



Planning Committee Report

Application Number: WNS/2022/1517/MAF

Location: Proposed Karting Circuit, Silverstone Circuit, Dadford Road, Silverstone, NN12 8TN

Development: The provision of a karting facility including: a two storey building to provide briefing areas, race control, support and spectator facilities; single storey scrutineering building; new karting track; technical and paddock area of hard standing; fencing; car park; earthworks; and site for temporary events stage.

Applicant: BRDC / Silverstone Circuits Ltd

Agent: Cube Design

Case Officer: Rebecca E Smith

Ward: Silverstone

Reason for Referral: Major Development

Committee Date: 6 July 2023

EXECUTIVE SUMMARY OF PROPOSALS AND RECOMMENDATION

RECOMMENDATION: THAT THE ASSISTANT DIRECTOR FOR PLANNING AND DEVELOPMENT BE GIVEN DELEGATED POWERS TO GRANT PERMISSION FOR THE DEVELOPMENT SUBJECT TO CONDITIONS

Proposal

The provision of a karting facility including: a two storey building to provide briefing areas, race control, support and spectator facilities; single storey scrutineering building; new karting track; technical and paddock area of hard standing; fencing; car park; earthworks; and site for temporary events stage.

Consultations

The following consultees have raised **no objections** to the application:

- Whittlebury Parish Council, Buckinghamshire Council, Planning Policy, National Highways, Local Highways Authority, Lead Local Flood Authority, Ecology, Archaeology, Crime Prevention Design Adviser, Northamptonshire Police and Fire (Infrastructure), Licencing, Developer Contributions, Anglian Water

The following consultees are **in support** of the application:

- Economic Development

The following consultees have raised **comments** on the application:

- Environmental Protection

No third party letters have been received.

Conclusion

The application has been assessed against the relevant policies in the NPPF, the adopted Local Plan and other relevant guidance as listed in detail at Section 8 of the report.

The key issues arising from the application details are:

- Principle of Development
- Design and Impact on Character of Area
- Environmental Impacts
- Drainage Impact
- Highway Safety
- Ecology impacts
- Mineral Safeguarding Area

The report looks into the key planning issues in detail, and Officers conclude that the proposal is acceptable subject to conditions.

Members are advised that the above is a summary of the proposals and key issues contained in the main report below which provides full details of all consultation responses, planning policies, the Officer's assessment and recommendations, and Members are advised that this summary should be read in conjunction with the detailed report.

MAIN REPORT

1 APPLICATION SITE AND LOCALITY

- 1.1 Silverstone Circuit is located to the south of Silverstone village and is set in an area predominantly rural in character. The nearest settlement is Silverstone village, with the smaller settlements of Whittlebury and Dadford approximately 3km to the northeast and 4km to the south respectively. The A43 provides good access to the larger towns of Towcester and Brackley, and beyond.
- 1.2 The Circuit and the surrounding commercial area ('Silverstone Park') are located partly in Northamptonshire and partly in Buckinghamshire. The northern part within Northamptonshire comes under the jurisdiction of this Council, the southern part, within Buckinghamshire, comes under the jurisdiction of Buckinghamshire Council. The majority of the site associated with this application is located within West Northamptonshire Council (South Area) however a small section close to the Silverstone Interactive Museum falls within Buckinghamshire. Officers from West Northamptonshire Council have been working in partnership with Buckinghamshire Council to progress this application. Buckinghamshire Council have a duplicate application (ref: 22/03079/APP).
- 1.3 The application site is located in the centre of Silverstone Circuit. It is approached from the main entrance, via the security gate and accessed by continuing over the bridge. The site is bound by the Wellington Straight, Brooklands and Luffield corners of the motor racing circuit to the north/northeast, and Luffield Abbey Farm complex to the south. The Silverstone Interactive Museum is located to the west. The site is covered in hardstanding and grass and is utilised during events for the Formula 1 Fan Zone,

Classics Fan Zone and other temporary structures; it houses the old historic track, which will be reutilised as part of the karting facilities, the stage location and an existing technical and paddock area.

2 CONSTRAINTS

- Archaeological Assets
 - Silverstone Airfield (WWII), Monument ID: MNN17558
 - Luffield Priory (Benedictine), Monument ID: MNN11530
- Area within both High, Medium and Low Risk of Surface Water Flooding
- Aerodrome Consults, Height Consultation: 15m Obstacles
- Local Wildlife sites 2km buffer:
 - Cheese Copse Site ID S374 SP683427
 - Foxhole Copse Site ID S334 SP681434
 - Hazelborough Woods Site ID S530 SP655428
 - Wild Wood Site ID S304 SP673430
- MSA - Mineral Safeguarding Area
- CIL Charging Zone - Retail
- Silverstone Designated Neighbourhood Area - Designated 12/04/17

3 DESCRIPTION OF PROPOSED DEVELOPMENT

- 3.1 The application seeks permission for the provision of a karting facility with a length of 1404 metres FIA rated track, which can be subdivided and split into three / four circuits. A two storey building will provide briefing areas, race control, support and spectator facilities at the entrance to the site. A single storey building will provide the scrutineering area and this sits adjacent to the technical and paddock area of hard standing. Associated fencing, earthworks and car parking are also provided.
- 3.2 In addition to the karting track the application also seeks permission for the siting of the temporary events stage. This would be located on the eastern part of the circuit on major event days only.

4 RELEVANT PLANNING HISTORY

- 4.1 The following planning history is considered relevant to the current proposal:

Application Ref.	Proposal	Decision
S/2011/1051/MAO	Outline application for mixed use development comprising offices, workshops and distribution facilities (Use Class B1, B2 & B8), education campus including on site student accommodation (D1 & C2), three hotels (C1), ancillary spectator facilities, including welcome centre and museum of motorsport (D2) and non-retail promotional automotive display space (sui generis), leisure and event spaces including outdoor activity areas and permanent outdoor stage (D2), reconfiguration of existing and provision of additional, temporary and permanent grandstands (sui generis), areas of hard surfacing for the temporary siting of hospitality units during scheduled major events, revised parking and access arrangements including a new access off the A43 and/or	Approved

	improvements to the existing A43/Dadford Road junction, supporting infrastructure, demolition of existing structures, associated landscape works in accordance with the approved development brief Silverstone Circuit Master Plan (Feb 2009).	
S/2017/1444/EIA	Outline application for mixed use development comprising education including on site student accommodation (Use class D1 and C2), one hotel and short stay accommodation (C1), brand centre facilities supporting motorsport activities (sui generis), sports and leisure/adrenaline facility and family entertainment centre (D2), other motorsport related activity (sui generis). Parking and access arrangement, infrastructure including highways and utilities improvements. Associated landscaping and other ancillary works. (Application accompanied by an Environmental Statement)	Approved
S/2019/0530/NMA	Non material amendment to S/2017/1444/EIA (Outline application for mixed use development comprising education including on site student accommodation (Use class D1 and C2), one hotel and short stay accommodation (C1), brand centre facilities supporting motorsport activities (sui generis), sports and leisure/adrenaline facility and family entertainment centre (D2), other motorsport related activity (sui generis). Parking and access arrangement, infrastructure including highways and utilities improvements. Associated landscaping and other ancillary works. (Application accompanied by an Environmental Statement) Increase the floor space attached to the short stay accommodation (Zone E, plot 15) from 9018sqm to 10575sqm.	Approved

5 RELEVANT PLANNING POLICY AND GUIDANCE

Statutory Duty

- 5.1 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

Development Plan

- 5.2 The Development Plan comprises the West Northamptonshire Joint Core Strategy Local Plan (Part 1) which was formally adopted by the Joint Strategic Planning Committee on 15th December 2014 and which provides the strategic planning policy framework for the District to 2029, the adopted South Northamptonshire Local Plan (Part 2) and adopted Neighbourhood Plans. The relevant planning policies of the statutory Development Plan are set out below:

West Northamptonshire Joint Core Strategy Local Plan (Part 1) (LPP1)

5.3 The relevant policies of the LPP1 are:

- SA – Presumption in Favour of Sustainable Development
- S10 – Sustainable Development Principles
- E5 – Silverstone Circuit
- BN2 – Biodiversity
- BN7 – Flood Risk
- BN9 - Planning for Pollution Control

South Northamptonshire Local Plan (Part 2) (LPP2)

5.4 The relevant policies of the LPP2 are:

- SS2 – General Development and Design Principles
- EMP2 – Existing Commercial Sites
- EMP4 – The Visitor Economy
- NE3 – Green Infrastructure Corridors
- NE4 – Trees, Woodlands and Hedgerows
- NE5 – Biodiversity and Geodiversity
- NE6 – Sites of Special Scientific Interest and Protected Species

Material Considerations

5.5 Below is a list of the relevant Material Planning Considerations

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- Supplementary Planning Guidance
- Silverstone Circuit Development Brief
- Silverstone Village Design Statement

6 RESPONSE TO CONSULTATION

6.1 Below is a summary of the consultation responses received at the time of writing this report. Responses are available to view in full on the Council’s website.

Consultee Name	Position	Comment
Whittlebury Parish Council	Comment	No objection but request confirmation that a Noise Management Policy will be in place to which the Council will have access.
Silverstone Parish Council	No response received	
Buckinghamshire Council	No objection	
Planning Policy	Comment	<ul style="list-style-type: none"> • Majority of the site is within WNC but a portion is within Buckinghamshire. • Policy E5 of the WNJCS supports the future expansion of employment, tourism, education and leisure development at Silverstone Circuit and is consistent with the Silverstone Circuit Development Brief (February

		<p>2009).</p> <ul style="list-style-type: none"> • Policy EMP2 of the SNP2LP is relevant. • Outline application S/2017/1444/EIA has been approved for mixed use development, some reserved matters have been approved and work has commenced on site. • Although of a larger scale than previously envisaged, the karting circuit is in line with the types of uses put forward for Zone A within the outline application. • Will add to the motorsport offer at the site, and the attraction of the circuit as a venue for recreation and leisure with a motorsport focus, in line with the aspirations of Policy E5 of the WNJCS. • It is an intensification within the curtilage of the site as identified in Policy EMP2 of the SNP2LP. • The Planning Policy Team does not object to the principle of development, subject to the requirements of previous consents on the land remaining achievable, compliance with other policies in the plan, and other development management considerations being considered acceptable.
National Highways	No objection	<p>Transport Statement - Chapter 4 indicates that the proposed development could generate an additional 7 vehicle trips during the PM peak period (17:00-18:00). The proposed operational hours for the karting facility do not commence until 10am therefore, it is unlikely that any vehicle trips will be generated during the AM peak period (08:00-09:00). National Highways is satisfied that the development proposals will not have a severe impact on the operation or capacity of the SRN. Therefore, National Highways has no objections to the current planning application.</p>
Local Highways Authority	No objections	<p>Transport Statement - no highway issues to raise; the trip rates during the pm peak times appear to be reasonable; trip rates are not applicable for the am peak as the karting facility is not open until 10am on weekdays. Parking is sufficient and sustainable travel initiatives will be</p>

		delivered by Silverstone as part of the wider strategy to support Silverstone Masterplan.
Environmental Protection (WNC)	Comment	<p>Raises concerns re Noise and Air Quality mitigation in the Silverstone Estate.</p> <p>Requests conditions for:</p> <ul style="list-style-type: none"> • Construction Management Plan • Kitchen Extractor • Unexpected Contamination
Lead Local Flood Authority (WNC)	Comment	<p>Initially advised that there was insufficient information available to comment on the acceptability of the proposed surface water drainage scheme for the proposed development.</p> <p>The applicant then provided further information to address the initial comments. No formal response received on the additional information provided.</p>
Lead Local Flood Authority (BC)	No objection	<p>Buckinghamshire Council as the Lead Local Flood Authority (LLFA) has reviewed the additional information provided in the following documents:</p> <ul style="list-style-type: none"> • Flood Risk Assessment and Drainage Strategy (11617-MNW-XX-XX-RP-S-0501-S2-P2, 28 October 2022, Mann Williams) • Email Correspondence with Technical Associate (05 May 2023, Mann Williams) <p>The LLFA has no objection to the proposed development subject to their suggested planning condition for a surface water drainage scheme for the site.</p>
Ecology	Comments	<p>Ecology Report by Middlemarch dated June 2022 and Biodiversity metric assessment & biodiversity metric 3.1 by Middlemarch dated October 2022 are fit for purpose, and follow best practice and industry guidance.</p> <p>Lighting options have been provided based on a number of potential arrangements with differing lux levels and light spill, the lux levels are particularly high in comparison to those recommended with the BCT/ILP 08/18 Guidance Note. Therefore as recommended in the submitted ecology report a sensitive lightening strategy should be followed on the final lighting design which should be</p>

		<p>condition as part of the Landscape and Ecological Management Plan (LEMP).</p> <p>Requests conditions for:</p> <ul style="list-style-type: none"> • Carry out in accordance with Ecology Report. • Submission of a Landscape and Ecological Management Plan (including lighting plan/strategy). • Planting of native species.
Archaeology	Comment	Requests a condition for a programme of archaeological work as per NPPF paragraph 205. Standard wording provided.
Crime Prevention Design Advisor (CPDA)	Comment	<p>Silverstone Circuit is the primary nationally recognised 'crowded place' in the county and is therefore an attractive terrorist target. It is incumbent upon Northamptonshire Police to ensure that any development within the Silverstone site and specifically within the circuit which is subject to high footfall incorporates the necessary counter terrorism security measures.</p> <p>Confirm that the CPDA and Counter Terrorism Security Adviser are happy with the proposed condition wording.</p>
Northamptonshire Police and Fire (Infrastructure)	No comments	Role is to comment on planning matters which impact on resources and response times relating to Police and Fire Emergency Services and seek developer contributions where appropriate. Having viewed the plans I have no comments to make in respect of this proposal.
Economic Development	Support	<p>Support this proposal based on the following:</p> <ul style="list-style-type: none"> • Allows for business growth/diversification • Supports the Visitor Economy • Will benefit the local community and economy
Licensing	Comment	With the information provided there are no licensing implications other than if a new licence is required for the sale of alcohol or late night refreshment for example or if a transfer is required on an existing premises licence.
Developer Contributions	Comment	Provides an 'Informative' to help boost fibre broadband connectivity to new developments.
Anglian Water	Comment	<ul style="list-style-type: none"> • Silverstone Water Recycling Centre currently does not have capacity to

		<p>treat the flows the development site, however Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.</p> <ul style="list-style-type: none"> • The sewerage system at present has available capacity on the used water network. • The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option.
Building Control	No response received	
Wildlife Trust	No response received	

7 RESPONSE TO PUBLICITY

7.1 No third party or neighbour responses.

8 APPRAISAL

Principle of Development

8.1 Silverstone Circuit and the surrounding commercial area ('Silverstone Park') are located partly in Northamptonshire and partly in Buckinghamshire. The administrative boundary runs on an east-west axis to the north of the main entrance to Silverstone Circuit (through the former Visitor Centre) and just clips the western tip of the application site. Buckinghamshire Council have a duplicate application and officers from both Councils have been liaising on this application.

Policy Context

8.2 The majority of the site is located within West Northamptonshire Council (South Area) where the West Northants Joint Core Strategy Local Plan (Part 1) (LPP1) and South Area Local Plan Part 2 (LPP2) apply.

8.3 Policy SA of the LPP1 takes a positive approach that reflects the presumption in favour of sustainable development and that which improves the economic, social and environmental conditions in the area, provided that it complies with the policies within the development plan.

8.4 Policy S10 of the LLP1 sets out the sustainable development principles including *d) minimise resource demand and the generation of waste and maximise opportunities for reuse and recycling; h) maximise water efficiency and promote sustainable drainage; i) protect, conserve and enhance the natural and built environment and heritage assets and their settings; and j) promote the creation of green infrastructure networks, enhance biodiversity and reduce the fragmentation of habitats.*

- 8.5 Policy E5 of the LPP1 supports the future expansion of employment, tourism, education and leisure development at Silverstone Circuit as follows: *'To support the circuit as an international venue for motorsport further employment, tourism, education and leisure development at Silverstone circuit will make provision for:*
- A. 40 ha advanced technology park comprising B1/ B2 and B8 uses;*
 - B. 25 ha of additional B1 - B8 employment (entirely in Aylesbury vale district);*
 - C. 8 ha of tourism uses comprising up to 3 hotels; (2 hotels in Aylesbury vale district);*
 - D. 35 ha leisure/ conferencing/ exhibition/ sports space comprising D1/ D2/ A3/ A1/ B1 and sui generis uses (10 ha in Aylesbury vale district);*
 - E. 14 ha education campus (entirely in Aylesbury vale district); and*
 - F. a 600 place Silverstone university technical college (within South Northamptonshire district)*

All proposals will need to demonstrate functional links to the towns of Towcester and Brackley in particular by strengthening sustainable transport links between the Circuit and the towns.

Proposals must be in accordance with the approved development brief for Silverstone circuit (January 2009) and will include the following studies: 1) landscape and visual assessment 2) drainage and flood studies 3) transport studies 4) ecological surveys 5) archaeological and historic assessment'.

- 8.6 The supporting text to Policy E5 describes *'The primary aim of the planned expansion of activities at the Circuit is to build on the regular events that currently take place on an annual and regular basis including the F1 Grand Prix, to maximise its wider economic role, local expenditure and its local and national significance'* (8.21). With one of the fundamental objectives for Silverstone Circuit being *'Providing an attractive venue for leisure and hotel activities to create sustainable development in both construction and operation;'* (8.27) Policy E5 provides a framework for the development of Silverstone Circuit and is consistent with the Silverstone Circuit Development Brief (February 2009).
- 8.7 Policy SS2 of the LPP2 states that planning permission will be granted where the proposed development complies with the listed criteria. This includes: *c) is designed to provide an accessible, safe and inclusive environment which maximises opportunities to increase personal safety and security through preventative or mitigation measures; d) incorporates suitable landscape treatment as an integral part of the planning of the development; and m) will not adversely affect built heritage and sites of nature conservation value or sites of geological, geomorphological or archaeological importance; and p) shows a detailed consideration of ecological impacts, wildlife mitigation and the creation, restoration and enhancement of wildlife corridors to preserve and enhance biodiversity.*
- 8.8 Policy EMP2 of the LPP2 states that *'3. On existing employment, retail or commercial sites, employment generating development including intensification will normally be permitted within the existing curtilage or through appropriate extensions subject to compliance with other policies in the plan and other material considerations.'*
- 8.9 Policy EMP4 relates to the visitor economy and states that *'2. Proposals outside of the settlement confines, within the open countryside will be acceptable where: a. The proposed location is essential to the business, and; b. It does not adversely affect the vitality and viability of nearby settlements; and c. It complements existing tourism service and facility provision in neighbouring settlements and the surrounding area.'*

Appraisal

- 8.10 In 2017 Silverstone Circuit submitted an outline application to South Northants Council and Aylesbury Vale District Council (SNC Ref S/2017/1444/EIA) for mixed use development comprising education including on site student accommodation (Use class D1 and C2), one hotel and short stay accommodation (C1), brand centre facilities supporting motorsport activities (sui generis), sports and leisure/adrenaline facility and family entertainment centre (D1), other motorsport related activity (sui generis). Parking and access arrangement, infrastructure including highways and utilities improvements. Associated landscaping and other ancillary works. This application was approved and reserved matters have been submitted for both the Hotel and short stay accommodation, with work commenced on site.
- 8.11 The area of land subject to this application covers a larger developable area than the development sites shown within Zone A (Family Entertainment Centre, Leisure, Events and Hospitality) on the outline approval and encompasses Plots 11 (Family Entertainment Centre), 12 (Arena Music Stage) and 13 (Brand Centres). Plot 11 of the outline application was described as providing *'an area for family use, including external go-kart facility for children aged 7 – 14, and is linked to the usage of The Silverstone Heritage Experience. This would provide a covered space with a small amount of internal accommodation and external use including small karting track, activity zone, training and play area'*. Plot 12 was described as including *'a small building area and structure, which will provide the stage and allow the natural profiles and mounds of the ground to provide for the arena..... incorporating an arena for open air events, concerts, corporate launches, banqueting, shows and other uses complementary to the leisure industry will provide a further facility that will help support the year round use of the site..'*. Plot 13 was for two brand centres *'which provide for motorsport activity associated to specialist brand, will be approximately 2000 sqm each over two storeys with possible spectator areas at the upper level. It will allow for workshops, hospitality, sports, display and prepping / research and development into the car activity'*.
- 8.12 Although of a larger scale than previously envisaged, the karting circuit is in line with the types of uses put forward for Zone A within the outline application. It will add to the motorsport offer at the site, and the attraction of the circuit as a venue for recreation and leisure with a motorsport focus. The arena music stage continues to form part of the proposals within the application in compliance with the outline consent. The element of the proposals which extend over part of plot 13 are for drainage and resurfacing works to the existing hardstanding/car parking area and would not prejudice the erection of Brand Centres in this location in the future. The proposed development remains in line with the aspirations of Policy E5 of the LPP1 being a tourism and leisure use which is complementary to the use of the circuit for motorsport.
- 8.13 In terms of quantum the outline application for Silverstone Circuit approved 79,000 sqm of D1/ D2/ A3/ A1 and sui generis uses, with MEPC providing a further 80,000sqm of D1/ B1 and sui generis uses, thus giving a total approved development so far of 159,000sqm. The proposal seeks to add approximately a further 85,000sqm of development at the circuit which is predominantly karting track/surfacing rather than built structures, thereby providing a total of 244,000sqm for leisure/ conferencing/ exhibition/ sports space comprising D1/ D2/ A3/ A1/ B1 and sui generis uses, which is within the 25 hectares allocated to the South Northants area of the Circuit within Policy E5 (D).

- 8.14 The proposed location (within Silverstone Circuit) is considered to be essential to the business and sustainable as it will form part of the wider tourist/leisure activities at Silverstone Circuit. It is anticipated that linked trips with other facilities/attractions at the circuit will occur, such as the Silverstone Interactive Museum, and this development is likely to further support the public transport provision sought through the outline application.
- 8.15 Silverstone Circuit is the primary nationally recognised 'crowded place' in the county and is therefore an attractive terrorist target. Meetings have been held with both the Crime Prevention Design Adviser (CPDA) and Counter Terrorism Security Adviser (CTSA) to assess the implications of the 'site for temporary events stage' included within this application. Details of a condition have been worked up with the CPDA and CTSA along with Silverstone Circuit to ensure that the necessary security measures are put in place prior to the events stage being used. It is with this condition in place that the proposed development is considered to be acceptable in line with policy SS2 (c) of the LPP2.
- 8.16 In conclusion the principle of development is considered to be acceptable in line with Policy E5 of the LPP1 and Policies SS2, EMP2, and EMP4 of the LPP2 as discussed further in the sections below.

Design and Impact on Character of Area

Policy Context

- 8.17 Policy SS2 of the LPP2 requires development to (amongst others):
- b) use a design-led approach to demonstrate compatibility and integration with its surroundings and the distinctive local character of the area in terms of type, scale, massing, siting, form, design, materials and details; and*
 - d) incorporate suitable landscape treatment as an integral part of the planning of the development.*
- 8.18 Chapter 12 of the NPPF reflects Government's requirements for achieving well-designed places with significant emphasis on good quality design. Paragraph 126 relates to the importance of good design and the fact that *'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'*.
- 8.19 Chapter 15 of the NPPF concerns the conservation and enhancement of the natural environment, paragraph 174 concerns all developments and explains that decisions should recognise the intrinsic character and beauty of the countryside and seeks the protection and enhancement of landscapes/countryside.

Appraisal

- 8.20 The application site is located within the payline of Silverstone Circuit. It is accessed via the main entrance, passing through the security gate and continuing over the bridge. The site is bound by the Wellington Straight, Brooklands and Luffield corners of Silverstone motor racing circuit to the north/northeast, and Luffield Abbey Farm complex of buildings to the south. The Silverstone Interactive Museum is located to the west.

- 8.21 The application seeks permission for the provision of a karting facility. A large proportion of the site will accommodate the 1404m long FIA rated track, which can be subdivided and split into three / four circuits. In terms of built development a two storey building will provide briefing areas, race control, support and spectator facilities at the entrance to the site. This building sits opposite the Silverstone Heritage Museum and has been designed to reflect its utilitarian character and appearance with interest added in the design of the balcony, glazed panel and variation in materials. A simple single storey building will provide the scrutineering area and this sits adjacent to the technical and paddock area of hard standing.
- 8.22 In wider views the development will be seen in conjunction with the existing buildings within the Silverstone Circuit site. The design and appearance of the buildings are considered to be appropriate in their context, reflective of their surroundings, and fit for purpose. The associated fencing and hardstanding/car parking areas are also in keeping.
- 8.23 The proposed hardstanding, in its totality, will be 13,378 sqm, which is a reduction in the overall existing hardstanding in the area. There is a man-made raised element towards the Wellington Straight, which is currently utilised for the temporary events stage. It is proposed to distribute this material around the karting circuit to form new grassed mounds providing enhancement to the debris fence location along the main motorsport racing circuit and the Heritage Walk (associated with Silverstone Interactive Museum), and also providing a viewing area for the track. The redistribution of this material within the site removes the need for it to be taken off site thereby reducing waste and improving the sustainability of the proposals.
- 8.24 Although there is already a reduction in hardstanding on the site, the application presents an opportunity to increase landscaping and tree planting over and above that currently proposed. Notwithstanding the submitted plans a condition will be included to request a full landscaping scheme for this development.
- 8.25 In addition to the karting track the application also seeks permission for the new siting of the temporary events stage. This would be located on the eastern part of the kart circuit on major event days only and replaces the current temporary events area that utilises the man-made element near Wellington Straight. The temporary events stage itself would be located on the hardstanding for the race technical area with the public being located across the eastern part of the kart track. Temporary fencing is proposed to facilitate this. The siting of the temporary events stage in this area is considered appropriate and in line with the outline application which had it located in this area of the wider Silverstone circuit. The temporary nature of the events stage is such that no permanent structures are applied for and the stage would be erected on a temporary basis for the event in question (such as the British Grand Prix) and then removed as per the existing arrangements.
- 8.26 It is for the above reasons that the proposals are not considered to cause harm to the character or appearance of the area and are in compliance with policy SS2 of the LPP2 and guidance contained within the NPPF.

Environmental Impacts

Policy Context

- 8.27 Policy S10 of the LPP1 sets out a number of sustainable development principles and that development will (amongst others) minimise pollution from noise, air and run off. Policy BN9 deals with Planning for Pollution Control.

- 8.28 Policy SS2 of the LPP2 requires development: (f) to incorporate sensitive lighting schemes that respects the surrounding area and reduce harmful impacts on wildlife and neighbours; (g) result in adequate standards of living for future occupiers and will not unacceptably harm the amenity of occupiers and users of neighbouring properties and the area through noise, vibration, overshadowing or result in loss of privacy or loss of sunlight and daylight.
- 8.29 Paragraph 105 of the NPPF seeks significant development to be in locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes, thereby helping to reduce congestion and emissions, and improve air quality and public health. Paragraph 174 states that '*Planning policies and decisions should contribute to and enhance the natural and local environment by (amongst others): e) 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. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans.*'
- 8.30 Paragraph 185 of the NPPF seeks to ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should (amongst others):
- a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;
 - c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.
- 8.31 Paragraph 186 deals more specifically with air quality stating 'decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

Appraisal

- 8.32 The application seeks permission for a karting facility and the siting of a temporary events stage. The karting facility would operate for up to 360 days of the year from 10am to 9pm Monday to Friday and 9am to 9pm Saturday and Sunday. This is in line with the operation times of local karting circuits such as Whilton Mill Daventry (9am-10pm) and Daytona Milton Keynes (9am-10pm). The events stage would be erected on a temporary basis for major events (such as the British Grand Prix) and then removed as per the existing arrangements which utilise the 28 day temporary rule.
- 8.33 The proposed karting facility and events stage are located within the pay line of Silverstone Circuit which has an existing and long established use for motor racing. In terms of sensitive receptors the closest residential property is located approximately 590m away; with Silverstone village around 1km to the north, Whittlebury Park Hotel and Golf Club approximately 1km to the east, and Whittlebury village approximately

2km to the northeast. Non-ancillary businesses are located within units both on Silverstone Circuit's grounds and within the wider Silverstone Park Business Park.

- 8.34 The music arena has been accepted in principle under the outline application, albeit in a slightly different location within 'Zone A', and although of a larger scale than previously envisaged, the karting circuit is in line with the types of uses put forward for Zone A.

Lighting

- 8.35 The location of the site within Silverstone Circuit's payline is such that there are buildings and land between the receptors and the proposals. The lighting proposed is not considered to cause harm to the amenities of any residential properties however there are concerns raised by the Ecology Officer in terms of the impacts of the proposed lighting levels on bats. It is therefore considered reasonable and necessary to impose a condition on the application seeking further details in relation to lighting as discussed in the Ecology section of this report.

Noise

- 8.36 In relation to noise it is appreciated that the karting track is located within Silverstone Circuit which is an International motorsport venue. The application has been accompanied by an Acoustics Report dated June 2022 by Clarke Saunders Acoustics. This makes reference to the kart track previously approved under application S/2011/1051/MAO and states that *'Using the same noise propagation model as for the 2011 assessment, the change in noise emissions due to re-siting of the kart track approximately 500m further to the west has been shown to influence noise levels noticeably only within the Silverstone Estate, and indeed only significantly within and between the bounds of the main race circuits on site. Due to increased separation from the village of Whittlebury, and noise screening from the surrounding built form of the north-western part of the circuit complex, the revised location represents, if anything, a slight improvement in overall noise emissions'*.
- 8.37 The applicant has provided further information following Environmental Protection's concerns about noise levels within the Silverstone Estate. They confirm (summarised by officers) that traditionally noise sensitive receptors include those with a residential or educational function, specifically in the Silverstone Estate this comprises the Hilton Hotel, the Escapade site, Silverstone University Technical College and the Silverstone Museum. Other buildings comprising or containing elements of office accommodation would be thought of as slightly less sensitive. In this specific instance all of the above buildings, and the office accommodation in other buildings on site (such as at the Porsche Experience Centre), have been designed, built and are functioning within the dynamic motorsport dominated soundscape of Silverstone Circuit. The karting noise is only likely to be noticeable during lulls in, or interruptions to, that activity. Given that the karting noise will be at a lower level than this other activity it is not considered that any mitigation is required.
- 8.38 In terms of residential development outside of the circuit the closest residential property is located approximately 590m away, however this is now largely shielded from the circuit by the development taking place at Aston Martin. Silverstone village is around 1km to the north, Whittlebury Park Hotel and Golf Club approximately 1km to the east, and Whittlebury village approximately 2km to the northeast. As outlined above the noise from the karting is much lower than that currently produced by Silverstone Circuit's motorsport related activities. The distance from the residential properties, coupled with the location of the development within the circuit, are such that the

proposal is not considered to cause significant harm in this specific instance. No objections have been received from Environmental Protection in relation to residential dwellings. Whittlebury Parish Council have raised no objection but request confirmation that a Noise Management Policy will be in place to which the Council will have access. The Noise Management Strategy for Silverstone Circuit will continue to operate as required by the outline application.

- 8.39 The application does include the use of electric karts, and it is likely that 50% of the karts used in each session will be electric thereby reducing the noise emitted against the petrol karts. The ongoing work in the motorsport industry, of which Silverstone is an internationally recognised champion, towards vehicle noise level reduction and development of alternative fuel vehicles will further reduce the noise impact of motorsport in coming years.
- 8.40 The temporary events stage is to be used in conjunction with major events at the site as is currently the case. Music amplification systems installed on a temporary basis for live music events are subject to public entertainment licensing and are controlled via that mechanism with the local licensing authority. Community feedback to neighbouring villages on these events is via the Community Liaison Group as for motor racing events, providing an ongoing review mechanism for future public entertainment licences. Management and monitoring of music noise levels during concerts is contractually required of event promoters/organisers, within the overarching remit of Silverstone as the conceptual 'owner' of all noise emissions from the circuit. Effective control and monitoring processes have been developed through this mechanism, which include noise verification measurements in the community and level reductions after 23:00 hours. A condition is proposed limiting this use to 28 operational days per calendar year which will allow them similar usage to their present arrangement.

Air Quality

- 8.41 The application was accompanied by an Air Quality Assessment by Air Quality Consultants dated September 2022. Further information has been submitted following Environmental Protection's concerns regarding air quality mitigation.
- 8.42 The air quality assessment has demonstrated that concentrations within the Silverstone site will remain below the relevant air quality objectives. It acknowledges that the proposed development will generate emissions from traffic on the local road network, as well as from vehicles using the track itself, but the assessment has shown that there will be no significant effects at any existing offsite receptor. Overall the report concludes that the operational air quality effects of the proposed development are judged to be 'not significant'.
- 8.43 The development has been designed to minimise exposure with half of the karts being electric and therefore having no local exhaust emissions. The remainder will be modern petrol karts using current pollution-control technology (i.e. catalytic reduction for nitrogen oxides). In practice, the air quality consultants advise that *'it is expected that tailpipe emissions of particulate matter from the petrol karts will be minimal, with the majority of particulate matter emissions coming from brake, tyre, and track wear, wear and resuspension from the track. The most practical and effective way to minimise exposure to this is through regular track cleaning. Thus, to mitigate the impact of resuspension of particulate matter from the track, constant track cleaning will be provided. This is expected to reduce emissions and thus exposure to particulate matter'*.

- 8.44 In addition Chapter 5 of the Transport Statement (TS) prepared by Stantec details the Non-Car Transport Strategy involving Pedestrian / Cycling Accessibility, Public Transport, and lift share schemes as follows.
- 8.45 To encourage staff members and guests to walk / cycle to the Karting Centre – the following initiatives will be delivered by Silverstone as part of the wider strategy to support Silverstone Masterplan:
- the provision of on-site signage to direct pedestrians and cyclists to the key locations i.e. the Karting Centre, including visitor orientation boards with maps and colour coded areas.
 - the provision of a map of the Silverstone Masterplan Development showing walking and cycling routes on-site issued to all visitors at time of booking (either via email or printed on recycled paper with the tickets) showing journey times and distances;
 - the provision of covered, secure, lit and well-located cycle stands within the vicinity of the Karting Centre; and
 - the provision of shower and changing room facilities.
- 8.46 In the long-term, it is anticipated that Silverstone Circuit will benefit from a public transport service into the site. During the interim period, prior to the delivery of a new public transport service to Silverstone, staff will be encouraged to use existing public transport services within the vicinity of Silverstone Circuit through the following measures:
- offering discounted season tickets for staff using public transport to travel to work;
 - promoting the health and wellbeing, and cost benefits of using public transport;
 - providing up-to-date information both electronically and in staff-rooms on bus routes, including maps, timetables, and fare information.
- Bus services will also be advertised on the Karting Centre's website to encourage visitors to utilise public transport to access the site.
- 8.47 As recognised in Section 4 of the TS, car sharing offers great potential for achieving mode-shift away from single occupancy car journeys to Silverstone. MEPC as part of the Silverstone Park development is working with Liftshare on a specific carpooling scheme across Silverstone Park. Employees at the Karting centre and other surrounding facilities will continue to be encouraged to register with the Liftshare database to find staff to car share with on their journey to work. Car sharing for visitors will also be encouraged and promoted on the Karting Centre website, promotional information, and ticket sales.
- 8.48 The air quality consultants anticipate that the cost of these mitigation measures will be greatly in excess of the damage costs of £1,153 which were calculated in the air quality assessment with respect to vehicles accessing the proposed development. These measures within the TS will be secured by condition.

Conclusion

- 8.49 It is for the above reasons that the development, subject to safeguarding conditions, is not considered to cause significant harm to the amenities of residential properties outside of Silverstone Circuit or sensitive receptors within the circuit by way of light, noise or air pollution. The proposal is therefore in compliance with policies S10 and BN9 of the LPP1, Policy SS2 of the LPP2, and guidance contained within the NPPF.

Drainage Impact

Policy Context

- 8.50 Policy BN7 of the LPP1 and Policy SS2 of the LPP2 requires development to provide satisfactory surface water drainage and incorporate mitigation identified through an assessment of flood risk.
- 8.51 Paragraph 167 of the NPPF states that in determining planning applications, Local Planning Authorities should ensure that flood risk is not increased elsewhere. Applications of over 1Ha in Flood Zone 1 (i.e. major development) should be accompanied by a Flood Risk Assessment.

Assessment

- 8.52 A Flood Risk Assessment and Drainage Strategy (11617-MNW-XX-XX-RP-S-0501-S2-P2, dated 28 October 2022, by Mann Williams) and further Email Correspondence with Technical Associate (dated 05 May 2023, by Mann Williams) were submitted to address the original concerns raised by both Lead Local Flood Authorities (LLFA).
- 8.53 Buckinghamshire LLFA have assessed the submitted information and confirmed that they have no objections subject to a condition requiring surface water drainage scheme and maintenance schedule for the site. West Northamptonshire Council LLFA have been unable to respond to the amendments. Officers accept the assessment made by Buckinghamshire LLFA in this instance and consider that the drainage information submitted to date is acceptable. Anglian Water have confirmed that they are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission. The sewerage system at present has available capacity on the used water network.
- 8.54 It is therefore with the suggested safeguarding condition for a full detailed scheme of surface water drainage that the application complies with policy BN7 of the LPP1 and the guidance within the NPPF.

Highway Safety

Policy Context

- 8.55 Policy SS2 (j) of the LPP2 requires development to have a safe and suitable means of access for all people (including pedestrians, cyclists and those using vehicles).
- 8.56 Paragraph 111 of the NPPF explains that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Assessment

- 8.57 The application seeks permission for a karting facility and the siting of a temporary events stage. The karting facility would operate for 360 days of the year from 10am to 9pm Monday to Friday and 9am to 9pm Saturday and Sunday. The events stage would be used on a temporary basis in connection with major events at the site such as the British Grand Prix.
- 8.58 A Transport Statement (TS) prepared by Stantec has been submitted in support of the development proposals. Chapter 4 (Person and Vehicle Trip Generation) of the TS indicates that the proposed development could generate an additional 7 vehicle trips

during the PM peak period (17:00-18:00). The proposed operational hours for the karting facility do not commence until 10am on weekdays therefore, National Highways state that *'it is unlikely that any vehicle trips will be generated during the AM peak period (08:00-09:00). National Highways is satisfied that the development proposals will not have a severe impact on the operation or capacity of the Strategic Road Network'*. Therefore, National Highways has no objections to the current planning application.

- 8.59 The Local Highway Authority has also reviewed the Transport Statement and has no highway issues to raise stating that *the trip rates during the pm peak times appear to be reasonable; trip rates are not applicable for the am peak as the karting facility is not open until 10am on weekdays. Parking is sufficient and sustainable travel initiatives will be delivered by Silverstone as part of the wider strategy to support Silverstone Masterplan.*
- 8.60 There have been no objections to the application on highway safety grounds. The proposal is therefore considered to be acceptable and in compliance with policy SS2 (j) of the LPP2 and the NPPF.

Ecology Impact

Legislative context

- 8.61 The Conservation of Habitats and Species Regulations 2017 provide for the designation and protection of 'European sites' and 'European protected species' (EPS). Under the Regulations, competent authorities such as the Council have a general duty to have regard to the EC Habitats Directive and Wild Birds Directive.
- 8.62 In terms of EPS, the Regulations make it an offence (subject to exceptions) to deliberately capture, kill, disturb, or trade in the animals listed in the Regulations, or pick, collect, cut, uproot, destroy, or trade in the plants listed therein. However, these actions can be made lawful through the granting of licenses by the appropriate authorities by meeting the requirements of 3 strict legal derogation tests:
- a. Is the development needed to preserve public health or public safety or other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment?
 - b. That there is no satisfactory alternative.
 - c. That the action authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range.

Policy Context

- 8.63 Policy BN2 of the LPP2 states that development that will maintain and enhance existing designations and assets or deliver a net gain in biodiversity will be supported. Development that has the potential to harm sites of ecological importance will be subject to an ecological assessment and required to demonstrate: 1) the methods used to conserve biodiversity in its design and construction and operation 2) how habitat conservation, enhancement and creation can be achieved through linking habitats 3) how designated sites, protected species and priority habitats will be safeguarded. In cases where it can be shown that there is no reasonable alternative to development that is likely to prejudice the integrity of an existing wildlife site or protected habitat appropriate mitigation measures including compensation will be expected in proportion to the asset that will be lost. Where mitigation or compensation cannot be agreed with the relevant authority development will not be permitted.

- 8.64 Policy NE3 of the LPP2 seeks to conserve and wherever possible enhance green infrastructure. Policy NE4 seeks to protect and integrate existing trees and hedgerows wherever possible and requires new planting schemes to use native or similar species and varieties to maximise benefits to the local landscape and wildlife. Policy NE5 requires that proposals aim to conserve and enhance biodiversity and geodiversity in order to provide measurable net gains. Development proposals will not be permitted where they would result in significant harm to biodiversity or geodiversity, including protected species and sites of international, national and local significance, ancient woodland, and species and habitats of principal importance identified in the United Kingdom Post-2010 Biodiversity Framework.
- 8.65 Chapter 15 of the NPPF provides guidance on conserving and enhancing the natural environment. Paragraph 174 of the NPPF states that Planning policies and decisions should contribute to and enhance the natural and local environment by (amongst others): a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils; and d) minimising impacts on and providing net gains for biodiversity. Paragraph 180 states that planning authorities should refuse planning permission if significant harm to biodiversity cannot be avoided, adequately mitigated, or, as a last resort, compensated for and should support development whose primary objective is to conserve or enhance biodiversity. Opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.

Assessment

- 8.66 The development site consists mainly of hardstanding and mown grassed areas. It is not located within or adjacent to any statutory and non-statutory designated sites and it is therefore anticipated that these sites will not be impacted upon by the proposals.
- 8.67 An Ecology Report by Middlemarch dated June 2022 and Biodiversity metric assessment & biodiversity metric 3.1 by Middlemarch dated October 2022 have been submitted with the application. The WNC Ecology Officer has assessed these and confirms that the reports and plan are appropriate and fit for purpose, and follow best practice and industry guidance.
- 8.68 Within the ecology report the mixed onsite plantation woodland is to be retained, protected and avoided.
- 8.69 Known bat roosts are identified within the ecology report 60m to the southwest of the proposed development. With potential for impacts on the roosting locations, mitigation boxes, and associated commuting and foraging routes through additional temporary or permanent lighting. Therefore a recommendation regarding provision of a sensitive lighting strategy is identified in Section 7.3. Lighting options have been provided based on a number of potential arrangements with differing lux levels and light spill, the lux levels are particularly high in comparison to those recommended with the BCT/ILP 08/18 Guidance Note. Therefore as recommended in the submitted ecology report a sensitive lighting strategy should be followed on the final lighting design which should be condition as part of the Landscape and Ecological Management Plan (LEMP).
- 8.70 The Ecology Report identifies records of great crested newts within the area however, due to the existing habitats found onsite (mowed grassland and hardstanding) and the surrounding habitat (developed buildings and roads) that is it considered that there is no likelihood that they will be onsite and impacted by the proposed development.

- 8.71 To ensure net gain in biodiversity is achieved in line with NPPF compensation and enhancements are required. The biodiversity net gain evidence provided shows that the proposed development will result into an increase of 2.78 habitat units (20.91%). To achieve this the proposals are for the establishment of wildflower grassland on the peripheries of the karting development as part of the landscaping. To ensure this net gain is achieved and maintain in line with DEFRA guidance a landscape and ecological management plan (LEMP) should be conditioned to be submitted prior to commencement.
- 8.72 Officers are satisfied on the basis of the advice from the Council's Ecologist and the absence of any objection from Natural England and subject to conditions, that there will be a net increase in biodiversity at the site and the welfare of any EPS found to be present at the site and surrounding land will continue and be safeguarded notwithstanding the proposed development. The Council's statutory obligations in relation to protected species and habitats under the Conservation of Habitats & Species Regulations 2017, have been met and discharged. The proposal is in compliance with policy BN2 of the LPP1, policies NE3, NE4 and NE5 of the LPP2 and guidance contained within the NPPF.

Minerals Safeguarding Area

Policy Context

- 8.73 Policy 28 of the MWLP states that *'Development of a significant nature within Minerals Safeguarding Areas will have to demonstrate that the sterilisation of proven mineral resources of economic importance will not occur as a result of the development, and that the development would not pose a serious hindrance to future extraction in the vicinity. If this cannot be demonstrated, prior extraction will be sought where practicable. Development of a non-mineral related nature within the Mineral Safeguarding Areas which is incompatible with the safeguarding of minerals should not proceed unless:*
- *it can be clearly demonstrated to the satisfaction of the Mineral Planning Authority that the mineral concerned is no longer of any value, or potential Value, or that substantial (economically viable) deposits of a similar quality exist elsewhere in the county, or the mineral can be extracted, where practicable, prior to the development taking place, or*
 - *the incompatible development is of a temporary nature and can be completed with the site restored to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed, or*
 - *the development is of a minor nature which would not inhibit extraction of the mineral resource, or*
 - *there is an overriding need for the development'.*

Appraisal

- 8.74 It has been established through the Silverstone Development Brief and previous outline approvals on this site that there has been no interest in the site for mineral extraction and there is an overriding need for development on this site. The most recent outline application has been implemented and therefore development of this land will take place. The principle of the development is acceptable and compliant with the Development Plan, and as such Policy 28 of the MWLP is also complied with.

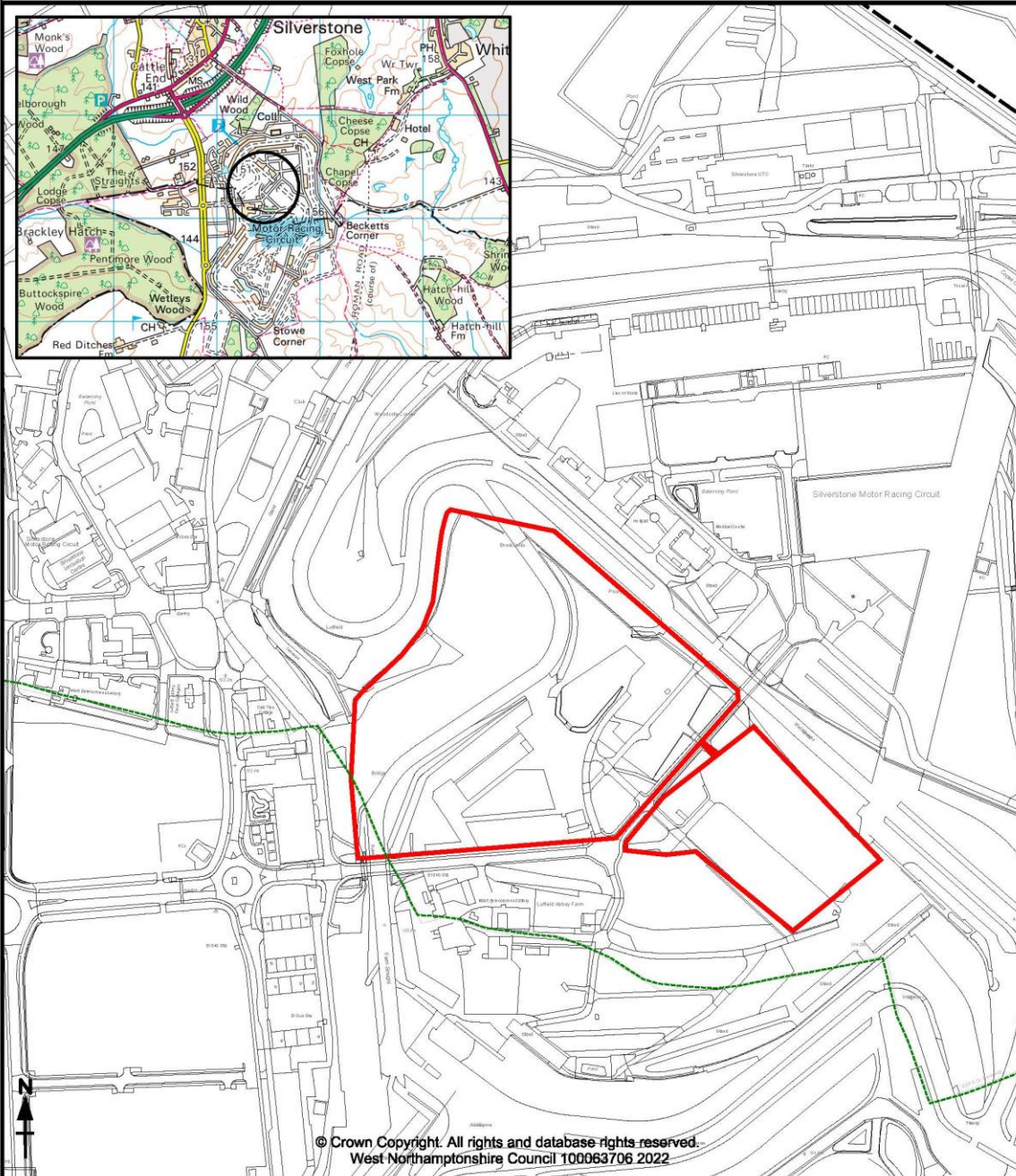
9 PLANNING BALANCE AND CONCLUSION

- 9.1 The proposed development remains in line with the aspirations of Policy E5 of the LPP1 being a tourism and leisure use which is complementary to the use of the circuit for motorsport, and sits within the quantum of development allowed under this policy.
The proposed location (within Silverstone Circuit) is essential to the business and sustainable as it will form part of the wider tourist/leisure activities at Silverstone Circuit and linked trips with other facilities/attractions at the circuit will support the public transport provision sought through the outline application. Adequate controls will be put in place by condition to address public safety at the temporary events stage.
- 9.2 The development is predominantly ground level works with a two storey and a single storey building being the only permanent structures. The development will be seen in conjunction with the existing buildings within the Silverstone Circuit site, and the design and appearance of the buildings are appropriate in their context, reflective of their surroundings, and fit for purpose. The proposal is not considered to cause harm to the character or appearance of the area.
- 9.3 The development, subject to safeguarding conditions, is not considered to cause significant harm to the amenities of residential properties outside of Silverstone Circuit or sensitive receptors within the circuit by way of light, noise or air pollution.
- 9.4 Drainage information submitted to date is sufficient to approve this application with a full detailed scheme of surface water drainage secured by condition, and there are no objections on highway safety grounds.
- 9.5 There will be a net increase in biodiversity at the site and the welfare of any European Protected Species found to be present at the site and surrounding land will continue and be safeguarded notwithstanding the proposed development.
- 9.6 In conclusion the development is considered to be acceptable in line with Policy S10, E5, BN2, BN7, BN9 of the LPP1 and Policies SS2, EMP2, EMP4, NE3, NE4 and NE5 of the LPP2 and guidance contained within the NPPF.
- 10. RECOMMENDATION – DELEGATE TO THE ASSISTANT DIRECTOR FOR PLANNING AND ECONOMY TO GRANT PERMISSION, SUBJECT TO:**
- THE CONDITIONS SET OUT IN THE WRITTEN UPDATES (AND ANY AMENDMENTS TO THOSE CONDITIONS AS DEEMED NECESSARY)**

The report explains matters which will be the subject of conditions. Nonetheless the final wording of conditions is currently being discussed and agreed with Buckinghamshire Council who has the partnership application and will be reported to committee in the written updates.

Application Number: WNS/2022/1517/MAF

Parish: Silverstone CP



Town/Village: Silverstone

Site Area: 10.9752 Ha

Grid Location: SP6741242288

Map Scale: 1:5000

 Site

 District Boundary