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1.0 Planning Context

1.0 Planning Context

The information given below outlines those parts of policy and guidance considered to be of primary interest. Interested parties should acquaint themselves fully with the relevant documents, mentioned here or found elsewhere to satisfy themselves that they have a comprehensive understanding of the relevant planning guidance and policies.

1.1 National and Strategic Planning Context

The following Planning Policy Guidance Notes (PPGs) and Planning Policy Statements (PPSs) have been identified as relevant to development at Silverstone Circuit:

Government has published a series of Planning Policy Guidance Notes (PPGs), which provide the background to most aspects of the planning system. These are currently being superseded by Planning Policy Statements (PPSs). Development proposals at Silverstone must have regard to all relevant PPG and PPSs advice as noted in the Development Brief. Section 3.0 of the Brief refers to the details of the PPGs and PPSs in addition to the following:

1.1.2 PPS1: Creating Sustainable Communities

The statement sets out the Government’s high level policy objectives for planning and sets a framework for specific policies, concentrating in particular upon the principles of sustainable development, including climate change which is the subject of an annex to PPS1.

Further development will assist in meeting the four aims of sustainable development in the Government’s strategy: A Better Quality of Life, a Strategy for Sustainable Development in the UK, as outlined at paragraph 1.1.3 of PPS1:

‘Maintenance of high and stable levels of economic growth and employment.
Social progress which recognises the needs of everyone.
Effective protection of the environment.
The prudent use of natural resources.’

PPS1 also recognises at paragraph 1.1.5 the need for planning authorities to have regard to the importance of encouraging industrial, commercial and retail development if the economy is to prosper
and provide for improved productivity, choice and competition, particularly when technological and other requirements of modern business are changing rapidly. This Development Brief seeks to achieve this by providing guidance as to the uses and form of development appropriate at the site.

1.1.3 PPG4: Industrial and Commercial Development and Small Firms (1992)

PPG 4 provides guidance in relation to government policy with regard to industrial and commercial development and small firms.

The guidance emphasises the need for development plans to take account of both the locational demands of business and wider environmental objectives. In terms of locational factors, PPG4 states at paragraph 9 that:

“Industry and commerce have always sought locational advantage in response to various external factors. These include: the demands of customers; access to raw materials and suppliers; links with other businesses; the workforce catchment area; and various transport considerations.”

Paragraph 10 of the guidance goes on to highlight that development plan policies must take account of these needs and at the same time seek to achieve wider objectives in the public interest.

However, PPG4 also recognises that it remains open to planning authorities to propose policies in development plans aimed at channelling particular types of business development into particular locations and that policies should provide for choice, flexibility and competition.

The Silverstone site is located in a relatively rural location, however due to the niche employment market in relation to the motorsport and automotive industry which currently operates from the site due to the siting of the racing circuit, it is considered that there are considerable locational advantages for siting further employment development at the site, in particular the promotion of cluster development relating to this innovative industry.

1.1.4 Draft PPS4 - Guidance for Sustainable Economic Development

Draft PPS4 sets out to ensure that planning authorities take into account the need of business to remain competitive and to factor in the benefits of economic development alongside environmental and social factors. Policy outcomes include building prosperous communities by improving economic performance. Desired objectives include a good range of sites and a good supply of
land, promotion of sustainable travel choices and high quality development and including high technology uses, tourism and higher education. Local planning authorities are to take account of the needs of rural areas and locational requirements.

1.1.5 PPS7: Sustainable Development in Rural Areas (2004)

PPS7 supersedes PPG7 and sets out the Government’s national policies in relation to country towns and villages, rural business and development and rural services, and the wider, largely undeveloped countryside. The guidance states at paragraph 5 that:

“Planning authorities should support a wide range of economic activity in rural areas. Taking account of regional priorities expressed in RSS, and in line with the policies in paragraphs 2 to 4 of PPS7 local planning authorities should:

i. identify in LDDs suitable sites for future economic development, particularly in those rural areas where there is a need for employment creation and economic regeneration;

ii. set out in LDDs their criteria for permitting economic development in different locations, including the future expansion of business premises, to facilitate healthy and diverse economic activity in rural areas.”

With regard to tourism and leisure, paragraph 34 states that planning authorities should recognise that tourism and leisure activities are vital to many economies. It goes on to state that local planning authorities should, amongst other criteria: ‘recognise that in areas statutorily designated for their landscape, nature conservation or historic qualities, there will be scope for tourist and leisure related developments, subject to appropriate control over their number and location to protect environmental quality.’

The Silverstone site and specifically the racing circuit itself represent a significant tourism and leisure destination, particularly during the grand prix weekend and other large events. The site is mostly excluded from statutorily designated areas and therefore represents an opportunity to further enhance the site’s potential to be a year round visitor destination whilst at the same time providing an opportunity to further develop the existing niche employment market in relation to the motorsport industry which is based at the site.
1.1.6 Good Practice Guide for Tourism

Government policy on tourism is set out in its Good Practice Guide for Tourism (which replaces PPG21 Tourism). It states that tourism in all its forms is of crucial importance to the economic, social and environmental well being of the whole country. Tourism can help the regeneration of urban and rural areas, be a catalyst for growth, provide job opportunities and expand recreation or sports facilities. It provides opportunities to support local services and facilities, to upgrade public services such as public transport, to diversify the rural economy and underpin the local environment.

The planning system can take a proactive role to ensure tourism can develop and thrive and that benefits are achieved in the most sustainable manner possible.

1.1.7 Sources of Guidance

Below are listed the sources of Government guidance that have been used in compiling this Brief. The list is not exhaustive and reference may be made to other guidance as appropriate.

PPS1 - Delivering Sustainable Development
PPG4 - Industrial, Commercial Development and Small Firms
Draft PPS4 – Guidance for Sustainable Economic Development
PPS7 - Sustainable Development in Rural Areas
PPS9 - Nature Conservation
PPS10 - Planning and Waste Management
PPS11 - Regional Spatial Strategies
PPS12 - Local Development Frameworks
PPG13 - Transport - Outlines the Governments drive to reduce the need to travel.
PPG15 - Planning and the Historic Environment
PPG16 - Archaeology and Planning
PPG17 - Planning for Open Space, Sport and Recreation
1.1.8 The White Paper on Enterprise, Skills and Innovation:
Opportunity for all in a World of Change

In February 2001, the Department of Trade and Industry (DTI) and Department for Education and Employment (DfEE) jointly produced a White Paper entitled “Opportunity for all in a World of Change”. This paper cross refers to the Clusters Report “UK Business Clusters: A First Assessment” which identifies on a cluster map over 150 manufacturing and service clusters around the UK, including the established internationally significant motorsport cluster which exists within the South East / East Midlands. The Government emphasises at paragraph 15 of the Executive Summary of the White Paper that it will: ‘promote the growth of successful clusters and with the assistance of the clusters map published by DTI ensure that Regional Development Agencies take the necessary steps to identify and encourage emerging clusters.’

Further development of Silverstone will contribute towards the growth of the motorsport cluster and enable Silverstone to continue and grow as the centre of excellence for the UK’s motorsport industry.

1.2 Regional Context

East Midlands

1.2.1 RSS 8: Regional Spatial Strategy for East Midlands (March 2005)

The Regional Spatial Strategy for the East Midlands (RSS8) replaced the Regional Planning Guidance 8 (RPG8) and provides a broad development strategy for the East Midlands up to 2021. It identifies the scale and distribution of provision for new development and priorities for the environment, transport, infrastructure, economic development, agriculture, energy, minerals and waste treatment and disposal.
The Spatial Strategy also outlines regional priorities for both urban and rural communities and identifies the need for linkages with counties within other regions of England and internationally. Pertinent to this Development Brief are the economic linkages in motorsport between Northamptonshire within the East Midlands and Oxfordshire.

Policy 1 of the Core Strategy states the Regional Core Objectives which includes the need to promote economic prosperity, employment opportunities and regional competitiveness.

Policy 3 within the Spatial Strategy identifies the sustainability criteria in order to assess the suitability of land for development. The criteria includes:

1. the likelihood that the site can be viably developed, taking into account the availability of resources (both public and private); and
2. the suitability of sites for mixed use development and the contribution that development might make to strengthening local communities.

In relation to sports and recreation, Policy 32 identifies the regional priorities for sport and recreation. Where appropriate, local authorities should also work across administrative borders to ensure that identified need is met in the most effective manner.

### 1.2.2 Emerging East Midlands Regional Plan

The core strategy envisages a vibrant and competitive economy with increased productivity, quality learning and skills, innovative business improvements in physical infrastructure and sustainable patterns of development.

Policy 1 seeks improved economic prosperity with good quality land to support economic activity and accessibility through public transport.

Policy 20 asks local authorities to ensure that there is an adequate supply of good quality employment land.

Policy 24 indicates that potential for tourist growth maximising economic benefit should be identified.

Policy 26 sets out that cultural heritage should be protected.
1.2.3 Destination 2010 – Regional Economic Strategy for the East Midlands 2003-2010

The East Midlands Development Agency (EMDA) has prepared a regional strategy outlining the general principles to be taken into account when considering the future development of the region's economy. The strategy highlights the success of the cluster development programme, targeted at niche sectors that have the potential for further growth, such as high performance engineering (with the focus on motorsport and aerospace). Given the existing employment uses at Silverstone, it is considered that the site is best placed to accommodate growth within this sector of the employment market.

The strategy also emphasises that tourism has tremendous potential to contribute to the growth of the regional economy. However, it is acknowledged that this must be balanced with the need to protect the quality of environment upon which it depends for its success, particularly in rural areas. As emphasised previously this issue is given specific consideration throughout this Development Brief. Sport is also acknowledged to be a key driver of the local economy, with 'more than 25,000 people in the region being employed in jobs that are directly related to sport growth of over 300% in the last decade.' EMDA specifically recognise Silverstone as an international sporting venue.

South East

1.2.4 RPG9: Regional Planning Guidance for the South East (2001)

RPG for the South East acknowledges that the success of the area has been based on an economic structure, which has a strong representation in a range of high-tech industries and a clustering of important economic activities. These businesses add value to the economy and are important in sustaining the competitiveness of the economy generally. Economic development strategies for this area should build on its economic strengths, particularly the high skill levels and knowledge base, to ensure that the economy continues to grow in a sustainable way with the minimum additional pressure on limited labour or land resources.

To this extent, Policy RE9 states: 'High value-added activities should be actively encouraged, including the grouped location of such activities in business clusters where this is economically beneficial and environmentally acceptable.'

Additionally, RPG9 predicts that tourism and culture, including major sporting events, will be major growth sectors. Policy E6 requires that opportunities should be provided for leisure and recreation
and access to the countryside. This includes a maximization of the use and positive benefits of sport, leisure, recreation and cultural attractions. Silverstone offers the potential to make the best use of an existing site.

Through the planned development of the Silverstone site, it is considered that a new business cluster can be created that provides cutting edge research and development facilities and a showcase for British engineering excellence, automotive design and technological advancement without detriment to the surrounding area.

1.2.5 Milton Keynes and South Midlands, Sub-Regional Strategy

The Sub-Regional Strategy forms part of the regional policy basis for the preparation of statutory Local Development Documents by the local planning authorities within the sub-region.

Accordingly, the purposes of the Sub-Regional Strategy are:

- To provide strategic guidance on the scale, location and timing of development and associated employment, transport, and other infrastructure to 2021 and the necessary delivery mechanisms;
- To provide a longer-term perspective for the subregion to 2031 in the form of uncommitted planning assumptions subject to later review.

One of the key characteristics identified within the Sub-Regional Strategy is the need to diversify the sub-region’s local economies and attract new economic sectors and grow local and Sub-Regional clusters. This should include higher value knowledge-based activities and there is a need to raise the skills of the local workforce to meet these opportunities.

1.2.6 The South East Plan: The Regional Spatial Strategy for the South East (Draft 2006)

The Draft South East Plan was submitted to Government on 31 March 2006, following over two years of intensive work by the Regional Assembly with local authorities and stakeholders. The Plan provides a framework for the region for the next 20 years to 2026. It brings together policies for development with other policies and programs that influence the nature of places and how they function, including those governing health, social issues, the economy, culture, skills and the environment.
The Milton Keynes and Aylesbury Vale area of the South East Region form part of the wider Milton Keynes and South Midlands Growth Area, which is planned to accommodate development in key urban centres throughout the Plan period. A critical challenge will be to ensure that economic growth and employment increase in line with population.

1.2.7 The Regional Economic Strategy for South East England 2002-2012

The Regional Economic Strategy for the South East, prepared by the South East England Regional Assembly (SEERA) seeks to achieve the South East’s aim that by 2012 the region will be recognised by all as one of the world’s 15 top performing regional economies. This success, it is envisaged, will be based upon a dynamic, diverse and knowledge-based economy that excels in innovation and turning ideas into wealth creating enterprise.

In order to achieve this SEERA state that there is a need to develop strategies to create and sustain globally competitive sectors and clusters. Key sectors identified include the advanced engineering (including automotive) industry and the leisure and tourism industries. In addition, tourism is identified within the strategy as a major contributor to the regional economy, which is expected to grow in forthcoming years.

Silverstone is considered to have a central role to play in achieving SEERA's aims, as a showcase for the promotion and development of the automotive, leisure and tourism industries due its current position at the centre of the acknowledged motorsport cluster.

1.3 Local Context

1.3.1 Northamptonshire County Structure Plan (Adopted 2001)

Reference should be made to saved Policy T3 which requires that development will only be permitted where the local planning authority is satisfied that transport requirements and access needs are met.

1.3.2 Buckinghamshire County Structure Plan (Adopted 1996)

The Buckinghamshire County Structure Plan 1991 – 2011 was approved in March 1996. Saved policy TR1A is relevant to the Development Brief:

TR1A: Traffic in Towns and Villages
In seeking to restrain future levels of traffic growth in the county, and to promote more environmentally sustainable travel, the County Council will implement measures to reduce growth in the length and number of motorised journeys; encourage alternative means of travel, which will have less environmental impact than the private car; and reduce reliance on the private car. The measures to be implemented will include:

In towns:

The restraint of traffic in town centres and residential areas through the introduction of demand management and traffic calming measures and the provision of additional traffic-free areas, together with footpaths and cycleways into town centres and across towns;

The implementation of an integrated policy for town centre on-street and off-street parking throughout the County;

The improvement of public transport access through towns and into town centres particularly through bus priority measures, park and ride schemes, and passenger information systems, but also by reducing road congestion;

In towns and villages:

The management of heavy goods vehicle traffic and parking, to minimise environmental damage;

Essential junction and road improvement schemes

The reduction of traffic speed to a level commensurate with the type of road, safety requirements and the local environment by the implementation of traffic calming principles;

Development Control policies to be advised by the District Councils in Local Plans following the principles set out in the appendix to this Plan.

1.3.3 South Northamptonshire Local Plan (Adopted October 1997)

The following is a summary of the Local Plan policies that are saved whilst the transition is made from the old Local Plan system to the new form of Local Development Frameworks:
POLICY G3

Planning permission will normally be granted where the development:

a. is compatible in terms of type, scale, siting, design and materials with the existing character of the locality;

b. Possesses a satisfactory means of access and provides adequate parking, servicing and turning facilities, including for the disabled;

c. does not result in the loss of undeveloped land which in the opinion of the local planning authority is of particular significance to the form and character of the settlement;

d. will not unacceptably harm the amenities of any neighbouring properties;

e. is neither of a hazardous nature nor likely to cause problems of pollution, noise, vibration, smell, smoke, discharge or fumes;

f. does not unduly affect the existing or proposed transportation network;

g. can be provided with access to the necessary infrastructure and public services without causing unacceptable visual intrusion into the surrounding landscape;

h. does not result in the irreversible loss of the best and most versatile agricultural land;

i. is sympathetic to the quality and character of any building listed as being of special architectural or historic importance or its setting; does not harm the character, appearance or setting of a conservation area;

j. will not adversely affect sites of nature conservation value or sites of geological, geomorphological or archaeological importance;

k. Incorporates suitable landscape treatment as an integral part of the planning of the development;

l. provides for satisfactory foul and surface water drainage;

m. is not on or in proximity to land containing known mineral resources, or, if known resources exist,
n. without first considering the need to safeguard these resources.
o. is, where appropriate, accessible by public transport.
p. has full regard to the needs of security and crime prevention
All proposals for development will be considered in the light of this policy.

POLICY EV7
In the special landscape areas planning permission will only be granted for development which will
not have a detrimental impact on their character and appearance. Particular attention must be paid
to design, materials, siting of buildings and the use of land.

POLICY EV8
In order to prevent the coalescence of settlements the council will not permit development which
would significantly intrude into the following Local Gaps as shown on the Proposals Maps:
a. between Northampton Borough boundary and the nearby villages and hamlets of Harpole,
   Kislingbury, Rothersthorpe, Courteenhall, Milton Malsor, Preston Deanery, Little Houghton and
   Cogenhoe;
b. between the Cherwell District boundary and Chacombe, Middleton Cheney, and Warkworth;
c. at Silverstone between the main village and Cattle End and between the village and the A43
   Bypass/Silverstone Circuit

POLICY EV21
Development proposals will be expected to retain wherever possible, or failing that to replace,
trees, hedgerows, ponds or other landscape features where they make an important contribution
to the character of the area.

POLICY EV24
Planning permission will only be granted for development where it will not lead to the loss of, or
cause significant harm to, regionally important geological and geomorphological sites and county
wildlife sites. Where development is permitted the retention and protection and enhancement of
such sites may be secured through planning conditions or obligations.
PROPOSAL RE1
Planning permission will be granted for an appropriate industrial and commercial development or redevelopment in the following locations in the manner specified in Chapter 13:
… (I) Silverstone Circuit, Silverstone.

PROPOSAL RRC2
Planning permission will be granted for appropriate recreation and tourism related developments, where necessary linked with infrastructure improvements, in the following locations in the manner specified in Chapter 13.
… (G) Silverstone Circuit, Silverstone.

1.3.4 Aylesbury Vale District Local Plan (Adopted January 2004)
POLICY GP38
Applications for new development schemes should include landscaping proposals designed to help buildings fit in with and complement their surroundings, and conserve existing natural and other features of value as far as possible.
Hard landscaping should incorporate materials appropriate to the character of the locality. New planting should be with predominantly native species. Conditions will be attached to relevant planning permissions to require the submission of landscaping schemes and implementation of the approved arrangements.

POLICY GP39
In considering applications for development affecting trees or hedges, the Council will:
   a. require a survey of the site and the trees and hedges concerned;
   b. serve tree preservation orders to protect trees with public amenity value; and
   c. impose conditions on planning permissions to ensure the retention or replacement of trees and hedgerows of amenity, landscape or wildlife importance, and their protection during construction.
POLICY GP40
In dealing with planning proposals the Council will oppose the loss of trees, particularly native Black Poplars, and hedgerows of amenity, landscape or wildlife value.

POLICY GP60
Development proposals within or affecting a Park or Garden of Special Historic Interest should take full account of the area’s historic and landscape significance. The Council will resist proposals that do not protect the distinctive characteristics of such Parks and Gardens.

POLICY GP84
In considering applications for development affecting a public right of way the Council will have regard to the convenience, amenity and public enjoyment of the route and the desirability of its retention or improvement for users, including people with disabilities. Planning conditions will be imposed on planning permissions, or planning obligations sought to enhance public rights of way retained within development schemes.
Where it is proposed to stop up or divert a public right of way to enable development to take place, permission will only be granted where there is an existing suitable alternative route, or provision is so made.

POLICY RA8
The Proposals Map defines Areas of Attractive Landscape, identified in the County Structure Plan, and Local Landscape Areas, defined by the District Council, which have particular landscape features and qualities that are considered appropriate for particular protection.

Development proposals in these areas should respect their landscape character. Development that adversely affects this character will not be permitted, unless appropriate mitigation measures can be secured.
Where permission is granted the Council will imposed conditions or seek planning obligations to ensure the mitigation of any harm caused to the landscape interest.
Policy RA.30
The Council endorses the improvement of motorsport and spectator facilities within the defined area of Silverstone Motor Racing Circuit.

Proposals for new development, including leisure and recreational activities complementary to the main motorsport use, should have particular regard to:

a. the need to avoid serious additional disturbance to those who live in the area;

b. the need to protect the rural and visual character of the countryside adjacent to the circuit;

c. the need to avoid traffic increases and traffic routing unsuited to rural roads in the locality; and

d. the archaeological significance of Luffield Priory.

Policy RA.31
Within the defined area of Silverstone Employment Area, subject to other relevant policies of the Local Plan, permission will only be granted for the redevelopment and extension of existing premises and the construction of new premises, for purposes directly connected with the motorsport industry, including related research and development.
2.0 Appendix Document - Planning Obligations & Section 106 Agreements

2.0 Planning Obligations and Section 106 Agreements

As with any development proposal of the scale proposed at Silverstone, a number of obligations will be imposed on the development by the Local Planning Authority to ensure that proper funding and management arrangements are in place to secure public infrastructure, minimise environmental impact and ensure development secures maximum benefit. Developers should engage with the LPA’s at the earliest opportunity to enable Heads of Terms agreements to be drawn up as part of the pre-application consultation.

It is recognised that the development proposals identified in the Brief will require Section 106 agreements between the local planning authorities and developers/landowners to ensure that appropriate planning benefits are secured. In the case of Silverstone, the obligations will cover the following requirements:

- Strategy for addressing car parking displaced from development sites
- Fire and rescue service and police requirements
- Phasing
- Funding
- Transport:
  - Transport Public
  - Highway works
  - Travel Plan
- Off-site highway works (including Dadford Road South improvements and restrictions)
- Junction works
- Landscaping /Ecology/EA Requirements
- Open Space
- Public Art
Archaeology
Ecology
Design coding – signage strategy, parking arrangements, scale & architecture of building, landscaping & resolve sub-area zones.
Sustainability Standards – BREEM Excellent (or equivalent)
Sustainable Drainage Systems
3.0 Appendix Document - Planning Applications

3.0 Planning Applications

It should be borne in mind that the Development Brief does not grant planning permission, it acts as a guide indicating the considered views of the local planning authorities which will be considerations when planning applications come forward. At the time the applications are considered the matters of landscaping, including structure planting, the impacts of B8 development, the linkage of employment to motorsport and traffic impacts should be issues requiring specific consideration.

Although comprehensive the Development Brief cannot cover all issues which might arise when planning applications are made for areas covered by the Brief. The Brief refers to planning documents which have been used in its compilation. These should not be treated as a comprehensive list, nor should the policies specifically referred to be treated as the solely relevant policies. Consulting other planning documents relevant to the area is recommended. In some cases Environment Impact Assessment may be required.

Issues that may require closer consideration include:

• promoting innovative sustainable climate mitigation and adaptation techniques;
• specific measures to reduce waste generation;
• diversifying the type of economic activities and training facilities to ensure jobs and training are relevant to the local population,
• maintenance of soft landscaping by using ecologically sound management methods.
• cross-boundary considerations between the two local authority areas.
• off-site mitigation to facilitate development.

In cases where there may be conflict between the Development Brief and its supporting technical reports the Brief will take precedence. Any technical aspects or issues not covered in the technical reports will be assessed at the time of the relevant planning application.

It should be borne in mind that reference will most probably be made to planning guidance and other documents published later than the Development Brief when proposed development is under consideration.
4.0 List of consultees

The following is a list of the main statutory consultees that have been party to the preparation of the Draft Development Brief:

Environment Agency
Natural England
English Heritage
National Trust
Highways Agency
Buckinghamshire County Council
Northamptonshire County Council
Garden History Society
Civil Aviation Authority
Northamptonshire Primary Care Trust

The local councils provided advice on landscape, heritage and environmental health (air, noise, contaminated land) issues.

A full list of consultees is included in the Report on Consultation.
5.0 Appendix Document - Reference Documents

5.0 Technical Reports
A series of technical reference documents are available. These documents present the findings of various studies undertaken on the site -

- Landscape and Visual Effects Review 002-WX23000-WXR-06
- Ecology Surveys 003-WX23000-WXR-06
- Cultural Heritage 005-WX23000-STR-05
- Hydrology 004-WX23000-WXR-05
- Phase 1 Desk Study Report 006-WX23000-WXR-05
- Air Quality and Noise 007-WX23000-NHR-05
- Transport Advice 020-WX23000-NER-05
- Sustainability Appraisal 026-WX23000-WXR-02

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