

PLANNING COMMITTEE – 15 MARCH 2021

Application No:	22/00168/S73M
Proposal:	Application for variation of condition 4 to allow greater flexibility for the use of lighting attached to planning permission 19/01824/S73M which varied planning permission 17/01268/FULM; Erection of directional lighting [55 columns]
Location:	Southwell Racecourse, Station Road, Rolleston, NG25 0TS
Applicant:	Arena Racing (Southwell) Limited
Agent:	Moorside Planning - Mr Matthew Pardoe
Registered:	31.01.2022 Target Date: 02.05.2022
Link to Application File:	https://publicaccess.newark-sherwooddc.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=R6F5D7LBJBM00

This application is being presented to the Planning Committee in line with the Council's Scheme of Delegation as the application is a major planning application and the Officer recommendation is contrary to the response received from the Parish Council.

The Site

Southwell Racecourse is a horse-racing venue located to the west of the village of Rolleston, with the villages of Fiskerton and Upton to the north and south respectively and the town of Southwell to the west. The wider site area equates to 64 hectares in area. The River Greet runs to the north of the site and is linked to various surrounding dykes, most notably the Greenfield Drain and Beck Dyke which run to the south of the site, and as such is located within Flood Zones 2 and 3 of the Environment Agency's flood maps. Within the racetrack is a biological Local Wildlife Site (2/768) which is designated for its botanical interest. A public right of way runs along the western and northern boundaries of the racecourse site. The wider site lies within the Parish of Rolleston although it is close to Southwell, Fiskerton and Upton. One of the closest properties to the site is the Grade II Listed Mill Farm as well as a scheduled monument close to Rolleston Manor which lies approximately 200m to the east of the site.

Relevant Planning History

20/02508/FULM - Replacing existing racing surface material, with associated works to sub surface arrangement (using existing drainage system) – Permitted 29.04.2021 (Conditions discharged under 21/01999/DISCON & 21/02288/DISCON)

19/01824/S73M - Application to vary conditions 4 and 5 attached to planning permission 17/01268/FULM to exclude the six lights serving the circulation areas that replaces the lights previously in place – Permitted 06.02.2020

17/01268/FULM - Erection of directional lighting [55 columns] – Permitted 07.11.2017 subject to conditions and an amendment to the original S106 agreement to require compliance with the egress measures set out within the Traffic Management Plan for any races where the lights are in use.

15/01292/FULM - Flood alleviation scheme – Permitted 13.06.2016

In addition to this, there are approximately 60 planning applications associated with the site, most of which relate to the erection of new buildings or extensions of existing buildings within the site and the variation of conditions to allow Sunday racing to take place under temporary permissions between 1997 and 2006. Planning permission was granted under 07/01125/FUL to permanently vary condition 11 of Planning Permission 54890792 to allow a maximum of 12 Sunday races per year (within the 80 races per year limit permitted in 1989).

The Proposal

The application is a Section 73 application submitted to allow the variation of Condition 04 attached to planning permission 19/01824/S73M (which varied planning permission 17/01268/FULM) to amend the wording to allow greater flexibility for the occasions on which the directional lighting on site can be used per year.

17/01268/FULM permitted the installation of 55 directional floodlights around the race track subject to conditions. This consent was varied under 19/01824/S73M to exclude the circulation area lighting (around the car parks and buildings) from the same restrictive controls under the original conditions 4 and 5 in the interest of health and safety for patrons returning to their vehicles after races.

Condition 3 of 19/01824/S73M requires the track lighting columns to be switched off within 30 minutes of the last race or by 2130h, whichever is sooner (and for the circulation lighting columns to be turned-off within 30 minutes of the last patrons departure from race meetings or other function/event taking place at the site) . Condition 5 requires the luminaire of each floodlight to be as stated on the approved 'Equipment Layout' plan included within Appendix 6 – Aiming Angles and Upward Light Ratio Diagrams of the Lighting Assessment undertaken by WYG dated July 2017 and Condition 4 (the subject of this application) restricts the number of evening race meetings where the track floodlights are in operation in any calendar year to 20.

This application seeks to vary Condition 4 to enable the lighting columns to be used for a maximum of 50% of the total number of races per calendar year (which would equate to 40 evening races) to enable greater flexibility for races.

For clarity, no operational development is proposed with this application. The maximum total number of races per year (80 no.) would not increase. The maximum number of Sunday races (12 no.) would not increase. The Traffic Management Plan secured by the S106 agreement associated with 17/01268/FULM is not proposed to change.

Departure/Public Advertisement Procedure

Occupiers of 18 properties have been individually notified by letter, a site notice has been displayed close to the site and an advert has been placed in the local press.

Earliest decision date: 03.03.2022

Planning Policy Framework

The Development Plan

Newark and Sherwood Amended Core Strategy Adopted 2019

Spatial Policy 7: Sustainable Transport

Spatial Policy 8: Protecting and Promoting Leisure and Community Facilities

Core Policy 6: Shaping our Employment Profile

Core Policy 7: Tourism Development

Core Policy 9: Sustainable Design

Core Policy 10: Climate Change

Core Policy 12: Biodiversity and Green Infrastructure

Core Policy 13: Landscape Character

Core Policy 14: Historic Environment

Newark and Sherwood Allocation and Development Management DPD, adopted 2013

Policy DM5: Design

Policy DM7: Biodiversity and Green Infrastructure

Policy DM8: Development in the Open Countryside

Policy DM9: Protecting and Enhancing the Historic Environment

Policy DM12: Presumption in Favour of Sustainable Development

Other material planning considerations

- National Planning Policy Framework 2021
- Planning Practice Guidance online guidance
- Landscape Character Assessment SPD 2013

Consultations

Rolleston Parish Council – Object:

- The lighting impacts the amenity of local residents and there have been a number of complaints relating to this.
- The Racecourse do not adhere to the duration and event usage restrictions.
- Doubling the number of evening race meetings where the floodlights are in operation would represent unacceptable intensification.
- The proposal would increase the volume of traffic going through the village.
- Racecourse patrons do not adhere to the Traffic Management Plan.
- The applicant should have stewarded controls to direct traffic to adhere to the traffic routes identified in the Plan throughout the duration of all floodlit race meetings to support the village by minimizing the ability for Racecourse traffic to fail to adhere to the Plan driving towards and away from the Racecourse.

Southwell Town Council – No comments received at the time of writing this report, anticipated receipt 08.03.2022 (to be reported as a late item).

Upton Parish Council – No comments received.

NCC Highways – No Objection – As there have been no material changes in highway terms from the assessment of the original application, we do not wish to raise an objection.

NSDC Environmental Health (EHO) – No objection – No complaints have been recorded regarding light nuisance associated with this site. In 2019 the Council received three complaints relating to the illumination of the night skies, however as these did not relate to the intrusion of light into properties these were not the subject of further investigation. No further complaints have been received.

NCC Rights of Way - No comments received.

NCC Ecology & Biodiversity – No comments received.

Trent Valley Internal Drainage Board – No comments received.

Severn Trent Water - No comments received.

The Environment Agency - No comments received.

Ramblers - No comments received.

Civil Aviation Authority - No comments received.

National Air Traffic Services – No Objection.

Network Rail – No Objection.

Comments have been received from ONE interested parties that can be summarised as follows:

- It is not acceptable to have any traffic from Southwell Racecourse going through Rolleston when existing the Racecourse after a late finish.
- The operations of the Racecourse result in traffic and highways safety issues for local residents within Rolleston.
- The Traffic Management Plan should not be removed.
- The tannoy system at the Racecourse is heard in the evenings at properties in Rolleston.
- At night the lighting from the Racecourse results in light pollution.
- Night racing should not be increased as it would increase traffic, highways safety risk and disturbance to local residents.
- The Traffic Plan should be put in place for all races and not just Sundays.

Comments of the Business Manager

An application under Section 73 is in effect a fresh planning application but should be determined in full acknowledgement that an existing permission exists on the site. This Section provides a different procedure for such applications for planning permission, and requires the decision maker to consider only the question of the conditions subject to which planning permission was granted. As such, the principle of the approved development cannot be revisited as part of this application.

An application can be made under section 73 of the Town and Country Planning Act 1990 to vary or remove conditions associated with a planning permission. In determining such an application the local planning authority is only able to consider the question of the conditions subject to which planning permission should be granted, and—

- (a) if the authority decides that planning permission should be granted subject to conditions differing from those subject to which the previous permission was granted, or that it should be granted unconditionally, the authority shall grant planning permission accordingly, and
- (b) if the authority decides that planning permission should not be granted subject to the same conditions as those subject to which the previous permission was granted, the authority shall refuse the application.

The NPPF is clear that any new permission should set out all conditions related to it unless they have been discharged and that it cannot be used to vary the time limit for implementation which must remain unchanged from the original permission. Whilst the application has defined which conditions are sought to be varied, the local authority has the power to vary or remove other conditions if are minded to grant a new planning consent.

Full planning permission was granted in November 2017 subject to a number of conditions. The planning history confirms that the development was then commenced in September 2018 and completed in April 2019. The consent was also subsequently varied by 19/01824/S73 in February 2020 as detailed in the description of the proposal.

In this application the condition to be varied is Condition 4 attached to 19/01824/S73M to enable the lighting columns to be used for a maximum of 50% of the total number of races per calendar year (which would equate to 40 evening races) to enable greater flexibility for races. The main issue to consider is therefore whether the proposed amendment to the number of races that can utilise the lighting columns, from 20 no. to 40 no., would be acceptable.

The cover letter to this application explains that since the erection of the lights in 2019, there have been a number of occasions when Race Marshalls have asked for the lights to be used due to deteriorating weather conditions (cloud limiting light rather than the time of day) to assist with animal and rider welfare. During 2021 this occurred around five time and on each occasion the lights were used for half an hour or less, and did not extend the use of the course into the evening period. However, such occasional use is not defined by Condition 4, and would have counted as one of the 20 events specified by the condition, impacting the evening race programme. Whilst the Pandemic has prevented this from being an issue in 2020-2021 (given scheduled races have been reduced), the Racecourse wish to address this inflexibility of the current condition.

Impact on Visual Amenity, Landscape Character and Heritage Assets

Core Policy 9 and Policy DM5 of the DPD require new development to achieve a high standard of sustainable design and layout that is of an appropriate form and scale to its context, complementing the existing built and landscape environments. Core Policy 13 relates to Landscape Character refers to the District's Landscape Character Assessment and expects development proposals to positively address the implications of the Landscape Policy Zones. Policy DM5 in the Allocations and Development Management DPD relates to design and states the rich local distinctiveness of the District's landscape and character of built form should be reflected in the scale, form, mass, layout, design, materials and detailing of proposals for new development.

The site is located within policy zone Trent Washlands TW PZ 10: River Greet Meadowlands as defined by the Council's adopted Landscape Character Assessment SPD. This states "Southwell Racecourse dominates the landscape to the centre of the area, with associated car parking, hotel and a training centre etc. These are large scale features, not in keeping with the local character."

The landscape condition is defined as moderate with the racecourse providing a large scale development which is not in keeping with local character. The landscape is considered within the Policy to have moderate sensitivity.

It is already accepted that the Racecourse sits at odds with the remaining landscape within the character zone, with large structures already in situ within the site. In the assessment of the original permission it was concluded that the immediate landscape was already characterised by large electricity pylons owing to the proximity of the site to Staythorpe Power Station (approximately 2km to the east) which was considered to have a greater impact upon the landscape setting than the proposed floodlights. It was concluded that any adverse impact of the floodlights would be limited in duration to when the lights were illuminated and whilst they would be visible from the public realm, given the slim line nature of the columns and the number of trees surrounding the site, any impact would be buffered.

In this particular case, given there is no additional operational development proposed the impact to be considered is whether or not the increased usage of the track floodlights would result in any material adverse impact on visual amenity. It is noted that the original application was accompanied by a lighting assessment which concluded that the proposal would not have a significant impact upon surrounding dark sky landscape. This conclusion was based on the evening photomontage, glare impact assessment diagrams and equipment layout plan showing the direction of light spill, in addition to the fact that the Environmental Health Officer concluded that the work undertaken to depict lighting levels appeared reasonable and raised no objection to the scheme.

The restriction of use of the track lighting to 20 races per year was originally at the request of the Applicant rather than a restriction imposed by the LPA to mitigate any identified harms. The cover letter also explains that whilst the application seeks to increase the number of races permitted to use the floodlights, in reality these are not usually required during the summer months when natural light levels are higher and the usage of the lights would continue to be for a limited duration (and of a restricted luminance level) given the restrictions that would remain in force by Conditions 03 and 05. Whilst the use of the lights for an increased number of evening meetings per year would result in the lighting being more frequently perceptible throughout the year, Officers remain of the view that the character of the area would not be unacceptably harmed by this given the Racecourse is already an intrusion into this landscape and that the lighting columns in themselves, and their limited light spill, were not previously concluded to result in any harm on the character or appearance of the area. It is also noted that the EHO does not raise any concerns in this respect to this current application.

Overall, it is not considered that any greater adverse material impact on the character of the area would arise from the proposed variation when compared with the extant permission. Nor is it considered that any unacceptably adverse visual impact would result in accordance with Core Policies 9 and 14 and Policies DM5 and DM9 of the DPD.

In relation to heritage matters, one of the closest properties to the site is the Grade II Listed Mill Farm as well as a scheduled monument close to Rolleston Manor, which lies approximately 200m to the east of the site. Policies CP14 and DM9 of the Council's LDF DPDs, amongst other things, seek to protect the historic environment and ensure that heritage assets are managed in a way that best sustains their significance. The importance of considering the impact of new development on the significance of designated heritage assets, furthermore, is expressed in section 16 of the National Planning Policy Framework (NPPF). When considering the impact of a

proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, for example. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. The NPPF also makes it clear that protecting and enhancing the historic environment is sustainable development (paragraph 8c).

The setting of heritage assets is defined in the Glossary of the NPPF which advises that setting is the surroundings in which an asset is experienced. Paragraph 13 of the Conservation section within the Planning Practice Guidance (PPG) advises that a thorough assessment of the impact on setting needs to take into account, and be proportionate to, the significance of the heritage asset under consideration and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it. Additional advice on considering development within the historic environment is contained within the Historic England Good Practice Advice Notes (notably GPA2 and GPA3).

Originally it was concluded that whilst the columns may be visible from nearby heritage assets, given the intervening distance between them, any overall visibility and impact would be reduced. The site is well-established as a Racecourse and it was noted that lighting columns are usually expected in some form; given the existing infrastructure within and surrounding the site, Officers concluded that the proposal would be unlikely to result in further harm to any heritage assets. In this case the increased usage of the track lighting throughout the year is not considered to result in any harm to the setting of any nearby heritage asset given their current relationship with the Racecourse, which accords with the abovementioned policies and guidance.

Impact on Residential Amenity

Policy DM5 advises that the layout of development within sites and separation distances from neighbouring development should be sufficient to ensure that neither suffers from an unacceptable reduction in amenity including overbearing impacts, loss of light and privacy. Development proposals should have regard to their impact on the amenity or operation of surrounding land uses and where necessary mitigate for any detrimental impact.

The existing conditions imposed on 17/01268/FULM and as varied under 19/01824/S73M limits use of the track floodlighting past 21:30 hours and the luminance levels of the lights in accordance with the submitted lighting survey (to prevent any adverse lighting impact). In this case the number of races where the lights would be permitted to be used would double to 40 no. races per year (representing half of the permitted yearly races in total). As previously explained, the original restriction of the light usage to 20 races per year was at the request of the Applicant rather than having been imposed by the LPA to mitigate any identified harm.

Lighting: In the assessment of the original application it was noted that the height of the columns had been restricted to avoid unnecessary spills beyond the course, reducing any impact upon neighbouring properties and the railway line. It was acknowledged that whilst this resulted in a greater number of columns being required, that this was the most appropriate solution to limit any light pollution. The Officer also noted that whilst the floodlights would be visible from nearby properties and there would be an increase in light pollution within what is considered a rural area, the cessation of use of the lights at 2130h was considered to be reasonable and given the distance of the columns from the closest neighbouring properties (approx. 200) was considered to be acceptable.

The original application was accompanied by a lighting assessment, evening photomontages, a glare impact assessment diagram and equipment layout plans demonstrating the direction of light spill which concluded that the proposal would not have a significant impact upon surrounding dark sky landscape. Further the EHO raised no objection in relation to the impact of the lighting on the surrounding area or neighbouring amenity.

In this case the proposal would result in an increased usage of the track lighting throughout the year. Having consulted with the Environmental Health Officer they have explained that, notwithstanding the concerns raised by one local resident and the Parish Council, no complaints have been recorded regarding light nuisance associated with this site. The EHO advised that in 2019 the Council received three complaints relating to the illumination of the night skies, however as these did not relate to the intrusion of light into properties these were not the subject of further investigation and no further complaints have been received in this regard. The Applicant has explained that since their installation in 2019 the lights have been in use on multiple occasions. Whilst their use during the course of the Pandemic has been less frequent than would be anticipated for a standard racing programme, Officers are mindful that since their installation there have been no complaints received, let alone substantiated, relating to light intrusion into residential properties from any local residents. On this basis it is considered that the lighting installed does not result in an impact that unduly disrupts the residential amenity of neighbouring properties. This is likely due to the requirement to cease the use of the track lights by 2130h, the design of the lights to limit light spill and the reduced luminance levels controlled by condition. As such it is not considered that an increasing the permitted use of the track lights to 40 nights out of a total of 80 races per year would result in an adverse impact on the amenity of local residents. It is further noted that the EHO has raised no objection to the proposal in this regard.

Noise: Whilst there would be no increase in the number of meetings per year, use of the track lighting for a greater number of evening races would inevitably result in any associated noise being heard later in to the evening on more occasions. To support the original application a noise assessment was submitted which concluded that noise levels from the potential later finishes would be unlikely to have a significant adverse impact upon health or quality of life of neighbouring residents; during the assessment of this application Officers explained that they had no evidence before them to contradict this conclusion and further considered that the latest time by which the lights would be turned off would assist in noise levels being managed so as not to result in any perceptible noise being heard at unreasonable times in the evening. It is noted that no noise complaints have been received in relation to the operations of the Racecourse and thus, given the previously conclusions and the support of the EHO it is considered that the application at hand would not result in any adverse amenity impact in this regard.

Overall, it is not considered that any greater adverse material impact would arise from the proposed variation when compared with the extant permission in accordance with Policy DM5.

Impact on Highway Safety

Policy DM5 is explicit in stating that provision should be made for safe and inclusive access to new development whilst Spatial Policy 7 encourages proposals that place an emphasis on non-car modes as a means of access to services and facilities. I note that a level crossing lies directly to the west of the racecourse access and that Racecourse Road (which is owned by the applicant) is also a public right of way.

It is noted that concerns of local residents and the Parish Council principally relate to the potential highway safety impact of the proposed amendments to Condition 04 and changes to the Traffic

Management Plan (TMP). For clarity, the TMP submitted with the application at hand is an exact copy of the TMP that is the subject of a S106 agreement as set out in the site history section of this report.

Members may recall that a Section 106 Agreement Dated 26.07.2018 secured the Transport Management Plan for vehicles entering/leaving the site during evening and Sunday racing. No amendments are sought to the overall maximum number of races permitted at this site per year and no changes are proposed to the TMP. However, the TMP is worded to trigger vehicular egress controls for any races which use the track lighting (to prevent exiting of vehicles via the village of Rolleston). The Applicant explains that evening races do not normally generate the same number of spectators as their daytime equivalents. However, it is the evening (and Sunday) races that are subject to specific traffic control management measures, which do not apply to their daytime equivalents. This means that a greater proportion of the races held would be subject to these controls as a result of the application at hand.

Whilst acknowledging the concerns of the Parish Council relating to the Racecourse's compliance with the TMP, the Applicant has provided a response to these comments explaining the measures they undertake to ensure compliance and it is further noted that a requirement of the TMP is for stewards to direct traffic to ensure correct access and egress routes are adhered to. Overall, the total number of races would not change, the increased use of the lights would increase the percentage of races subject to the traffic management measures which overall would be a benefit to the local residents of Rolleston that have concerns specifically relating to increased Racecourse traffic. Having discussed this application with the Highway Authority they have raised no objection to the proposal given the existing traffic arrangements have not materially altered since the assessment of the original application.

Having sought advice from the Council's legal team, it has been confirmed that an updated Section 106 specifically linking the Transport Management Plan to this application is not required as the obligations were conditional upon 17/01268/FULM development first coming into use. This has occurred and the obligations remain in force and remain unchanged by the variation proposed by this application.

On the basis of the above, Officers therefore consider that the proposal would continue to accord with the identified policies in relation to highway safety.

Other Matters

Within the racetrack is a Local Wildlife Site (2/768) (LWS) - the LWS is designated as a site of biological and botanical interest, rather than of interest due to the presence of protected species/fauna. The use of lighting is unlikely to have any appreciable impact on the floristic value within the wider site and considering the scope of this application is limited to the impact of the increased use of the lighting, it is not considered that the proposal at hand would result in any greater ecological impact than already approved.

Assessment of the remaining conditions

The NPPG is clear that any new permission should set out all conditions related to it unless they have been discharged and that it cannot be used to vary the time limit for implementation which must remain unchanged from the original permission.

For ease of reference the conditions as originally imposed are listed in full below (in the recommendation section) with ~~striketrough~~ text used to represent parts of the condition no longer required and **bolded text** used to indicate new wording.

Conclusion

Only the very narrow scope of the matters of varying the conditions imposed are open for consideration. The proposed variation to Conditions 4 is considered to be acceptable given that the amendments sought would not result in any materially adverse impact on the character of the area, visual amenity, heritage impact, impact on neighbouring amenity through light intrusion or noise or impact on highways safety. As such it is recommend that planning permission is granted subject to the conditions outlined below.

RECOMMENDATION

That full planning permission is approved subject to the following conditions:

01

The development hereby permitted shall not be carried out except in complete accordance with the following approved plan references:

- Site Location Plan – SS-01 Rev.A
- POLES(S): P04 – 180859P1 (sheet 1 of 18)
- POLES(S): P05 – 180859P1 (sheet 2 of 18)
- POLES(S): P01 – 180859P1 (sheet 3 of 18)
- POLES(S): P06 – 180859P1 (sheet 4 of 18)
- POLES(S): P03 – 180859P1 (sheet 5 of 18)
- POLE(S): A23 – 180859P1 (sheet 6 of 18)
- POLES(S): A02-06 – 180859P1 (sheet 7 of 18)
- POLE(S): A24 – 180859P1 (sheet 8 of 18)
- POLES(S): A01, C01-02, P01 – 180859P1 (sheet 9 of 18)
- POLES(S): A07-08, A22 – 180859P1 (sheet 10 of 18)
- POLES(S): A10-16 – 180859P1 (sheet 11 of 18)
- POLES(S): A09 – 180859P1 (sheet 12 of 18)
- POLES(S): PH1– 180859P1 (sheet 12 of 18)
- POLES(S): B12-17, B22 – 180859P1 (sheet 13 of 18)
- POLES(S): A17-18, A21, B05-11, B18, B20, B21 – 180859P1 (sheet 13 of 18)
- POLES(S):A19, B01-04 – 180859P1 (sheet 14 of 18)
- POLES(S): B19 – 180859P1 (sheet 14 of 18)
- POLES(S): A20– 180859P1 (sheet 15 of 18)
- Pole Location Layout – 180859L1_A

unless otherwise agreed in writing by the local planning authority through the approval of a non-material amendment to the permission.

Reason: So as to define this permission.

02

The development hereby permitted shall be constructed entirely of the materials details

submitted as part of the planning application unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of visual amenity in accordance with the NPPF, Core Policies 9 and 13 and Policies DM8 and DM5 of the DPD.

03

The track lighting columns comprising poles A1-24, B1-B22, C1 and C2 and POH1 (other than the two low level rear/south facing lights on A23 and A24) shall be switched off within 30 minutes of the last race or by 21:30 hours, whichever is sooner. The track lighting columns shall not be illuminated except during race meetings.

The circulation lighting columns comprising poles P01 – 06 and the two low level rear/south facing lights on poles A23 and A24 shall be turned-off within 30 minutes of the last patron's departure from race meetings or other function/event taking place at the site.

Reason: In the interests of visual and residential amenity in accordance with the NPPF, Core Policies 9 and 13 and Policies DM8 and DM5 of the DPD.

04

The number of evening race meetings where the track floodlights are in operation in any calendar year shall not exceed **40** ~~20~~.

Reason: In the interests of residential amenity in accordance with the NPPF, and Policy DM5 of the DPD.

05

The luminaire of each floodlight shall be as stated on the 'Equipment Layout' plan included within Appendix 6 – Aiming Angles and Upward Light Ratio Diagrams of the Lighting Assessment undertaken by WYG dated July 2017 unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of residential amenity in accordance with the NPPF, and Policy DM5 of the DPD.

Informative Notes to the Applicant

01

This permission relates solely to the installation of lighting columns only. There will be no increase in the total number of race meetings held in any calendar year above the 80 races currently permitted under planning permission reference 54/890792.

02

This application should be read in conjunction with the Section 106 Agreement that secures the

Transport Management Plan for vehicles entering/leaving the site during evening and Sunday racing.

03

The applicant is advised that all planning permissions granted on or after the 1st December 2011 may be subject to the Community Infrastructure Levy (CIL). Full details of CIL are available on the Council's website at www.newark-sherwooddc.gov.uk/cil/

The proposed development has been assessed and it is the Council's view that CIL is not payable on the development given that there is no net additional increase of floorspace as a result of the development.

04

This application has been the subject of pre-application discussions and has been approved in accordance with that advice. The District Planning Authority has accordingly worked positively and pro-actively, seeking solutions to problems arising in coming to its decision. This is fully in accordance with Town and Country Planning (Development Management Procedure) Order 2010 (as amended).

BACKGROUND PAPERS

Application case file.

For further information, please contact Honor Whitfield on ext 5827

All submission documents relating to this planning application can be found on the following website www.newark-sherwooddc.gov.uk.

Lisa Hughes

Business Manager – Planning Development

Committee Plan - 22/00168/S73M

