Waste Recovery Plan

Contour Golf Limited

A1 Motocross Track,
Great North Road,
Greetham,
Stretton,
Rutland,
LE15 7SN.

PROVIDING SOLUTIONS, ENSURING COMPLIANCE

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Document Control Table

Project Reference	20/010d	
Project Title	A1 Motocross: Waste Recovery Permit Application	
Document Title	Waste Recovery Plan	
Document Issue No.	3	
Document Issue Date	22 July 2020	
Client	Contour Golf Limited	
Report Produced by/Date	Harry Clifton	21 July 2020
Report Checked by/ Date	Kate Brady	22 July 2020

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1. Introduction

1.1. Westbury Environmental Limited have been instructed to prepare this Waste Recovery Plan on behalf of Contour Golf Limited in support of an Environment Permit application for a deposit of waste for recovery operation at A1 Motocross Track, Great North Road, Greetham, Stretton, Rutland, LE15 7SN (Site)..

1.2. A Waste Recovery Plan (Version 2) for the development was submitted to the Environment Agency (EA) in February 2020. The Waste Recovery Plan evidenced that the development would be commercially worthwhile through financial gain if non-waste materials were used instead of waste. However, the EA have requested that the Waste Recovery Plan is amended and submitted for reassessment due to an increase in the projected volume of waste required for the development since the EA deemed the proposed works to be a 'recovery' operation and approved the Waste Recovery Plan on 18th February 2020.

1.3. The changes to the Waste Recovery Plan since the EA approved the plan in February 2020 are summarised below:

- The projected volume of waste required for the development has increased from 85,263 m^3 to 92,193 m^3. This slight increase of 6,930 m^3 (approx. 8%) has been recalculated by using the 'cut and fill' method to ensure the motocross track is suitably designed. There has been no change to the maximum proposed ground levels.
- Minor revisions to the plans included in the Waste Recovery Plan; see Application Site Plan Drawing No. 184.05 Rev B, Layout & Grading Plan Drawing No. 185.02 Rev B, Cross Sections Drawing No. 184.03 Rev B, Existing Site Survey Drawing No. 184.01 Rev B.

1.4. This Version (3) considers the changes described above and provides an assessment on the financial feasibility of the development. It is still considered that the proposed development will provide a substantial benefit to the lease holder and would be completed even if waste materials were not available.

1.5. This Waste Recovery Plan has been completed in accordance with the Environment Agency's guidance 'Waste recovery plans and permits' dated 18th October 2016.

1.6. This Waste Recovery Plan provides information on the following:

- The purpose of the proposed works.
- The proposed quantity of waste to be used.
- The proposed works meeting quality standards.
- Evidence that the development is financially feasible if using non-waste materials.
- Evidence of funding to cover the proposed works if using non-waste materials.

1.7. The proposed works will involve the construction of an outdoor motocross track on the site of a disused quarry located off the A1, approximately 2km south of the village of Stretton in the county of Rutland.

1.8. The Site extends to approximately 2.1 hectares, see Application Site Plan Drawing No. 184.05 Rev B. The amount of material required for the proposed development has been calculated to 92,193m^3.

1.9. The Site is accessed from a lay-by off the A1. The Site is bounded by the lay-by to the west and agricultural land to the north, south and east.

1.10. The proposed development will include the construction of a visitor centre and car park, see Layout & Grading Plan Drawing No. 185.02 Rev B.

1.11. It is anticipated that the Site will be operated under a bespoke Environmental Permit. The Site was assessed for its suitability for a Standard Rules Environmental Permit under SR2015 No.39 "use of waste in a deposit for recovery operation". The volume of waste required in the construction of the motocross track means that this Standard Rules is not suitable for the Site.

1.12. Planning permission has not yet been obtained for this development. A planning application for the development is currently being prepared. The motocross track will be completed in accordance with the planning permission to be obtained.

2. Benefits from the Development

2.1. The intention is to create a high-quality motocross track that can be enjoyed by riders of all ages and abilities.

2.2. The Site is a disused quarry and does not provide any agricultural benefit. The Site is not currently used for any purpose.

2.3. Imported material will be used to construct jumps, berms and shape the track. The track will be constructed with a slight angle to allow water to run off to the sides and provide suitable drainage. Providing suitable effective drainage will ensure that the track can be used throughout the year and will not become waterlogged.

2.4. The Site is located in an area where there is a significant lack of facilities for local motocross riders. It is considered that the nearest motocross track to the Site is Washbrook Farm located approximately 43 miles to the south east.

2.5. It is considered that the construction of the motocross track will provide a safe facility for local motocross riders and will reduce the illegal use of motocross bikes on the local roads and in public open spaces.

2.6. The proposed motocross track will aim to cater for five different categories of rider; from young children up to more advanced adult riders. The track also has aims to host motocross events and competitions that will provide an outdoor sporting attraction to the local community.

2.7. It is not considered that noise originating from the Site will be an issue given its location within the quarry. The Site is located next to the A1 trunk road and the nearest residential dwelling is located approximately 500m to the south west of the Site.

3. Suitability of the Recovered Waste for the Intended Purpose

3.1. Environment Agency guidance requires that chemical and physical properties of the waste proposed to be used in this waste recovery operation are suitable for the intended purpose and will not cause pollution.

3.2. The assessment of the types of waste that will be suitable for use in this development has been made by Tracey Westbury, Director of Westbury Environmental Limited and is suitably qualified to make this assessment based on:

- Chartered status with the Chartered Institute of Waste Managers.
- Over 25 years' work experience within the environmental industry including chemical industry waste, contaminated land, wastewater treatment and regulation.
- Over 20 years' work experience acting as an environmental consultant dealing with both landfill and recovery permits.

3.3. The types of waste that will be used in the proposed development include soils, subsoils and minerals. These materials will not contain hazardous substances. These wastes will include the waste codes 17 05 04 "Soils and stones from construction / demolition wastes not containing hazardous substances".

3.4. Table 1 includes the list of waste types that may be used in the proposed development.

Table 1: Proposed Waste Types

Exclusions Wastes having any of the following characteristics shall not be accepted: • Consisting solely or mainly of dusts, powders or loose fibres • Wastes that are in a form which is either sludge or liquid				
Permitted waste types				
Source	**Sub-source**	**Waste code**	**Description**	**Additional restrictions**
01 Waste resulting from exploration, mining, quarrying and physical and chemical treatment of minerals	01 01 wastes from mineral excavation	01 01 02	Wastes from mineral non-metalliferous excavation	Restricted to waste overburden and interburden only.
	01 04 wastes from physical and chemical processing of non-metalliferous minerals	01 04 08	Waste gravel and crushed rocks other than those mentioned in 01 04 06	
		01 04 09	Waste sand and clays	
02 Waste from agriculture, horticulture, aquaculture, forestry, hunting and fishing, food preparation and processing	02 04 wastes from sugar processing	02 04 01	Soil from cleaning and washing beet	
10 Wastes from thermal processes	10 12 wastes from manufacture of ceramic goods, bricks, tiles and construction products	10 12 08	Waste ceramics, bricks, tiles and construction products (after thermal processing)	
	10 13 waste from manufacture	10 13 14	Waste concrete	

	of cement, lime and plaster and articles and products made from them			
17 Construction and demolition wastes	17 01 concrete, bricks, tiles and ceramics	17 01 01	Concrete	
		17 01 02	Bricks	
		17 01 03	Tiles and ceramics	
		17 01 07	Mixtures of concrete, bricks, tiles and ceramics other than those mentioned in 17 01 06	Metal from reinforced concrete must have been removed.
	17 03 bituminous mixtures	17 03 02	Bituminous mixtures other than those mentioned in 17 03 01	Road planings only.
	17 05 soil stones and dredging spoil	17 05 04	Soil and stones other than those mentioned in 17 05 03	Restricted to topsoil, peat, subsoil and stones only.
19 Wastes from waste management facilities	19 12 wastes from the mechanical treatment of waste (for example sorting, crushing, compacting, pelletising) not otherwise specified	19 12 09	Minerals (for example sand, stones) only	Restricted to wastes from treatment of waste aggregates that are otherwise naturally occurring minerals. Does not include fines from treatment of any non-hazardous waste or gypsum from recovered plasterboard
		19 12 12	Other wastes (including mixtures of materials) from mechanical treatment of wastes other than those mentioned in 19 12 11	Including crushed bricks, tiles, concrete and ceramics. Including soils from the mechanical treatment of construction / demolition waste. Metal from reinforced concrete must be removed. Does not include gypsum from recovered plasterboard.
20 Municipal wastes (household waste and similar commercial, industrial and institutional wastes) including separately collected fractions	20 02 garden and park wastes	20 02 02	Soils and stones	Restricted to topsoil, peat, subsoil and stones only.

3.5. The operator will apply strict waste acceptance procedures as part of the implementation of the Environmental Management System (EMS), in accordance with the requirements of the Environmental Permit for these operations. This will ensure that only suitable waste materials are imported for use in the proposed works.

3.6. A Waste Acceptance Procedure will be included in the EMS that will control how waste is accepted to ensure that only suitable waste is deposited in the development, see Appendix 1 Waste Acceptance Procedure. This procedure will be implemented via the EMS.

3.7. The proposed waste materials will replace the non-waste materials that would otherwise be used. These materials are largely the same despite one being defined as a waste and another not a waste. Aggregates produced under the WRAP Quality Protocol: Aggregates from Inert Waste would be used to construct the track if waste soils were not available. Recycled highways standard bulk fill products produced in accordance with the WRAP Quality Protocol have similar geotechnical properties to some types of sub-soils. Therefore, waste materials will have similar engineering properties as non-waste materials that would otherwise be used.

4. Minimal Amount of Waste Being Used to Achieve the Intended Benefit

4.1. Plans of the construction works on the Site have been used to calculate the amount of waste that is required to be imported. It is projected that a total of 92,193m^3 (approx. 138,289.5 tonnes) of waste soil will be needed to complete the construction of the motocross track. This volume has been calculated using the 'cut and fill' method.

4.2. The density of the waste soil will determine the ultimate tonnage used. A typical density of 1.5 tonnes per cubic metre has been used in the calculations. Therefore, it is estimated that approximately 138,289.5 tonnes of waste are required in the construction of the motocross track.

4.3. The existing and proposed ground levels are shown in Cross Sections Drawing No. 185.03 Rev B. Development work at the Site has been designed to achieve the intended benefits to the motocross track which includes visual and noise screen bunds. As such no more waste material has been incorporated into the design over that which is necessary.

4.4. The amount of waste required has been calculated to allow for a suitably designed track with associated berms, jumps, drainage, and visual and noise screens. Therefore, it is not considered that the track could be constructed with less material.

5. Replacing Non-Waste Material with Waste

5.1. The Site does not currently have planning permission. Neither is there any obligation under planning control that requires the proposed works to be undertaken. Planning permission is currently being sought.

5.2. This development would be completed using a non-waste material even if waste soils were not available for use. This is due to the significant financial benefits to be gained by the lease holder of the Site, by completing the works. The proposal is considered to be a desirable improvement to the Site as it provides an outdoor sport facility for the local community in a location that is disused.

5.3. Due to the availability of waste soils and the cost of obtaining non-waste materials there is no financial benefit from using a non-waste material in the proposed development. Therefore, a financial feasibility assessment has been provided to demonstrate that the development would otherwise be financially feasible if it were to be completed using a non-waste material.

5.4. It is considered that the use of non-waste materials in this development would involve the use of virgin minerals or recycled aggregates that would be obtained from local sources. The use of such materials does not offer any advantage to the development over the proposed use of waste soils. The substitution of waste for a non-waste material in the development at the Site supports Recital 8 of the Waste Framework Directive which states that – "… the recovery of waste and the use of recovered materials should be encouraged in order to conserve natural resources".

5.5. The use of waste rather than non-waste materials is consistent with the European Court of Justice (ECJ) Abfall case which found that: - '...the essential characteristic of a waste recovery operation is that its principal objective is that the waste serve a useful purpose in replacing other materials which would have had to be used for that purpose, thereby conserving natural resources.' (paragraph 69). The substitution of waste in this case for non-waste materials that would otherwise have to be used demonstrates the substitution test and ensures the conservation of natural resources.

5.6. With further regard for the ECJ Abfall case "a deposit constitutes a recovery if its principal objective is that the waste serve a useful purpose in replacing other materials which would have had to be used for that purpose.' (paragraph 71). The primary intentions of the lease holder are to create a profitable business and provide a suitable purpose for the land. It is demonstrated, in the financial assessment, that it is feasible for the development works to be completed either with waste soils or a non-waste material. Therefore, the principal objective in this case is to replace the non-waste material that would otherwise be used so that the waste can be put to a useful purpose.

Financial Assessment

5.7. Both the use of waste and non-waste materials in the proposed development works have been considered in this financial assessment. It therefore includes a comparison of the costs for the completing the development using waste soils and using non-waste materials. Generated income and costs associated with both scenarios are considered and the financial feasibility of the proposed scheme has been assessed.

5.8. There are costs associated with the development that are considered to be the same regardless of whether waste or non-waste materials are used. This includes, for example, the machinery and labour costs of constructing the motocross track, setting up the site office and installing fencing. These costs have been included in the financial feasibility but will be the same regardless of which material is used to construct the motocross track. The total of these costs is estimated to be around £295,560, see Table 2: Costs incurred in both Waste and Non-Waste Scenarios. A full breakdown of the construction costs is provided in the quote from Contour Golf Ltd to the leaseholder, see Appendix 2. Contour Golf Ltd will complete the construction works at the A1 Motocross Track.

5.9. The financial assessment contains estimated costs/income with regard to receiving either waste or non-waste materials for use in the development. Additional costs associated with the compliance of the site with waste regulation has also been considered for the use of waste scenario.

Table 2: Costs incurred in both Waste and Non-Waste Scenarios

Costs incurred in either scenario	
Labour and machinery	-£221,760
Hardcore materials	-£11,500
Site Management	-£53,900
Seeding for new trees/shrubs	-£8,400
Total costs	**-£295,560**

Using Waste in the Development

5.10. The estimated income from the gate fee charged (£1 per tonne) for the acceptance of waste soils has been calculated to be £138,289.50.

5.11. To comply with waste management regulation, there are costs incurred in obtaining approval of this Waste Recovery Plan and in obtaining an Environmental Permit. The permit will be subject to subsistence fees on an annual basis and costs will be incurred to surrender the permit. The permit imposes other costs in relation to the implementation of an EMS, provision of technically competent staff and adherence to the waste acceptance requirements for testing of the imported waste soils. These costs have been included in Table 3: Financial Assessment of Using Waste.

Table 3: Financial Assessment of Using Waste

Using Waste Soils in the Development		
Calculations based on (years):		1
Income generated from importation	Estimated gate fee @ £1/tonne	£138,289.50
Costs	Permit	-£25,000
	EMS	-£6,000
	Soils Testing (£200 per 1500 tonnes)	-£21,030
	Provision of Technically Competent Manager	-£7,500
	Permit Surrender	-£6,000
	Annual subsistence (~£5,200/yr)	-£5,200
Total:		-£70,730
Total cost including construction costs		**-£228,001**

5.12. The proposed development using waste would cost a total of £70,730 over a 1-year period. Taking into account the costs associated with construction (£295,560) and the income generated from charging a gate fee on imported waste soils, the overall cost of the development is in the region of £228,001.

Using Non-Waste Materials in the Development

5.13. If waste was not available for use, then the proposed development would be completed using a non-waste material. It is anticipated that this non-waste material would be a recycled aggregate that has reached End of Waste Status. The non-waste material would be brought on to site and used in the development. The applicant reports that such non-waste material is available to him at a cost of £5 per tonne which includes delivery to the site, see Appendix 3 WRAP Product Quote from MNS Developments Ltd to London Rock Supplies Ltd. Since a total of 138,289.5 tonnes is required this would generate a cost of £691,447.50.

5.14. For non-waste material there will be no additional costs as no waste authorisations are required for use of these materials. Other costs including the provisions of an EMS, technically qualified staff and materials testing would also not be required. Costs associated with using a non-waste material have been included in Table 4 Financial Assessment of Using Non-Waste.

Table 4: Financial Assessment of Using Non-Waste

Using Non-Waste Materials in the Development		
Total Costs	Buying in recycled aggregates @ £5/tonne	-£691,447.50
Total cost including construction costs:		**-£987,007.50**

5.15. The proposed development using non-waste materials would cost a total of approx. £691,447.50. Including the costs associated with construction (£295,560), the overall cost of the development is therefore estimated to be £987,007.50 if non-waste materials are used.

5.16. A copy of the confidential loan agreement between London Rock Supplies Limited (the agent to Contour Golf Limited) and the lease holder to finance the construction of the motocross track is provided in Appendix 4. This provides evidence of the fact that a financing option is available to be used to complete the development with non-waste.

5.17. Evidence has also been provided that London Rock Supplies Limited has the sufficient funds to be able to offer this financing option for the development using non-waste materials is provided in Appendix 5.

5.18. An assessment of completing the construction of the motocross track using non-waste material where a market rate loan is the method of funding has been undertaken, see Appendix 6.

5.19. It is considered that the proposed construction will provide a substantial improvement to the Site. There is a higher cost associated with the use of non-waste materials in the construction of the motocross track, however it is considered that the benefits of having the Site provide an steady income to the lease holder and a much needed facility for local motocross riders are substantial enough to prove financial feasibility of the development.

Financial Feasibility

5.20. It is considered that developing the disused quarry to a motocross track will result in a profitable business and an increase in the value of the land. The development will generate income from ticket sales, private hire, membership and miscellaneous sales.

5.21. Projected annual income, costs, and resulting profits for the development over a 5-year period are detailed in Table 5.

Table 5: Projected income, costs and profit for years 1 – 5

	Year 1	Year 2	Year 3	Year 4	Year 5
Income					
Ticket sales	£70,530	£224,190	£297,690	£335,460	£378,000
Private hire	£7,200	£10,800	£14,400	£18,000	£21,600
Membership	£3,526	£11,209	£14,884	£16,773	£18,900
Spares*	£2,938	£9,341	£12,403	£13,977	£15,750
Costs					
Wages	£24,000	£24,000	£24,000	£24,000	£24,000
Insurance	£1,992	£1,992	£1,992	£1,992	£1,992
Maintenance	£3,600	£3,600	£3,600	£3,600	£3,600
Lease	£3,517	£11,209	£14,859	£16,773	£18,900
Portaloo & waste collection	£1,800	£1,800	£1,800	£1,800	£1,800
Equipment	£15,000	£0	£0	£0	£0
Office	£4,000	£0	£0	£0	£0
Spares*	£500	£600	£800	£1000	£1,200

*Spares include tyres, gloves, brake pads, parts, oils and filters.

Total Turnover	£79,985	£255,540	£339,377	£384,210	£434,250
Total Costs	£52,647	£43,201	£47,051	£49,165	£51,492
Annual Profit	£27,338	£212,339	£292,326	£335,045	£382,758

5.22. A comparison of the estimated running costs and generated income can be observed from the details included in Table 5. This comparison shows that the estimated income will cover the associated costs and the motocross track will generate a profit from year 1. It is considered highly likely that profits will continue to increase after year 5 due to an increase in ticket sales and membership registrations.

5.23. It is estimated that the total profit for years 1 – 5 will be around £1,250,000. Since the costs of completing the development with non-waste materials is £987,007.50 and a loan for this amount is available from London Rock Supplies Limited (see Appendix 4), it is considered financially feasible for the leaseholder to invest in the construction of the motocross track.

5.24. An assessment of the financial feasibility of completing the development with non-waste materials when using a market rate loan is provided in Appendix 6. The assessment details the number of years it would take to reach a financial gain based on various loan length periods, different loan interests and projected annual operating profits. It is estimated that the cost of constructing the motocross track will be recuperated within the first five and a half years of operation when using the average loan length of 7.5 years and average interest rate of 7.65% to borrow £987,007.50 , see Appendix 6. Therefore, it is considered completing the proposed development works at A1 Motocross Track using non-waste materials would be financially feasible should it be necessary to obtain a market loan of approximately £987,007.50.

5.25. It is considered that the proposed development will provide a substantial benefit to the lease holder and would be completed even if waste materials were not available.

6. Proposal Completed to an Appropriate Standard

6.1. The proposed construction works will be completed in accordance with the planning permission for the development, once permission has been obtained. The local planning authority will regulate the conditions of the planning permission. A planning application for the development is currently being prepared.

6.2. Contour Golf Limited have been employed by the lease holder to complete the proposed development. Contour Golf Limited will be responsible for sourcing, assessing and importing all of the waste to be deposited. No third-party deliveries of waste will be accepted at the Site thus significantly reducing the risk of importing potentially contaminated soils.

6.3. A Waste Acceptance Procedure will be included in the EMS that will control how waste is accepted to ensure that only suitable waste is deposited in the development. This procedure will be implemented via the EMS.

6.4. The imported waste will be deposited in accordance with best practice by experienced staff members. The final ground levels of the construction will be measured to ensure compliance with the design drawings, see plans. These design drawings will form part of the planning permission for the site.

6.5. Materials will be handled in accordance with the “Good practice guide for handling soils” (2000) produced by the Ministry of Agriculture, Fisheries and Food. The construction materials will be handled and placed into the construction using bulldozers and excavators. Materials will not be handled when wet. Trees and shrubbery will be planted around the edge of the track to provide a visual and noise screen.

6.6. Once the development has been completed, an Environmental Permit surrender application will be made to the Environment Agency. The surrender application will demonstrate that the works have been completed in accordance with the planning permission and the Waste Recovery Plan for the Site.

7. Conclusion

7.1. From the information provided within this Waste Recovery Plan, it has been demonstrated that:

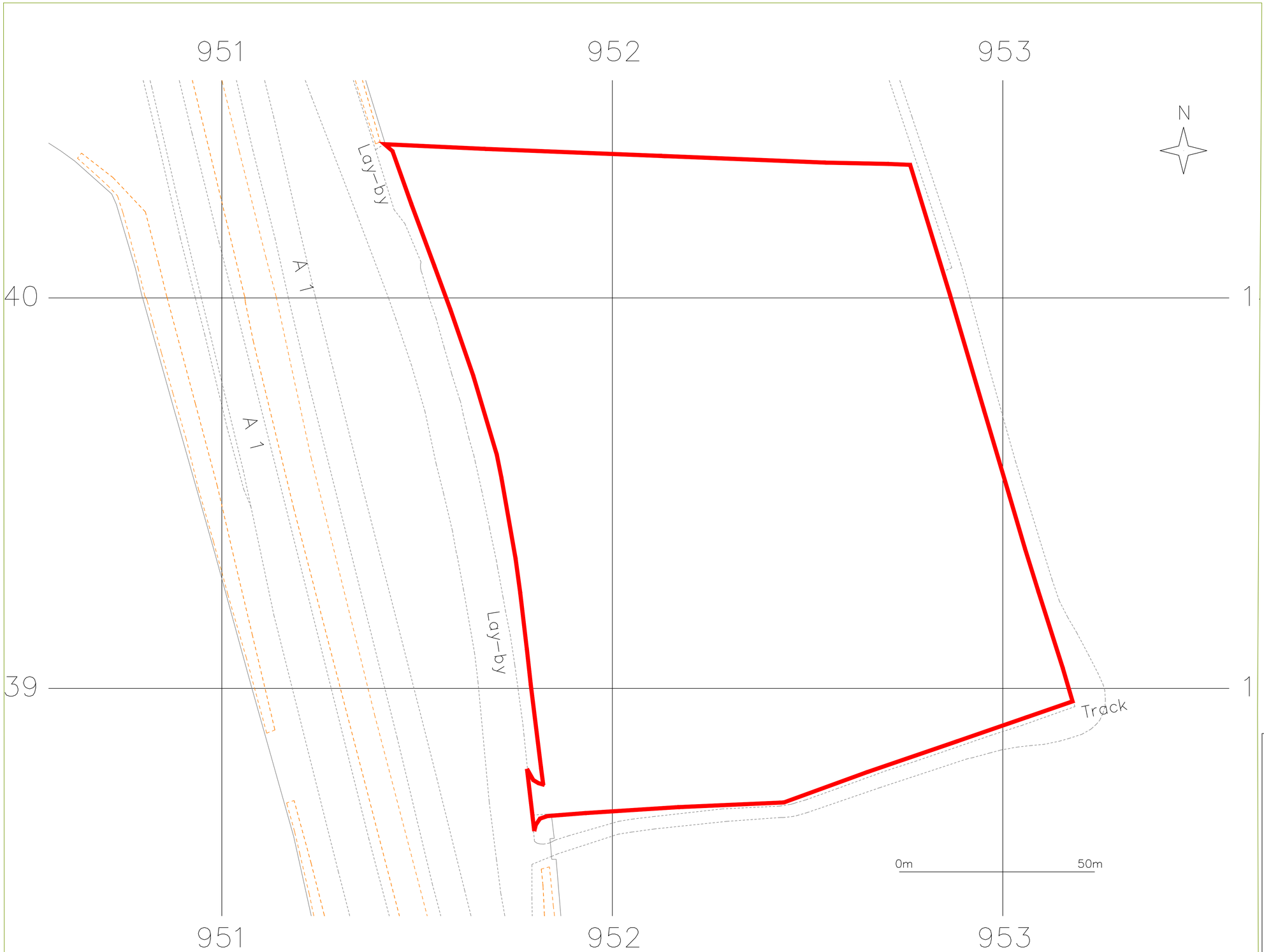
- There is a clear benefit from the use of waste in the construction of the motocross track through providing a sustainable local business, a safe facility for local motocross riders and a suitable use for the land.
- The type of waste to be used in the proposed development is suitable for its intended purpose and will not cause pollution to the environment.
- The amount of waste proposed to be used is appropriate in order to complete the development works to achieve the intended benefit.
- The proposed development at the Site will be carried out and maintained to an appropriate standard which will be enforced through the requirements of a planning permission and an Environmental Permit obtained to permit these works.

7.2. The financial assessment provided details of the costs associated with completing the development with either waste soils or non-waste materials. There is a greater cost associated with the use of non-waste materials in the construction of the motocross track than with waste materials. Evidence of the availability of funding to allow the development to be completed using non-waste has been provided and it has been demonstrated that the development will generate sufficient profits, during its first five years, to cover this cost. It has therefore been demonstrated that the development would otherwise be completed using non-waste materials. In this case the use of waste substitutes the use of non-waste materials.

7.3. It is considered that this Waste Recovery Plan has demonstrated that there is a clear benefit to the construction of the motocross track and associated facilities and that it is financially feasible for the motocross track to be constructed. It is therefore requested that approval is provided on this Waste Recovery Plan to allow an Environmental Permit application to be made to the Environment Agency. The Environmental Permit application will seek to allow a total of 92,193 m^3 of waste material to be deposited at the Site to construct the motocross track. The development will be completed in accordance with the plans included as part of the planning permission to be obtained for the Site.

Drawings

Drawing No. 184.05 Rev B	Application Site Plan
Drawing No. 185.02 Rev B	Layout & Grading Plan
Drawing No. 184.03 Rev B	Cross Sections
Drawing No. 184.01 Rev B	Existing Site Survey



Key:

Application Area (2.1 Ha)

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Project Name: The A1 Motocross track	Drawing Name: Application Site Plan	Revisions:
Project No: 184	Drawing No: 184.05 Rev B	Rev A - Adjustment to contours
Drawn By: DW	Checked By: BW	Rev B - Adjustment to contours / contractors info
Client: London Rock Date: 4th May 2020	Scale - 1: 500 @ A1	

The A1 Motocross Track

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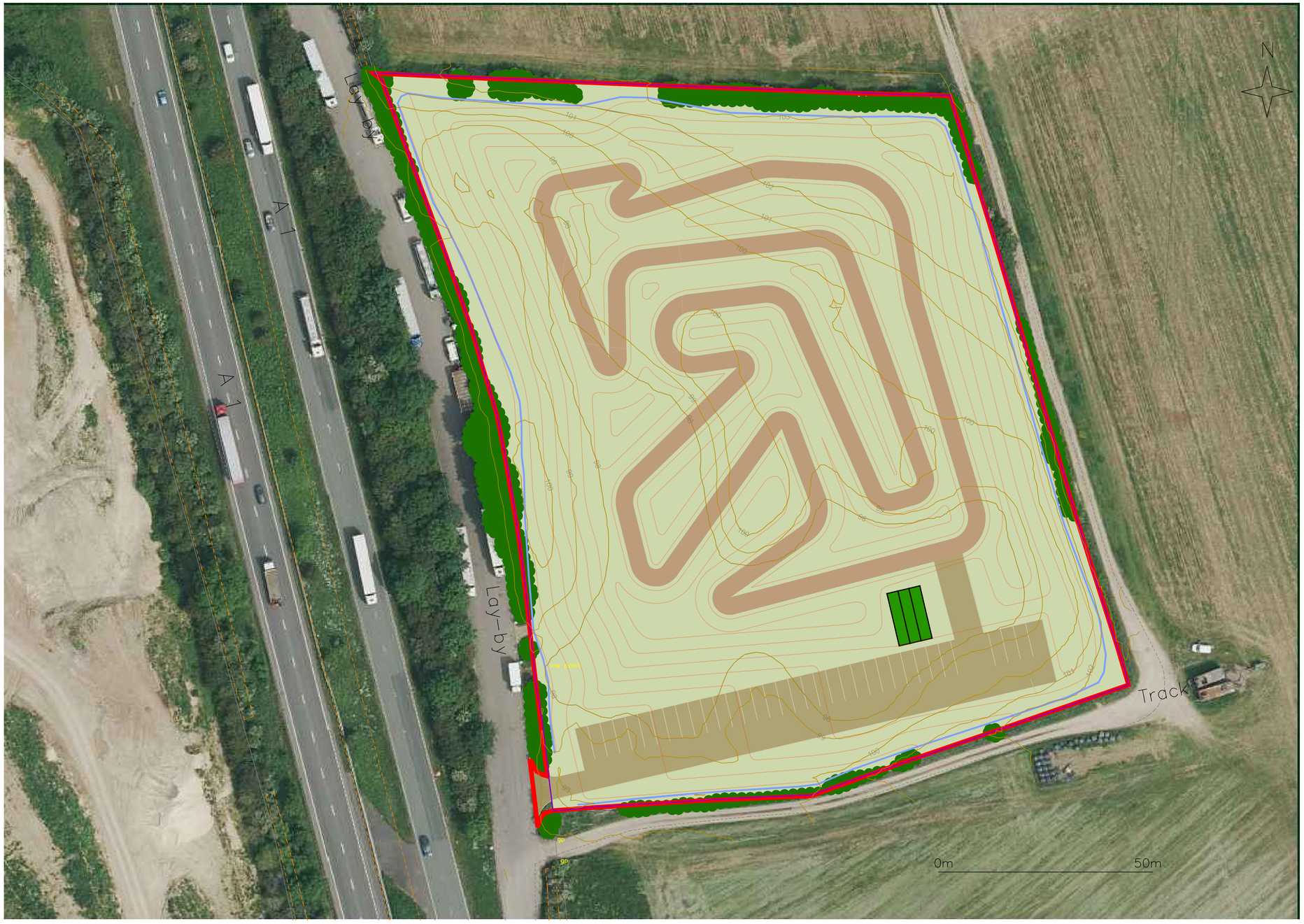

Key:

- Amenity Grassland / Bare Earth
- Existing Contours (1m intervals)
- Existing Trees / Scrub
- Boundary Fence
- Proposed Contours (1m Metre Intervals)
- Proposed Attenuation swales / ditches
- Proposed Motocross Trail
- Visitor Centre
- Car Park

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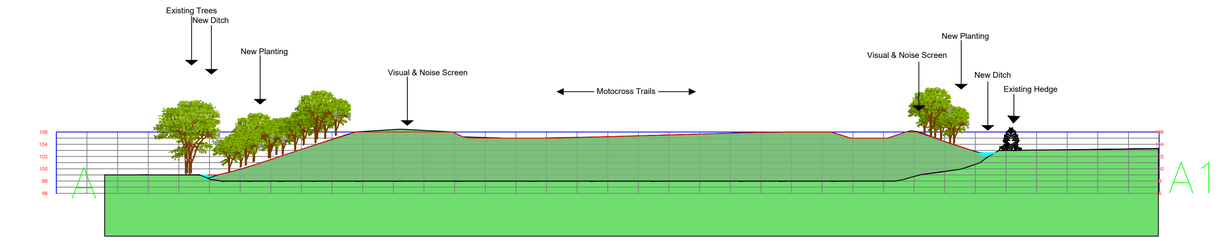
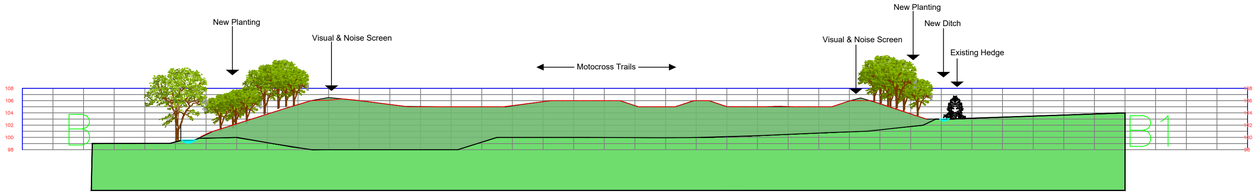
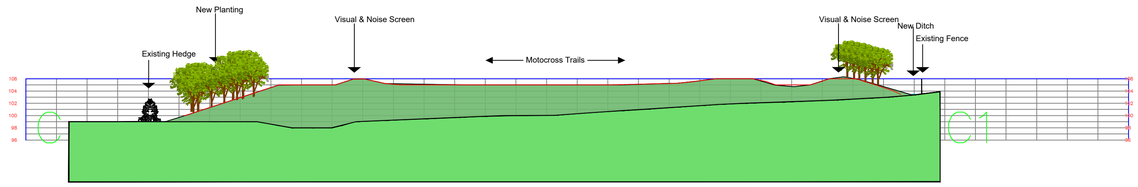
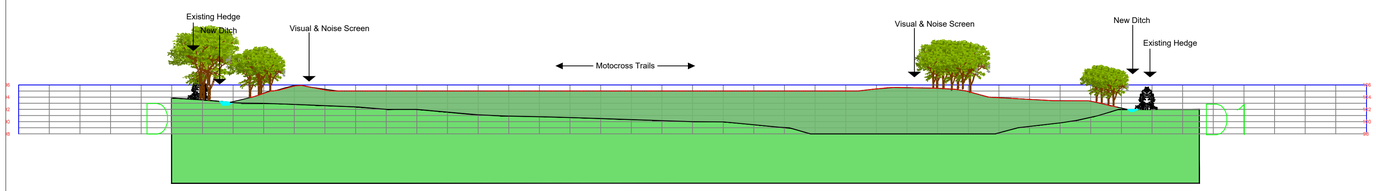
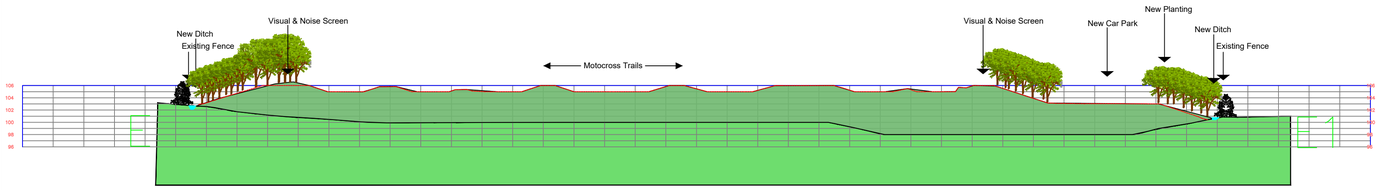
Project Name: The A1 Motocross track	Drawing Name: Layout & Grading Plan	Revisions:	The A1 Motocross Track	Notes:	spdb sportspitchdesignbuild
Project No: 184	Drawing No: 185.02 Rev B	Rev A - Adjustment to contours			Studio 5, The Maltings, Farnham, Surrey, GU9 7QR
Drawn By: DW	Checked By: BW	Rev B - Adjustment to contours / contractors info			Tel: 01252 745 455
Client: London Rock Date: 4th May 2020	Scale - 1: 500 @ A1				Email: bruce@spdb.co.uk

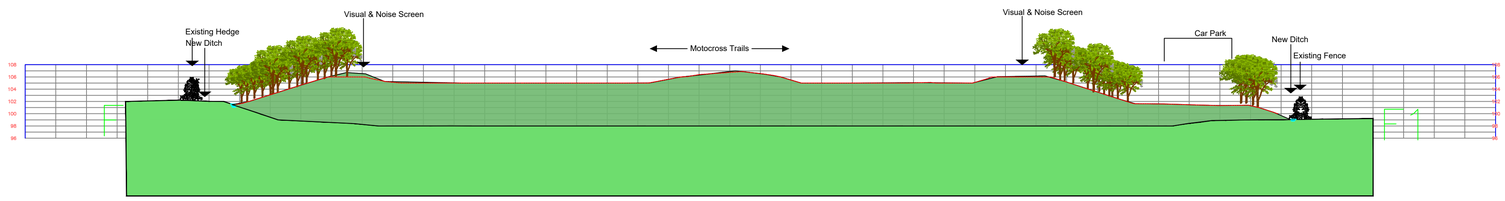












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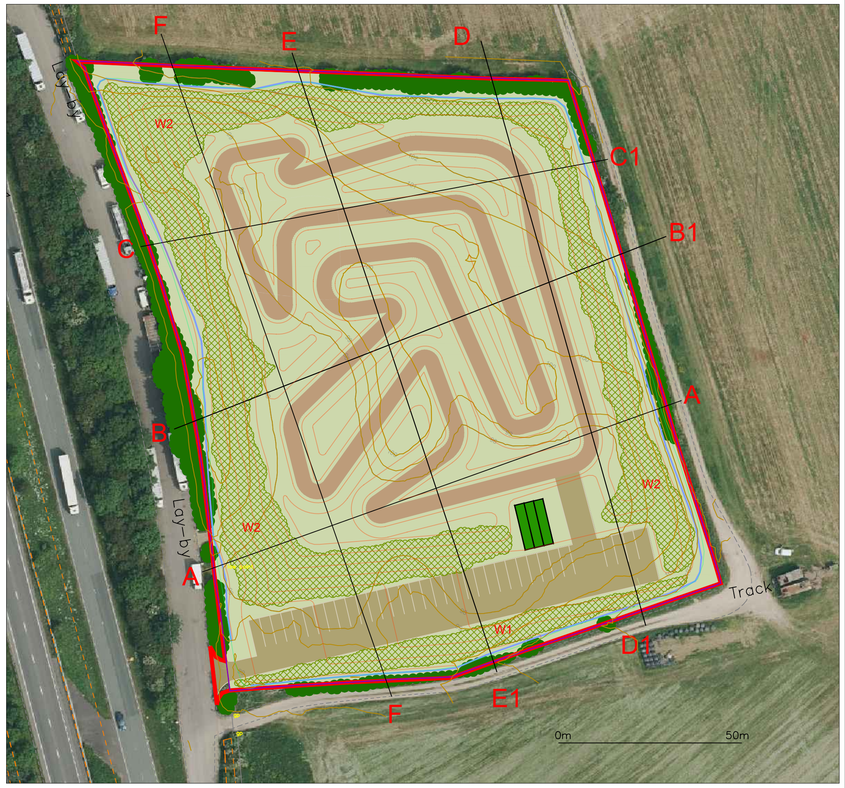
Key To Sections:

- Proposed Ground
- Existing Ground

N

Key:

- Amenity Grassland
- Proposed Contours
- Existing Trees / Scrub
- Boundary Fence
- New Native Tree & Shrub Planting
- New Attenuation Swale
- Visitor Centre



Project Name: The A1 Motocross track	Drawing Name: Cross Sections	Revisions:
Project No: 184	Drawing No: 185.03 Rev B	Rev A - Adjustment to contours
Drawn By: DW	Checked By: BW	Rev B - Adjustment to contours / contractors info
Client: London Rock Date: 4th May 2020	Scale - 1: 500 @ A1	

The A1 Motocross Track

spdb sportspitchdesignbuild
Studio 5, The Maltings,
Farnham, Surrey, GU9 7QR
Tel: 01252 745 455
Email: bruce@spdb.co.uk

Key:

- Amenity Grassland / Bare Earth
- Existing Contours (1m intervals)
- Existing Trees / Scrub
- Boundary Fence
- Application Boundary

Site Hatched In Red

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Drawing No: 184.01 Rev B

Project Name: The A1 Motocross track	Drawing Name: Existing Site Survey	Revisions:
Project No: 184	Drawing No: 184.01 Rev B	Rev A - Adjustment to contours
Drawn By: DW	Checked By: BW	Rev B - Adjustment to contours / contractors info
Client: London Rock Date: 4th May 2020	Scale - 1: 500 @ A1	

The A1 Motocross Track

spdb sportspitchdesignbuild
Studio 5, The Maltings,
Farnham, Surrey, GU9 7QR
Tel: 01252 745 455
Email: bruce@spdb.co.uk

Appendix 1

Waste Acceptance Procedure

Procedure: Waste Acceptance V.1 July 2020

Purpose: To ensure that all waste accepted is permitted under the conditions of the Environmental Permit for Deposit of Waste for Recovery.

		RESPONSIBLE PERSON	RECORD
	Environmental Permit & Waste Codes		
1.	The Environmental Permit contains the list of waste types that are permitted to be accepted at the site for deposit of waste for recovery. A table containing the codes and descriptions of waste types that are permitted for this site for deposit of waste for recovery is included at the end of this procedure, see Table 1 Permitted Waste Types. This list of waste types should be consulted if you are unsure whether a load can be accepted, alternatively the Site Manager should be consulted.	All	Table 1 Permitted Waste Types
2.	If the waste code on the Waste Transfer Note (WTN) is not listed in the Environmental Permit / Table 1 in this procedure, the load must be rejected in accordance with the Waste Rejection Procedure.	Site Operative	Procedure No. 2.3 Waste Rejection Table 1 Permitted Waste Types
	Waste Pre-Acceptance		
3.	Following a customer enquiry, information on the waste is requested from the producer, such information could include site investigation reports / laboratory test reports / hazardous waste assessments. This information is recorded on the Waste Information Form and the information reviewed to assess if the waste is acceptable or not.	Site Manager	Form No. 2.1a Waste Information
4.	A judgement should be made as to the necessity to obtain comprehensive information at this stage. If the source of the waste is not likely to be contaminated, then it may not be necessary to obtain a full site investigation or hazardous waste assessment. If the source of the waste is likely to be contaminated, then a full site investigation and/or a hazardous waste assessment should be requested.	Site Manager	
5.	Review of the information in the Waste Information Form will determine the need for (further) sampling/testing/Hazardous Waste Assessment.	Site Manager	Procedure No. 2.2 Waste Classification Form No. 2.1a Waste Information
6.	Where a Hazardous Waste Assessment based on WM3 Guidance is required this should be completed, in accordance with the Waste Classification Procedure.		Procedure No. 2.2 Waste

		Classification
7. All associated Waste Information records and Hazardous Waste Assessments will be kept along with WTNs in a secure location. These records will be maintained for a minimum of two years.	Site Manager	Form No. 2.1a Waste Information
Collection of a Load		
8. A driver arriving at a site to collect waste will: • Ensure that the waste type is acceptable as per instructed. • Ensure a Waste Transfer Note is issued with the load and that the description matches the load.	Site Operative	
9. If a driver collecting a load suspects that the description on the WTN is not accurate then the Site Manager will be contacted. The waste producer will be requested to review/reconsider the information on the WTN so that the description is accurate.	Site Operative	
All Vehicles		
10. All vehicles carrying waste on the pubic highway must be registered as waste carriers and a copy of their certificate should be held on file in the site office. A regular check should be carried out to ensure that registrations are still in date, and where they are found not to be, a copy of the new registration should be obtained immediately.	Site Operative	
Acceptance of Waste onto the Site		
11. The driver will provide a WTN to the site operative, who will complete the section relating to transfer of waste, unless a season WTN has been provided. The site operative will then return the WTN to the driver, keeping a copy of the WTN for his own records. A WTN will be generated if one is not provided by the driver.	Site Operative	
12. Unless a season WTN has been provided, a WTN for every load is obtained from the driver and the WTN is checked to ensure it contains the following: • Vehicle registration and driver's name and signature. • Waste haulier name and valid Waste Carriers registration number. • Name, address (of destination site) and signature of the person receiving the waste (transferee). • Permit number or exemption reference of person receiving the waste (if applicable). • Description of waste including; waste type, waste source, waste containment and waste quantity. • List of Waste (LoW) code. • SIC Code of the waste holder using SIC Codes (2007).	Site Operative	Waste Transfer Note

- Date and time of waste transfer and waste transfer note number.
- Confirmation that the Waste Hierarchy has been considered.

13. Loads not accompanied by a WTN or that do not match the description on the WTN will be rejected in accordance with the Waste Rejection Procedure once the Site Manager has been informed.	Site Operative	Procedure No. 2.3 Waste Rejection
14. Every load is visually inspected prior to being off loaded. If there is any doubt about the waste type delivered, then a message is relayed to the Site Manager.	Site Operative	Table 1 Permitted Waste Types
15. After checking the load and the associated paperwork the vehicle is directed to the offloading area for inspection and stockpiling. A Site Operative will inspect tipped loads.	Site Operative	
16. If there is a discrepancy with the load or its paperwork then the Site Manager shall be informed immediately. If the load is not acceptable under the Environmental Permit then, if possible it should be re-loaded onto the vehicle and rejected from site in accordance with the Waste Rejection Procedure.	Site Operative	Procedure No. 2.3 Waste Rejection
17. If it is impossible to load a rejected load back onto the delivering vehicle the load will be put into the quarantine area. Waste will be rejected from the Site in accordance with the Waste Rejection Procedure.	Site Operative	Procedure No. 2.3 Waste Rejection

Compliance Testing

18. Compliance testing will be carried out on waste accepted on to the Site. Samples taken from waste piles will be tested at a laboratory to determine the characteristics of the waste and to ensure that the waste is as described on the WTN.	Site Manager	Procedure No. 2.2 Waste Classification
19. An 'Environmental Suite' should be requested from the laboratory for the sample of waste. The tests must be carried out on the waste itself and not the leachate. The Environmental Suite must contain at least the following parameters: • Antimony. • Arsenic. • Boron. • Selenium • Metals, including; Beryllium, Cadmium, Chromium III, Chromium VI, Copper, Lead, Manganese, Mercury, Molybdenum, Nickel, Vanadium, Zinc. • Acid Soluble Sulphide. • Phenols (Monohydric). • Total Cyanide.	Site Manager	

- Elemental Sulphur.
- pH Value.
- Acid / Alkali Reserve.
- PAH (total/speciated).
- TPH (total/speciated).
- BTEX.
- Total Sulphate.
- Water Soluble Sulphate.
- Moisture Content.
- Asbestos.

20. A Hazardous Waste Assessment, in accordance with WM3 Guidance, will be completed using the testing results received from the laboratory. This Hazardous Waste Assessment will classify the waste as non-hazardous or hazardous.

Site Manager

Procedure No. 2.3 Waste Rejection

21. If a waste sample is found to be hazardous in nature then the corresponding waste pile will be quarantined and removed from the Site in accordance with the Waste Rejection Procedure.

Site Operative

Records

22. A record is kept of all vehicles delivering waste to and from the site, along with the type, quantity and source of waste delivered.

23. Waste Transfer Notes will be appropriately stored for a minimum of two years.

24. Information from the Waste Transfer Notes will be used to provide the necessary data to complete the Waste Return as required by the Environment Agency.

Consequences

25. The consequence of not following this procedure may result in unsuitable waste being accepted on to the site. This may constitute a breach in the conditions of the Environmental Permit, in addition to causing potential contamination of the site.

Table 1 Permitted Waste Types

Exclusions

Wastes having any of the following characteristics shall not be accepted:

- Consisting solely or mainly of dusts, powders or loose fibres
- Wastes that are in a form which is either sludge or liquid

Permitted waste types

Source	Sub-source	Waste code	Description	Additional restrictions
01 Waste resulting from exploration, mining, quarrying and physical and chemical treatment of minerals	01 01 wastes from mineral excavation	01 01 02	Wastes from mineral non-metalliferous excavation	Restricted to waste overburden and interburden only.
	01 04 wastes from physical and chemical processing of non-metalliferous minerals	01 04 08	Waste gravel and crushed rocks other than those mentioned in 01 04 06	
		01 04 09	Waste sand and clays	
02 Waste from agriculture, horticulture, aquaculture, forestry, hunting and fishing, food preparation and processing	02 04 wastes from sugar processing	02 04 01	Soil from cleaning and washing beet	
10 Wastes from thermal processes	10 12 wastes from manufacture of ceramic goods, bricks, tiles and construction products	10 12 08	Waste ceramics, bricks, tiles and construction products (after thermal processing)	
	10 13 waste from manufacture of cement, lime and plaster and articles and products made from them	10 13 14	Waste concrete	
17 Construction and demolition wastes	17 01 concrete, bricks, tiles and ceramics	17 01 01	Concrete	
		17 01 02	Bricks	
		17 01 03	Tiles and ceramics	
		17 01 07	Mixtures of concrete, bricks, tiles and ceramics other	Metal from reinforced concrete must have been removed.

			than those mentioned in 17 01 06	
	17 03 bituminous mixtures	17 03 02	Bituminous mixtures other than those mentioned in 17 03 01	Road planings only.
	17 05 soil stones and dredging spoil	17 05 04	Soil and stones other than those mentioned in 17 05 03	Restricted to topsoil, peat, subsoil and stones only.
19 Wastes from waste management facilities	19 12 wastes from the mechanical treatment of waste (for example sorting, crushing, compacting, pelletising) not otherwise specified	19 12 09	Minerals (for example sand, stones) only	Restricted to wastes from treatment of waste aggregates that are otherwise naturally occurring minerals. Does not include fines from treatment of any non-hazardous waste or gypsum from recovered plasterboard
		19 12 12	Other wastes (including mixtures of materials) from mechanical treatment of wastes other than those mentioned in 19 12 11	Including crushed bricks, tiles, concrete and ceramics. Including soils from the mechanical treatment of construction / demolition waste. Metal from reinforced concrete must be removed. Does not include gypsum from recovered plasterboard.
20 Municipal wastes (household waste and similar commercial, industrial and institutional wastes) including separately collected fractions	20 02 garden and park wastes	20 02 02	Soils and stones	Restricted to topsoil, peat, subsoil and stones only.

CONTOUR GOLF • LIMITED

Form: Waste Information V.1 July 2020

General Information	Waste Producer: Please tick the box if person completing the form: ☐					Contact Name: Telephone No.: Fax No.:				
	Waste Carrier: Please tick the box if person completing the form: ☐					Contact Name: Telephone No.: Fax No.:				
	Anticipated Volume of waste:		m^3			Anticipated Date(s) of delivery:				
	Indicate whether estimate is for:		Loose / solid / stockpile							
Information required for Waste Information	Full address of source of waste (including Postcode)									
	Does the waste producer's site accept hazardous waste?		YES			NO				
	Process from which waste arises:									
	Hazardous Waste Assessment (based on WM3) carried out?		YES	NO		Type of Waste:	Non Hazardous ☐	Hazardous ☐		
	Description and/or composition of waste:									
	Tonnes Per Delivery			Tonnes Per Week						
	Standard Industrial Classification (SIC) Code:		41.1 Construction	41.2 Roads		43.1 Demolition & Site Preparation				
			Please circle most appropriate							
	LoW Code:	10 12 08	17 01 01	17 01 02	17 01 03	17 01 07	17 05 04	19 12 09	19 12 12	20 02 02	Other:
	Details of existing and/or previous use of site (if known) (identify any known previous potentially polluting uses).									
	Has a Site Investigation been carried out? (If YES, attach ALL information e.g. Borehole and trial pit logs)							YES		NO	
	Is waste being generated as a result of site decontamination works?							YES		NO	
	Does waste contain any biodegradable material? (e.g. wood, paper, vegetation)							YES		NO	
Declaration	***Customer Declaration:*** I/we certify that the above information and attachments are corrected in every respect. Where "YES" is confirming that to the best of our knowledge the samples that have been taken are representative of the waste material to be deposited for recovery and that the chemical analysis have been carried out using accredited analytical methods by a UKAS accredited laboratory. **Name(s): ……** **Signed: ……** **Date: ……**									

Waste testing and assessment	***This section is to be completed by the Waste Assessor i.e. Contour Golf Limited.***			
	Hazardous Waste Assessment (WM3) Required?	YES	NO	
	Accept the waste?	YES	NO	
	Compliance Testing to be carried out?	YES	NO	
	Frequency of Compliance Testing?			
	Comments:			
	Signature of Waste Assessor:		**Date returned:**	

Procedure: Waste Classification V.1 July 2020

Purpose: To outline the steps to be taken to classify waste in accordance with WM3 Guidance.

	RESPONSIBLE PERSON	RECORD
1. This procedure describes how Contour Golf Limited will test and classify waste in accordance with the Waste Classification – Guidance on the Classification and Assessment of Waste – Technical Guidance WM3 (WM3 Guidance) produced by the Environment Agency.		
2. A Hazardous Waste Assessment may be required in the following situations: • Waste pre-acceptance. • Compliance testing. • Removal of waste from the Site. Further information relating to these situations can be found in the sub-sections in this Procedure.		
3. Waste will be classified as non-hazardous or hazardous following an assessment in accordance with WM3 Guidance (Hazardous Waste Assessment). Waste classified as hazardous will need to be dealt with appropriately, as follows: • Waste Pre-acceptance – Hazardous waste should not be accepted. • Compliance testing - Hazardous waste should be quarantined and removed from Site accompanied by a Hazardous Waste Consignment Note and sent to a suitably licensed facility.	Site Manager	
<u>Testing of Waste</u> 4. Samples should be sent to a laboratory in order to obtain analysis results.	Site Operative	
5. An 'Environmental Suite' should be requested from the laboratory for the sample of waste. The tests must be carried out on the waste itself and not the leachate. The Environmental Suite must contain at least the following parameters: • Antimony. • Arsenic. • Boron. • Selenium. • Metals, including; Beryllium, Cadmium, Chromium III, Chromium VI, Copper, Lead, Manganese, Mercury, Molybdenum, Nickel, Vanadium, Zinc. • Acid Soluble Sulphide. • Phenols (Monohydric).	Site Operative	

- Total Cyanide.
- Elemental Sulphur.
- pH Value.
- Acid / Alkali Reserve
- PAH (total/speciated).
- TPH (total/speciated).
- BTEX.
- Total Sulphate
- Water Soluble Sulphate.
- Moisture Content.
- Asbestos.

6. Additional analysis may be required if there is suspicion of specific contaminants, for example pesticides. — Site Manager

7. Where there is a suspicion that asbestos may be present this must be tested for: — Site Operative
    - Testing is required to determine if the waste contains visible pieces of asbestos containing materials. If individual pieces of material are considered to contain asbestos these should be removed from the waste and sent for testing. If these are found to contain 0.1% or more asbestos then the waste should be classified as hazardous.
    - Testing for asbestos is also required where there is suspicion that the waste may contain asbestos fibres. If these are found at 0.1% or more then the waste should be classified as hazardous.

Waste Classification

8. A Hazardous Waste Assessment will be completed using the waste analysis results received from the laboratory. This Hazardous Waste Assessment will classify the waste as non-hazardous or hazardous. — Site Manager

9. A Hazardous Waste Assessment may be carried out by manual assessment or by using a software package to determine the relevant hazardous properties of the waste. — Site Operative

10. A copy of the Hazardous Waste Assessment should be kept with the Duty of Care information for that waste. — Site Operative

Procedure: Waste Rejection V.1 July 2020

Purpose: To ensure non-compliant waste is rejected and that associated records of rejected loads are created.

	RESPONSIBLE PERSON	RECORD
Reasons for Rejection		
1. A waste may be non-conforming and rejected from the Site for the following reasons: • Delivery vehicle is unsuitable for site operations / conditions. • The waste is not acceptable at the Site under the Environmental Permit. • There is a prohibited waste within the load. • The load is not accompanied by the correct documentation. • The waste does not match the description on the accompanying documentation. • The waste contains putrescible waste. The list is not exhaustive, if you are unsure speak to the Site Manager.	Site Manager	Waste Transfer Notes
2. If a waste is identified as being unacceptable at the Site entrance or at the point of offloading the Site Manager is contacted and a Waste Rejection Form is issued to the driver.	Site Manager	Form No. 2.3a Waste Rejection
3. The driver of the load is informed of the loads rejection. The driver will be informed of the reasons for this and requested to leave the Site.	Site Manager	
4. If the load is being rejected because the description of the waste on the transfer note is incorrect, the driver may be given the opportunity to correct the mistake so long as the waste is acceptable at the Site.		
5. A load will be rejected if the waste is likely to be contaminated and sufficient information e.g. full site investigation and/or a hazardous waste assessment is not provided. A judgement should be made as to the necessity to obtain comprehensive information. If the source of the waste is not likely to be contaminated then it may not be necessary to obtain a full site investigation or hazardous waste assessment.	Site Manager	
6. In the event of a rejected load the Environment Agency may be contacted by telephone and / or email with details of the rejected load. These details should include information relating to the nature and quantity of waste involved, the time and date, the name and address of the waste producer, the	Site Manager	

registration number of the vehicle delivering the waste and the name and address of the vehicle driver and haulage contractor.

7. If the load is not safe to be sent back onto the road, then the vehicle is kept in the Quarantine Area until appropriate arrangements can be for its removal.

Waste Rejected after Offloading of the Vehicle

8. If appropriate, a rejected load should be reloaded onto the delivery vehicle.

9. If waste cannot be reloaded onto the delivery vehicle, the waste will be stored in the quarantine area. The customer will be contacted, arrangements to remove the quarantined waste will be made and a copy of the rejection form containing reasons for the rejection will be supplied. — Form No. 2.3a Waste Rejection

10. If arrangements for the customer to remove the waste cannot be made, Contour Golf Limited will make these arrangements themselves. Waste material in the quarantine area will be exported off Site by a licensed waste carrier to an appropriately licensed facility. If necessary, Contour Golf Limited will contact the EA regarding the rejection of the waste. — Site Manager

11. Waste will be stored for a maximum of seven working days in the quarantine area. — Site Manager

12. Details of any unauthorised waste and its subsequent removal from Site is recorded and retained on Site. — Site Manager — Form No. 2.3a Waste Rejection

Form: Waste Rejection V.1 July 2020

Customer / Haulier:		Producer (if different):	
Contact:		Contact:	
Phone:		Phone:	
Fax:		Fax:	
Email:		Email:	
Transfer Note No:		Date:	
Vehicle Registration:		Time:	
Carriers Certificate:		Driver's Name:	

Reason for Rejection:
Actions Taken:
You MUST inform the Site Manager or other member of management before taking any further action.

Manager Informed:	

Destination for Waste:

Transfer Note No:		Date:	
Vehicle Registration:		Time:	
Carriers Certificate:		Drivers Name:	
Hazardous:	Yes / No	Consignment Note No:	
Signed		Date	
Name		Position	

Appendix 2

Contour Golf Limited Construction Works Quote

CONTOUR
GOLF · LIMITED

Customer details:
Alex Bartels, Gadgets
Munden Road, Dane End
Ware SG12 0L

Quote reference: CG/LV/20200128
Date 28/01/2020
Project reference: A1 Motocross Track

Contour Golf Ltd will complete construction work at A1 Motocross Track for a total cost of £295,560. The breakdown of this quote is provided below.

Site set up		**£6,500**
- *Signage*	*£1000*	
- *Fencing*	*£1000*	
- *Welfare office*	*£2250*	
- *Storage compound*	*£2250*	
-		
Construct road access and haul route		**£9,500**
- *Material*	*£6500*	
- *Labour & Plant (D6 bulldozer,15t excavator, Roller, dumptruck)*	*£3000*	
-		
Earthworks construction		**£217,260**
- Labour & Plant *(D6 bulldozer,15t excavator, Roller, dumptruck(s)*		
- Supervision of placement of imported fill	£185260	
- Shaping of reprofiled features	£32000	
-		
Site Management		**£53,900**
Finishing and landscaping		**£8,400**
- *Seed and planting*	*£8,400*	
Total cost		**£295,560**

I trust this breakdown clarifies the quote and our commitment to the project.

Yours sincerely,

Ingrid Eichler

Ingrid Eichler
Director
Contour Golf Ltd

1 Jubilee Cottages • Norton Road • Daventry • Northants NN11 5LS • England
Tel: 01327 879464 • Fax: 01327 705777

Appendix 3

WRAP Product Quote from MNS Developments Ltd to London Rock Supplies Limited

MNS Developments Ltd
Construction Industry Solutions

Email: mark@mnsdevelopments.co.uk Tel: 07734 864888 Email: nat@mnsdevelopments.co.uk Tel: 07983 440095
Trading Address: White Gables, 84 Ramsey Road, Warboys, Huntingdon, PE28 2RW

Date: 16/10/2019

London Rock Supplies Ltd
Unit 5, Delta Court
Manor Way
Borehamwood
WD6 1FJ

Quotation Reference: Stretton

For the Attention of Neil Duffield

Many thanks for your enquiry, please see below rates for materials delivered to Stretton, Oakham

1A/1B or 2B/2C Fill £5.00 p/t +VAT

Rates based on delivery by 8-wheel tippers.

Kindest regards

Mark Selby
Director
MNS Developments Ltd

Appendix 4

Loan Agreement between London Rock Supplies Limited and the Lease Holder

LONDON ROCK
SUPPLIES LTD

UNIT 5 DELTA COURT, MANOR WAY,
BOREHAMWOOD, HERTFORDSHIRE, WD6 1FJ
Email: info@londonrock.co.uk

TEL. (020) 8207 5566
FAX. (020) 8207 5588
www.londonrock.co.uk

Alex Bartels
Gadgets
Munden Road
Dane End
Ware
SG12 0L

14th October 2019

Dear Alex

As per our telephone conversation, we at London Rock agree the following:-

- To construct the new A1 Motorcross track in accordance with the planning permission being applied for.
- London Rock to supply all necessary materials and machinery to complete project.
- Project price £1,057,860.00
- London Rock to give Alex Bartels 10 years to pay for the project at an annual interest rate of 1%

We hope this meets with your approval.

Best Regards

James Jeffries
Director

Appendix 5

Evidence of Available Funding from London Rock Supplies Limited

Group Availability

Service

Client Number	Client Name	Currency	Total Sales Ledger		Funding Unapproved		Funds In Use		Availability		Available Funds	
			Currency	GBP	Currency	GBP	Currency	GBP	Currency	GBP	Currency	GBP
31325	London Rock Supplies Ltd	GBP	2,390,424	2,390,424	56,331	56,331	290,992	290,992	1,576,283	1,576,283	959,008	959,008
31326	London Rock (Southern) Ltd	GBP	398,450	398,450	5,578	5,578	83,824	83,824	230,473	230,473	230,473	230,473
		Total		**2,788,874**		**61,909**		**374,815**		**1,806,756**		**1,189,482**

1 Page size: 10

Summary

Maximum Facility Limit	Maximum Availability
2,000,000	1,625,185

Request Payment

Export to C:

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Appendix 6

Market Rate Loan Financial Feasibility Assessment

Market Loan Feasibility Assessment
Waste Recovery Permit Pre-Application
A1 Motocross Track

Report prepared for: A1 Motocross Track

Report prepared by: Katy Sparks

Date: February 2020

Introduction

This assessment outlines the financial feasibility of completing the proposed development works at A1 Motocross Track using non-waste materials should it be necessary to obtain a market rate loan.

Research

A number of mainstream banks such as HSBC are offering flexible business loans with a fixed or variable rate of interest to be repaid between one and twenty years. The interest rates are generally charged as a margin over a reference rate (for example, the Bank of England Base Rate of currently 0.75% or London Interbank Offered Rate of currently 1.92%) or the cost of funds for fixed interest rate loans which are negotiable or tailored when borrowing exceeds approximately £25,000. Interest rates for loans exceeding £25,000 are difficult to research as lenders tailor the loan once they have considered projections and why the funds are needed, for example. As a guide, Think Business Loans is advertising a business loan of up to £1,000,000 over 10 years for 7.26%, Alius Finance is advertising a business loan of up to £1,000,000 over 5 years for 7.59% while Funding Circle is advertising a business loan of up to £1,000,000 over 10 years for 8.1% per year. The average interest rate of these three lending companies works out to be 7.65%.

Interest rates

The repayments involved in borrowing the total sum of £987,000 over 5, 7.5 and 10 years at the interest rate of 7.65% have been tabled below:

Borrow (£)	Length (years)	Interest (%)	Total interest (£)	Total repayment (£)
987,000	5	7.65	203,873	1,190,872
987,000	7.5	7.65	313,132	1,300,131
987,000	10	7.65	428,193	1,415,193

Table 1: Repayments associated with a variety of interest rates over a 10 and 20 year timeframe

Feasibility assessment

Using the expected average yearly profits across the first five year period of £246,133 (low) and £254,764 (high), the number of years to realise financial net gain has been tabled below:

Length (years)	Interest (%)	Total repayment (£)	Financial gain low (years)	Financial gain high (years)
5	7.65	1,190,872	4.8	4.6
7.5	7.65	1,300,131	5.2	5.1
10	7.65	1,415,193	5.7	5.5

Table 2: Number of years to achieve net financial gain

Summary of feasibility

Borrowing £987,000 in order to complete development works at A1 Motocross Track is expected to result in annual profits of between £27,338 and £32,214 in year one and between £363,620 and £401,896 by the end of year five. Average yearly profits across the five year period could range from £246,133 and £254,764, with the total of expected profits in the first five years ranging from £1,230,665 to £1,273,820. Considering the low and high average annual profits in the first five year period outlined in Table 2 above, financial gain could be achieved in approximately 4.6 to 4.8 years with a five year loan at 7.65% interest or 5.5 to 5.7 years with a ten year loan at 7.65% interest. Using the mean loan length of 7.5 years, borrowing £987,000 would result in total repayments of £1,300,131. In this scenario, net financial gain could be achieved in 5.1 to 5.2 years if average annual profits are £246,133 (low) and £254,764 (high) in the first five years.

Conclusion

This assessment demonstrates that completing the proposed development works at A1 Motocross Track using non-waste materials would be financial feasible should it be necessary to obtain a market loan of £987,000.