation of the wording of Condition 12 will not affect the amenity of neighbouring properties.

b) The Management Plan

The proposed variation of condition 12 refers to the Management Plan. Condition 9 requires that Plan to be approved.

Condition 9 requires the Management Plan to address a number of matters, including measures to achieve the “Park Mark” award from the Warwickshire Police; measures to control access into the HGV parking area, how the floodlighting would be controlled and contacts for complaints or concerns. The full draft Plan is attached at Appendix B. It addresses each of the matters explicitly required by the condition. In particular it includes a letter from the British Parking Association indicating that if approved, the Plan would achieve the Park Mark standard; the details of the gate to be erected across the access from the existing site including how the gate will be closed at the nominated times, details of how the floodlighting is to be operated through ambient lighting levels and reductions when the park is closed and the CCTV coverage. Members should be aware that there other conditions attached to the permission requiring the provision of earth bunds and an acoustic fence around the perimeter of the parking area.

It also includes the special circumstances referred to in the proposed variation. These are set out as being:

- Major traffic incidents which result in the total or partial closure of the Motorway
- Requests to use the HGV park by the emergency services or other Government bodies,
- Other Emergency or security related incidents and
- National Holidays such as Easter and Christmas.

Development Plan

The Core Strategy 2014 – NW10 (Development Considerations) and NW12 (Quality of Development)

The Warwickshire Local Transport Plan 2011- 2026

Other Material Planning Considerations

The National Planning Policy Framework – (the “NPPF”)

Circular 2/2013 from DfT – “Strategic Road Network and Deliver of Sustainable Development”

Drivers Hours and Tachograph Rules (GV263)(DVSA 2016)

The Submitted Local Plan 2018 - LP31 (Development Considerations)

Consultations

Environmental Health Officer - No objection to the proposed variation as long as it is stipulated that the site is closed to vehicles entering between the hours of 18:00 Friday and 08:00 Monday.

Highways England – No comments to make

Representations

Corley Parish Council – It objects to the proposed variation because in its view the Planning Inspector specifically conditioned the HGV park to be closed at weekends for the explicit reason to protect residential amenity. It should not now be changed.

Observations

The main issue here is the proposed variation. It is not agreed with the applicant that the original condition is unclear, as it explicitly says that the HGV park shall only be open for use during weekdays. It is however agreed that that will have operational consequences. The applicant has therefore drawn attention to the legislation covering driver's hours. This cannot be avoided, and would give rise to the difficulties set out by the applicant in his supporting documentation as set out above. The proposed wording to vary the condition is thus a response to this different legislation which will operate at this site. It is a reasonable response given the need to balance the actual use of the HGV park and that of protecting residential amenity as far as it is possible. In this regard the mitigation measures put in place within the approval – the bunds and fence together with the Management Plan – will continue to operate. They were found by the Inspector to be appropriate for full use of the HGV park during weekdays. They will therefore also be appropriate for the more limited use at weekends when HGV's will not enter the park but only leave, thus leading to a reduction in the number parked here over that same period.

It is a matter of fact too that the HGV park has a consent and that the Inspector in dealing with the case gave substantial weight to the site specific issues at Corley - under provision at the site, the strong demand for HGV parking at this particular location and the safety issues that were being evidenced. These amounted to the very special circumstances that clearly outweighed the identified harm. It is considered that these issues would continue without the proposed variation as the reason for it, goes directly to how a Motorway HGV parking areas should operate. For instance to ensure that the parking area was empty on a Friday it would have to close 12 hours before. However HGV's would still be arriving in those 12 hours and it has been found by the Inspector that there are already safety and overcrowding issues here. They would be exacerbated if the new parking area was closed. Moreover it is not possible to interview drivers to see if they would be staying for 12 or less and thus direct them to the existing parking area rather than to the new one.

It is in these circumstances that the proposed variation is considered to be appropriate. There is little in the way of demonstrable evidence to justify a refusal reason.

The Draft Management Plan is considered to be acceptable.

Recommendations

a) PAP/2019/0434

That planning permission be **GRANTED** subject to the following conditions:

1. The development hereby permitted shall begin not later than 3 years from the date of this decision, which was on 10 July 2018.

2. The development hereby permitted shall be carried out in accordance with the following approved plans and documents: CMSA-BWB-GEN-XXDR-TR-107 S2 REV P1; CMSA-BWB-GEN-XX-DR-TR-106 S2 REV P1; CMSA-BWB-HLG-XX-M2-C-1300 S8 REV P1; Landscape and Visual Impact Appraisal Doc ref NO. 1735-17-RP01 dated 24 February 2017, including the Appendices with Landscape Mitigation Plan - 1735-17-03B and Illustrative Landscape Sections plan - 1735-17-04, received 1 March 2017, to CMSA-BWB-HGR-XX-DR-EN-202 S2 REV P1; CMSA-BWB-GENXX-RP-TR-0002_RSA1-DTR (Road Safety Audit Stage 1); CMSA-BWBGEN-XX-RP-TR-0001_RSA1- (Road Safety Audit Stage 1); CMSA-BWBHGR-XX-DR-EN-201-S2 REV P2 (Surface water strategy) ; CMSA-BWBHGR-XX-DR-EN-202-S2 REV P1 (Pond Cross Section), received 31 May 2017, and to CMSA-BWB-GEN-XX-DR-TR-105 S2 REV S2; CMSA-BWBGEN-XX-DR-TR-110 S2 REV P2, received 4 August 2017 and Proposed HGV Parking Extension Lighting Layout - CMSA-BWB-HLG-XX-M2-C300 S8 REV P1.

3. The development hereby approved shall be carried out in accordance with the approved Flood Risk Assessment (FRA) CMSA-BWB-EWE-XX-RP-EN- 0001_FRA, Sustainable Drainage Statement CMSA-BWB-HDG-XX-RP-RP- 0002_SDS, and Surface Water Strategy CMSA- BWB-HGR-XX-DR-EN- 201_Surface Water Strategy. In particular the development should be carried out according to the following mitigation measures detailed:

- Limit the discharge rate generated by all rainfall events up to and including the 100 year plus 40% (allowance for climate change) critical rain storm to 6.6 l/s for the site.
- Provide provision of surface water attenuation storage as stated within the FRA of 749m³ and/ or in accordance with 'Science Report SC030219 Rainfall Management for Developments'. The storage pond should be designed in accordance with plan CMSA-BWB-HGR-XX-DR-202_Pond Cross Sections.
- Surface water is to be provided via a minimum of two trains of treatment using the proposed above ground drainage features within the drainage design.

The mitigation measures shall be fully implemented prior to use of the development and subsequently in accordance with the timing and phasing arrangements embodied within the scheme.

4. The development hereby approved shall not take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority in consultation with the Local Lead Flood Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme to be submitted shall include:

- Infiltration testing in accordance with the BRE 365 guidance to clarify whether or not an infiltration type drainage strategy is an appropriate means of managing the surface water runoff from the site.
- Provide a plan for the management of exceedance flows, including routings.
- Demonstrate detailed design (plans, network details and calculations) in support of any surface water drainage scheme, including levels, gully locations and outfall arrangements. Calculations should demonstrate the performance of the designed system for a range of return periods and storm durations inclusive of the 1 in 1 year, 1 in 2 year, 1 in 30 year, 1 in 100 year and 1 in 100 year plus climate change return periods.
- Provide and implement a maintenance plan to the local planning authority giving details on how surface water systems shall be maintained and managed for the life time of the development. The name of the party responsible, including contact name and details shall be provided to the local planning authority.

5. The development hereby approved shall not commence until details of the earth bunds and acoustic close board type fence as shown as part of the Landscape and Visual Impact Appraisal Doc ref NO. 1735-17-RP01 dated 24 February 2017, including the Appendices with Landscape Mitigation Plan - 1735-17-03B and Illustrative Landscape Sections plan - 1735-17-04, received 1 March 2017 have been submitted to and approved in writing by the local planning authority. Thereafter the approved earth bund and acoustic fence shall be implemented before the development is brought into use and retained for the life of the development.

6. The development hereby approved shall not commence until:

a) a Written Scheme of Investigation (WSI) for a programme of archaeological evaluative work shall be submitted to and approved in writing by the local planning authority.

b) the programme of archaeological evaluative work and associated post excavation analysis, report production and archive deposition detailed within the approved WSI shall be undertaken. A report detailing the results of this fieldwork shall be submitted to the planning authority.

c) An Archaeological Mitigation Strategy document (including a Written Scheme of Investigation for any archaeological fieldwork proposed) shall be submitted to and approved in writing by the local planning authority.

This should detail a strategy to mitigate the archaeological impact of the proposed development and should be informed by the results of the archaeological evaluation. The development, and any archaeological fieldwork post-excavation analysis, publication of results and archive deposition detailed in the Mitigation Strategy

document, shall be undertaken in accordance with the approved Mitigation Strategy document.

7. The development hereby approved shall not commence until a Tree Survey to fully assess the trees that are firstly upon the site and secondly those that will be affected by the development of the site as per the specifications provided with the submitted application has been submitted to and approved in writing by the local planning authority. The survey should be undertaken in accordance with BS5837:2012 Trees in relation to design, demolition and construction - Recommendations. Thereafter the development shall be undertaken in accordance with the approved survey details.

8. The development hereby approved shall not be brought into use until a biodiversity offsetting scheme shall be submitted to and approved in writing by the local planning authority. The Biodiversity Offsetting scheme shall provide appropriate compensation for a Biodiversity Impact Assessment score of 0.57 Biodiversity Units. The scheme shall be sited on land owned by the applicant adjacent to the Corley Motorway Service Station. The approved scheme shall be implemented in the next available planting season and maintained in accordance with the approved written scheme.

9. The development hereby approved shall not be brought into use until a Management Plan has been submitted to and approved in writing by the local planning authority. The Management Plan shall control the operation of the approved HGV parking area and specifically include measures to address the following matters:

- Achieving and maintaining the 'Park Mark' safer parking award standard as assessed by Warwickshire Police in respect of the security of the parking area;
- Measures to ensure that the approved HGV parking area is closed between 1800 hours on Friday evening and 0800 hours on the following Monday morning;
- Use of floodlighting;
- Details of the proposed CCTV and how this will be monitored;
- Access for emergency vehicles;
- Measures and timetable for the remarking of the existing HGV parking area on the northbound side of Corley MSA.
- A contact for complaints or concerns about the use and operation of the HGV parking area to be reported to.

10. The development hereby approved shall not be brought into use until a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, have been submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved.

11. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the completion of the development; and any trees or plants which within a period of 5

years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

12. The HGV parking area hereby approved shall only be open for vehicles to enter between 0800 hours on Monday until 1800 hours on Friday and not at any other time, other than in special circumstances as set out in the approved Management Plan

13. The lighting scheme shall only be controlled by light sensors and the lighting shall be directed downwards at all times.

14. Construction works associated with the development hereby approved shall take place only between 0700 and 1900 on Monday to Friday, 0800 and 1300 on Saturdays and shall not take place at any time on Sundays or on Bank or Public Holidays.

Notes

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through seeking to resolve planning objections and issues. As such it is considered that the Council has implemented the requirement set out in paragraph 38 of the National Planning Policy Framework.

2. This permission does not authorise the diversion of public footpaths in the area of the application site. Before any construction works across the line of the footpath are commenced, steps must be taken to secure the diversion of the footpath and to ensure that such a route is passable before the old route is obstructed. The Assistant Director (Regulatory) can advise in this matter.

3. The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:
www.gov.uk/government/organisations/the-coal-authority

4. Before carrying out any work, you are advised to contact Cadent Gas about the potential proximity of the works to gas infrastructure. It is a developer's responsibility to contact Cadent Gas prior to works commencing. Applicants and developers can contact Cadent at plantprotection@cadentgas.com prior to carrying out work, or call 0800 688 588

5. The planning approval as covered by PAP/2017/0104 and by appeal APP/R3705/W/17/3192501, shall be considered in full and read in conjunction with, and any relevant conditions as set out above and within the approval shall be discharged where appropriate and complied with accordingly.

b) DOC/2019/0080

That the Management Plan (Corley Services North HGV Park) dated June 2019 as received by the Local Planning Authority on 2/8/19 be approved in full discharge of condition 9 attached to planning permission APP/R3705/W/17/3192501 dated 22/10/18.

Notes

1. As Note 1 above

BACKGROUND PAPERS

Local Government Act 1972 Section 100D, as substituted by the Local Government Act, 2000 Section 97

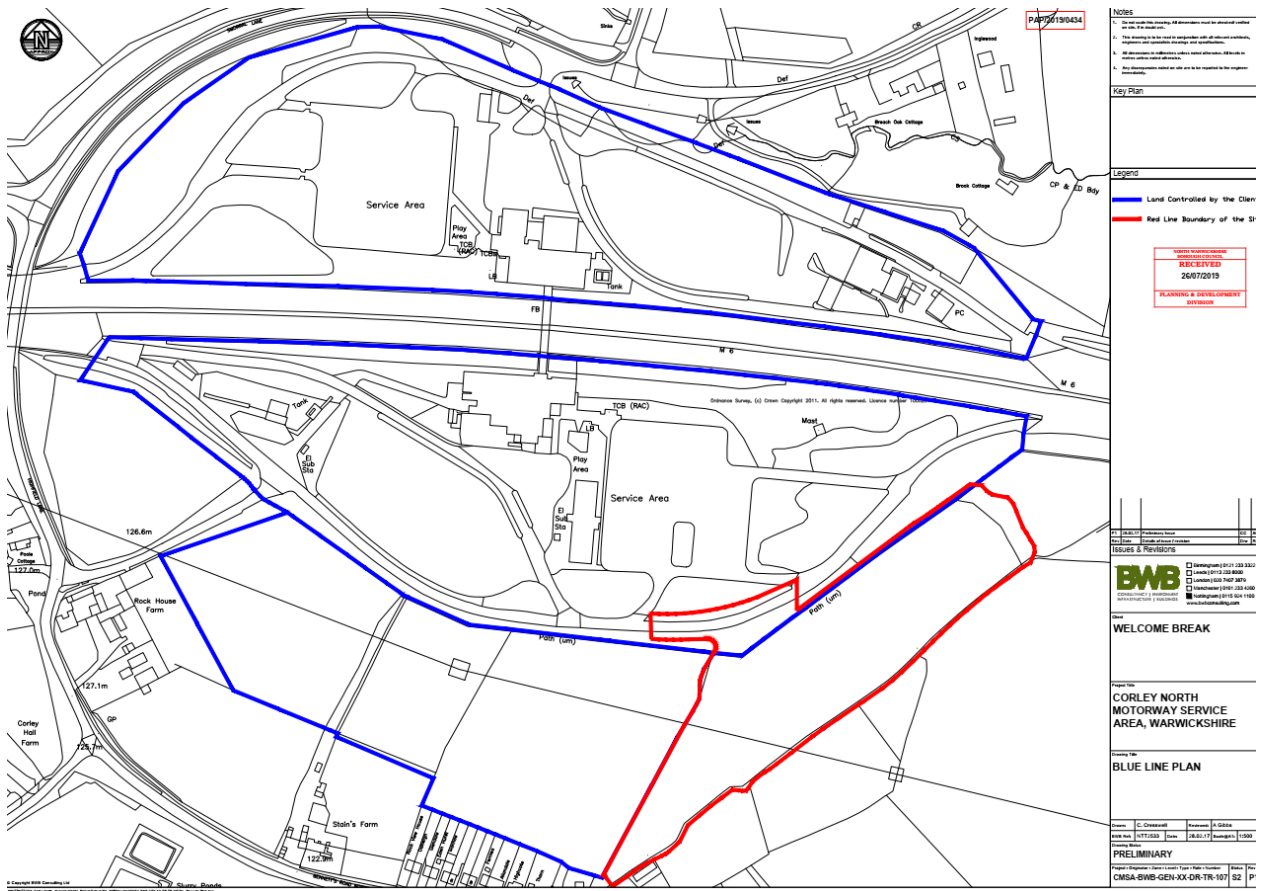
Planning Application Numbers: PAP/2019/0434 and DOC/2019/0080

Background Paper No	Author	Nature of Background Paper	Date
1	The Applicant or Agent	Application Forms, Plans and Statement(s)	22/07/2019
2	Corley Parish Council	Representation – objection	07/08/2019
3	Highways Agency	Consultation response	20/08/2019
4	NWBC Environmental Health	Consultation response	28/08/2019
5	Case officer and agent	Exchange of emails	7/8/19 – 8/8/19
6	Case officer and agent	Exchange of emails	20/08/19 – 23/08/19
7	Case officer and agent	Exchange of emails	29/08/19 – 30/09/19
8	Case officer	Email to Cllr Simpson	30/08/2019
9	The DOC Application	Application Form	2/8/19

Note: This list of background papers excludes published documents which may be referred to in the report, such as The Development Plan and Planning Policy Guidance Notes.

A background paper will include any item which the Planning Officer has relied upon in preparing the report and formulating his recommendation. This may include correspondence, reports and documents such as Environmental Impact Assessments or Traffic Impact Assessments.

Appendix A – Site Location Plan



Appendix B – Management Plan and letter from British Parking Association

NORTH WARWICKSHIRE
BOROUGH COUNCIL

RECEIVED

02/08/2019

**PLANNING & DEVELOPMENT
DIVISION**

DOC/2019/0080

The logo for Welcome Break, featuring the word "WELCOME" in green and "BREAK" in white, both in a bold, sans-serif font, set against a black rectangular background.

WELCOME BREAK

MANAGEMENT PLAN

**Corley Services North
HGV Park**

June 2019

Welcome Break Group Ltd

2 Vantage Court, Tickford St, Newport Pagnell MK16 9EZ

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Appendices

Appendix 1 – Lighting Layout Plan

Appendix 2 – Details of CCTV System

Appendix 3 – Details of Barrier System

1 Introduction

1.1 This Management Plan has been prepared to comply with and discharge Condition 9 of planning permission PAP/2017/0104 for change of use of land to HGV Parking incorporating associated infrastructure and works. The application was approved at appeal (ref. APP/R3705/W/17/3192501).

1.2 The wording of Condition 9 reads as follows:

“The development hereby approved shall not be brought into use until a Management Plan has been submitted to and approved in writing by the local planning authority. The Management Plan shall control the operation of the approved HGV Parking area and specifically include measures to address the following matters:

- i) Achieving and maintaining the ‘Park Mark’ safer Parking award standard as assessed by Warwickshire Police in respect of the security of the Parking area;*
- ii) Measures to ensure that the approved HGV Parking area is closed between 1800 hours on Friday evening and 0800 hours on the following Monday morning;*
- iii) Use of floodlighting;*
- iv) Details of the proposed CCTV and how this will be monitored;*
- v) Access for emergency vehicles;*
- vi) Measures and timetable for the remarking of the existing HGV Parking area on the northbound side of Corley MSA.*
- vii) A contact for complaints or concerns about the use and operation of the HGV Parking area to be reported to.”*

1.3 The remainder of the report is set out as follows:

Section 2. Park Mark Scheme: provides details on how the development will achieve and maintain the ‘Park Mark’ safer parking award standard.

Section 3. Control of opening/closing the HGV Park: outlines the measures to ensure that the approved HGV Parking area is closed between 1800 hours on Friday and 0800 hours on Monday.

Section 4. Use of floodlighting: sets out the procedure for turning lights on and off when open and closed and how this impacts on security.

Section 5. CCTV and Monitoring: provides details of the proposed CCTV and how this will be monitored.

Section 6. Access for Emergency Vehicles: summarises the procedure to allow access for Emergency Vehicles when open and during weekends when closed.

Section 7. Measures and timetable for the remarking of the existing HGV Parking area: provides information on the remarking of the existing HGV Park.

Section 8. Complaints and Concerns: Provides details of the contact for complaints or concerns about the use and operation of the HGV Parking area to be reported to.

2 Park Mark Scheme

- 2.1 This section of the Plan sets out how the development will achieve and maintain the 'Park Mark' safer Parking award standard, as assessed by Warwickshire Police, in respect of the security of the HGV Parking area.
- 2.2 The Park Mark safer parking scheme is a national standard for car parks that have measures in place to ensure the safety of users and to maintain low levels of crime within the car parks. The scheme is administered by the British Parking Association.
- 2.3 Safer Parking status is awarded to Parking facilities that have met the requirements of a risk assessment conducted by the Police (in this case Warwickshire Police). To be granted Park Mark, a Parking facility must use a combination of 'active management procedures and commensurate preventative security measures. These measures are put in place to help to deter criminal activity and anti-social behaviour, thereby preventing crime and reduce the fear of crime in their parking facility.
- 2.4 Car Parks undergo an assessment by specially trained police assessors and it is the car park that is awarded rather than the organisation.

Achieving Park Mark Status

- 2.5 As far as Welcome Break are aware, no HGV Park in the UK has been required to, or volunteered to, achieve Park Mark status. All current sites with Mark Park status are car parks, rather than HGV Parks. As such, this has presented some challenges in having this HGV scheme achieve Park Mark status.
- 2.6 Welcome Break have had a number of meetings with Park Mark and Warwickshire Police in order to understand how to achieve Park Mark status for the HGV Park. These meetings have been undertaken over a period of months with discussions focusing around the above requirements and how the HGV Park can achieve them. These meetings have helped to develop the management practices for the HGV Park.

The British Parking Association have informally signed off this Management Plan to ensure it meets their requirements for meeting the Park Mark award, as confirmed by the British Parking Association. A formal assessment and award of accreditation will occur once the Management Plan is approved by the Council. The Assessment can only be undertaken after the HGV Park is constructed with accreditation being awarded prior to the site opening. The Police Assessor for Warwickshire Police has also confirmed that the management of the HGV Park would meet the standards they would expect.

- 2.7 Park Mark have produced 'Assessment Guidelines' which set out the criteria against which car parks will be assessed to achieve Park Mark status:
 - Boundaries and Perimeters;
 - Crime Recording and Statistics;
 - Lighting;
 - Parking Areas;
 - Pedestrian Access;

- Signage;
- Surveillance;
- Vehicle Access; and
- Management practice.

These points are set out and discussed below:

Boundaries and Perimeters

- 2.8 As part of the landscaping and noise mitigation plans for the site, a close board timber acoustic fence is proposed along the south east and south west boundaries of the HGV Park. This fence will separate the wider Service Area site, including the HGV Park, and the surrounding land, thereby containing the HGV Park within the Motorway Service Area and preventing noise spillage outside of the site. The north east and north west boundaries will be landscaped with existing vegetation retained in places and additional vegetation planted to offset any lost vegetation. Park Mark have requested a temporary fence is erected along the north west boundary whilst the vegetation has time to establish.
- 2.9 The boundary fences and vegetation will help ensure that the site is secure and cannot be accessed from the surrounding area, other than via the pedestrian and vehicular access from within the Service Area. This will help reduce any potential for antisocial behaviour or security breaches.

Crime Recording and Statistics

- 2.10 In terms of recording crime within the HGV Park, the procedure will be the same as the rest of the Service Area. The contact details of the Duty Manager will be available within the HGV Park for members of the public to report any accidents or incidents. These will then be logged onto a centralised reporting system (FACT), which allows the operator to record, investigate, monitor and report on accidents and incidents. All incidents logged on FACT are checked on a monthly basis by the management team to see if there are any patterns of incidents or if there has been a considerable increase of incidents that month. Any incidents of a serious nature are escalated within the organisation, as relevant, so that appropriate action can be taken.
- 2.11 Reports of incidents logged in FACT will contain the following information (as appropriate):
- Day/Date/Time;
 - Location;
 - Type of offence, e.g. theft, arson, assault etc.;
 - Type of property damaged/stolen;
 - Details of victim/complainant;
 - Method of offending;
 - Details of the offender, witnesses etc.;
 - Whether police informed; and

- Details of any follow-up action to reduce the risk of repeat offence/incident where applicable.
- 2.12 If necessary, the emergency services can also be contacted to deal with any accidents or incidents which require their attention.
- 2.13 Records of the number of crime incidents that have occurred at the site will be retained and available for inspection by Park Mark for a minimum of three years.
- 2.14 Twelve months' worth of crime figures and usage for the HGV Park will not be available for the Park Mark assessor, as the scheme will not have been in operation before the assessment. Crime figures and usage for the existing Service Area will be available should the assessor requires these to allow them to set a benchmark for future reassessment.

Lighting

- 2.15 A lighting layout plan, as included in **Appendix 1.**, was approved as part of the permission for the HGV Park, which set out the location of lighting columns within the HGV Park. The location and height of the lighting has been carefully considered to ensure that the entire HGV Park is well lit but that there is limited light spillage out of the HGV Park which could affect neighbouring residential properties.
- 2.16 Lighting will automatically turn on and off, as required, depending on ambient lighting levels. The level of lighting will be reduced to 30% when the HGV Park is closed, to ensure sufficient security is maintained but reduce any light disturbance during this time. A manual override is built into the system in case it is necessary to increase lighting for security reasons. Further information on lighting can be found in Section 4 of this Plan.

Parking Areas

- 2.17 Parking within the site is arranged in straight rows in order to avoid blind spots within the HGV Park but also aid in surveillance. One-way circulatory movement of traffic around the parking areas will be created with clear directional arrows to ensure there is no conflict between vehicles but also ensure pedestrians are safe to cross the HGV Park.

Pedestrian Access

- 2.18 The pedestrian access and exit routes have been purposefully minimised so that a degree of control can be maintained on these routes. Pedestrians will be guided through designated routes separate to vehicle route, which will ensure pedestrians and vehicles do not mix as this could have safety implications. The routes will be well lit and be covered by CCTV to further improve security and safety of pedestrians.

Signage

- 2.19 Signage within the HGV Park will be a combination of the owner/operators standard signage and the specific Park Mark signage located near the vehicle entrance. The signage will outline:
- Information on the opening hours of the HGV Park;
 - Information on the charges applicable and how to pay;
 - Copy of the owner's/operator's Terms and Conditions;

- Name of Parking facility and contact details of owner/operator;
- Details of Park Mark; and
- Parking facility operational hours.

Surveillance

- 2.20 Section 5 and **Appendix 2** of this Management Plan covers surveillance of the site in more detail, however a system of monitored CCTV will be utilised to ensure maximum coverage and thus safety for users, as natural surveillance from outside the HGV Park won't be sufficient.
- 2.21 The location of cameras has been carefully considered to ensure they cover both vehicle and pedestrian entrance/exits as well as vehicles themselves. The location and extent of landscaping on the site has also been considered in relation to the placing of the cameras so that it does not create areas that may be obscured from the cameras.
- 2.22 The cameras on the vehicle entrance/exit have been positioned so that the front of the vehicle can be seen and:
- The registration plate is easily readable when the vehicle is stationary at the barrier; and
 - Images of the vehicle registration number recorded from the rear on exit will not be obscured by the flow of traffic.

Vehicle Access

- 2.23 Vehicles access to the site is limited to one entrance and one exit, controlled by a barrier system. Details of the barrier system are outlined in Section 3, however the system will operate as a raised barrier when the HGV Park is open, the barrier will then automatically lower at the specified time to close the HGV Park and prevent any new vehicles entering.

Management practice

- 2.24 A company training policy is already in place to ensure that teams and managers are well trained and competent so that they can complete their duties. For the team having responsibilities within the HGV parking area this training will incorporate, as relevant for their roles, the below areas:
- General health and safety;
 - Recording of incidents and accidents;
 - Customer service and handling customer complaints;
 - Emergency and security procedures;
 - Avoiding confrontation; and
 - Operation of the barrier, lights and CCTV.
- 2.25 This training will be completed using a range of methods which will include on-line training, workplace training and, where relevant, taught courses. Records will be maintained in line with standard company procedures.

- 2.26 The Duty Managers on site have a hand over period between shifts so that any relevant information, such as any incidents which have occurred, can be passed on before the manager finishes their shift. Information can then be communicated, normally verbally, to the relevant staff members who may also be starting their shift.
- 2.27 Maintenance of the HGV Park will be incorporated into the maintenance contracts of the existing Service Area. The HGV Park will be regularly checked and cleaned, as required, by the team on-site. Staff working within this area will wear hi-visibility vests or jackets so they can readily be identified.
- 2.28 There is an adequate provision of waste bins within the parking area for use by customers to help prevent the accumulation of litter or waste. These waste bins are regularly emptied either by the on-site team or the external waste contractor.
- 2.29 The management of maintenance is undertaken by the relevant on-site manager. Minor works are undertaken by the on-site maintenance team with other works being undertaken by authorised contractors. All contractors used are centrally vetted and approved and then logged as approved contractors into the operators' contract and maintenance management system 'Pronett'. This system allows the operations manager/on-site maintenance team to log a maintenance issue which can then be agreed and a contractor from the approved list can then undertake the work. This system ensures that only competent and authorised contractors are used. Any additional needs, such as removal of graffiti etc. (should this ever occur) will be on an as needed basis and will be carried out as soon as possible after being brought to the attention of the relevant manager.

Maintaining Park Mark status

- 2.30 A Park Mark status is issued to parking facilities following an assessment carried out by a trained Police, certificates are issued annually after the initial assessment and re-assessment will generally be at two-year intervals (three years maximum). Welcome Break will ensure that the HGV Park is of a suitable standard for the Park Mark accreditation to be achieved each year.

3 Control of opening/closing the HGV Park

- 3.1 This section of the Plan sets out the measures to ensure that the approved HGV Parking area is closed when required by Condition 12.
- 3.2 The opening and closing the HGV Park will be controlled by way of an automatic rising arm barrier system. There will be one vehicle entrance for HGVs to access the HGV Park and a separate vehicle exit, each of these will have a barrier across the vehicle lane. The barrier to be used is shown below, with further details shown in **Appendix 3**.

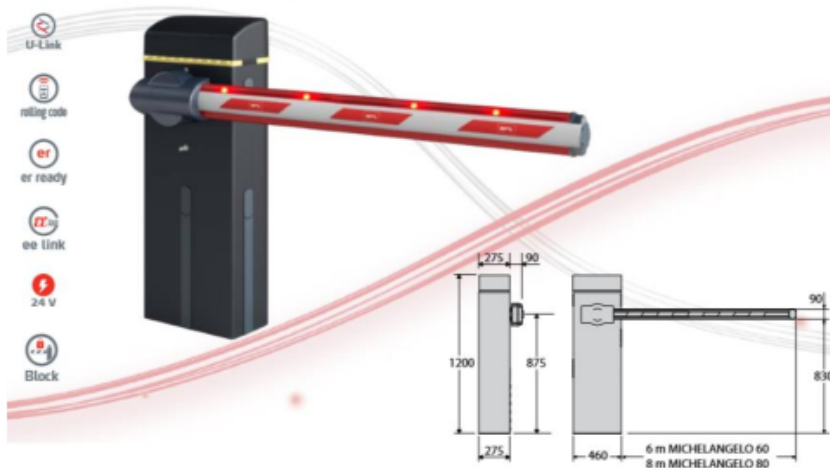


Figure 1: Barriers to be used at HGV Park entrance and exit

- 3.3 When the HGV Park is open the barriers will be in the raised position, to allow free flow of traffic. Vehicles will be monitored by CCTV and ANPR systems as they enter and leave.
- 3.4 At the point that the HGV Park is required to be closed, the barriers will automatically lower, preventing any new vehicles from entering the HGV Park. The barrier system has a sensor to prevent the barrier lowering if the entrance/exit is obstructed; they will however lower as soon as the obstruction is removed. The barrier also incorporates emergency manual release mechanisms on the barrier, and a software-based over-ride facility located in the main office. A vehicle ground loop will be located within the HGV Park behind the exit barrier so that any vehicles needing to exit can do so. The ground loop will open the barrier as vehicles approach the exit barrier from within the HGV Park. The ground loop system to open the barrier when required, along with the angle of the exit lane, prevents vehicles using the exit point to enter the HGV Park when it is closed.
- 3.5 When the barriers are closed, full colour LED digital signs located on the roadside on the approach to the car park display that the car park is closed:
- The first is located on the approach to the parking area; this is designed to pre-warn drivers to provide enough time to change lane safely; and
 - The second is positioned just before the lane splits to turn into the parking area; this gives a final warning that the parking area is closed and allows drivers to continue over the hatching without being forced to turn into the parking entrance and having to reverse into live traffic.

- 3.6 The plan contained within **Appendix 3** of this Management Plan shows the location of the entrance and exit barriers and LED digital signs.
- 3.7 This system can be programmed to display that the car park is open, if required, during the open time period. During times that the car park is closed, any vehicles that are still inside the parking area are still able to exit. This is achieved by installing a ground loop to detect vehicle presence which in turn opens the barrier to allow the vehicle to exit.
- 3.8 In order to maximise visibility of each barrier, they will be fitted with LED lighting along the length of the boom. The barriers would also incorporate a skirt to maximise their presence to prevent vehicles hitting the barrier. The entrance barrier is located close to the entrance lane of the HGV, as far as safely possible, to provide maximum visibility to drivers. Further information on this can also be found in **Appendix 3** of this Management Plan.
- 3.9 There may be instances in the operation of the HGV Park whereby special circumstances may require the HGV Park to be open within the controlled hours. These special circumstances will not be regularly occurring but one-off instances which are outside of the owner/operator's control.
- 3.10 These special circumstances relate to, but are not limited to:
- Major traffic incidents which result in the total or partial closure of the motorway;
 - Requests to use the HGV Park by emergency services or other government bodies;
 - Other emergency or security related incidents; and
 - National Holidays such as Easter and Christmas.

4 Use of floodlighting

- 4.1 This section of the report sets out the use of floodlighting within the HGV Park, including its location, the number of floodlights and the procedures for turning lights on and off when open and closed.
- 4.2 A lighting layout plan, as included in **Appendix 1** and shown below, was approved as part of the permission for the HGV Park, which set out the location of lighting columns within the HGV Park. The location and height of the lighting has been carefully considered to ensure that the entire HGV Park is well lit but that there is limited light spillage out of the HGV Park, which could affect neighbouring residential properties.



Figure 2: Lighting Layout Plan for approved HGV Park.

- 4.3 A total of 16 lighting columns are set across the site and the access to the HGV Park, the lighting columns are proposed to be two different types of lantern;
- 4 lighting columns opposite and within the entrance of the HGV Park would be 10 metres in height with a Philips WRTL Luma 3 R4 lantern.
 - 12 lighting columns spread across the HGV Park and would be 15 metres in height with a Philips WRTL Luma 3 R6 lantern.
- 4.4 Lighting will automatically turn on and off, as required, depending on ambient lighting levels. The level of lighting will be reduced to 30% when the HGV Park is closed, to ensure sufficient security is maintained but reduce any light disturbance during this time. A manual override is built into the system in case it is necessary to increase lighting for security reasons.

5 CCTV and monitoring

- 5.1 This section of the Plan sets out how CCTV will be used within the HGV Park and how it will be monitored.
- 5.2 The HGV Park will utilise a mixture of static and PTZ (Pan, Tilt, Zoom) cameras throughout the site, in order to ensure maximum coverage and thus safety for users. 12 static cameras are proposed positioned in locations which will provide optimum coverage of the HVG Park and its perimeter. 2 PTZ cameras are positioned on poles at either end of the HGV Park and have the ability to be controlled remotely in the event of any suspicious activity.
- 5.3 The camera system has the facility to add a privacy mask for neighbouring residential properties so that they are not captured by the cameras, however the positioning of each camera has been carefully considered to ensure there is very little overspill into neighbouring properties. The distance between the HGV Park and the neighbouring properties also helps to ensure that the cameras cannot create any loss of privacy to these properties.
- 5.4 The camera system will be run by a company, initially RedSpot, however this may be subject to change during the lifetime of the HGV Park. The company will be able to remotely monitor the cameras with all footage displayed on a screen allowing live and recorded images to be reviewed for each camera. The system is linked to a National Security Inspectorate (NSI) approved monitoring station which will allow the cameras to be monitored when the site is closed. This will work by the system sending a signal when motion is detected, allowing the monitoring station to remotely log in and review the CCTV, they will then take appropriate action as defined in the site security plan.
- 5.5 All CCTV is operated in line with the 'Welcome Break CCTV Policy', issued February 2019, to ensure that CCTV is operated correctly and in line with all legal requirements, including requirements under GDPR. The correct procedure for handling any Subject Access Requests or requests from Law Enforcement Agencies is managed in line with the requirements of this policy.
- 5.6 **Appendix 2**, provides details of the CCTV system, specification of cameras and the location and direction of each of the 14 cameras proposed for the HGV Park.

6 Access for Emergency Vehicles

- 6.1 This section of the report sets out how Emergency Vehicles will be able to access the HGV Park, particularly when it is closed.
- 6.2 During the period that the HGV Park is open, the barrier will be open allowing access to emergency vehicles freely. When the HGV Park closes and the barrier is lowered emergency vehicles can contact the Duty Manager who acts as the emergency contact. A Duty Manager is present on site 24 hours a day and 7 days a week. The main signage located near the entrance area will clearly state the emergency contact details as below:
- Duty Manager number: 07766 422311
- 6.3 Any changes to the contact details will be updated on the relevant signage as soon as practical.

7 Measures and timetable for remarking of existing HGV Parking area

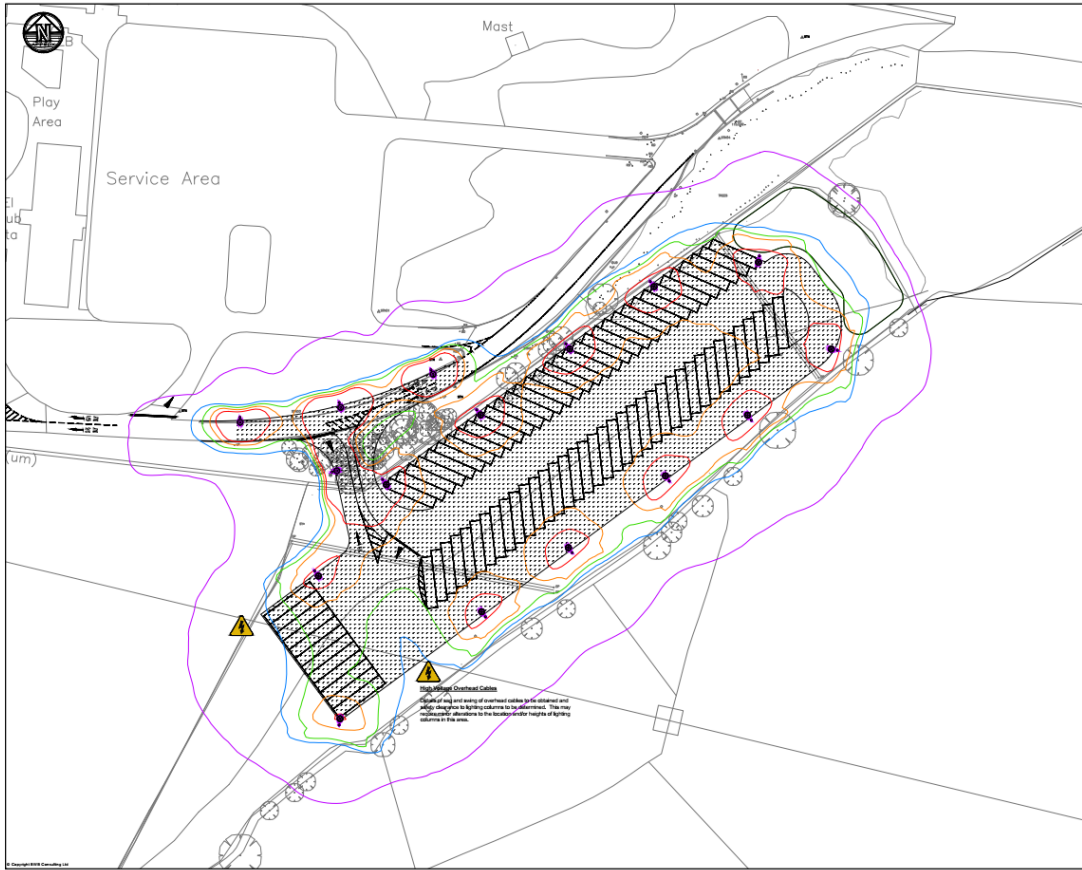
- 7.1 This section of the Plan sets out the measures and timetable for remarking the existing HGV Park.
- 7.2 The existing HGV Park was remarked, in March/April 2018, and as the lines remain visible the existing HGV Park does not need to be remarked at the present time.

8 Complaints and Concerns

- 8.1 This section of the Plan sets out how complaints and concerns about the use and operation of the HGV Parking Area can be reported.
- 8.2 Customer service is an important part of the business and Welcome Break always welcome feedback from customers. As such there are various methods in place so that customers can provide feedback or make complaints and raise concerns.
- 8.3 In the first instance customers can provide feedback or make complaints in person to any member of team or the Duty Manager who can be contacted 24 hours a day via the Duty Manager phone number.
- 8.4 In addition to contacting the site Duty Manager, complaints can be made via post to the site address –
- Corley Services, Highfield Lane, Coventry, Warwickshire CV7 8NR.
- 8.5 Complaints can also be made via any of the Welcome Break contact methods listed below:
- Via the "Contact Us" page on the Welcome Break Website which goes directly to Vantage Court (Welcome Break Head Office) Reception mailbox;
 - Via Marketing@WelcomeBreak.co.uk;
 - Via Facebook;
 - Via Twitter;

- Via Instagram;
- Via VantageCourtReception@WelcomeBreak.co.uk; and
- Via Telephone during office hours: to Vantage Court 01908 299700 or to site 01676 540111 (telephone number of the Vantage Court and the site is readily available on the website).

8.6 All complaints will be investigated by a member of the on-site management team with feedback provided to the customer as appropriate.



NOTES

1. Do not cut into existing 100mm concrete or bituminous surface at any level.
2. The lighting is to be installed in accordance with the following conditions, unless otherwise stated.
3. All lighting is to be installed in accordance with the following conditions, unless otherwise stated.
4. Any additional works are to be agreed by the relevant authority.

Legend

Lighting

Lighting Pole
 Pole Height = 10m
 Pole Spacing = 10m
 Pole Spacing = 10m
 Pole Spacing = 10m
 Pole Spacing = 10m

Lighting Column

Lighting Column
 Pole Height = 10m
 Pole Spacing = 10m
 Pole Spacing = 10m
 Pole Spacing = 10m

Lighting Levels

Lighting Level
 10 lux
 20 lux
 30 lux
 40 lux
 50 lux
 60 lux

Issues & Revisions

Issue No.	Description	Date	By	Checked By
1	Initial Issue	15/01/2024

BWB
 Broomfield Way, Birmingham, B37 7YU
 Tel: 0121 717 1000
 Fax: 0121 717 1001
 Email: info@bwb.co.uk
 Website: www.bwb.co.uk

WELCOME BREAK

CORLEY NORTH MOTORWAY SERVICE AREA, WARWICKSHIRE

PROPOSED HGV PARKING EXTENSION: LIGHTING LAYOUT

FOR PLANNING

Project: CMSA-BWB-HLG-XX-M2-C-1300
 Sheet: 08 of 11

CCTV System Overview

Site Brief:

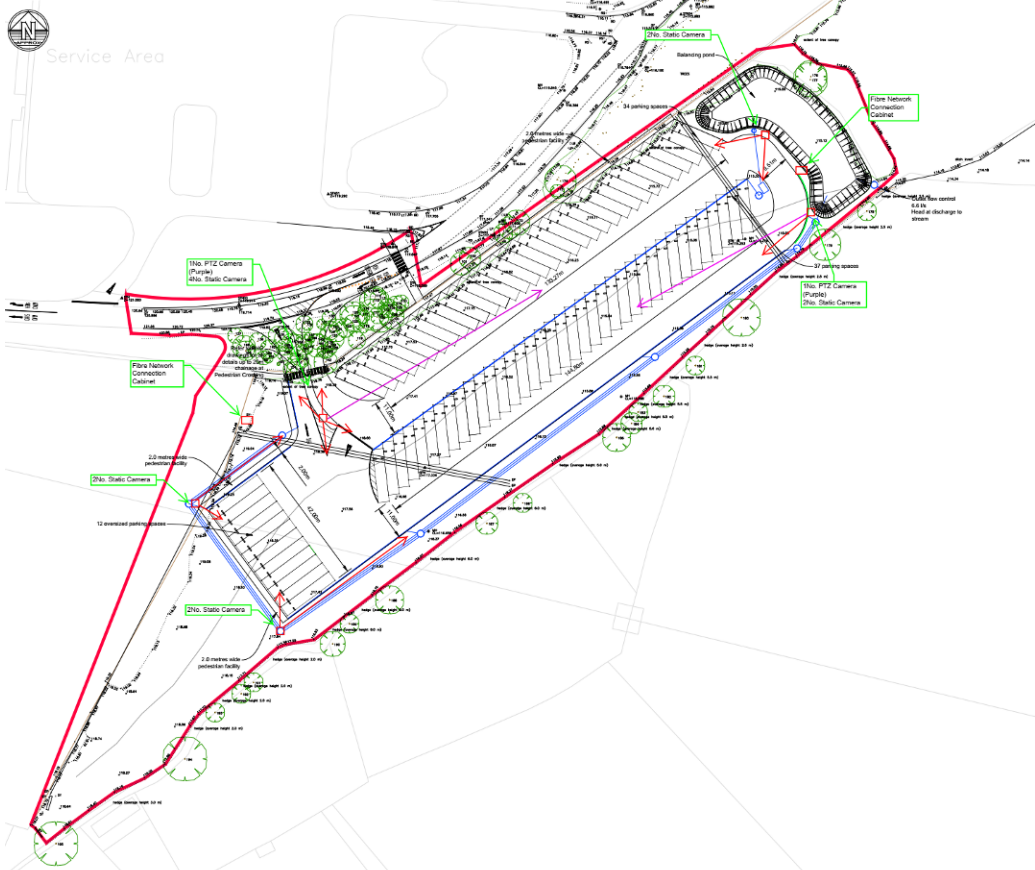
Welcome Break Corley's new HGV parking area.

The CCTV system has been designed to provide comprehensive coverage of the area without becoming obtrusive to neighbouring plots. This has been achieved by providing 2No. PTZ (pan,tilt,zoom) cameras, pole mounted at each end of the car park, these are backed up by 12No. static cameras positioned to give the best possible coverage of the site overview and site perimeter. The system will be connected back to the main office, all cameras will be displayed on a screen allowing live and recorded images to be reviewed for each camera. The system will also incorporate a PTZ keyboard to allow control of the 2 PTZ cameras in the event of any suspicious activity. The CCTV system is to be installed onto a dedicated fibre network linking back to the main building, all cameras will be recording at 18FPS, 4092 max bitrate, 1080P 24hours a day with recorded footage being available for a minimum of 31 days. The CCTV system has the facility to add on a digital privacy mask, this can prevent CCTV overspill into the neighbouring property – See attached image 1 for an example of privacy masking.

The system can be linked to an NSI approved monitoring station to allow the cameras to be monitored when the site is closed, the system will send a signal when motion is detected, this will then allow the monitoring station to remotely log in and review the CCTV, they will then take appropriate action as defined in the site security plan.



Image 1.



GENERAL NOTES

1. REFER TO DRAINAGE SPECIFICATION AND EXTERNALS WORKS SPECIFICATION.
2. REFER TO DRAINAGE CIBS C118 AND C15 FOR DRAINAGE LAYOUT AND CONSTRUCTION DETAILS.
3. REFER TO DRAINAGE CODE, CODE, CODE, CODE, CODE, CODE, CODE FOR UNDERSTANDING LAYOUT AND CONSTRUCTION DETAILS.

Project No.	WP 19	FOR CONSTRUCTION	Sheet No.	11
Client	MSA	Contract	Scale	As Shown
FOR CONSTRUCTION				
 Furness Partnership Consulting Structural/Civil Engineers				
MSA CORLEY				
GENERAL ARRANGEMENT				
Project No.	5855	Drawn	SWGM	Check
Project Name	OSL/CAC	Date	MAY 19	Drawn
Client	MSA	Scale	1:500	Sheet No.
Project No.	5855	Drawn	SWGM	Check
Project Name	OSL/CAC	Date	MAY 19	Drawn
Client	MSA	Scale	1:500	Sheet No.
Project No.	5855	Drawn	SWGM	Check
Project Name	OSL/CAC	Date	MAY 19	Drawn
Client	MSA	Scale	1:500	Sheet No.

HIKVISION

DS-2CD2663G0-IZS
6 MP IR Varifocal Bullet Network Camera



Key Features

- 1/2.9" Progressive Scan CMOS
- 3072 × 2048@20 fps
- 2.8 to 12 mm varifocal lens
- Color: 0.01 Lux @ (F1.2, AGC ON), 0.018 Lux @ (F1.6, AGC ON), 0 Lux with IR
- H.265+, H.265, H.264+, H.264
- 2 Behavior analyses
- 120dB WDR
- BLC/3D DNR/ROI/HLC
- IP67, IK10
- Built-in micro SD/SDHC/SDXC card slot, up to 128 GB



www.hikvision.com

HIKVISION

DS-2DF8236I-AELW

2 MP Outdoor Ultra-Low Light Smart PTZ Camera

smart PTZ

- 1/1.9" HD CMOS Sensor
- Optical Defog
- 2 MP (1920 x 1080) Full HD
- 36x Optical Zoom
- Ultra-Low Light Illumination
- Smart Tracking
- Smart Detection
- EIS (Electronic Image Stabilization)
- 650 ft (200 m) IR Range
- IP66, IK10
- 24 VAC / Hi-PoE (injector supplied), 60 W



DARKFIGHTER

The Hikvision Darkfighter series DS-2DF8236I-AELW Smart PTZ cameras are able to capture high quality colored images in dim light environments, thanks to their cutting-edge 0.002 Lux (color) low-light illumination technology.

The embedded 1/1.9" progressive scan CMOS chip makes true WDR (120dB) and 2 MP real-time resolution possible. The 16x/36x optical zoom Day/Night lens also allows for greater detail to be collected over more expansive areas.

The Darkfighter PTZ camera also features a wide range of smart functions, including face detection, intrusion detection, line crossing detection, and audio exception, which provides users with greater security efficiency, and allows for key events / objects to be recorded for further forensic needs.

Available models:
DS-2DF8236I-AELW



CE

FC



ONVIF





The Stables 25 Chelford Road
Somerton
Congleton
Cheshire CW12 4QD

Tel: 01260 289022
Email: info@redspot-security.co.uk

Company Number: 7462456
VAT Registration: 105151367

Barrier System Overview

Site Brief:

Welcome Break Corley's new HGV parking area.

The system has been designed to allow access to the parking area during the designated opening hours for that part of the site, during the permitted time the entrance & exit barrier will be in the up position allowing a free flow of traffic. When the car park is outside of its permitted time, both barriers will be closed. This will happen automatically & safely, the barriers will not close if there are any obstructions in the way, however they will close as soon as the obstruction has moved. When the barriers are closed 2No. Full Colour LED digital signs, located on the roadside on the approach to the car park will display that the car park is closed, the first will be located on the approach to the parking area, this is designed to pre-warn drivers to provide enough time to change lane safely, the second will be positioned just before the lane splits to turn into the parking area, this will give a final warning that the parking area is closed and allow drivers to continue over the hatching without being forced to turn into the parking entrance and have to reverse into live traffic.. This system can be programmed to display that the car park is open if required during the open time period.

During times that the car park is closed, any vehicles that are still inside the parking area will still be able to exit, this would be achieved by installing a ground loop to detect a vehicles presence, this in turn would then open the barrier to allow the vehicle to exit.

In order to maximise visibility of the barrier we would propose that the barrier is fitted with LED lighting along the length of the boom, the barrier would also incorporate a skirt to maximise its presence to prevent vehicles hitting the barrier. It will be located on the bend of the weekday HGV lane as far as safely possible to provide maximum visibility to drivers.

The barrier will also incorporate emergency manual release mechanisms on the barrier & a software-based over-ride facility located in the main office.

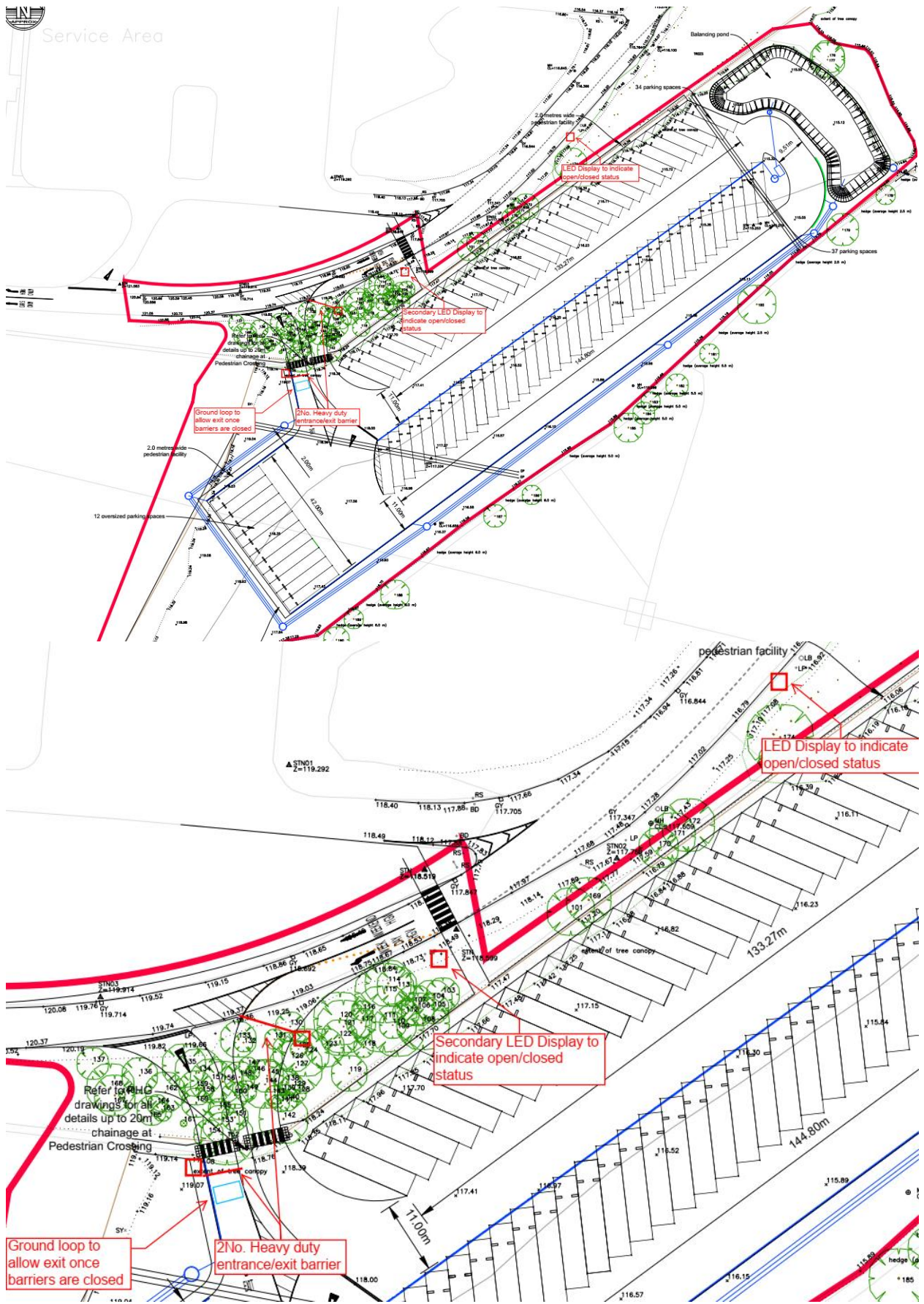
Warranty & Service Contract

All parts come with a 12 month warranty for manufacturers & workmanship defects, if a service contract is taken out for each system an engineer can be on-site within 8 hours of an issue being reported.

FIRE DETECTION – INTRUDER DETECTION - CCTV
ACCESS CONTROL – COMMUNICATIONS – IT NETWORKS
PRESENTATION & DIGITAL SIGNAGE



Service Area





BARRIERS

Range of road barriers

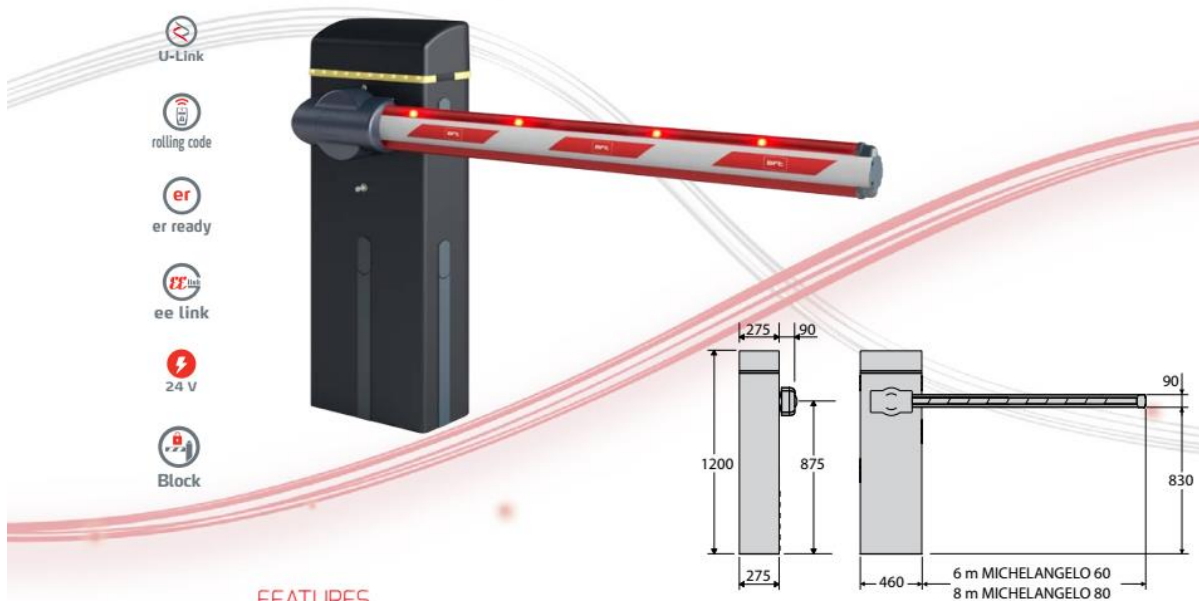




MICHELANGELO BT A

Automatic barrier for intensive use.

- Range of barriers for intensive use, able to manage useful passages of up to 8 m. The wide range of accessories, incorporated flashing light and the arrangement for installing photocells make them ideal in any context.
- Central control unit with U-Link, programming display and incorporated two-channel radio receiver fitted in the top of the unit for easier access.
- Limit switch system with electronic adjustment that speeds up installation and ensures maximum precision of movement.
- Backup battery power supply system, installable on-board unit.
- IP54 protection rating



FEATURES

- Control unit with U-Link and programming display
- IP54 protection
- Management of opposed bars

SPECIFICATIONS

	MICHELANGELO BT A 60 U	MICHELANGELO BT A 80 U
Useful passage	6 m	8 m
Control unit	MERAK BM	MERAK BM
Power supply	24V	24V
Opening or closing	6 sec.	8 sec.
Type of limit switch	electronic adjustable	electronic adjustable
Slowdown	mechanical	mechanical
Lock	key	key
Release	intensive	intensive
Frequency of use		
Ambient conditions	from -20 (-40 with thermo activation) °C to 50°C	
Protection rating	IP54	IP54

BRITISH PARKING ASSOCIATION
DRIVING ISSUES, RAISING STANDARDS

CHELSEA HOUSE, 8-14 THE BROADWAY
HAYWARDS HEATH, WEST SUSSEX, RH16 3AH
TELEPHONE: +44 (0) 1444 447300 FAX: +44 (0) 1444 454105
www.britishparking.co.uk info@britishparking.co.uk

DOC/2019/0080



NORTH WARWICKSHIRE
BOROUGH COUNCIL

RECEIVED

06/08/2019

**PLANNING & DEVELOPMENT
DIVISION**

Welcome Break Corley - HVG Park

Welcome Break,
2 Vantage Court,
Tickford Street,
Newport Pagnell
MK16 9EZ

05 August 2019

Dear Glen,

Park Mark award - Corley HGV Park

Please be advised following my site visit with fellow colleague Chas Cannon (Area Manager BPA), when we viewed where the site is planned to be built and went through the site plan / planning application, we have studied your Management Plan for this area and how it is planned to be run when the site is operational.

Mark English the Police Assessor couldn't attend on the day of our visit but he has since looked at the site, the site plan and Management Plan and has given his approval.

Park Mark is only issued to a site on completion or one that is already built. I can confirm that following both our visit and Mark's, if everything that is in the Construction / Management Plan is implemented as shown, we would expect to be able to issue the award prior to the site opening with just a visual inspection of the Lorry Park.

I hope the above will be enough for you to get planning approval and look forward to visiting the site for inspection / sign off in the near future.

If you require anything further from me, please call / email.

Kind Regards



Matthew Robinson