

Main Statement of Case Appendix 11

NOISE STATEMENT OF CASE BY SHARPS REDMORE

SHARPS REDMORE

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Statement of Case - Noise

Sandown Park Racecourse,
Portsmouth Road, Esher,
Surrey, KT10 9AJ

**Planning application
reference: 2019/0551**

Prepared by
Gary King MIOA

Date 24th March 2020
Project No 1818509

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1.0 Introduction

- 1.1 Sharps Redmore (SR) was instructed by the Jockey Club Racecourses Ltd (JCR) to consider the noise implications of the redevelopment of Sandown Park Racecourse, Portsmouth Road, Esher, Surrey, KT10 9AJ.
- 1.2 Hybrid planning permission (Application Reference: 2019/0551) was sought for redevelopment of the Sandown Park Racecourse including the following:
 - Outline application for development/redevelopment of sections of the site to replace/modify existing operational/associated facilities, and to provide up to 150 bedroom hotel (Use Class C1), family/community zone, residential development up to 318 units (Class C3), and to relocate existing day nursery (Use Class D1), all with car parking, access and related works following demolition of the existing buildings and hard standing (for access only); and
 - Full application for the widening of the southwest and east sections of the racecourse track including associated groundworks, re-positioning of fencing, alterations to existing internal access road from More Lane and new bell-mouth accesses serving the development.
- 1.3 The planning application was accompanied by a report prepared by SR (dated) 15th February 2019 (Reference 1818509) which was prepared following pre-application discussions with the Environmental Health Department at Elmbridge Borough Council. As agreed with the Environmental Health Officers the report considered the following:
 - Impact of existing noise levels on the proposed residential (Class C3) developments; and
 - Impact of proposed changes to the racecourse on the existing noise sensitive properties in the area.
- 1.4 The report was carried out in accordance with national guidelines and standards, including BS 4142:2014 Method for rating and assessing industrial and commercial sound (CD3.33), the World Health Organisation Guidelines for Community Noise (CD.3.34), BS 8233:2014 Guidance on sound insulation and noise reduction for buildings (CD3.15), and the professional practice guidance (ProPG) issued by the Institute of Acoustics (IOA) on planning and noise from residential developments (CD3.35).
- 1.5 A detailed noise survey was carried out at multiple locations over several days to determine existing baseline conditions. The survey included measurement locations of both existing and proposed residential properties and included measurements during periods during when horse racing was taking place and when the karting track at the centre of the racecourse was operating.

- 1.6 Having assessed the impact of noise from existing noise sources on the proposed residential developments and impact of the proposed changes to the racecourse on existing noise sensitive properties the following was concluded:
- I. The Sites 1 – 5 could be redeveloped for residential use (Class C3) and acceptable internal and external noise levels for future residents could be achieved in line with the advice in BS 8233:2014. The mitigation measures can be secured through a suitably worded planning condition;
 - II. The impact of the proposed improvements to the racecourse would have a negligible impact on both existing and new residential properties.
 - III. The proposed development accords with relevant national and local policy and guidance and is therefore acceptable in noise terms.
- 1.7 The application was considered by the Council's noise experts in the Environmental Services (Noise and Pollution) who raised no objections subject to conditions. A copy of response received from Sara Cobain, Senior Environmental Health Officer at Elmbridge Council is included in Appendix A to this Statement.
- 1.8 The decision of Elmbridge Borough Council on the application was to refuse outline and full planning permission. The grounds for refusal included five reasons, however none of these related to the impact of noise on or from the proposed development.
- 1.9 The purpose of this Statement is therefore to address the comments made in paragraphs 9.8.7.7 to 9.8.7.12 of the Officer's report and comments by third parties, including Daytona Sandown Park Limited in relation to the application. These are discussed in more detail in section 3.0 of this statement.

2.0 Comments made on Planning Officer's Committee Report

Policy aims and objectives

- 2.1 Section 2.0 of the SR report considered relevant noise policy and guidance including the National Planning Policy Framework (NPPF)(CD2.1) and Policy DM 5 'Pollution' of the Elmbridge Borough Council Development Management Plan (DMP)(CD1.3).
- 2.2 No additional policies were referred to in the officer's report however in relation to the comments made by Daytona Sandown Park Ltd reference is also made to the para 182 of the NPPF which in relation to the impact of noise on existing businesses states the following:

"Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established."

Consultations and Representations

- 2.3 The statutory consultations and representations are summarised in section 7.0 of the Officer's report. As advised in para. 2.6 Environmental Services (Noise and Pollution) made no objections to the application subject to conditions being imposed on the planning permission. In addition, representations were made by local residents in relation to noise and disturbance during the construction phase.
- 2.4 Additional representations were made to the Elmbridge Borough Council Planning Committee on 1st October 2019. These include objections regarding the negative impact on the amenities of neighbouring properties and a letter from Daytona Sandown Park Ltd which stated that no assessment of the likely impact of the go-kart track on the proposed residential properties has been carried out and conversely no assessment of the impact of the residential developments on the operation of the go-kart track.
- 2.5 The impact of noise from and on the proposed development was considered in section 9.8.3 of the Officer's report. The Officer's comments on each part of the application are summarised in the Table below along with the comments made in the noise assessment prepared by SR which accompanied the planning application.
- 2.6 The noise impact from the existing Daytona go-track was not specifically assessed as part of the assessment prepared by SR as it is understood that as part of the overall masterplan the go-kart track (Site C) would cease to exist and be replaced by a family zone development consisting of cycle track and children's play areas. In any event, as concluded by officers, should the existing go-kart business remain in operation, there are planning controls in place securing reasonable protection of residential amenities of future residents of the site. Without prejudice to the Appellant's case that Daytona has no right to remain on its current site (a matter dealt with by the appellant company witness) a further detailed assessment of the noise impact of the go-karting track on the future residents has been carried out assuming its continuation in operation in the event of proposed residential development being occupied and is considered in paras 2.10 to 2.14 below.

- 2.7 With regard to noise and disturbance during the construction phase this is considered in section 11 of the Officer's report and potential harm can be avoided or resolved by imposing planning conditions or through the use of specific Environmental Health Legislation including the Control of Pollution Act 1974.
- 2.8 Table 1 below contains a summary of the comments made in the planning officer's report and Sharps Redmore's comments.

TABLE 1: Summary of comments

Site Reference	Description	Planning Officer's Comments	SR's comments
Site 1	Residential Development (15 units)	Concluded that subject to detail design "it is possible to achieve high quality residential amenity standard for both, the existing neighbouring and future occupiers of the development" (para.9.8.3.4)	Low risk of noise causing impact to future residents (Table 8)
Site 2	Residential Development (49 apartments)	(Para.9.8.3.5) No specific noise comments	Low/Medium risk of noise however these can be addressed at detailed design stage, including internal layout, innovative façade and window designs. (Para. 4.10)
Site 3	Residential Development	Considered noise impact from existing go-kart track and the horse racing activity. In relation to the go-kart track it was concluded (para. 9.8.3.8) that subject to the proposed conditions " <i>future occupiers of Site 3 are not considered to be adversely affected by this use</i> " With regard to horse racing activity it was concluded (para. 9.8.3.9) " <i>it is likely that amenities of future residents would not be adversely affected by these activities. In addition, the noise related conditions ensuring the preservation of quality residential amenities have been suggested by the EHO</i> "	Low risk of noise causing impact to future residents (Table 8) Noise from existing horse racing activity can be controlled through the mitigation measures such as acoustic window systems (para. 4.16).
Site 4	Residential Development	Concluded that residential development would comply with the design principles to achieve high quality residential amenities	Low risk of noise causing impact to future residents (Table 8)
Site 5	Residential Development	Concluded that the " <i>detailed future design would have to follow the principles to achieve acceptable quality of amenities to both existing neighbouring as well as the future occupiers of the development.</i> " Impact of go-kart track considered and concluded (para. 9.8.3.12) " <i>Should the existing go-kart business remain in operation, there are planning controls in place securing reasonable protection of residential amenities if future residents of the site</i> "	Low/Medium risk of noise however these can be addressed at detailed design stage, including internal layout, innovative façade and window designs. (Para. 4.10)

Site Reference	Description	Planning Officer's Comments	SR's comments
Site A	Race Course Operational Facilities	Para 9.8.3.13 concluded <i>"Overall as indicated, the facilities would be concentrated in one area rather than spread out across a large space, which is likely to have a beneficial result on the amenities of the neighbouring residents in comparison with the existing situation."</i>	Impact from rationalisation of race course operational facilities will be negligible (para 5.1)
Site B	Proposed Hotel	Para 9.8.3.14 concluded <i>"Due to the setting, it is unlikely that the proposed development on Site B would result in any adverse loss of residential properties"</i>	Para. 5.4 to 5.8. Concluded that subject to conditions relating the mechanical services plant noise from hotel would not cause impact
Site C	Replacement of Go-Kart track with 'Family Zone Development'	Para 9.8.3.15 concluded <i>"The proposed family zone development would replace the existing go-karting establishment. As this would be similar use, the resulting impact on nearby residents is considered comparable"</i>	Para. 5.16 to 5.18 Noise from new play areas and cycle track will significantly reduce noise levels from this area. Noise from children in play area will be significantly below existing noise levels and will not cause impact to local residents
Sites D, E, E1, F	Rationalisation of car park and widening of track	Para 9.8.3.16 concluded <i>"Due to nature of the proposed works, it is not considered that the development on either of these sites would give rise to amenity concerns with regards to the existing or future residents in the vicinity"</i>	Noise from rationalisation of car park and widening changes to racetrack will have negligible impact
Overall Conclusions		Para 9.8.3.20 <i>"On the basis of the submitted illustrative plans, it is likely that the proposed development has the potential to address any concerns with regards to the amenities of the existing or the future occupiers of the development. As the proposals are in their majority in the outline form, detailed plans would be addressed at a later stage within their retrospective future application(s)"</i>	Section 6.0 Subject to conditions relating to detailed design <i>"the proposed development accords with relevant national and local policy and guidance and therefore is acceptable in noise terms."</i>

- 2.9 It is clear from the comments made in the Officer's report having considered comments made by the Environmental Health Officer, representations made by local residents and Daytona Sandown Park Ltd that, subject to imposing noise conditions on the planning permission, noise will not cause any unacceptable impact on the amenities of existing or future occupiers of the development and comply fully with planning policy. A copy of the suggested planning conditions in relation to noise are included in Appendix B to this report. This was consistent with conclusions made within the SR report which accompanied the planning application.

Impact of operation of Daytona Go-Karting

- 2.10 Representation was made by Daytona Sandown Park regarding the impact of placing noise sensitive development in close proximity to noise generating businesses. Reference was made to a specialist acoustic assessment carried out on behalf of Daytona which predicts levels on balconies of dwellings in Site 5 well in excess of the 50 dB $L_{Aeq,T}$ and concludes "*Noise characteristics of kart racing i.e. acoustic features/tones and transitory noise peaks may result in unacceptable noise levels within external amenity areas comparable with measured levels in excess of 55 dB $L_{Aeq,T}$.*" No copy of the noise assessment referred to by Daytona Sandown Park was/has provided.
- 2.11 It is clear from the comments received that the only concern is the noise impact on external areas, this is a matter which can be dealt with through the design of the development, including the use of screening around the external amenity areas or on the boundary of go-kart track itself.
- 2.12 The site has been subject to a number of planning permissions which restricts the use of the track between 0900 to 2100 Monday to Saturday and 1000 and 1800 on Sunday. Details of the planning permissions are included in Appendix C to this report. Planning permission (Reference 2010/2743) was granted in January 2011 to allow the use of (noisier) 2 stroke water cooled karts; this application was granted subject to two planning conditions as shown below:

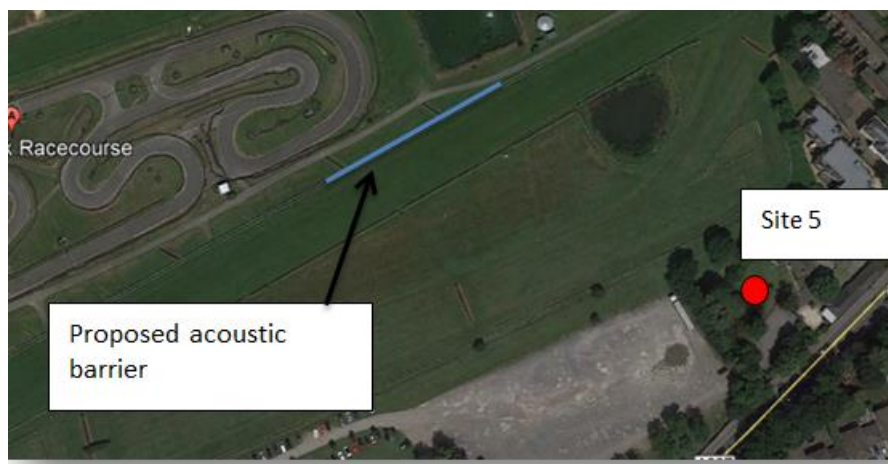
Condition 1: At any time when the track is being used by go-karts or any other mechanically powered vehicle, the recalculated five minute L_{Aeq} at the approved measurement locations, as a result of noise generated by the track, shall not exceed a level of 50 dB(A)(fast response). The recalculated L_{Aeq} shall be calculated from measured noise levels made at the locations approved under, and in accordance, with the written noise assessment scheme approved under Condition 2 of this planning permission.

Condition 2: Before the operation hereby approved is implemented the applicant shall submit in writing a scheme of noise assessment for prior approval of the Borough Council, which shall include:

- 1. Designated locations where noise levels shall be measured, which shall be at positions where other environmental noise will not significantly affect those measured levels.*
- 2. A designated method of calculating levels of noise generated from the use of the track which will show the permitted level of noise from use of the track does not exceed that permitted at condition 1.*

- 2.13 A scheme of noise assessment was submitted to comply with Condition 2 by Daytona Sandown Park. This assessment was approved by Elmbridge Borough Council (Planning Reference 2011/0219). A copy of the scheme of noise assessment submitted is shown in Appendix C.
- 2.14 It is clear from the comments received that the only concern is the noise impact on external areas. Unlike the existing residential properties any proposed residential apartments would be designed to mitigate against noise from all sources including activity at the go-kart track, if necessary. These measures could be included in any detailed design and could be subject to approval by the Council. If noise from the go-kart track was considered to be a problem (contrary to the Appellants' and officers' stated positions) mitigation measures that could be incorporated into the design of the apartments including using acoustic screening around either the residential amenity areas or as shown in Figure 1 below along the boundary of the go-kart track and racecourse.

FIGURE 1: Suggested Location of Acoustic Barrier



- 2.15 A without prejudice assessment of the noise impact of activity at Daytona Sandown Park has been carried out based on the current planning restrictions on the operation of the go-kart track. Noise levels at Sites 1 – 4 will be below the existing noise limits. If the noise level were to be 50 dB at the measuring point in the condition, the theoretical noise level at the nearest boundary of Site 5 to the go-kart track would be 51 dB. The noise level at all other proposed sites would be below 50 dB. An increase of 1 dB is imperceptible to the human ear.
- 2.16 Even though not considered necessary, if a different conclusion were to be reached then based on the mitigation measures that are available, the impact of noise from activity at Daytona Sandown Park can be reduced to prevent any adverse impact on future residents or causing unreasonable restrictions on the use of the Daytona Sandown Park should they continue to operate within the existing planning restrictions.

3.0 Summary and Conclusions

- 3.1 Following refusal of the planning application for masterplan redevelopment of Sandown Race Course by Elmbridge Borough Council a review of the comments made by the Planning Officer, the Council's noise experts in the Environmental Services department and representations made by local residents and Daytona Sandown Park has been carried out.
- 3.2 Neither the impact on noise on the development nor impact of noise from the development was reason for refusal nor matter of concern to the Council. Elmbridge Borough Council were fully aware of the objections raised by Daytona and satisfied that all noise issues could be dealt with by planning conditions. These conditions are similar to those suggested by Sharps Redmore in their original noise assessment which accompanied the planning application.
- 3.3 A without prejudice assessment of the noise impact of activity at Daytona Sandown Park has been carried out based on the current planning restrictions on the operation of the go-kart track. Noise levels at Sites 1 – 4 will be below the existing noise limits. If the noise level were to be 50 dB at the measuring point in the condition, the theoretical noise level at the nearest boundary of Site 5 to the go-kart track would be 51 dB. The noise level at all other proposed sites would be below 50 dB. An increase of 1 dB is imperceptible to the human ear.
- 3.4 In addition, although considered unnecessary, a number of mitigation measures can be taken by the developer in the event of this being considered necessary by the Secretary of State. There would be no case for further restricting Daytona's operations as a result of the proposed residential development. Therefore, the policy in NPPF paras 180 and 182 would be met.
- 3.5 It is concluded that subject to mitigation measures available, which can be secured through the suggested planning conditions, that noise from either road traffic or Daytona Sandown Park will cause harm to future residents. Therefore there is no reason for refusal in terms of noise in line with the recommendations within the Officers Committee Report.

APPENDIX A

CONSULTATION RESPONSE ELMBRIDGE BOROUGH COUNCIL

Date: 25 April 2019

MEMORANDUM

To:	Head of Planning Services Attn: Aneta Mantio	From:	Environmental Services
		Contact:	Sara Cobain
		Tele:	01372 474736
cc:			

Planning Application Number: 2019/0551

Address: Sandown Park Racecourse, Racecourse, Sandown Park, Portsmouth Road, Esher, Surrey, KT10 9AB

Development: Hybrid planning application for the redevelopment of Sandown Park Racecourse involving: Outline application for the re-development of the site to provide 318 residential units, an hotel (150 rooms), the re-location and development of existing children's nursery and alterations to existing racecourse facilities and car parking (for access only). Full application for the widening of the southwest and east sections of the racecourse track including associated groundworks, re-positioning of fencing, alterations to existing internal access road from More Lane and new accesses serving the development.

Our Reference: WK/201808169

Thank you for the consultation which was received by this team on 1st March 2019.

The following submitted reports have been considered by Environmental Health – Pollution Service. The recommended conditions relate to the supporting documentation submitted with the application and are referred to as follows:

- Design and Access Statement - Prepared by PRC Architecture & Planning on behalf of Jockey Club Racecourses Ltd February 2019
- Masterplan - dated February 2019
- Non-Technical Summary – Prepared by Rapleys dated February 2019
- Site Plan – Prepared by PRC dated February 2019
- Visual Appraisal Landscape/Townscape - Prepared by EDP dated February 2018
- Outline Construction Environmental Management Plan – Prepared by Blue Sky Building (BSB) date January 2019
- Lighting Impact Assessment – Prepared by GWLC dated February 2019

- Environmental Noise Report - Prepared by Sharps Redmore February 2019
- Environmental Statement – Prepared by Rapleys February 2019
- Environmental Statement Review – Prepared by Surrey County Council Dr.J.Sadler March 2019

Prior to submission of the outline application above, Environmental Health Pollution Officers had been in discussion with the agents for the applicant regarding potential nuisances at the development and air quality monitoring.

The discussions centred around controls and mitigation of potential nuisances to neighbouring properties and future occupiers of the development, investigations of potentially contaminated land and optimising the Highway Improvement Scheme to include considerations for potential impacts on localised air quality.

It is recognised in the Environmental Statement that ‘the proposed development has the potential to cause air quality impacts as a result of vehicles travelling to and from the site’.

The proposed development is adjacent to an area which has been declared an Air Quality Management Area (AQMA) by Elmbridge Council for nitrogen dioxide (namely Esher High Street).

A Council objective for 2019/20 is to improve air quality within the Councils AQMA's. We have included a condition to facilitate this as part of the proposed Highway Improvement Scheme and for an assessment of its effectiveness to be carried out with an aim being to undeclare the Esher High Street AQMA.

In addition to Surrey County Council's Transport Development Planning Team's requirements to meet capacity and safety standards, the submitted Highway Improvement Scheme must also demonstrate how the works can improve local air quality

We would also expect the applicant to consider the installation of environmentally-friendly passive ventilation systems in the dwellings. This will reduce the amount of fossil fuels used.

Having considered this application, the Pollution/Contaminated Land Service wish to make comments and suggested conditions as follows.

CONDITIONS

1. Siting/positioning of dwelling

Prior to the commencement of any development hereby permitted, a scheme for protecting the occupants of the proposed development from noise and air pollution from the main Portsmouth Road shall be submitted to and approved in writing, by the Local Planning Authority. The scheme shall include, but not be limited to the location, design and outside appearance of the buildings and landscaping of the site. *(Details for access have already been submitted to the Local Planning Authority).*

Detailed drawings be submitted to and approved by the Local Planning Authority to show:-

- i. layout
- ii. scale
- iii. appearance
- iv. landscaping (as defined in the Town and Country Planning (General Development

The approved scheme shall be completed prior to the first occupation of the development.

Reason: *To avoid adverse impacts on health and quality of life from pollution in accordance with the National Planning Policy Framework 2019, the Noise Policy Statement for England and EBC Policy DM5 of the Development Management Plan 2015.*

Protection of Amenity

2. Noise Impact Statement

Part A - Prior to the commencement of any development hereby permitted, a Noise Impact Assessment shall be submitted in support of proposed development to the Local Planning Authority and approved in writing.

The Noise Impact Assessment shall identify that **all** the sources of noise, including road and rail, the hotel facilities, outdoor amenity space and nursery, are fully understood and quantified, that all nearby noise sensitive receptors have been identified and that the impact on the receptor has been established with reference to relevant acceptability criteria.

Part B – Prior to first occupation, a post-completion noise assessment will then be submitted to the Local Planning Authority and approved in writing to demonstrate that the finished development (with mitigation) achieves the specific criteria. Most acceptability criteria are set out in British Standards or other published guidance and it expected the good standard will be met.

Reason: *To avoid adverse impacts on health and quality of life from noise in accordance with the National Planning Policy Framework 2019, the Noise Policy Statement for England and EBC Policy DM5 of the Development Management Plan 2015.*

3. Noise Insulation to Buildings

Prior to the commencement of any development hereby permitted, a scheme to demonstrate that the external noise levels within the curtilage and internally of the residential units will conform to the “design criteria for external noise” **PREFERRED** guideline value of:

Outdoor Amenity Space	50 dB LAeq,16hr	0700 – 2300
Bedrooms	30 dB LAeq,8hr	2300 – 0700
	35 dB LAeq,16hr	0700 – 2300
	>15 events of ≥45 dB LAmax,1hr (fast)	2300 – 0700
Living Rooms	35 dB LAeq,16hr	0700 – 2300

as specified within BS8233:2014, Guidance on Sound Insulation and Noise Reduction for Buildings, shall be submitted to and approved in writing by the Local Planning Authority.

The work specified in the approved scheme shall then be carried out in accordance with the approved details prior to the occupation of the premises and be retained thereafter.

Reason: To avoid adverse impacts on health and quality of life from noise in accordance with the National Planning Policy Framework 2019, the Noise Policy Statement for England and EBC Policy DM5 of the Development Management Plan 2015.

4. Ventilation Systems

Part A - Prior to the commencement of the development hereby permitted, details of an environmentally-friendly passive ventilation scheme, to provide fresh air to habitable rooms for the residential units facing Portsmouth Road, namely site development locations 2 and 5 as shown on the submitted Site Map document, shall be submitted to and approved in writing by the Local Planning Authority. The approved mitigation scheme shall be implemented in its entirety before any of the units are occupied.

Part B – Following the implementation of the approved ventilation scheme and prior to the first occupation of site development locations 2 and 5, an inspection by the Council's representative from Environmental Health - Pollution Team shall be arranged to ensure that the above scheme has been fully implemented in accordance with the approval; and this to be confirmed in writing by the Local Planning Authority. The works and approved scheme shall be maintained in accordance with the approved details thereafter.

Reason: To sustain compliance with and contribute towards EU limit values or national objectives for pollutants in accordance with paragraph 181 of the National Planning Policy Framework.

5. Insulation of Plant and Machinery

Noise from plant and equipment - BS4142: 2014 Rating and Assessing Industrial and Commercial Sound

Part A - Prior to the commencement of any development hereby permitted, a detailed scheme, including siting and positioning, of any fixed plant, machinery, air-moving extraction or filtration, refrigeration equipment, air-conditioning units or like-kind to be used on the premises, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be implemented in full in accordance with the approved details.

Part B – Prior to the first occupation of any part of the development, a detailed noise assessment shall be carried out by a suitably qualified acoustic consultant/engineer in accordance with BS4142: 2014 Methods for rating and assessing industrial and commercial sound. The detailed noise assessment report shall be submitted to and approved in writing by the Local Planning Authority. The approved works and scheme hereby approved shall be implemented as approved and thereafter maintained in accordance with that approval.

Reason: *To avoid adverse impacts on health and quality of life from noise in accordance with the National Planning Policy Framework 2019, the Noise Policy Statement for England and EBC Policy DM5 of the Development Management Plan 2015.*

6. Artificial Lighting

Prior to the commencement of any development hereby permitted, a lighting scheme shall be submitted to and approved by the Local Planning Authority in writing. The lighting scheme shall identify how the existing and installation of any additional artificial lighting is orientated and shielded or otherwise designed and positioned, such that the light emitted from them does not cause light nuisance to habitable rooms.

The lighting scheme shall refer to national guidance and identify the type of lighting to be installed, height of any columns, any shielding and lux mapping showing light spillage levels received at ground level around the development. The works and scheme hereby approved shall be implemented and thereafter retained and maintained in accordance with that approval.

Reason: *To avoid adverse impacts on health and quality of life from light pollution in accordance with the National Planning Policy Framework 2019 and EBC Policy DM5 of the Development Management Plan 2015.*

(N.B Any assessment should be carried out in accordance with National Guidance (Institute of Lighting Engineers))

7. EV Charging Points

Prior to any works above the slab level of any development hereby permitted, a plan detailing a minimum of 20% parking spaces being fitted with a fast charge socket and a further 20% of available spaces to be provided with power supply to provide additional fast charge socket shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to first occupation/use of any part of the development and maintained thereafter.

Reason: *To sustain compliance with and contribute towards EU limit values or national objectives for pollutants in accordance with paragraph 181 of the National Planning Policy Framework and EBC Policy DM7 Development Management Plan 2015.*

8. Construction Environmental Management Plan

Prior to the commencement of any development hereby permitted, a site-specific Final Construction Environmental Management Plan shall be submitted to and agreed by the Local Planning Authority in writing, as specified in the submitted Outline Construction Environmental Management Plan, dated January 2019.

The Final Construction Environmental Management Plan shall include, but not be limited to:

- Procedures for maintaining good public relations including complaint management, public consultation and liaison.
- Arrangements for liaison with the Council's Environmental Health Pollution Team
- All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours:
 - 08 00 Hours and 18 00 Hours on Mondays to Fridays and
 - 08 00 and 13 00 Hours on Saturdays and;
 - at no time on Sundays and Bank Holidays.
- Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above.
- Mitigation measures as defined in BS 5228: Parts 1 and 2: 2009 (Amended 2014) Code of Practice for Noise and Vibration Control Construction on Construction and Open Sites shall be used to minimise noise disturbance from construction works (including piling and excavation)
- Procedures for emergency deviation of the agreed working hours.
- Elmbridge Borough Council encourages all contractors to be 'Considerate Contractors' when working in the Borough by being aware of the needs of neighbours and the environment.
- Control measures for dust and other air-borne pollutants.

- Measures for controlling the use of site lighting whether required for safe working or for security purposes.
- Community Liaison arrangements
- Control of emissions and noise from vehicular movements associated with activities at the site.

The demolition and construction contractor(s) are required to implement and comply with the requirements of the agreed Final CEMP during the demolition and construction phases of the development.

Reason: *To avoid adverse impacts on health and quality of life from pollution in accordance with the National Planning Policy Framework 2019, the Noise Policy Statement for England and EBC Policy DM5 of the Development Management Plan 2015.*

9. Air Quality

Part A – Prior to the commencement of development hereby permitted, a detailed air quality appraisal of the Highway Improvement Scheme shall be submitted to and agreed in writing by the Local Planning Authority. The design of the new Highway Improvement Scheme shall take account of the need to improve localised air quality in conjunction with the capacity and safety criteria to enable the Esher High Street AQMA to be undeclared.

Part B – Within 14 months of completion of the development hereby permitted including the Highway Improvement Scheme works, a detailed air quality study of the highway improvement works carried out by a competent person, shall be submitted to and approved in writing by the Local Planning Authority. The study shall include, but not be limited to:

Comparing the air quality (pre-highway improvement works) to that of the post Highway Improvement Scheme works (to include NO₂, PM_{2.5} and PM₁₀) using data captured after the development has been in place for up to 12 months.

Reason: *To take up the opportunities to improve air quality in accordance with the requirements of the National Planning Policy Framework and to enable the assessment of the impact of the proposed development on the air quality in the Esher High Street AQMA.*

10. Contaminated Land

Phase 1 Geoenvironmental Desk Study (Listers Geo, Report no 18.10.006, Oct 2018)

Following review of this document, I concur with the conclusion that further site investigation, addressing all potential sources of ground contamination with potential risk to human health and/or the environment, is required and recommend that any grant of planning include the following:

Potential Land Contamination

To ensure the potential for contamination has been investigated and the necessary action taken to make the development site suitable for its proposed use, the following steps must be completed to the satisfaction of the Council.

No development shall be commenced until step (a) has been completed by a competent person. Furthermore, there shall be no occupation of any part of the site by any end user prior to meeting the terms of this condition in full.

a) Site Investigation, Method Statement and Remediation

- (i) A preliminary investigation shall be carried out by a competent person to assess the condition of the land to be re-developed, in respect of contamination. The preliminary investigation must, as a minimum, include a desk-based evaluation, site walkover and Conceptual Site Model. A written report of the investigation shall be submitted to the Council for written approval.
- (ii) If the Council are satisfied that there is a significant possibility that the site could pose a significant risk under its proposed redevelopment use as a result of contamination, then a written site specific investigation plan using the information obtained from the preliminary investigation, providing details of the investigation for soil, gas and controlled waters where appropriate, shall be submitted to, and approved by, the Council.
- (iii) The site investigation shall be undertaken in accordance with the scheme agreed by the Borough Council. The results of the site investigation, a refined conceptual model and a risk assessment of any contamination found shall be submitted in writing to, and approved by, the Council.
- (iv) A written Method Statement detailing any remediation requirements shall be submitted to, and approved by, the Council.

b) Development in accordance with the Method Statement

The development of the site shall be carried out in accordance with the approved Method Statement, and any addenda submitted by the developer, and agreed in writing by the Borough Council. Any post remediation monitoring identified in the Method statement, shall be installed by the developer within the timescales identified in the Method Statement and maintained and operated for as long as identified by the Method Statement.

c) Unsuspected Contamination

If, during development, contamination not previously identified, is found to be present at the site then no further development shall be carried out until the developer has submitted, and had approved by the Council, a written addendum to the Method Statement detailing how the unsuspected contamination shall be dealt with.

d) Piling

Development approved by this permission shall not commence unless a Foundation Works Risk Assessment for piling foundations (if piling is to be used on site) has been submitted to, and agreed in writing, by the Borough Council. The piling shall

be undertaken only in accordance with the method outlined in the approved Foundation Works Risk Assessment.

e) Imported material

Clean, uncontaminated rock, soil, brick rubble, crushed concrete or ceramic only shall be permitted as infill material. The developer shall not import any material until a sampling program, including appropriate import criteria for the proposed end use and frequency of sampling, has been submitted in writing, and approved by, the Council. The Developer shall carry out the approved sampling program to check that all imported material conforms to the agreed criteria. Where the permitted end use is residential, the sampling program shall also include samples taken from the imported material after final placement. Written confirmation of the suitability of all imported materials shall be provided to the Council as part of step (g). This shall include both the results of the sampling program and also details of the origin, transport, final deposition and any temporary stockpiling of the imported materials.

f) Completion of Remediation and Verification Report

Note: Verification by an independent, competent person must be carried out prior to occupation of any part of the site by any end user. It is recognised that in some large-scale developments, defined areas will be phased to enable part site occupation prior to completion of the entire site. Where this approach has been implemented separate verification reports for each phase must be prepared and submitted to the Council for written approval prior to occupation of the defined area by any end user.

Upon completion of the remediation detailed in the Method Statement, and before occupation of any part of the site by any end user (see note above), a written Verification Report shall be submitted to, and agreed in writing by, the Council providing verification that the required works regarding decontamination and installation of post remediation monitoring, have been carried out in accordance with the agreed Method Statement and any addenda thereto. The verification shall be carried out and reported by an independent, competent person, stating that remediation was carried out in accordance with the approved remediation scheme and that the site is suitable for the permitted end use.

Reason: To avoid adverse effects from pollution on the environment, harm to human health or general amenity, in accordance with the National Planning Policy Framework and EBC Policy DM5 of the Development Management Plan 2015.

Informative 1

Advice to Developers Regarding Contamination Assessments

Before carrying out any contamination investigation or remediation of a site, the developer is strongly recommended to contact the Environmental Health & Licensing Team for guidance on the requirements for such investigations or remediation. Investigations, in particular, which do not adequately fulfil these recommendations, may result in additional work having to be carried out.

Informative 2

Asbestos Containing Materials (ACMs)

Please be aware that buildings constructed before 2000 may contain asbestos and a suitable asbestos survey an intrusive demolition asbestos survey in accordance with HSG264 should be undertaken before any redevelopment commences. If materials containing asbestos are present on the site, a written Plan for appropriate removal of the ACMs from the building is required by the Health and Safety Executive. This is to ensure that the material is not broken up and left on site and does not pose a health risk to site workers, future occupants or neighbouring residents. The enforcing authority with regard to asbestos on demolition and construction sites is the Health and Safety Executive and advice is available at <http://www.hse.gov.uk/asbestos/>.

Informative 3

Waste Handling

All wastes need to be properly handled and disposed of whilst ensuring strict compliance with all relevant waste management legislation. If waste soils are to be re-used on site then there will need to be an Environmental Permit in place or an Exemption. Or, there will need to be a Materials Management Plan approved by a Qualified Person in accordance with the CL:AIRE Definition of Waste: Development Industry Code of Practice (DoWCoP). Any wastes removed from site should be properly loaded onto vehicles operating with an appropriate and valid waste carriers licence and transported to licensed/permitted facilities. Imported materials should be sourced from authorised facilities and comply with relevant permits, exemptions, quality protocols or quality soil frameworks. All details need to be documented in the Site Waste Management Plan and verification reporting. Materials illegally deposited at inappropriate sites or used inappropriately on this site may be subject to relevant taxes, payable by all involved parties. Only robust due diligence is a defence against joint liability. HMRC may pursue any evasion of landfill tax for up to several years after the event. The Environment Agency and the County Council may pursue any breaches of waste management legislation. Materials records and contact documents must therefore be maintained for inspection and audit by enforcing authorities for relevant time periods after the works are completed.

Furthermore, it is noted that the submitted document broadly meets part a)(i) of the condition. I strongly recommend that the Developer and their appointed Environmental Consultant consult with the EBC land contamination team at the earliest opportunity and throughout the process, initially to ensure that the site-specific investigation plan outlined in 'Conclusions and Recommendations for Further Work' is appropriate and adequate. In addition, it is noted that a full mining risk assessment is recommended in the Phase 1 report.

Regards,

Sara Cobain

Sara Cobain
Senior Environmental Health Officer - Pollution
Environmental Services

APPENDIX B

SUGGESTED NOISE CONDITIONS

Application Reference: 2019/0551

Appendix B - Proposed Conditions

As concluded in para 9.8.3.20 of the Officer's report in relation to the impact on residential amenity of both existing and future residents it was concluded that

"On the basis of the submitted illustrative plans, it is likely that the proposed development has the potential to address any concerns with regards to the amenities of the existing or the future occupiers of the development. As the proposals are in their majority in the outline form, detailed plans would be addressed at a later stage within their retrospective future application(s)"

In terms of noise the following conditions were proposed:

Condition 15: Noise Impact Statement

Part A – Prior to the commencement of any development hereby permitted, a Noise Impact Assessment shall be submitted in support of the proposed development to the Local Planning Authority and approved in writing.

The Noise Impact Assessment shall identify that all the sources of noise, including road and rail, the hotel facilities, outdoor amenity space and nursery, are fully understood and quantified, that all nearby noise sensitive receptors have been identified and the impact on the receptor has been established with reference to relevant acceptability criteria.

Part B – Prior to first occupation, a post-completion noise assessment will then be submitted to the Local Planning Authority and approved in writing to demonstrate that the finished development (with mitigation) achieves the specific criteria. Most acceptability criteria are set out in British Standards or other published guidance and it expected the good standard will be met.

Reason: To avoid adverse impacts on health and quality of life from noise in accordance with the National Planning Policy Framework 2019, the Noise Policy Statement for England and EBC Policy DM5 of the Development Management Plan 2015.

Condition 17: Noise Insulation to Buildings

Prior to the commencement of the any development hereby permitted, as scheme to demonstrate that the external noise levels within the curtilage and internally of the residential units will conform to the "design criteria for external Noise" PREFERRED guideline value of:

<i>Outdoor Amenity Space</i>	<i>50 dB L_{Aeq,16hr}</i>	<i>0700 - 2300</i>
<i>Bedrooms</i>	<i>30 dB L_{Aeq,8hr}</i>	<i>2300 – 0700</i>
	<i>35 dB L_{Aeq,16hr}</i>	<i>0700 – 2300</i>
	<i>>15 events of</i>	
	<i>≥45 dB L_{Amax,1hr(fast)}</i>	<i>2300 – 0700</i>
<i>Living Rooms</i>	<i>35 dB L_{Aeq,16hr}</i>	<i>0700 - 2300</i>

As specified within BS 8233:2014, Guidance on Sound Insulation and Noise Reduction for Buildings, shall be submitted to and approved in writing by the Local Planning Authority.

The work specified in the approved scheme shall then be carried out in accordance with the approved details prior to the occupation of the premises and be retained thereafter.

Reason: To avoid adverse impacts on health and quality of life from noise in accordance with the National Planning Policy Framework 2019, the Noise Policy Statement for England and EBC Policy DM5 of the Development Management Plan 2015.

Condition 18: Insulation of Plant and Machinery

(Noise from plant and equipment – BS 4142: 2014 Rating and Assessing Industrial and Commercial Sound)

Part A – Prior to the commencement of any development hereby permitted, a detailed scheme, including the siting and positioning, of any fixed plant, machinery, air-moving extraction or filtration, refrigeration equipment, air-conditioning units or like-kind to be used on the premises, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be implemented in full accordance with that approval.

Part B – Prior to the first occupation of any part of the development a detailed noise assessment shall be carried out by a suitably qualified acoustic consultant/engineer in accordance with the BS 4142:2014 Methods for rating and assessing industrial and commercial sound. The detailed noise assessment report shall be submitted to and approved in writing by the Local Planning Authority. The approved works and scheme hereby approved shall be implemented as approved and thereafter maintained with that approval.

Reason: To avoid adverse impacts on health and quality of life from noise in accordance with the National Planning Policy Framework 2019, the Noise Policy Statement for England and EBC Policy DM5 of the Development Management Plan 2015.

Condition 20: Construction Environmental Management Plan

Prior to the commencement of any development on each site hereby permitted, as site-specific Final Construction Management Plan shall be submitted to and agreed by the Local Planning Authority in writing, as specified in the submitted Outline Construction Environmental Management Plan, dated January 2019. The Final Construction Environmental Management Plan, shall include, but not be limited to:

- *Procedures for maintaining good public relations including complaint management, public consultation and liaison;*
- *Arrangements for liaison with the Council's Environmental Health Pollution Team;*
- *All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 0800 hours and 1800 hours on Mondays to Fridays; 0800 and 1300 hours on Saturdays; and at no time on Sundays and Bank Holidays.*
- *Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above*
- *Mitigation measures as defined in BS 5228: Parts 1 and 2: 2009 (Amended 2014) Code of Practice for Noise and Vibration Control Construction and Open Sites shall be used to minimise noise disturbance from construction works (including piling and excavation)*
- *Procedures for emergency deviation of the agreed hours*

- *Elmbridge Borough Council encourages all contractors to be 'Considerate Contractors' when working in the Borough by being aware of the needs of neighbours and the environment*
- *Control measures for dust and other air-borne pollutants*
- *Measures for controlling the use of site lighting whether required for safe working or for security measures*
- *Community Liaison arrangements*
- *Control of emission and noise from vehicular movements associated with activities at the site.*

The demolition and construction contractor(s) are required to implement and comply with the requirements of the agreed Final CEMP during the demolition and construction phases of the development

Reason: To avoid adverse impacts on health and quality of life from noise in accordance with the National Planning Policy Framework 2019, the Noise Policy Statement for England and EBC Policy DM5 of the Development Management Plan 2015.

Reason: Taking an overview of national and local policy aims and guidance it is clear that when considering the impact of noise from a development one must consider the significance of any impact.

The proposed conditions are consistent the recommendations contained with section 5.0 of the SR Report which accompanied the planning application.

APPENDIX C

**PLANNING APPLICATION 2010/2742 – VARIATION OF CONDITION 5 OF
PLANNING PERMISSION 1995/1317 TO ALLOW THE USE OF 2 STROKE WATER
COOLED KARTS**



Elmbridge Borough Council

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APPROVAL

Application No: 2010/2743

Type: Full Application

Mr Charles Graham
Daytona
Sandown Park
More Lane
Esher
KT10 8AN

TOWN & COUNTRY PLANNING ACT 1990

GRANT OF PLANNING PERMISSION

PROPOSAL: Variation of Condition 5 of planning permission 1995/1317 to allow the use of 2 stroke water cooled karts
APPLICANT: Mr Charles Graham
LOCATION: Daytona Sandown Park More Lane Esher Surrey KT10 8AN

The decision of Elmbridge Borough Council on the application registered as valid by the Council on 09/11/2010 and described above is to GRANT PERMISSION subject to the conditions (if any) set out below: **Please note that any conditions printed in bold take precedence and need to be satisfied before any work commences on site. Where this involves the further approval of submitted details this should be done using the appropriate forms and will be subject to fee in accordance with standard informative 2 (below)**

Conditions/Reasons

- 1 **NOISE LIMIT**
At any time when the track is being used by go-karts or any other mechanically powered vehicle, the recalculated five minute LAeq at the approved measurement locations, as a result of noise generated from the use of the track, shall not exceed a level of 50 dB(A)(fast response). The recalculated LAeq shall be calculated from measured noise levels made at the locations approved under, and in accordance, with the written noise assessment scheme approved under Condition 2 of this planning permission.
Reason: To ensure that no nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers or of the area generally in accordance with National Guidance PPS23 and PPG24.
- 2 **NOISE ASSESSMENT AND MEASUREMENT LOCATIONS**
Before the operation hereby approved is implemented the applicant shall submit in writing a scheme of noise assessment, for prior written approval of the Borough Council, which shall include:
 1. Designated locations where noise levels shall be measured, which shall be at positions where other environmental noise will not significantly affect those measured levels,
 2. A designated method of calculating levels of noise generated from the use of the track which will show that the permitted level of noise from the use of the track does not exceed that permitted by condition 1.Reason: To ensure that no nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers or of the area generally in accordance with National Guidance PPS23 & PPG24.

Informative(s): (if applicable)

- 1 **REASONS FOR PERMISSION**
Summary of reasons for grant of permission: The application is for variation of condition 5 of application 95/1317 and is considered to be acceptable and the proposal is not considered to lead



Elmbridge Borough Council

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APPROVAL

Application No: 2010/2743

Type: Full Application

to an adverse impact to the amenity or character of the area. As such the proposal is considered to be in accordance with Saved Policy ENV1 of the Replacement Elmbridge Local Plan 2000, and also within Planning Policy Guidance 17 (Planning for sport, open space and recreation), Planning Policy Statement 23 Planning and Pollution Control and Planning Policy Guidance 24 Planning and Noise.

STRATEGIC DIRECTOR - SERVICES

(The officer appointed for this purpose)



Date: 11 January 2011

N.B. THE ATTENTION OF THE APPLICANT AND AGENT IS DRAWN TO THE FOLLOWING INFORMATIVES WHICH PROVIDE IMPORTANT INFORMATION.

STANDARD INFORMATIVES – GUIDANCE FOR APPLICANTS

1 APPEALS

If an applicant is aggrieved by the decision of the Local Planning Authority to grant permission or approval subject to conditions, an appeal may be made to the Secretary of State in accordance with Section 78 of the Town and Country Planning Act, 1990. This must be done within six months of the date of the decision notice. Appeals must be made on a form which is obtainable from the Planning Inspectorate Registry/Scanning, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN, Tel: 0117 372 6372. The Secretary of State has power to allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him that permission for the proposed development could not have been so granted otherwise than subject to the conditions imposed by the Local Planning Authority, having regard to Section 79 of the Town & Country Planning Act, 1990, the provisions of the Development Order, and to any directions given under the Order. He does not in practice refuse to entertain appeals solely because the decision of the Local Planning Authority was based on a direction given by him.

2 COMPLIANCE WITH CONDITIONS

Attention is drawn to the conditions that have been attached to the planning permission together with the reason for their imposition. Particular attention is drawn to those conditions that require the submission of further information to the Local Planning Authority and its approval of such further information before building works commence. You should be aware that under the amendment to the Fee Regulations in 2008 this approval, or other confirmation of compliance with conditions, attracts an additional fee of £25 for conditions placed on application for householder planning permission and £85 for conditions on all others. Such submissions **must** be made on the appropriate National Application form which is available to download from the Council's website www.elmbridge.gov.uk/services/planprop. Additional information can be viewed in the Planning-related Fees Circular on the Government website www.communities.gov.uk. In the case of a reserved matters approval you must also take account of the conditions imposed on the outline permission.

The above decision makes reference to the saved Replacement Elmbridge Borough Local Plan policies. Should you wish to read the wording and content of any of these policies, the information can be accessed at the Town Planning Reception at the Civic Centre, Civic Centre, High Street, Esher, Surrey. KT10 9SD or on



Elmbridge Borough Council

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Application No: 2010/2743

Type: Full Application

the Planning Portal Website at the following address www.planningportal.gov.uk

3 VARIATIONS IN APPROVED PLANS

The Local Planning Authority's decision relates strictly to the development described in the application and shown on the approved drawings as listed in the conditions above. This decision is based on the reasonable assumption that those details are correct and indicate accurately not only the size and appearance of the works and/or buildings (if relevant) but also their siting in relation to the boundaries of the land, and to any other features shown on the drawings such as existing trees and neighbouring buildings.

You are strongly advised to make a careful check of the approved drawings before proceeding with any works to ensure that all the details are correctly shown. Any discrepancies should be notified at once to the Town Planning Division (01372 474474). In addition, should you wish to vary the development in any way you should send revised drawings to the Town Planning Division and await a written response before starting work since this may require a fresh planning application. Only in this way is it possible to avoid a situation in which unlawful work takes place, leading to the possibility of enforcement action by the Council.

4 BUILDING REGULATION APPROVAL

If the proposal, as detailed in the Decision Notice, involves the erection of a new building, or the extension or material alteration of an existing building or the putting of an existing building to a different use then the BUILDING REGULATIONS 2000 (as amended) will apply, and an application will be required. If you are unsure of the requirements of the Regulations and require any advice, you are strongly recommended to contact the Building Control Division.

5 ACCESS AND EGRESS FOR THE DISABLED

Your attention is drawn to the Chronically Sick and Disabled Persons Acts, 1970 and 1976 together with the Disability and Discrimination Act of 1995 and the Code of Practice for Access for the Disabled to Buildings (British Standard 8300:2004) regarding the provision of means of access, parking facilities and sanitary conveniences for the needs of persons visiting, using or employed at the buildings or premises who are disabled. In addition and in accordance with The Building Regulations 2000, Part M - Access and Facilities for Disabled People (as supported by Approved Document M - 2004 Edition), the principal entrance doorway(s) to the development hereby permitted shall have a minimum width of 900mm (1800mm for a double door) with the threshold thereto being a flush surface. A pedestrian access 1.2m wide incorporating flush dropped kerbs as appropriate from the public highway and the car park serving the development shall be provided with a suitable parking space or spaces with an access route which shall be unimpeded by steps and with access ramps involved having a maximum gradient of 1 in 15. Where new vehicular accesses are formed to sites from the highway, the requirements as appropriate of Department of Transport Circular 1/91 shall be observed.

6 ACCESS BY THE FIRE BRIGADE

Notice of the provisions of Section 20 of the Surrey County Council Act 1985 is hereby endorsed on this planning permission. Copies of the Section may be obtained from the Council Offices or from County Hall. Section 20 of this Act requires that when a building is erected or extended proper provision must be made for the Fire Brigade to have means of access to the building or to any neighbouring buildings. There are also requirements relating to access and facilities for the fire service contained in Part B of the Building Regulations 2000 (as amended).

7 CLIMATE NEUTRAL DEVELOPMENT

The Council is keen to encourage sustainable development and would strongly commend attention to the following measures (as appropriate to the scale of the development) in addition to the mandatory requirements of the Building Regulations:



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Transport

- New development should include facilities to support the use of low or zero carbon fuelled vehicles, such as the charging of electric vehicles from green electricity sources and the provision of bicycle storage

Site Layout and Building Design (see also BREEAM and EcoHomes Standards)

- The development should maximise the potential for passive solar gain
- Landform and landscaping should be used to optimise the benefits of shelter (such as shading of car parks and summer shade generally) but avoid overshadowing of buildings
- Buildings should be specified to maximise the capture and use of passive solar energy, whilst avoiding excessive solar gain in summer
- Buildings should be specified to optimise thermal comfort in summer without needing air conditioning through techniques such as window design and location, shutters and sun screens

Energy Reduction

- Buildings should be specified to be less dependent on grid distributed energy and fossil carbon fuels
- A greater proportion of the energy requirements of new development should be from renewable sources (minimum 10%) or from on-site sustainable generation
- Schemes should use combined heat and power or similar technology (mandatory on developments in excess of 5000 sqm floorspace)

Waste Recycling

- The development should provide adequate space for storing and servicing recycling collection bins
- The development should maximize the potential for home composting facilities

Sustainable Drainage to Cope with Increased Rainfall

- New development should include sustainable drainage systems (SUDS) for the disposal of surface water
- Opportunities should be taken to develop SUDS that provide multi-use benefits such as public amenity and wildlife improvements, and are combined with water conservation measures

Water Conservation/Recycling

- Developments should include measures to reduce water consumption and provide facilities for rainwater collection and recycling of grey water
- There should be an integrated approach linking water demand and rainwater disposal

Building Materials

- Developments should include a greater proportion of building materials from renewable sources
- Re-use of building materials should occur where opportunities arise
- Demolition of buildings should be preceded by a method statement identifying opportunities for the re-use of materials and the sustainable disposal of those not re-used

8 NOISE, POLLUTION, PARKING AND OTHER EFFECTS ON NEIGHBOURS AND OTHERS

You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:

- (a) Work which is audible beyond the site boundary shall only be carried out between 8.00 am to 6.00 pm Monday to Friday, 8.00 am to 1.00 pm Saturday and not at all on Sundays or Bank Holidays.
- (b) The quietest available items of plant and machinery shall be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels.
- (c) Deliveries shall only be received within the hours detailed above.
- (d) Adequate steps shall be taken to prevent dust causing nuisance beyond the site boundary. These could include the use of hoses to damp down stockpiles of materials which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsters and wheel washes.
- (e) There shall be no burning on site.
- (f) Only minimal security lighting shall be used outside the hours stated above.
- (g) Building materials and machinery shall not be stored on the highway and contractors' vehicles shall be parked with care so as not to cause an obstruction or block visibility on the highway.



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More detailed information on precautions that can be taken to safeguard the interests of neighbours and others from the effects building work is contained within a booklet entitled *Considerate Construction in Elmbridge*. Further details can be obtained from the Council's Environmental Health Division, or by visiting the Council's website at www.elmbridge.gov.uk.

9 **SITE SECURITY**

In furtherance of its responsibilities under Section 17 of the 1998 Crime and Disorder Act, the Borough Council will expect measures to be taken to ensure that your construction site is safe and secure and deters crime at all times. Further details and advice can be obtained from Surrey Police Architectural Liaison Officer (Tel: 01372 478311 Fax: 01372 478390).

10 **SITE NOTICES**

In the interests of protecting the character of the environment, you are requested to remove any Planning Notice that may have been posted outside your site.



ELMERIDGE BOROUGH COUNCIL TOWN PLANNING DIVISION		
FILE	TO	REG NO
ACKD	RECEIVED 29 OCT 2010	Re- plied

Project: J 00629
Environmental Noise Assessment:
Sandown Park – 2/ Kart Noise

Consultants: Sound Planning Ltd
48 Windermere Way
Farnham
Surrey
GU9 0DE

Client: Daytona Motorsport

Prepared by: D. M. Thomas

Signed:

D. M. Thomas AMIOA
Acoustic Consultant

Dated: Tuesday 26 October 2010



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1.0 BACKGROUND

- 1.1 Daytona Motorsport operates a kart track, occupying part of the enclosure within the Sandown Park Racecourse in Esher.
- 1.2 Sound Planning Ltd has been commissioned by Daytona Motorsport Ltd to conduct a noise assessment of 2/ Kart noise supplementary to the 4/ noise assessment within acoustic report J 00506.
- 1.3 The noise assessment should be conducted in accordance with the RAC's MSA Competitors Yearbook.
- 1.4 In a meeting between Paul Uttley (representing Daytona Motorsport); Ian Clarkson and Alex King (Elmbridge Borough Council) it was agreed that the RACMSA Competitors Yearbook 2010¹ supersedes the 1997 version², and should be used within a contemporary noise assessment.

2.0 ASSESSMENT CRITERIA

- 2.1 RACMSA Competitor's Yearbook
 - 2.1.1 RACMSA Competitor's Yearbook 1997 has been superseded by the 2010 version.
 - 2.1.2 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 track³.

¹ Royal Automobile Club Motor Sports Association Competitors Yearbook 2010

² Royal Automobile Club Motor Sports Association Competitors Yearbook 1997

³ Royal Automobile Club Motor Sports Association Competitors Yearbook 2010



3.0 METHODOLOGY

3.1 RACMSA Competitor's Yearbook 2010⁴ Noise Assessment

- 3.1.1 Sound level tests were conducted using a microphone suspended over the track above the normal driving line and connected by a cable to the sound level meter.
- 3.1.2 The microphone was positioned on the back straight where karts are at maximum power.
- 3.1.3 The measurement position was selected in order to minimise the effects of ambient and reflected sounds.
- 3.1.4 The microphone was set to a height of 1.8m above the track, suspended from the start/finish line.
- 3.1.5 The Sound Level Meter recorded the A-weighted maximum level (L_{Amax}) every 30 seconds.
- 3.1.6 One third octave analysis was also measured and recorded to provide frequency analysis which could be utilised within propagation prediction methodology (converted to single octave).

3.2 Instrumentation

3.2.1 Sound Level Meters:

Equipment	Make	Model	Class	Serial Number	UKAS Calibration
SLM	Casella	CEL 490	1	077856	4402 (11/3/09)

3.2.2 Instrumentation:

Equipment	Make	Model	Class	Serial Number	UKAS Calibration
Field Calibrator	Casella	CEL 110/1	1	077948	4400 (11/3/09)
Tape Measure					
Digital Camera	Samsung				

⁴ Royal Automobile Club Motor Sports Association Competitors Yearbook 2010



3.2.3 Sound Level Meters are UKAS calibrated and were field calibrated before and after measurements in accordance with UKAS specification. No deviation was detected.

4.0 RESULTS

4.1 4/ RACMSA Noise Assessment⁵

Engine	Lap	L _{Fmax}	Log Average		dB L _{Amax}	Highest L _{Amax}
		dB, (A)				
4/	2	94.0	2511886432	2554982685	94.1	94.4
	3	94.4	2754228703			
	4	93.8	2398832919			

4.2 2/ RACMSA Noise Assessment⁶

Engine	Lap	L _{Fmax}	Log Average		dB L _{Amax}	Highest L _{Amax}
		dB, (A)				
2/	2	93.5	2238721139	2205134789	93.4	93.5
	3	93.5	2238721139			
	4	93.3	2137962090			

⁵ Extrapolated: Sound Planning Report J 00506.

⁶ Noise assessment date: 22/10/2010.



5.0 DISCUSSION

5.1 The RACMSA tests show noise emissions are:

5.1.1 4/ Highest L_{AFmax} 94.4dB

5.1.2 2/ Highest L_{AFmax} 93.5dB

5.2 Both 4/ and 2/ kart noise emission levels are substantially below the maximum RACMSA permitted level of 108dB L_{AFmax} .

5.3 The silenced 2/ kart produce lower noise emissions (-1dB) than the standard 4/ kart.

5.4 The propagation prediction method CONCAWE⁷ uses single octave analysis; calculations⁸ predict lower noise levels for the 2/ karts at the nearest noise sensitive receivers⁹.

5.5 Acoustic Report J 00506 included measurements at the nearest noise sensitive façades¹⁰ which showed specific 4/ kart noise¹¹ contribution to be below 50dB L_{Aeq} ; the noise emissions from the silenced 2/ karts will be lower than this level.

6.0 CONCLUSIONS

6.1 The silenced 2/ karts produce less noise than the standard 4/ karts.

6.2 Operation of the 2/ karts will result in less noise at the nearest noise sensitive receivers.

6.3 2/ kart noise levels at the nearest noise sensitive receivers will be below 50dB L_{Aeq} .

6.4 The 2/ karts will create a noise level which is below the level where World Health Organisation 2000 suggests annoyance will occur.

⁷ CONCAWE Report No. 4/81 – *The propagation of noise from petroleum and petrochemical complexes to neighbouring communities.*

⁸ APPENDIX 1.

⁹ CONCAWE & ISO 9613 modelling has been performed; CONCAWE accurately ± 1 dB predicts the maximum (L_{Amax}) and a correction to L_{Aeq} has been devised based on measured levels at Lower Green Road (when no other noise sources were present late evening) – See J 00506.

¹⁰ Lower Green Road.

¹¹ 24 karts.



APPENDICES

1. Noise Propagation Prediction Models (CONCAWE)
2. Photographs

A1 Noise Propagation Prediction Models (CONCAWE)

4/										
Description	Characteristics	Category Code	dB(A)	Octave Band Centre Frequency (Hz)						
				63	125	250	500	1k	2k	4k
Sound Pressure Level	Based on measured L_{max}	L_p		100.6	98.0	95.2	93.7	88.6	87.2	83.1
	Measured at 1.8m over track	L_w		113.7	111.1	108.3	106.8	101.7	100.3	96.2
Directivity	Half Sphere	D		3	3	3	3	3	3	3
Geometric Spreading	399m	K1		63	63	63	63	63	63	63
Atmospheric Attenuation	400m - 10°C - 75%	K2		0	0.1	0.3	0.7	1.2	2.6	7.5
Ground Effects	300m Soft	K3		-3	2	7	8	4	1.5	0
Meteorological Correction	Category 6 (worst case)	K4		-3	-4	-5	-5	-5	-5	-6.5
Source Height Correction	Source 0.5m; Receiver 1.5m	K5		0	0	0	0	0	0	0
Barrier Attenuation		K6		0	0	0	0	0	0	0
In Plant Screening		K7		0	0	0	0	0	0	0
		ΣK		57	61.1	65.3	66.7	63.2	62.1	64
		L_{pZ}		59.7	53.0	46.0	43.1	41.5	41.2	35.2
	Karts	L_{Amax}	47.6	33.5	36.9	37.4	39.9	41.5	42.4	36.2
Sources	24	L_{Amax}	61.4	47.3	50.7	51.2	53.7	55.3	56.2	50.0
	Measured (specific)	L_{Aeq}	49.9							
		Diff	11.5							



2/										
Description	Characteristics	Category Code	dB(A)	Octave Band Centre Frequency (Hz)						
				63	125	250	500	1k	2k	4k
Sound Pressure Level	Based on measured L_{max}	L_p		78.5	93.4	94.4	86.0	88.7	85.7	83.6
	Measured at 1.8m over track	L_w		91.6	106.5	107.5	99.1	101.8	98.8	96.7
Directivity	Half Sphere	D		3	3	3	3	3	3	3
Geometric Spreading	399m	K1		63	63	63	63	63	63	63
Atmospheric Attenuation	400m - 10°C - 75%	K2		0	0.1	0.3	0.7	1.2	2.6	7.5
Ground Effects	300m Soft	K3		-3	2	7	8	4	1.5	0
Meteorological Correction	Category 6 (worst case)	K4		-3	-4	-5	-5	-5	-5	-6.5
Source Height Correction	Source 0.5m; Receiver 1.5m	K5		0	0	0	0	0	0	0
Barrier Attenuation		K6		0	0	0	0	0	0	0
In Plant Screening		K7		0	0	0	0	0	0	0
		ΣK		57	61.1	65.3	66.7	63.2	62.1	64
		L_{pZ}		37.6	48.4	45.2	35.4	41.6	39.7	35.7
	Karts	L_{Amax}	46.0	11.4	32.3	36.6	32.2	41.6	40.9	36.7
Sources	24	L_{Amax}	59.8	25.2	46.1	50.4	46.0	55.4	54.7	50.5

A2 Photographs





Elmbridge Borough Council

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Civic Centre
High Street, Esher
Surrey KT10 9SD
Switchboard: 01372 474474
DX: 36302 Esher
Website: www.elmbridge.gov.uk

Mr Jim Graham
Daytona
Sandown Park
More Lane
Esher
KT10 8AN

contact:
direct line:
direct fax
e-mail:

Alex King
01372 474808
01372 474910
tplan@elmbridge.gov.uk

09 March 2011

Dear Mr Graham,

Town & Country Planning Act 1990

Applicant: Mr Jim Graham

Proposal: Confirmation of Compliance with Condition 2: (Noise Assessment) of planning permission 2010/2743

Location: Daytona Sandown Park More Lane Esher Surrey KT10 8AN

Application Number: 2011/0219

Application Type: Confirmation of Compliance with Conditions

I refer to your recent application regarding the above site to discharge conditions in relation to the above development, and your submission of 28th February identifying 4 noise receptor locations.

I can confirm that the details submitted are acceptable and would be sufficient to discharge condition 2 of the above planning permission. Please ensure that as stated the noise measurements are undertaken at the periods stated and that records are kept of this, which should be available to the Council upon request.

If you have any further queries please do not hesitate to contact us.

Yours sincerely,

Strategic Director - Services



INVESTORS
IN PEOPLE | Champion

Chief Executive: Robert Moran

Strategic Director - Services
David R. Wiltshire

Strategic Director - Resources
Sarah Selvanathan



The Government Standard



2011/0219

Scheme of Noise Assessment – Daytona Sandown Park, Esher

A) Designated Locations:

1. From the pavement outside the boundary of 78 Lower Green Rd, Esher.
2. From the pavement outside the boundary of 1 New Rd, Esher.



B) Designated Method:

1. Use of an integrating sound level Meter to take noise measurements.
2. Noise Measurements to be taken annually during the first week of February.
 - Five Minute LAeq to be measured when the circuit is being used for go kart racing.
 - Five Minute LAeq to be measured when the circuit is not being used for go kart racing
3. Noise Measurements to be submitted annually to the Council by the end of the first week of March. Calculations to show the noise levels that will have affected the nearest domestic property as a result of the use of the track.

APPENDIX B

SUGGESTED NOISE CONDITIONS

Application Reference: 2019/0551

Appendix B - Proposed Conditions

As concluded in para 9.8.3.20 of the Officer's report in relation to the impact on residential amenity of both existing and future residents it was concluded that

"On the basis of the submitted illustrative plans, it is likely that the proposed development has the potential to address any concerns with regards to the amenities of the existing or the future occupiers of the development. As the proposals are in their majority in the outline form, detailed plans would be addressed at a later stage within their retrospective future application(s)"

In terms of noise the following conditions were proposed:

Condition 15: Noise Impact Statement

Part A – Prior to the commencement of any development hereby permitted, a Noise Impact Assessment shall be submitted in support of the proposed development to the Local Planning Authority and approved in writing.

The Noise Impact Assessment shall identify that all the sources of noise, including road and rail, the hotel facilities, outdoor amenity space and nursery, are fully understood and quantified, that all nearby noise sensitive receptors have been identified and the impact on the receptor has been established with reference to relevant acceptability criteria.

Part B – Prior to first occupation, a post-completion noise assessment will then be submitted to the Local Planning Authority and approved in writing to demonstrate that the finished development (with mitigation) achieves the specific criteria. Most acceptability criteria are set out in British Standards or other published guidance and it expected the good standard will be met.

Reason: To avoid adverse impacts on health and quality of life from noise in accordance with the National Planning Policy Framework 2019, the Noise Policy Statement for England and EBC Policy DM5 of the Development Management Plan 2015.

Condition 17: Noise Insulation to Buildings

Prior to the commencement of the any development hereby permitted, as scheme to demonstrate that the external noise levels within the curtilage and internally of the residential units will conform to the "design criteria for external Noise" PREFERRED guideline value of:

<i>Outdoor Amenity Space</i>	<i>50 dB $L_{Aeq,16hr}$</i>	<i>0700 - 2300</i>
<i>Bedrooms</i>	<i>30 dB $L_{Aeq,8hr}$</i>	<i>2300 – 0700</i>
	<i>35 dB $L_{Aeq,16hr}$</i>	<i>0700 – 2300</i>
	<i>>15 events of</i>	
	<i>≥45 dB $L_{Amax,1hr(fast)}$</i>	<i>2300 – 0700</i>
<i>Living Rooms</i>	<i>35 dB $L_{Aeq,16hr}$</i>	<i>0700 - 2300</i>

As specified within BS 8233:2014, Guidance on Sound Insulation and Noise Reduction for Buildings, shall be submitted to and approved in writing by the Local Planning Authority.

The work specified in the approved scheme shall then be carried out in accordance with the approved details prior to the occupation of the premises and be retained thereafter.

Reason: To avoid adverse impacts on health and quality of life from noise in accordance with the National Planning Policy Framework 2019, the Noise Policy Statement for England and EBC Policy DM5 of the Development Management Plan 2015.

Condition 18: Insulation of Plant and Machinery

(Noise from plant and equipment – BS 4142: 2014 Rating and Assessing Industrial and Commercial Sound)

Part A – Prior to the commencement of any development hereby permitted, a detailed scheme, including the siting and positioning, of any fixed plant, machinery, air-moving extraction or filtration, refrigeration equipment, air-conditioning units or like-kind to be used on the premises, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be implemented in full accordance with that approval.

Part B – Prior to the first occupation of any part of the development a detailed noise assessment shall be carried out by a suitably qualified acoustic consultant/engineer in accordance with the BS 4142:2014 Methods for rating and assessing industrial and commercial sound. The detailed noise assessment report shall be submitted to and approved in writing by the Local Planning Authority. The approved works and scheme hereby approved shall be implemented as approved and thereafter maintained with that approval.

Reason: To avoid adverse impacts on health and quality of life from noise in accordance with the National Planning Policy Framework 2019, the Noise Policy Statement for England and EBC Policy DM5 of the Development Management Plan 2015.

Condition 20: Construction Environmental Management Plan

Prior to the commencement of any development on each site hereby permitted, as site-specific Final Construction Management Plan shall be submitted to and agreed by the Local Planning Authority in writing, as specified in the submitted Outline Construction Environmental Management Plan, dated January 2019. The Final Construction Environmental Management Plan, shall include, but not be limited to:

- *Procedures for maintaining good public relations including complaint management, public consultation and liaison;*
- *Arrangements for liaison with the Council's Environmental Health Pollution Team;*
- *All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 0800 hours and 1800 hours on Mondays to Fridays; 0800 and 1300 hours on Saturdays; and at no time on Sundays and Bank Holidays.*
- *Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above*

- *Mitigation measures as defined in BS 5228: Parts 1 and 2: 2009 (Amended 2014) Code of Practice for Noise and Vibration Control Construction and Open Sites shall be used to minimise noise disturbance from construction works (including piling and excavation)*
- *Procedures for emergency deviation of the agreed hours*
- *Elmbridge Borough Council encourages all contractors to be 'Considerate Contractors' when working in the Borough by being aware of the needs of neighbours and the environment*
- *Control measures for dust and other air-borne pollutants*
- *Measures for controlling the use of site lighting whether required for safe working or for security measures*
- *Community Liaison arrangements*
- *Control of emission and noise from vehicular movements associated with activities at the site.*

The demolition and construction contractor(s) are required to implement and comply with the requirements of the agreed Final CEMP during the demolition and construction phases of the development

Reason: To avoid adverse impacts on health and quality of life from noise in accordance with the National Planning Policy Framework 2019, the Noise Policy Statement for England and EBC Policy DM5 of the Development Management Plan 2015.

Reason: Taking an overview of national and local policy aims and guidance it is clear that when considering the impact of noise from a development one must consider the significance of any impact.

The proposed conditions are consistent the recommendations contained with section 5.0 of the SR Report which accompanied the planning application.

APPENDIX C

**PLANNING APPLICATION 2010/2742 – VARIATION OF CONDITION 5 OF
PLANNING PERMISSION 1995/1317 TO ALLOW THE USE OF 2 STROKE WATER
COOLED KARTS**

APPENDIX C

**PLANNING APPLICATION 2010/2742 – VARIATION OF CONDITION 5 OF
PLANNING PERMISSION 1995/1317 TO ALLOW THE USE OF 2 STROKE WATER
COOLED KARTS**



Elmbridge Borough Council

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APPROVAL

Application No: 2010/2743

Type: Full Application

Mr Charles Graham
Daytona
Sandown Park
More Lane
Esher
KT10 8AN

TOWN & COUNTRY PLANNING ACT 1990

GRANT OF PLANNING PERMISSION

PROPOSAL: Variation of Condition 5 of planning permission 1995/1317 to allow the use of 2 stroke water cooled karts
APPLICANT: Mr Charles Graham
LOCATION: Daytona Sandown Park More Lane Esher Surrey KT10 8AN

The decision of Elmbridge Borough Council on the application registered as valid by the Council on 09/11/2010 and described above is to GRANT PERMISSION subject to the conditions (if any) set out below: **Please note that any conditions printed in bold take precedence and need to be satisfied before any work commences on site. Where this involves the further approval of submitted details this should be done using the appropriate forms and will be subject to fee in accordance with standard informative 2 (below)**

Conditions/Reasons

- 1 **NOISE LIMIT**
At any time when the track is being used by go-karts or any other mechanically powered vehicle, the recalculated five minute LAeq at the approved measurement locations, as a result of noise generated from the use of the track, shall not exceed a level of 50 dB(A)(fast response). The recalculated LAeq shall be calculated from measured noise levels made at the locations approved under, and in accordance, with the written noise assessment scheme approved under Condition 2 of this planning permission.
Reason: To ensure that no nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers or of the area generally in accordance with National Guidance PPS23 and PPG24.
- 2 **NOISE ASSESSMENT AND MEASUREMENT LOCATIONS**
Before the operation hereby approved is implemented the applicant shall submit in writing a scheme of noise assessment, for prior written approval of the Borough Council, which shall include:
 1. Designated locations where noise levels shall be measured, which shall be at positions where other environmental noise will not significantly affect those measured levels,
 2. A designated method of calculating levels of noise generated from the use of the track which will show that the permitted level of noise from the use of the track does not exceed that permitted by condition 1.
Reason: To ensure that no nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers or of the area generally in accordance with National Guidance PPS23 & PPG24.

Informative(s): (if applicable)

- 1 **REASONS FOR PERMISSION**
Summary of reasons for grant of permission: The application is for variation of condition 5 of application 95/1317 and is considered to be acceptable and the proposal is not considered to lead



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APPROVAL

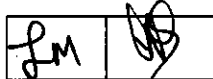
Application No: 2010/2743

Type: Full Application

to an adverse impact to the amenity or character of the area. As such the proposal is considered to be in accordance with Saved Policy ENV1 of the Replacement Elmbridge Local Plan 2000, and also within Planning Policy Guidance 17 (Planning for sport, open space and recreation), Planning Policy Statement 23 Planning and Pollution Control and Planning Policy Guidance 24 Planning and Noise.

STRATEGIC DIRECTOR - SERVICES

(The officer appointed for this purpose)



Date: 11 January 2011

N.B. THE ATTENTION OF THE APPLICANT AND AGENT IS DRAWN TO THE FOLLOWING INFORMATIVES WHICH PROVIDE IMPORTANT INFORMATION.

STANDARD INFORMATIVES – GUIDANCE FOR APPLICANTS

1 APPEALS

If an applicant is aggrieved by the decision of the Local Planning Authority to grant permission or approval subject to conditions, an appeal may be made to the Secretary of State in accordance with Section 78 of the Town and Country Planning Act, 1990. This must be done within six months of the date of the decision notice. Appeals must be made on a form which is obtainable from the Planning Inspectorate Registry/Scanning, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN, Tel: 0117 372 6372. The Secretary of State has power to allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him that permission for the proposed development could not have been so granted otherwise than subject to the conditions imposed by the Local Planning Authority, having regard to Section 79 of the Town & Country Planning Act, 1990, the provisions of the Development Order, and to any directions given under the Order. He does not in practice refuse to entertain appeals solely because the decision of the Local Planning Authority was based on a direction given by him.

2 COMPLIANCE WITH CONDITIONS

Attention is drawn to the conditions that have been attached to the planning permission together with the reason for their imposition. Particular attention is drawn to those conditions that require the submission of further information to the Local Planning Authority and its approval of such further information before building works commence. You should be aware that under the amendment to the Fee Regulations in 2008 this approval, or other confirmation of compliance with conditions, attracts an additional fee of £25 for conditions placed on application for householder planning permission and £85 for conditions on all others. Such submissions **must** be made on the appropriate National Application form which is available to download from the Council's website www.elmbridge.gov.uk/services/planprop. Additional information can be viewed in the Planning-related Fees Circular on the Government website www.communities.gov.uk. In the case of a reserved matters approval you must also take account of the conditions imposed on the outline permission.

The above decision makes reference to the saved Replacement Elmbridge Borough Local Plan policies. Should you wish to read the wording and content of any of these policies, the information can be accessed at the Town Planning Reception at the Civic Centre, Civic Centre, High Street, Esher, Surrey. KT10 9SD or on



Elmbridge Borough Council

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APPROVAL

Application No: 2010/2743

Type: Full Application

the Planning Portal Website at the following address www.planningportal.gov.uk

3 VARIATIONS IN APPROVED PLANS

The Local Planning Authority's decision relates strictly to the development described in the application and shown on the approved drawings as listed in the conditions above. This decision is based on the reasonable assumption that those details are correct and indicate accurately not only the size and appearance of the works and/or buildings (if relevant) but also their siting in relation to the boundaries of the land, and to any other features shown on the drawings such as existing trees and neighbouring buildings.

You are strongly advised to make a careful check of the approved drawings before proceeding with any works to ensure that all the details are correctly shown. Any discrepancies should be notified at once to the Town Planning Division (01372 474474). In addition, should you wish to vary the development in any way you should send revised drawings to the Town Planning Division and await a written response before starting work since this may require a fresh planning application. Only in this way is it possible to avoid a situation in which unlawful work takes place, leading to the possibility of enforcement action by the Council.

4 BUILDING REGULATION APPROVAL

If the proposal, as detailed in the Decision Notice, involves the erection of a new building, or the extension or material alteration of an existing building or the putting of an existing building to a different use then the BUILDING REGULATIONS 2000 (as amended) will apply, and an application will be required. If you are unsure of the requirements of the Regulations and require any advice, you are strongly recommended to contact the Building Control Division.

5 ACCESS AND EGRESS FOR THE DISABLED

Your attention is drawn to the Chronically Sick and Disabled Persons Acts, 1970 and 1976 together with the Disability and Discrimination Act of 1995 and the Code of Practice for Access for the Disabled to Buildings (British Standard 8300:2004) regarding the provision of means of access, parking facilities and sanitary conveniences for the needs of persons visiting, using or employed at the buildings or premises who are disabled. In addition and in accordance with The Building Regulations 2000, Part M - Access and Facilities for Disabled People (as supported by Approved Document M - 2004 Edition), the principal entrance doorway(s) to the development hereby permitted shall have a minimum width of 900mm (1800mm for a double door) with the threshold thereto being a flush surface. A pedestrian access 1.2m wide incorporating flush dropped kerbs as appropriate from the public highway and the car park serving the development shall be provided with a suitable parking space or spaces with an access route which shall be unimpeded by steps and with access ramps involved having a maximum gradient of 1 in 15. Where new vehicular accesses are formed to sites from the highway, the requirements as appropriate of Department of Transport Circular 1/91 shall be observed.

6 ACCESS BY THE FIRE BRIGADE

Notice of the provisions of Section 20 of the Surrey County Council Act 1985 is hereby endorsed on this planning permission. Copies of the Section may be obtained from the Council Offices or from County Hall. Section 20 of this Act requires that when a building is erected or extended proper provision must be made for the Fire Brigade to have means of access to the building or to any neighbouring buildings. There are also requirements relating to access and facilities for the fire service contained in Part B of the Building Regulations 2000 (as amended).

7 CLIMATE NEUTRAL DEVELOPMENT

The Council is keen to encourage sustainable development and would strongly commend attention to the following measures (as appropriate to the scale of the development) in addition to the mandatory requirements of the Building Regulations:



Elmbridge Borough Council

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APPROVAL

Application No: 2010/2743

Type: Full Application

Transport

- New development should include facilities to support the use of low or zero carbon fuelled vehicles, such as the charging of electric vehicles from green electricity sources and the provision of bicycle storage

Site Layout and Building Design (see also BREEAM and EcoHomes Standards)

- The development should maximise the potential for passive solar gain
- Landform and landscaping should be used to optimise the benefits of shelter (such as shading of car parks and summer shade generally) but avoid overshadowing of buildings
- Buildings should be specified to maximise the capture and use of passive solar energy, whilst avoiding excessive solar gain in summer
- Buildings should be specified to optimise thermal comfort in summer without needing air conditioning through techniques such as window design and location, shutters and sun screens

Energy Reduction

- Buildings should be specified to be less dependent on grid distributed energy and fossil carbon fuels
- A greater proportion of the energy requirements of new development should be from renewable sources (minimum 10%) or from on-site sustainable generation
- Schemes should use combined heat and power or similar technology (mandatory on developments in excess of 5000 sqm floorspace)

Waste Recycling

- The development should provide adequate space for storing and servicing recycling collection bins
- The development should maximize the potential for home composting facilities

Sustainable Drainage to Cope with Increased Rainfall

- New development should include sustainable drainage systems (SUDS) for the disposal of surface water
- Opportunities should be taken to develop SUDS that provide multi-use benefits such as public amenity and wildlife improvements, and are combined with water conservation measures

Water Conservation/Recycling

- Developments should include measures to reduce water consumption and provide facilities for rainwater collection and recycling of grey water
- There should be an integrated approach linking water demand and rainwater disposal

Building Materials

- Developments should include a greater proportion of building materials from renewable sources
- Re-use of building materials should occur where opportunities arise
- Demolition of buildings should be preceded by a method statement identifying opportunities for the re-use of materials and the sustainable disposal of those not re-used

8 **NOISE, POLLUTION, PARKING AND OTHER EFFECTS ON NEIGHBOURS AND OTHERS**

You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:

- (a) Work which is audible beyond the site boundary shall only be carried out between 8.00 am to 6.00 pm Monday to Friday, 8.00 am to 1.00 pm Saturday and not at all on Sundays or Bank Holidays.
- (b) The quietest available items of plant and machinery shall be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels.
- (c) Deliveries shall only be received within the hours detailed above.
- (d) Adequate steps shall be taken to prevent dust causing nuisance beyond the site boundary. These could include the use of hoses to damp down stockpiles of materials which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowzers and wheel washes.
- (e) There shall be no burning on site.
- (f) Only minimal security lighting shall be used outside the hours stated above.
- (g) Building materials and machinery shall not be stored on the highway and contractors' vehicles shall be parked with care so as not to cause an obstruction or block visibility on the highway.



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APPROVAL

Application No: 2010/2743

Type: Full Application

More detailed information on precautions that can be taken to safeguard the interests of neighbours and others from the effects building work is contained within a booklet entitled *Considerate Construction in Elmbridge*. Further details can be obtained from the Council's Environmental Health Division, or by visiting the Council's website at www.elmbridge.gov.uk.

9 **SITE SECURITY**

In furtherance of its responsibilities under Section 17 of the 1998 Crime and Disorder Act, the Borough Council will expect measures to be taken to ensure that your construction site is safe and secure and deters crime at all times. Further details and advice can be obtained from Surrey Police Architectural Liaison Officer (Tel: 01372 478311 Fax: 01372 478390).

10 **SITE NOTICES**

In the interests of protecting the character of the environment, you are requested to remove any Planning Notice that may have been posted outside your site.



ELMERIDGE BOROUGH COUNCIL TOWN PLANNING DIVISION		
FILE	TO	REG NO
ACKD	RECEIVED 29 OCT 2010	Re- plied

Project: J 00629
Environmental Noise Assessment:
Sandown Park – 2/ Kart Noise

Consultants: Sound Planning Ltd
48 Windermere Way
Farnham
Surrey
GU9 0DE

Client: Daytona Motorsport

Prepared by: D. M. Thomas

Signed:

D. M. Thomas AMIOA
Acoustic Consultant

Dated: Tuesday 26 October 2010



CONTENTS

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2.0	ASSESSMENT CRITERIA	3
3.0	METHODOLOGY	4, 5
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6.0	CONCLUSIONS	6
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1.0 BACKGROUND

- 1.1 Daytona Motorsport operates a kart track, occupying part of the enclosure within the Sandown Park Racecourse in Esher.
- 1.2 Sound Planning Ltd has been commissioned by Daytona Motorsport Ltd to conduct a noise assessment of 2/ Kart noise supplementary to the 4/ noise assessment within acoustic report J 00506.
- 1.3 The noise assessment should be conducted in accordance with the RAC's MSA Competitors Yearbook.
- 1.4 In a meeting between Paul Uttley (representing Daytona Motorsport); Ian Clarkson and Alex King (Elmbridge Borough Council) it was agreed that the RACMSA Competitors Yearbook 2010¹ supersedes the 1997 version², and should be used within a contemporary noise assessment.

2.0 ASSESSMENT CRITERIA

- 2.1 RACMSA Competitor's Yearbook
 - 2.1.1 RACMSA Competitor's Yearbook 1997 has been superseded by the 2010 version.
 - 2.1.2 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 track³.

¹ Royal Automobile Club Motor Sports Association Competitors Yearbook 2010

² Royal Automobile Club Motor Sports Association Competitors Yearbook 1997

³ Royal Automobile Club Motor Sports Association Competitors Yearbook 2010



3.0 METHODOLOGY

3.1 RACMSA Competitor's Yearbook 2010⁴ Noise Assessment

- 3.1.1 Sound level tests were conducted using a microphone suspended over the track above the normal driving line and connected by a cable to the sound level meter.
- 3.1.2 The microphone was positioned on the back straight where karts are at maximum power.
- 3.1.3 The measurement position was selected in order to minimise the effects of ambient and reflected sounds.
- 3.1.4 The microphone was set to a height of 1.8m above the track, suspended from the start/finish line.
- 3.1.5 The Sound Level Meter recorded the A-weighted maximum level (L_{Amax}) every 30 seconds.
- 3.1.6 One third octave analysis was also measured and recorded to provide frequency analysis which could be utilised within propagation prediction methodology (converted to single octave).

3.2 Instrumentation

3.2.1 Sound Level Meters:

Equipment	Make	Model	Class	Serial Number	UKAS Calibration
SLM	Casella	CEL 490	1	077856	4402 (11/3/09)

3.2.2 Instrumentation:

Equipment	Make	Model	Class	Serial Number	UKAS Calibration
Field Calibrator	Casella	CEL 110/1	1	077948	4400 (11/3/09)
Tape Measure					
Digital Camera	Samsung				

⁴ Royal Automobile Club Motor Sports Association Competitors Yearbook 2010



3.2.3 Sound Level Meters are UKAS calibrated and were field calibrated before and after measurements in accordance with UKAS specification. No deviation was detected.

4.0 RESULTS

4.1 4/ RACMSA Noise Assessment⁵

Engine	Lap	L _{Fmax}	Log Average		dB L _{Amax}	Highest L _{Amax}
		dB, (A)				
4/	2	94.0	2511886432	2554982685	94.1	94.4
	3	94.4	2754228703			
	4	93.8	2398832919			

4.2 2/ RACMSA Noise Assessment⁶

Engine	Lap	L _{Fmax}	Log Average		dB L _{Amax}	Highest L _{Amax}
		dB, (A)				
2/	2	93.5	2238721139	2205134789	93.4	93.5
	3	93.5	2238721139			
	4	93.3	2137962090			

⁵ Extrapolated: Sound Planning Report J 00506.

⁶ Noise assessment date: 22/10/2010.



5.0 DISCUSSION

5.1 The RACMSA tests show noise emissions are:

5.1.1 4/ Highest L_{AFmax} 94.4dB

5.1.2 2/ Highest L_{AFmax} 93.5dB

5.2 Both 4/ and 2/ kart noise emission levels are substantially below the maximum RACMSA permitted level of 108dB L_{AFmax} .

5.3 The silenced 2/ kart produce lower noise emissions (-1dB) than the standard 4/ kart.

5.4 The propagation prediction method CONCAWE⁷ uses single octave analysis; calculations⁸ predict lower noise levels for the 2/ karts at the nearest noise sensitive receivers⁹.

5.5 Acoustic Report J 00506 included measurements at the nearest noise sensitive façades¹⁰ which showed specific 4/ kart noise¹¹ contribution to be below 50dB L_{Aeq} ; the noise emissions from the silenced 2/ karts will be lower than this level.

6.0 CONCLUSIONS

6.1 The silenced 2/ karts produce less noise than the standard 4/ karts.

6.2 Operation of the 2/ karts will result in less noise at the nearest noise sensitive receivers.

6.3 2/ kart noise levels at the nearest noise sensitive receivers will be below 50dB L_{Aeq} .

6.4 The 2/ karts will create a noise level which is below the level where World Health Organisation 2000 suggests annoyance will occur.

⁷ CONCAWE Report No. 4/81 – *The propagation of noise from petroleum and petrochemical complexes to neighbouring communities.*

⁸ APPENDIX 1.

⁹ CONCAWE & ISO 9613 modelling has been performed; CONCAWE accurately ± 1 dB predicts the maximum (L_{Amax}) and a correction to L_{Aeq} has been devised based on measured levels at Lower Green Road (when no other noise sources were present late evening) – See J 00506.

¹⁰ Lower Green Road.

¹¹ 24 karts.



APPENDICES

1. Noise Propagation Prediction Models (CONCAWE)
2. Photographs



A1 Noise Propagation Prediction Models (CONCAWE)

4/										
Description	Characteristics	Category Code	dB(A)	Octave Band Centre Frequency (Hz)						
				63	125	250	500	1k	2k	4k
Sound Pressure Level	Based on measured L_{max}	L_p		100.6	98.0	95.2	93.7	88.6	87.2	83.1
	Measured at 1.8m over track	L_w		113.7	111.1	108.3	106.8	101.7	100.3	96.2
Directivity	Half Sphere	D		3	3	3	3	3	3	3
Geometric Spreading	399m	K1		63	63	63	63	63	63	63
Atmospheric Attenuation	400m - 10°C - 75%	K2		0	0.1	0.3	0.7	1.2	2.6	7.5
Ground Effects	300m Soft	K3		-3	2	7	8	4	1.5	0
Meteorological Correction	Category 6 (worst case)	K4		-3	-4	-5	-5	-5	-5	-6.5
Source Height Correction	Source 0.5m; Receiver 1.5m	K5		0	0	0	0	0	0	0
Barrier Attenuation		K6		0	0	0	0	0	0	0
In Plant Screening		K7		0	0	0	0	0	0	0
		ΣK		57	61.1	65.3	66.7	63.2	62.1	64
		L_{pZ}		59.7	53.0	46.0	43.1	41.5	41.2	35.2
	Karts	L_{Amax}	47.6	33.5	36.9	37.4	39.9	41.5	42.4	36.2
Sources	24	L_{Amax}	61.4	47.3	50.7	51.2	53.7	55.3	56.2	50.0
	Measured (specific)	L_{Aeq}	49.9							
		Diff	11.5							



2/										
Description	Characteristics	Category Code	dB(A)	Octave Band Centre Frequency (Hz)						
				63	125	250	500	1k	2k	4k
Sound Pressure Level	Based on measured L_{max}	L_p		78.5	93.4	94.4	86.0	88.7	85.7	83.6
	Measured at 1.8m over track	L_w		91.6	106.5	107.5	99.1	101.8	98.8	96.7
Directivity	Half Sphere	D		3	3	3	3	3	3	3
Geometric Spreading	399m	K1		63	63	63	63	63	63	63
Atmospheric Attenuation	400m - 10°C - 75%	K2		0	0.1	0.3	0.7	1.2	2.6	7.5
Ground Effects	300m Soft	K3		-3	2	7	8	4	1.5	0
Meteorological Correction	Category 6 (worst case)	K4		-3	-4	-5	-5	-5	-5	-6.5
Source Height Correction	Source 0.5m; Receiver 1.5m	K5		0	0	0	0	0	0	0
Barrier Attenuation		K6		0	0	0	0	0	0	0
In Plant Screening		K7		0	0	0	0	0	0	0
		ΣK		57	61.1	65.3	66.7	63.2	62.1	64
		L_{pZ}		37.6	48.4	45.2	35.4	41.6	39.7	35.7
	Karts	L_{Amax}	46.0	11.4	32.3	36.6	32.2	41.6	40.9	36.7
Sources	24	L_{Amax}	59.8	25.2	46.1	50.4	46.0	55.4	54.7	50.5

A2 Photographs





Elmbridge Borough Council

... bridging the communities ...

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09 March 2011

Dear Mr Graham,

Town & Country Planning Act 1990

Applicant: Mr Jim Graham

Proposal: Confirmation of Compliance with Condition 2: (Noise Assessment) of planning permission 2010/2743

Location: Daytona Sandown Park More Lane Esher Surrey KT10 8AN

Application Number: 2011/0219

Application Type: Confirmation of Compliance with Conditions

I refer to your recent application regarding the above site to discharge conditions in relation to the above development, and your submission of 28th February identifying 4 noise receptor locations.

I can confirm that the details submitted are acceptable and would be sufficient to discharge condition 2 of the above planning permission. Please ensure that as stated the noise measurements are undertaken at the periods stated and that records are kept of this, which should be available to the Council upon request.

If you have any further queries please do not hesitate to contact us.

Yours sincerely,

Strategic Director - Services



INVESTORS
IN PEOPLE | Champion

Chief Executive: Robert Moran

Strategic Director - Services
David R. Wiltshire

Strategic Director - Resources
Sarah Selvanathan



The Government Standard



2011/0219

Scheme of Noise Assessment – Daytona Sandown Park, Esher

A) Designated Locations:

1. From the pavement outside the boundary of 78 Lower Green Rd, Esher.
2. From the pavement outside the boundary of 1 New Rd, Esher.



B) Designated Method:

1. Use of an integrating sound level Meter to take noise measurements.
2. Noise Measurements to be taken annually during the first week of February.
 - Five Minute LAeq to be measured when the circuit is being used for go kart racing.
 - Five Minute LAeq to be measured when the circuit is not being used for go kart racing
3. Noise Measurements to be submitted annually to the Council by the end of the first week of March. Calculations to show the noise levels that will have affected the nearest domestic property as a result of the use of the track.