

From: [Alistair Wood](#)
To: [Cottam Solar Project](#)
Cc: [Alan Mugglestone](#); [Philip Raven](#)
Subject: Cottam Solar Project - Blyton Park Driving Centre
Date: 09 April 2024 12:46:35
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[224-01-03-0005-A - EXISTING CIRCUIT WITH GRASS RUN-OFF.pdf](#)

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Good Afternoon,

Further to our further representations sent 27 February 2024, please be advised that we have we have sought to correspond with the applicants.

The e-mail below dated 22 March and attachment were sent to Eve Browning & Dave Elvin of the Solar Project Team - but no response has been received from them.

While it is appreciated that the Hearings have been concluded, it is important and necessary to forward our latest correspondence, to enable the Inspectors to take this into account in their deliberations.

Thank you for your attention and grateful if you could confirm receipt of this communication.

Yours sincerely

Alistair Wood MA DipTP MRTPI
Planning & Development Manager
Blyton Park Driving Centre/ LNT Group/LNT Aviation

T [REDACTED]
E [REDACTED]



From: Alistair Wood
Sent: Friday, March 22, 2024 10:23 AM

To: Eve Browning [REDACTED]
Cc: Alan Mugglestone [REDACTED]; Philip Raven [REDACTED]
Dave Elvin <[REDACTED]>
Subject: RE: Cottam Solar Project - Blyton Park Driving Centre

Good Morning Eve,

I refer to your e-mail below of 16 Feb on behalf of the Cottam Solar Project, stating that the Project would not pay for any assessment of the necessary run-off areas and line of sight commissioned by Blyton Park Driving Centre. This is unfortunate given that Blyton Park Driving Centre and its representatives have been wholly reasonable and co-operative with the Project Team, while clearly seeking protect the health and safety of users of the driving circuit and Blyton Park's long established and important business interests.

It was also stated within your e-mail of 16 Feb that the Cottam Solar Project would prefer to directly commission "some work" to assess the safety requirements of line of sight and run-off areas necessary in relation to the driving circuit. You said at that time that you would come back to us once you had the results of some completed modelling, to discuss the outcome. It is now the 22 March and in the interim it has been declared that the Examining Authority has now completed its Examination of the application and notably you have not come back to us on this matter.

I would also add that you have not yet provided any response to the critique provided by S&D Garritt Ltd in relation to the Projects Noise Impact Assessment Report prepared by Tetra Tech, or in relation to outstanding questions relating to the issue of glint & glare.

Given your response of 16 Feb, Blyton Park was given no choice but to commission Apex Circuit Design, one of two such organisation recognised by Motorsport UK, to carry out its own modelling/assessment of the necessary safety run-off areas and line of sight. The outcome of this modelling exercise that we are prepared to offer for discussion is attached. This plan identifies suitably scaled and safe run-off areas associated with the operation of the driving circuit and the necessary line of sight from the Driving Centre's central control facility, deemed to be essential to maintain the safe management and operation of the circuit.

This plan illustrating the existing circuit and its necessary run-off areas and line of sight, has been prepared by Apex in consultation with Motorsport UK. This identifies the essential safety run-off areas denoted by the green lines and necessary line of sight by the blue dashed line, all of which needs to be retained and maintained into the future, to ensure the continuing safe operation of the driving centre. We will state again, the health and safety of drivers using the circuit and established business operation of the Driving Centre - cannot be compromised by the proposed Solar Project.

Notably, and this has come from Apex Design and Motorsport UK, if the proposed change in the context of the landscape around the driving centre beyond the green lines is implemented, safety barriers and fencing to these lines, would become necessary both to ensure the safety of drivers using the circuit and to protect the solar panels beyond the green lines from damage from any cars or parts of vehicles that may project beyond the green lines.

Thank you for your attention and look forward to hearing from you in response to this

communication.

Yours sincerely

Alistair Wood

Planning & Development Manager

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E [REDACTED]





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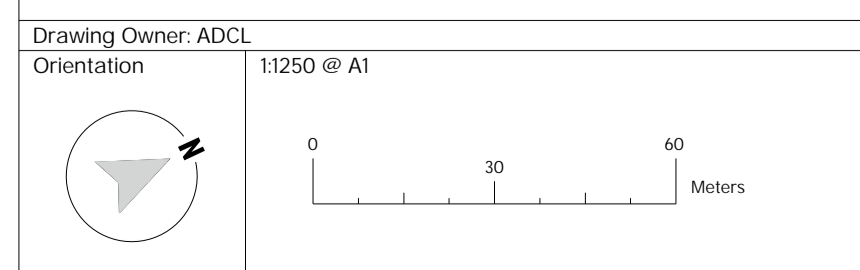
Drawing Notes and Key

KEY	ELEMENT	DISPLAY
	LINE OF SIGHT FROM CIRCUIT CONTROL	-----
	BARRIER LINE FOR GRASS ONLY DESIGN	————

General Notes:

1. This drawing is the copyright of Apex Circuit Design Ltd and must not be retained, copied or used without the consultant's authority.
2. Do not scale from the drawings. If in doubt, ask.
3. All dimensions & levels in metres unless noted otherwise. All dimensions to be verified on site & approved by the engineer.
4. This drawing should be read in conjunction with other relevant architectural, structural, mechanical & electrical drawings and all relevant sections of the specifications.
5. The information shown on this drawing should only be used as a reference and not for construction.

Drawing Owner: ADCL
 Orientation: 1:1250 @ A1



Client

BLYTON PARK

Project Title

CIRCUIT UPGRADES FOR BISHOPS TO PORT FROID

Drawing Title

EXISTING CIRCUIT WITH GRASS RUN-OFF

Drawing Revision List				
REV	DESCRIPTION	DATE	BY	AUTH
A	ISSUE	240318	BP	AW
B	-	-	-	-
C	-	-	-	-
D	-	-	-	-
E	-	-	-	-

Drawing Number: **224-01-03-0005** Rev: **A**

Stage: **STAGE 1 - RUN-OFF ANALYSIS**