

DELEGATED

**AGENDA NO
PLANNING COMMITTEE**

23rd May 2018

**REPORT OF DIRECTOR,
ECONOMIC GROWTH AND DEVELOPMENT**

18/0486/FUL

Arco, Crofton Road, Portrack Lane

Change of use from storage and distribution (B8) to indoor go-karting centre (sui generis).

Alterations to car parking layout.

Expiry Date 25th May 2018

SUMMARY

The application seeks change of use from the existing vacant storage and distribution building, the former Arco building to a new use as an indoor go-karting centre.

There have been a number of objections received from neighbouring residential properties in regards to concerns over noise and nuisance issues associated with the use.

The Environmental Health team raise no objections.

The application is considered to be acceptable in regards to the impacts on the amenities of neighbouring properties and in respect of noise. The proposal will bring with it economic benefits and is recommended for approval with conditions.

RECOMMENDATION

That planning application 18/0486/FUL be approved subject to the following conditions and informative below;

01 The development hereby approved shall be in accordance with the following approved plan(s);

Plan Reference Number	Date on Plan
13340-PL-018	8 March 2018
13340-PL-019	8 March 2018
13340-PL-002	8 March 2018
13340-PL-001	8 March 2018
13340-PL-003	8 March 2018
13340-PL-004 B	8 March 2018
13340-PL-005	8 March 2018
13340-PL-006 B	8 March 2018

Reason: To define the consent.

03. Hours of operation

The premises shall not be open for business outside the hours of 09:00 and 23.00 Mondays to Sunday (seven days a week).

Reason: To ensure that the adjacent premises are not adversely affected by the development at unsociable hours.

INFORMATIVE OF REASON FOR PLANNING APPROVAL

Informative 1: Working Practices

The Local Planning Authority has worked in a positive and proactive manner and sought solutions to problems arising in dealing with the planning application by gaining additional information required to assess the scheme and by the identification and imposition of appropriate planning conditions.

Informative 2: Indoor Air Quality

Adequate internal ventilation shall be provided and monitoring of carbon monoxide (CO) and nitrogen dioxide (NO₂) shall be regularly undertaken by a suitably qualified person to ensure levels comply with World Health Organisation guideline levels on indoor air quality. The ventilation and monitoring systems shall be installed prior to the premises being operational.

BACKGROUND

1. 93/0330/P- Erection of entrance lobby (Approved 17th February 1993)
2. *Adjoining- former Corus Site*
3. 05/0026/EIS - Outline application for mixed use development comprising residential (C3) and commercial business (B1) with associated access, car parking and landscaping. (Approved with S106, 23rd August 2006)
4. 07/2680/REM Reserved matters application for residential development of 375 no. dwellings with associated access, car parking and landscaping. (Approved with S106, 19th December 2007)

SITE AND SURROUNDINGS

5. The application site is the former Arco Building, the property is situated in a prominent position on the corner of Crofton Road and Portrack Lane. Portrack Lane and the surrounding industrial estate provides a vibrant mix of commercial, retail and leisure uses. Other nearby occupiers to the site include: Subway, Jump 360 Trampoline Park, Daisy Chain Superstore and Pet Mania.
6. The existing building on site is an industrial unit measuring approximately 2,836sqm of gross floor area with associated car parking. The site has been vacant and on the market since February 2017 and was previously occupied by Arco who used the unit for the sale of safety equipment and the approved use class of the unit is B8 (storage and distribution).
7. The nearest residential properties are located on the former Corus site, the Persimmon homes development at Whitewater Glade to the south east of the site, located at a distance of over

70m metres from the existing unit. The nearest commercial premises are located on the opposite side of Portrack Lane at distance of approximately 50 metres.

8. Vehicular access to the site is via the A1046 (Portrack Lane) which leads onto Crofton Road

PROPOSAL

9. The application seeks planning permission for change of use from the existing vacant storage and distribution (B8) to indoor go-karting centre (sui generis).

10. Minor alterations are proposed to the existing elevations of the premises. On the south and north elevations, 2 fresh air intake vents and 2 ventilation and extraction vents are proposed.

11. The works also involve alterations to car parking layout and provision of cycle parking spaces. The unit will be reconfigured internally to include space for a track and associated hospitality areas including:

- A reception and foyer area;
- Staff offices and staff room;
- Registration room, mail room and store rooms;
- Briefing and function room;
- Changing rooms and toilet areas;
- Kitchen area and snack bar;
- Lounge area;
- Workshop; and
- Spectator viewing areas.

12. The existing first floor level will be used for hospitality and spectator viewing, including a snack bar area. A function room is proposed within the unit for private parties. Other than the warming of pre-cooked food, there will not be any on-site cooking in the kitchen. The hospitality area will only be available for use by customers of the go-karting centre.

13. The maintenance and repairs of the go-karts will be undertaken on the site, retaining an element for B class use on the site. Opening hours of the track are proposed to be between the hours of 9:00 and 23:00 seven days per week.

14. The application is accompanied by a planning statement which makes an assessment of the proposal is compliance with national and local planning policies and includes a sequential assessment. A noise assessment and Transport Assessment has been submitted.

15. The installation of Team Sport signage on both the south eastern and south western elevations and associated lighting are subject to a separate application for advertisement consent (application number 18/0487/ADV).

CONSULTATIONS

16. The following Consultations were notified and comments received are set out below:-

Highways Transport & Design Manager
General Summary

Subject to the comments below the Highways, Transport and Design Manager raises no objections.

Highways Comments

The applicant has submitted a Transport Assessment which demonstrates that the number of parking spaces (66 including 3 disabled) is sufficient for the proposed use. Servicing has also been demonstrated. There are no highway objections.

Landscape & Visual Comments

No landscape and visual objections

Environmental Health Unit Comments

I have assessed the impact of the development and have considered the likelihood of noise and the potential for effect on air quality arising from the proposal. The submitted Noise Report (Feb 2018, Ref: HT: 25131/JR) shows that noise levels will be within guidance levels under BS 4142:2014 will be complied with, and can operate with a low impact on the nearest residential premises.

I therefore have no objection to the proposal but would recommend the following advisory condition regarding indoor air quality be imposed;

Advisory - Indoor Air Quality Adequate internal ventilation shall be provided and monitoring of carbon monoxide (CO) and nitrogen dioxide (NO₂) shall be regularly monitored by a suitably qualified person to ensure levels comply with World Health Organisation guideline levels on indoor air quality. The ventilation and monitoring systems shall be installed prior to the premises being operational.

Contaminated Land Officer, Land & Property Services and ward Councillors- No comments received

PUBLICITY

17. Letters of objection were received from the following addresses and comments received are set out below: (in summary)

Mr Itayi Mukwiri 10 Crimdon Beck Close, John Lewins, 25 Brougham Court Peterlee on behalf of 46 Greatham Avenue, Michael O'Hara 44 Greatham Avenue, Christine Soper 5 Maize Beck Walk, Emma Sowerby And Nick Bennett 20 Deepdale Avenue, Mr Andrew Palmer 8 Crimdon Beck Close, Mrs Jane Amoah 20 Greatham Avenue, Amy Findlay 45 Densham Drive, Mr William Heritage 22 Greatham Avenue, Mrs Lindsey Sampson 17 Deepdale Avenue, James Sands 2 Maize Beck Walk, S J Dollard 71 Greatham Avenue, Mr Shaun Cotterill 69 Greatham Avenue, Helen Todd 22 Crimdon Beck Close, Mr James Fairbairn & Hazel Tilley 26 Greatham Avenue, Matt And Heidi Roper, Kennedy5255@aol.com, Martyn Dodds 1 Sleightholme Close, Laura Cook 32B Greatham Avenue, Ms Sue Khan 19 Greatham Avenue, Mr & Mrs Jones 33A Greatham Avenue, Mr Aaron Hayes 37 Greatham Avenue, Mr Alexander ibbotson 53 Greatham Avenue,

Concerns relate to:

- Noise pollution in close proximity to residential properties
-Revving and accelerating of the engines combined with the screeching of the tyres and the music being played
- Noise leakage from the structure of the building and ventilation ducts
- Noise from customers vehicles at such unsociable hours in the car park and surrounding roads
- Nuisance and antisocial issues
- Smells and fumes

- Opening hours will result in noise in the late evening
- Impact on residential amenity and inability to leave windows open
- Unsuitable location for this type of development- should be in an industrial or secluded area
- Impact on house prices/devaluation of property
- Lack of consultation

18. Comments received from Persimmon Homes Teesside (in summary)

As 9 of the closest dwellings to the Arco building are yet to be constructed (plots 119-217) Persimmon Homes continue to have a significant interest in the site. Whilst persimmon Homes are supportive of diversification of the empty retail units in the borough, we are concerned that an indoor kart centre close to a residential estate may have a significant detrimental impact on amenity of residents.

- Specific concerns relating to frequency of use and operating hours
- Conflict with emerging policy EN7 of the publication Local Plan 2017
- Noise issues not fully understood or accurately considered, resulting Noise nuisance issues

PLANNING POLICY

19. Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for the area, unless material considerations indicate otherwise. In this case the relevant Development Plan is the Core Strategy Development Plan Document and saved policies of the Stockton on Tees Local Plan. Section 143 of the Localism Act came into force on the 15 Jan 2012 and requires the Local Planning Authority to take local finance considerations into account, this section s70(2) Town and Country Planning Act 1990 as amended requires in dealing with such an application [planning application] the authority shall have regard to a) the provisions of the development plan, so far as material to the application, b) any local finance considerations, so far as material to the application and c) any other material considerations

National Planning Policy Framework

20. Paragraph 14: At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means approving development proposals that accord with the development without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted.

Paragraph 17: Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings

Paragraph 19. The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.

Paragraph 24 states that the LPA should “apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre

proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale.”

Paragraph 56. The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people’

Paragraph 131 ‘ ...the desirability of new development making a positive contribution to local character and distinctiveness.’

Paragraph 215 of the NPPF outlines how as of March 2013 “due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework”. The closer that policies within the plan are to the policies in the Framework, the greater the weight that may be given

Local Planning Policy

21. The following planning policies are considered to be relevant to the consideration of this application.

Core Strategy Policy 1 (CS1) - The Spatial Strategy

1. The regeneration of Stockton will support the development of the Tees Valley City Region, as set out in Policies 6 and 10 of the Regional Spatial Strategy 4, acting as a focus for jobs, services and facilities to serve the wider area, and providing city-scale facilities consistent with its role as part of the Teesside conurbation. In general, new development will be located within the conurbation, to assist with reducing the need to travel.

2. Priority will be given to previously developed land in the Core Area to meet the Borough's housing requirement. Particular emphasis will be given to projects that will help to deliver the Stockton Middlesbrough Initiative and support Stockton Town Centre.

6. A range of employment sites will be provided throughout the Borough, both to support existing industries and to encourage new enterprises. Development will be concentrated in the conurbation, with emphasis on completing the development of existing industrial estates. The main exception to this will be safeguarding of land at Seal Sands and Billingham for expansion of chemical processing industries. Initiatives which support the rural economy and rural diversification will also be encouraged.

Core Strategy Policy 2 (CS2) - Sustainable Transport and Travel

1. Accessibility will be improved and transport choice widened, by ensuring that all new development is well serviced by an attractive choice of transport modes, including public transport, footpaths and cycle routes, fully integrated into existing networks, to provide alternatives to the use of all private vehicles and promote healthier lifestyles.

iii) Across the Borough, to support regeneration proposals, including the Stockton Middlesbrough Initiative and to improve access within and beyond the City Region; and
iv) To support sustainable development in Ingleby Barwick.

Core Strategy Policy 3 (CS3) - Sustainable Living and Climate Change

1. All new residential developments will achieve a minimum of Level 3 of the Code for Sustainable Homes up to 2013, and thereafter a minimum of Code Level 4.

3. The minimum carbon reduction targets will remain in line with Part L of the Building Regulations, achieving carbon neutral domestic properties by 2016, and non domestic properties by 2019, although it is expected that developers will aspire to meet targets prior to these dates.

8. Additionally, in designing new development, proposals will:

- _ Make a positive contribution to the local area, by protecting and enhancing important environmental assets, biodiversity and geodiversity, responding positively to existing features of natural, historic, archaeological or local character, including hedges and trees, and including the provision of high quality public open space;
- _ Be designed with safety in mind, incorporating Secure by Design and Park Mark standards, as appropriate;
- _ Incorporate 'long life and loose fit' buildings, allowing buildings to be adaptable to changing needs. By 2013, all new homes will be built to Lifetime Homes Standards;
- _ Seek to safeguard the diverse cultural heritage of the Borough, including buildings, features, sites and areas of national importance and local significance. Opportunities will be taken to constructively and imaginatively incorporate heritage assets in redevelopment schemes, employing where appropriate contemporary design solutions.

Core Strategy Policy 5 (CS5) - Town Centres

7. Should any planning application proposals for main town centre uses in edge or out-of-centre locations emerge, such proposals will be determined in accordance with prevailing national policy on town centre uses as set out in Planning Policy Statement 4: Planning for Sustainable Economic Growth or any successor to Planning Policy Statement

Core Strategy Policy 10 (CS10) Environmental Protection and Enhancement

9. New development will be directed towards areas of low flood risk, that is Flood Zone 1, as identified by the Borough's Strategic Flood Risk Assessment (SFRA). In considering sites elsewhere, the sequential and exceptions tests will be applied, as set out in Planning Policy Statement 25: Development and Flood Risk, and applicants will be expected to carry out a flood risk assessment.

Emerging Policy- Stockton-On-Tees Local Plan Publication Draft (September 2017)

The Draft Local Plan is an emerging development plan document which once adopted will guide planning decisions and established the framework for the sustainable economic growth and development in the Borough up to 2032. The Submission of the Draft Plan was published in Autumn 2017. Examination and the Inspector's Report is due to take place / be published in Spring 2018 with adoption in Summer 2018.

Until the Inspector's Report is published the amount of weight that can be afforded to the Draft Local Plan is limited. Relevant policies from the Draft Local Plan are provided below:

The site is not allocated in the draft proposals map.

Policy EG1 - (Strategic Growth Areas)

New general employment proposals will be directed to existing premises and allocated sites. This includes Portrack Lane.

Policy EG1 further states that in order to maintain an adequate supply of land for economic growth, sites and premises allocated for office, industrial and logistics uses which are viable and attractive to the market will be protected from alternative uses.

Policy SD4 – (Economic Growth Strategy)

Economic development needs will be directed to appropriate locations within the Borough to ensure the delivery of sustainable economic growth.

Proposals for the redevelopment of previously developed land, in particular prominent sites which have been derelict for a significant period of time will be supported.

SD4 further states that Portrack Lane and Teeside Industrial Estate are the main locations for new light industrial, general industrial and logistics related development. Furthermore, Portrack lane will continue to provide out of centre shopping provision with new developments in these areas to be determined in accordance with the sequential and impact tests

10. Stockton Primary Shopping Frontage will be the main location for new retail development to 2032, whilst the wider town centre will be the main location for new leisure and evening economy uses.

Policy ENV7 – Ground, Air, Water, Noise and Light Pollution

1. Development proposals that may cause groundwater, surface water, air (including odour), noise or light pollution either individually or cumulatively will be required to incorporate measures to prevent or reduce their pollution so as not to cause unacceptable impacts on human health, amenity or the environment.

SPD 3- Parking Provision for Developments (October 2011)

MATERIAL PLANNING CONSIDERATIONS

22. The main planning considerations of this application are its compliance with the national and locally established planning policies and the impacts of the proposal on the character of the area, amenity of neighbouring occupiers particularly in regards to noise, highway safety, these are discussed below;

Principle of Development

23. The general ethos of the National Planning Policy Framework (NPPF) is to promote and encourage development that accords with the definition of sustainable development (made up of three components; social; economic; and environmental).

24. The Framework also sets out a number of core planning principles. Among these principles are the requirement to keep plans up to date and the need to promote the vitality of town centres.

25. Paragraph 24 sets out that a sequential test for main town centre uses not in an existing centre should be applied, the preference being for town centres, then edge of centre locations and only then if suitable sites are not available, should out of centre sites be considered. Preference is also given to those sites out of centre sites that are well connected to the town centre, although applicants are also required to show a degree of flexibility on issues such as format and scale. Such an approach is also reflected within the Authority's adopted Core Strategy policy CS5 and saved policy S2 of the Local Plan Alteration.

26. The NPPF advises Local Authorities of a presumption in favour of sustainable development with significant weight being placed on the need to support economic growth. The core planning principles of the NPPF also revolve around proactively driving and supporting opportunities for growth and seeking high quality design.

Sequential test

27. As part of the application the applicant has submitted a sequential assessment within the planning statement which outlines a number of criteria which is required to be met to enable the facility to operate and be viable, these include;

- the need for large open plan floorspace,
- high ceilings; and
- limited internal columns

28. An indoor go karting use (Sui generis) is not defined as a “main town centre” use in accordance with the definition of Annex 2 of the NPPF. Although intensive sport and recreation uses are regarded as town centre uses, due to the scale of the use, this is not considered as an intensive use. In addition, there is no other planning guidance documents, which provide a policy direction for where indoor go karting centres should be located. An indoor go karting centre is a unique use with specific operational requirements and material considerations which must be taken into account in the determination of an application.
29. The sequential assessment undertaken include sites within the Stockton Town centre and edge of centre development sites (which as defined in the NPPF are locations that are well connected an up to 300m of the primary shopping area). In order to demonstrate flexibility the assessment considered sites of +/- 20% of the proposed 2,836 sqm premises (between 2,269 sqm and 3,403 sqm).
30. Using the above parameters a property search of the online search facility EGi and CoStar (databases of commercial property currently on the market) has been undertaken in January 2018. This has identified no sites that meet the above criteria that are suitable, viable or available that could accommodate the required floorspace. As such, the sequential assessment concludes that this is the sequentially preferable site.
31. Although it is a common argument that certain leisure uses are better suited to industrial type facilities, in this particular instance it is accepted that this is a genuine case. The nature of the proposed use drives a requirement for a building with large amounts of open floor space, with flexibility within the built envelope to configure the floor space to provide track (at varying levels) and ancillary facilities in an area accessible by public transport. Industrial and warehouse units therefore provide the most suitable building type to accommodate this unique use. Whilst typically leisure and recreation type uses are directed to town centre and edge of centre locations, in this particular instance it is considered that there are strong reasons why such a use cannot be located in these locations.
32. In terms of impact, there is no such commercial facility within any of the defined centres and therefore any approval of the proposed development would not bring about any loss of trade to existing businesses within the defined centres. The additional facilities such as the refreshments and seating areas are considered to be ancillary to the main use and are unlikely to result in any significant impacts on the defined retail centres. It is also recognised that the proposed use has benefits in terms of creating employment, the application states than when fully operational the centre will create some 40 jobs. The majority of full time roles are at management level whilst the part-time roles are generally marshals, mechanics and receptionists.
33. The principle of the development in this location is therefore considered to be acceptable and will not adversely impact on the vitality and viability of town centres within the borough, it will provide a leisure facility not currently available within the borough. It would also bring back into use a vacant premise, offering social and economic benefits through job creation which also weighs in favour of the proposed development.

Impacts on the amenities of neighbours

34. There have been a number of neighbour objections received in relation to the proposal from residential properties situated in the White Water glade development. Including the developer of the site Persimmon. The main areas of concerns relate to potential noise, nuisance and smells associated with the development. The applicant has provided a response which has been directly circulated by the applicant to objectors.
35. The general surrounding area of Portrack Lane, Crofton Road and malleable Road is a mix of industrial and commercial uses. At the case officers site visit on Crofton road it was noted that

the general comings and goings of the surrounding area were frequent with heavy goods vehicles, lorries commonplace due to the existing commercial uses in the immediate area. The building is an existing commercial premises with extant permission for B1 storage and distribution. Such a use would have associated large vehicle deliveries and frequent traffic movements.

36. The nearest residential properties are located over 70m from the south of the site. There is a mixture of dwellings and residential flats. They are separated from the site by an open area of grass land with an area of trees and shrubs to the south boundary of the site.
37. This area between the application site and the residential development benefitted from planning approval for commercial development through application 05/0026/EIS Outline application for mixed use development comprising residential (C3) and commercial business (B1) with associated access, car parking and landscaping. (Approved with S106, 23rd August 2006) Although no commercial development associated with this application has been constructed it demonstrates an acceptance that the residential development here would be in close proximity to business and commercial development.
38. Whilst the proposed indoor go karting use will have a degree of comings and goings with customers and staff using the facility, large vehicle movements are likely to be less frequent with the proposed use than the existing. It is not considered that the proposed use in terms of coming and goings and associated noise and disturbance issues would be any worse than the existing situation and it is not considered that the proposal raises any issues of amenity or disturbance in regards to neighbouring commercial uses.
39. Whilst the use of go karts are seen by objectors to create noise issues, these will be contained within the structure of the building and the building will be insulated against noise leakage.
40. Comments have been received from the Environmental Health Team who raise no objection to the proposed use and the application is accompanied by a noise assessment, the impacts of noise are discussed further in turn:

Noise Issues

41. Paragraph 124 of the NPPF states planning policies and decisions should aim to 'avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development'. Therefore, the proposal has been assessed in terms of the potential impact in terms of any additional noise and disturbance which would occur through the granting of the planning permission.
42. The application is accompanied by a noise assessment. The application states that In order to ensure that the premises do not leak noise from within the unit, the fit out of the unit will include noise insulation measures. This includes the following acoustic design features:
 - All roller shutter doors and windows exposed to the track will be internally boarded (2x15mm Soundbloc plasterboard); and
 - Ventilation openings will be attenuated.
43. In addition to the above, it is advised that Team Sport will use karts that are fitted with an exhaust system which is quieter than standard karts. The proposed opening hours of the unit are 9:00 and 23:00 seven days per week.
44. A detailed Noise Assessment has been carried out by Hann Tucker Associates. The applicant advises that they have worked on all Team Sport sites; therefore, are highly experienced and have excellent knowledge of their operations. Their assessment utilises noise data collected from within existing Team Sport centres to understand the expected noise impacts. The

assessment has assessed the likely impact of the proposals on the closest residential dwelling that is proposed to be built on the Persimmon site which is approximately over 70m metres to the south of the premises.

45. The noise report considers the cumulative impact of noise from the premises. The noise report concludes that the proposed go karting facility can operate on site without having an adverse impact on nearby residential dwellings and it has been calculated that the noise level at the nearest proposed residential dwelling when the go karting track is fully operational will be lower than the measured background noise levels.
46. The Noise Assessment has been reviewed by the Council's Environmental Health team who raise no objection to the application stating that noise levels will be within guidance levels under BS 4142:2014 and can operate with a low impact on the nearest residential premises.
47. Whilst the concerns of neighbours in relation to noise are noted the existing unit has no control regarding hours of operation and the surrounding area is a mixed use area of industrial units and commercial units where a degree of noise and nuisance will already occur. It is considered that the proposed development will be no worse than the existing situation and will not result in excessive noise or nuisance issues.
48. The application is therefore considered to be acceptable in respect of noise issues and is considered to be in accordance with CS3(8) and paragraph 17 & 124 of the NPPF.

Air pollution

49. Environmental Health recommend that internal ventilation and air quality monitoring should be provided and monitored to ensure that levels of carbon monoxide (CO) and nitrogen dioxide (NO₂) levels comply with World Health Organisation guideline levels on indoor air quality.
50. The applicant advises that each TeamSport operation is fitted out and maintained to National Karting Association (NKA) guidelines, which were produced in consultation with, and signed off by the HSE (Health and Safety Executive) in relation to air quality. They advise that TeamSport regularly monitor carbon monoxide and nitrogen dioxide levels to ensure compliance with the relevant environmental health standards, for the safety of all staff and visitors. TeamSport operate many venues in similar locations and settings, and there have been no reported air quality concerns.
51. It is also noted that the proposed use will result in fewer heavy goods vehicle movements when compared to the existing use of the unit as a warehouse / industrial unit.
52. It is therefore considered that subject to appropriate air quality monitoring and ventilation, which can be added by way of informative and controlled through environmental health legislation that the application will be acceptable in this respect and therefore will comply with the requirements of emerging policy ENV7.

Highway Implications/Access & Car parking

53. The existing unit has an area of hardstanding which currently provides approximately 54 marked parking spaces and 2 disabled parking bays. The proposal will reconfigure the parking layout to provide 63 marked parking bays including 3 disabled parking bays. All parking will be dedicated to the unit. Four Sheffield stands will be provided for 8 cycles for staff and visitor use. These are to be located adjacent to the main entrance of the premises.
54. The Highways Transport and Design Manager has provided comments on the application and raises no objection. A Transport Assessment has been submitted with the application which demonstrates that the number of parking spaces (66 including 3 disabled spaces) is sufficient

for the proposed use. Servicing has also been demonstrated. Therefore no highway objections area raised.

55. The site is easily accessible by existing public transport infrastructure with bus stops conveniently located in close proximity to the site, serving route 13. Stockton Railway Station is situated approximately 1.6 kilometres away. The station operates services to destinations northbound including Sunderland and Newcastle and Southbound to Middlesbrough. Crofton Lane and Portrack Lane have wide pedestrian footways which benefit from regularly spaced street lighting provision along both sides of the carriageway.
56. Segregated cycle ways provide dedicated cycle lanes for travel to and from the site. There are residential properties within walking distance of the site at Northshore and Portrack and it is considered that the site is situated in a sustainable transport location, well served by proximity to public transport provision.
57. It is therefore considered that the proposed use is located in a sustainable transport location and will have sufficient associated car parking provision and servicing arrangements and will not have an adverse impact on highway safety. The application is therefore considered to accord with policy CS2 of the Core Strategy and the requirements of SPD 3 in terms of car parking provision.

Impact on the character of the area

58. The proposed external changes to the building through the addition of ventilation and extraction vents are considered to be a limited visual change to an existing large commercial unit within a commercial location.
59. These changes are visually considered to be acceptable and will not have an adverse impact on the character of the building or the surrounding area and the proposal is considered to accord with CS3(8) and paragraph 131 of the NPPF.

Other matters

60. Whilst the concerns of neighbours in regards to devaluation of properties is noted, this is not a material planning consideration.

CONCLUSION

61. It is considered that the proposed change of use to indoor karting centre and associated external changes is acceptable. The proposal is not considered to have an adverse visual impact on the amenities of the area or the surrounding neighbouring properties in respect of noise or nuisance. The car parking arrangements are acceptable and will not have an adverse impact on highway safety and the application is considered to accord with the guidance of the NPPF, saved policies within the Local Plan the Core Strategy and the emerging policies of the draft Local Plan.

62. It is recommended that the application be Approved with Conditions for the reasons specified above.

Director of Economic Growth and Development

Contact Officer Fiona Bage Telephone No 01642 526271

WARD AND WARD COUNCILLORS

Ward	Stockton Town Centre
Ward Councillor(s)	Councillor Paul Kirton
Ward Councillor(s)	Councillor Di Hewitt

IMPLICATIONS

Environmental Implications:

As report

Human Rights Implications:

The provisions of the European Convention of Human Rights 1950 have been taken into account in the preparation of this report.

Community Safety Implications:

The provisions of Section 17 of the Crime and Disorder Act 1998 have been taken into account in the preparation of this report

Background Papers

Stockton on Tees Local Plan Adopted 1997

Alteration Number 1 to the Adopted Local Plan – 2006

Core Strategy – 2010

Emerging

Local Plan – Publication Draft Nov 2017