Unit 3 Barton Park, Chickenhall Lane, Eastleigh

Town Planning Statement

Prepared for:

Linfix Limited

Prepared by:

Savills

33 Margaret Street, London, W1G 0JD

July 2015

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1. Introduction

1.1 This Town Planning Statement accompanies an application submitted pursuant to section 73 of the Town and Country Planning Act 1990 (as amended). It seeks to remove planning condition 1 of planning permission ref: F/05/54269 in order to allow the existing go-karting track to operate at the site permanently.

The Proposal

1.2 The application is made by Linfix Limited, part of a group of companies owned by TeamSport. TeamSport is the largest indoor go karting company in the UK, who currently operate 13 indoor go karting tracks across the UK, in comparable industrial locations similar to this, for example, in London, Reading, Gosport, Warrington, Bristol, Crawley, Birmingham, Brighton and Cardiff.

1.3 The application site has been in use as a go-karting centre for TeamSport for nearly twenty years, since 1996. This followed the grant of a 10 year temporary permission on the 5th June 1996 (ref: Z/16246/018/00), and a further temporary 10 year permission granted on 22nd July 2005 (ref: F/05/54269). This application seeks to remove the time limiting condition to allow the site to be used as a go-karting track permanently. This will safeguard the existing jobs on the site and will enable the use to continue, thus continuing to contribute to the local economy.

Structure of this Report

1.4 This statement is structured as follows:

- Section 2: Site and Surroundings – provides a description of the site characteristics and surrounding area;
- Section 3: Background – provides an overview of the planning history associated with the site, and also provides details about TeamSport;
- Section 4: Planning Policy Framework – provides a summary of the relevant planning policies and other material considerations;

- Section 5: Planning Assessment – assesses the acceptability of the proposals in the context of relevant planning policies and material considerations; and
- Section 6 – Summary and Conclusions – summarises the report findings and provides a set of conclusions.

2. Site Description

2.1 The site has comprised an indoor go-karting centre since 1996.

2.2 The site is within the northern part of the Barton Park Industrial Estate, located immediately to the east of Eastleigh, within Eastleigh Borough Council ('the Council'). The site is located close to the junction of Southampton Road and Bishopstoke Road, and adjacent to Eastleigh train station.

2.3 The site is bound to the north by Bishopstoke Road, and to the west by the railway line. Other industrial units bound the site to the east and south. The River Itchen flows to the east of the industrial estate.

2.4 The site can be accessed on public transport via regular bus services which are accessed from Southampton Road and Bishopstoke Road. Eastleigh train station is also located to the immediate west of the site and provides regular over ground services to London, Portsmouth, Poole and Salisbury.

3. Background Planning History

Planning History

3.1 On the 5th June 1996, planning permission (Ref: Z/16246/018/00) was granted for the change of use of the unit to provide indoor go karting.

3.2 This permission was granted on a temporary 10 year basis, which expired in June 2006. This was subsequently extended through permission F/05/54269, which gives permission for the continued use of the go-karting track until the 22nd July 2015. A copy of the Decision Notice is included at **Appendix 1**.

About TeamSport

3.3 TeamSport, previously known as Go Karting for Fun, is by far the largest indoor go karting company in the UK. They are a reputable and highly experienced company who have been operating for over twenty years having commenced in Guildford, Surrey in 1991. They have since expanded their operations with centres in: Brighton, Cardiff, London, Birmingham, Gosport, Crawley, Bristol, Reading and Warrington.

3.4 They have excellent on-going relationships with their landlords, and they also build excellent relationships within the local community. All of their employees are recruited from the local area and usually comprise a minimum of 6 – 8 full time employees and up to 30 part-time staff. Quite often, the part time staff undertake full time hours. At the Eastleigh venue there are currently 23 employees, the vast majority of which are residents of the borough and have been working at this centre for over 15 years.

3.5 At each centre TeamSport employs a large number of 16 – 25 year old employees, often unskilled with limited qualifications. They run specific programmes with a National NVQ provider, who comes into each venue, providing formal, structured learning & development programmes to all TeamSport employees. These NVQ's range from customer service, team leadership and motor mechanics, all the way up to level 4 NVQ's in management. All employees are encouraged to study an NVQ as part of their personal development.

3.6 Their facilities are also ideally placed to hold charitable events and, in addition, each centre specifically supports a local charity. Local Councils often use their facilities to support disadvantaged children and regularly use TeamSport as a reward for behavioural improvements. They therefore build excellent relationships with local authorities.

3.7 At all of their centres, TeamSport also offers significant discounts to youth inclusion programmes / youth projects which seek to get children with behavioural issues involved in something rewarding and productive. TeamSport also partner with local schools at every venue, providing experience vouchers free of charge to local schools to use as a reward for their pupils. Children's attendance at school and behaviour has been seen to improve as a result of some of these incentive programmes.

4. Planning Policy Framework

4.1 This section provides a brief summary of the relevant planning policy framework.

4.2 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act (2004), planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for the site is dated, comprising the following:

- Eastleigh Borough Local Plan Review (2001 – 2011).

4.3 Material considerations include the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG), and local supplementary planning guidance. It is understood that the Council consider that the emerging policies contained within the withdrawn Eastleigh Borough Local Plan 2011 – 2029 (Feb 2014) are a material consideration.

4.4. The site is designated as being a 'Existing Employment Site' within the adopted Proposals Map. It is also designated as a 'Special Policy Area'.

National Planning Policy Framework

4.5 At the national level, the Government published its National Planning Policy Framework (NPPF) on 27 March 2012. The NPPF provides an overarching framework for the production of local policy documents and for decision making, and it is given significant weight due to the outdated nature of local policy in this instance. At the heart of this document is a presumption in favour of sustainable development. In accordance with the NPPF, sustainable development should be seen as a 'golden thread' running through both plan-making and decision-taking.

4.6 Within the NPPF are a set of twelve core land-use planning principles which should underpin decision-taking and which planning should achieve. In accordance with paragraph 14 of the NPPF, for decision-taking, this means:

- approving development proposals that accord with the development plan without delay; and

- where the development plan is absent, silent or where relevant policies are out-of-date, granting planning permission unless:
  - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole; or
  - specific policies in the NPPF indicate that development should be restricted.

4.7 The NPPF sets out that the Government expects the planning system to contribute to building a strong, responsive and competitive economy. The Government is committed to securing economic growth in order to create jobs and prosperity and therefore significant weight should be placed on the need to support sustainable economic growth through the planning system.

4.8 Paragraph 21 highlights that local planning authorities should *"...support existing business sectors, taking account of whether they are expanding..."* and should ensure that policies are *"...flexible enough to accommodate needs not anticipated in the plan..."*

4.9 Paragraph 22 states that *"Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities."*

Planning Practice Guidance

4.10 On the 6th March 2014 the DCLG launched the Planning Practice Guidance (PPG), which replaces the majority of previous planning practice guidance. The PPG sits alongside the NPPF.

4.11 The PPG supports the NPPF, stating that where the development plan is absent or silent, or the relevant policies are out of date, paragraph 14 of the NPPF should be adhered to. In these instances, applications should be determined in accordance with the presumption in favour of sustainable development.

Local Planning Policy and Guidance

Eastleigh Borough Local Plan Review (2001 – 2011)

4.15 As already stated, the local adopted policy is somewhat dated, and was originally intended only to guide development until 2011. However, following the withdrawal of the updated Local Plan after initial examination in July 2014, the policies within the Local Plan Review remain part of the adopted development plan for the area.

4.16 The Local Plan Review was adopted by the Council on the 25th May 2006. The majority of the policies within this plan were saved by the Secretary of State in 2009. The proposals map identifies that the site is designated as an 'Existing Employment Site' as well as being within a 'Special Policy Area'.

4.17 The Local Plan Review identifies Barton Park specifically in policies 56.BE and 57.BE. These policies identify Barton Park as an appropriate site for redevelopment, providing a mix of uses including offices, visitor attractions, and employment uses falling within Class B1 and B2. The policies further require any redevelopment to integrate directly with Eastleigh train station and town centre. The subtext to the policies confirm the need for leisure uses in Eastleigh and states that there are no available sites of sufficient size closer to the town centre to meet this need.

4.18 Policy 118.E guides the redevelopment of existing employments sites. It states that the change of use or redevelopment of an existing employment site, outwith uses B1, B2 or B8, will only be permitted in the following circumstances:

- *"it does not, either by itself or cumulatively with other changes on the same employment site adversely affect the employment base either by markedly reducing the potential choice of employment in the local area or by significantly reducing the range and variety of premises or sites available for employment purposes within the local area; or*

- *it would result in land use, amenity or environmental benefits sufficient to outweigh any material harm to the employment base of the Borough".*

4.19 Proposals for leisure uses in 'edge-of-centre' locations will only be permitted where there is a demonstratable need for the development, there are no suitable viable available sites within an existing centre or edge-of-centre location, it won't undermine

the Council's strategy to enhance the viability and vitality of existing town centres, and it is accessible and won't increase the need to travel (Policy 134.TC).

4.20 With regard to tourist facilities in urban areas, Policy 161.TA states that they will be permitted providing they are compatible with neighbouring land uses, they are accessible by public transport, they are of a suitable design, and there is a need for such facilities.

4.21 Policy 29.ES seeks to protect noise sensitive premises and confirms that industrial or commercial development which would result in a loss of amenity, in terms of noise and/or vibration exposure, to noise sensitive development will not be permitted.

4.22 Providing development accords with other policies in the plan it will be permitted on transport terms providing it meets the criteria of Policy 100.T. This includes ensuring it is well served by public transport, it minimises the impact on the existing transport network, and where appropriate a Transport Assessment is included with the proposals.

4.23 It is noted that local planning policy is silent on the location of indoor go-karting centres.

Draft Local Plan 2011 – 2029 (Feb 2014) (Withdrawn)

4.24 The Eastleigh Borough Local Plan 2011 – 2029 was submitted to the Secretary of State for formal examination in July 2014. Examination hearings were held in November 2014, and primarily considered matters relating to housing and employment needs. Following these hearings, the Inspector concluded that the plan was not sound as it did not provide sufficient housing, including affordable housing. The conclusion was that the scale of the additional work required meant that the draft plan should not be pursued, and a new Local Plan would be required. Whilst this new plan is being progressed, it is understood that the Council are still giving some weight to the withdrawn draft Local Plan 2011 – 2029 as a material consideration in the determination of applications.

4.25 The policies map which accompanies the withdrawn draft Local Plan 2011 – 2029 removes the 'Existing Employment Site' designation, and leaves the site being designated only as 'Special Policy Area' E9i. This policy is discussed further below.

4.26 Draft Policy E9 seeks to promote the regeneration of Eastleigh River Side through the redevelopment of existing industrial premises and new development off Chickenhall Lane. It identifies Barton Park as appropriate for mixed use redevelopment, including uses which would complement Eastleigh town centre, such as leisure uses.

4.27 With regards to employment provision, draft policy S4 identifies a number of areas in the borough suitable for additional employment generating floorspace. It further seeks to retain existing employment sites which have the potential to contribute towards future employment needs.

4.28 The withdrawn draft Local Plan 2011 – 2029 is also silent on the location of indoor go karting centres.

5. Planning Assessment

5.1 This section assesses the proposal against the planning policy framework for the site and considers the material considerations that are relevant to the determination of the application.

5.2 As noted in the previous section, the Development Plan is out of date, and whilst the Council continues to attach weight to the Local Plan Review and withdrawn draft Local Plan, it is considered that significant weight should be applied to paragraph 14 of the NPPF which states, in respect of decision taking:

"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 demonstratably 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."*

5.3 The relevant policies of the development plan are out of date, and this is confirmed by the revisions to the policy designations that the Council sought to bring forward in the withdrawn draft Local Plan. It is also silent in respect of indoor go karting centres. The go karting centre has been operating from this site for nearly 20 years making an important contribution to the local economy and providing employment to the local community. The use has operated without complaint and it is clear that only social and economic benefit, and no harm, has arisen from the proposals. As such, and in accordance with paragraph 14 of the NPPF and PPG, planning permission should be granted.

5.4 Notwithstanding the above, the planning considerations relevant to this proposal, as set out below, are considered in this section;

- Principle of Continued Use of Site as an Indoor Go Karting Centre;
- Acceptability of a Permanent Permission; and

- Other Considerations.

Principle of Continued Use of Site as an Indoor Go Karting Centre

5.5 The site was granted a temporary planning permission in June 1996 (ref: Z/16246/018/00) and this allowed the proposed change of use to an indoor go-karting centre for a period of ten years. The permission was then extended in 2005 through planning permission F/05/54269. This allowed the site to continue operating as a go karting track for another ten years, as stated under condition 1.

5.6 This application seeks to remove planning condition 1; therefore, it is necessary to consider whether the permanent loss of the 'employment site' is acceptable, taking account of the current Development Plan for the site, the NPPF, PPG and other material considerations in assessing the acceptability of the continued use.

5.7 It is relevant to consider the following:

a. Unique Operational Characteristics of an Indoor Go-Karting Use;

b. Economic Benefits;

c. Community Benefits; and

d. Compliance with the Development Plan.

<u>Unique Operational Characteristics of an Indoor Go-Karting Use</u>

5.8 The development plan is silent on the location of indoor go-karting centres i.e. there are no adopted planning policies within the Local Plan Review or withdrawn draft Local Plan which outline the preferred location for this type of use. Furthermore, there are no other planning guidance documents which provide an indication for where indoor go-karting centres can be appropriately located. An indoor go-karting centre is therefore a unique use, and it is consequently important to consider its specific operational requirements.

5.9 Industrial and warehouse units provide the most suitable building type to accommodate an indoor go-karting use because the use requires large amounts of open-plan floorspace, with flexibility to provide track and ancillary facilities. Industrial and warehouse units are typically located in clusters away from town

centres and in areas with good accessibility to transport infrastructure. They are also generally separated from other sensitive uses such as residential uses; however, where there are residential uses, the buildings are built (or other measures are employed i.e. through separation and attenuation) to ensure that the noise associated with the industrial uses do not unacceptably impact on neighbouring amenity.

5.10 In assessing the most appropriate location for this type of use, it is relevant to consider where these types of uses are currently located. A detailed review of the location of other existing indoor go-karting centres (including venues operated by TeamSport) has been undertaken. A copy of the assessment is included at **Appendix 2**. The assessment demonstrates that in all cases the indoor go-karting centres are located in industrial/employment areas, and that in almost all instances they are located within areas which are designated/protected for employment/industrial/business uses within the local authority's development plan.

5.11 Indoor go-karting centres have therefore been accepted within protected industrial/employment areas by all of the local authorities where there are currently indoor go-karting centres, demonstrating that the operational characteristics of the use are an important material consideration which must be taken into account. Most recently in July 2014 and September 2014, it is noted that Reading Borough Council and Rushmoor Borough Council, both approved applications for indoor go-karting centres by TeamSport on allocated employment land, taking into consideration the unique operational circumstances of the use which is most suited to this type of location.

Economic Benefits

5.12 The continued use of the site by TeamSport will ensure that a sustainable employment generating use will continue on the site and this should be supported taking account of the economic benefits that will continue to be delivered.

5.13 The continued occupation of the unit would have an immediate effect on employment generation and economic prosperity as no works would be required to facilitate the continuation of the use.

5.14 All of the employees will retain their jobs should planning permission be granted (23 employees); therefore, the proposal will maintain existing jobs. The vast majority of employees live in the borough and have been working at this centre for over 15 years.

5.15 Whilst the use is not defined as being within Classes B1, B2 or B8, the indoor go-karting centre will generate high quality employment. Furthermore, an element of ancillary Class B use would still occur at the site given that the go-karts would be maintained and repaired on site.

5.16 TeamSport are committed to providing a wide range of employment opportunities including skilled and non-skilled. Furthermore, TeamSport offer on the job training to all staff and this would be extended to the existing staff. TeamSport has also joined forces with The Skills Partnership, to provide access to an NVQ scheme, giving all employees the opportunity to gain relevant qualifications in areas such as customer service and management up to NVQ level 4. In addition, tuition is offered to any employees who have left education without basic literacy skills.

Community Benefits

5.17 TeamSport is committed to delivering community benefits and charity initiatives at all of their centres. This will continue to be the case at this venue where they will continue existing relationships between the site and local community groups.

5.18 At all of their centres, TeamSport offers significant discounts to youth inclusion programmes / youth projects looking to get children with behavioural issues involved in something rewarding and productive. TeamSport also partner with local schools at every centre, providing experience vouchers free of charge to use as a reward for their pupils. Children's attendance at school and behaviour has been seen to improve as a result of some of these incentive programmes. At this site, TeamSport partner with a number of local schools, including the following:

- Netley Abby Junior School;
- Cams Hill School, Fareham.

5.19 TeamSport also run many charity events across the group, giving significant discounts to charities every year, enabling both local and national charities to raise

money from selling on the concept of a charity race night to interested groups. 'Help for Heroes' ran an event recently at the Camberley track in Surrey, raising about £3,000. TeamSport has also organised a series of races for 'Children in Need' raising over £4,000 in total. TeamSport are currently partnering with forces charity, Race 2 Recovery, hosting events and making donations from every booking.

5.20 The NPPF recognises that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. TeamSport's commitment to engaging with the local community at all of their centres would be continued here and the proposal would accord with the objectives of the NPPF.

Compliance with the Development Plan

5.21 Since the previous permission was granted, the Local Plan Review has been adopted (2006) and the withdrawn draft Local Plan 2011 – 2029 progressed, though subsequently withdrawn. As such, the adopted policies are out of date. Notwithstanding this, the site is allocated as an 'Existing Employment Site' and is also within a 'Special Policy Area', and the relevant policies are summarised in the previous chapter of this Statement. As noted, the Development Plan is silent on the preferred location for indoor go-karting uses, and there is no guidance to direct such uses to specific locations.

5.22 As highlighted above, Local Plan Review Policy 118.E seeks to protect Existing Employment Sites, and redevelopment or change of use will only be allowed where it would not reduce the range and variety of premises available for employment uses, or it would result in land use, amenity or environmental benefits to outweigh any material harm to the employment base of the borough. The site has been used as a go karting centre for almost 20 years, and therefore it is not considered that its continued use for this purpose would reduce the range and variety of employment premises in the borough from the existing situation. Furthermore, whilst go karting does not fall within use classes B1, B2 or B8, it is still employment generating and therefore retaining its use would comply with the general aim of this policy and protect the jobs currently provided.

5.23 It should also be noted that the withdrawn draft Local Plan 2011 – 2029 sought to remove the 'Existing Employment Site' designation for this site. Whilst the plan was

found to be unsound, this was not on the basis of the employment policies, and therefore the removal of this designation indicates the aspirations of the Council for this site. If this had been adopted, there would be no protection of the site for employment purposes, and as discussed further below, the site is considered appropriate in policy terms for a leisure use.

5.24 Both the current and withdrawn draft local plans identify Barton Park as an appropriate site for mixed use redevelopment, including leisure uses. The subtext to the Barton Park policies in the Local Plan Review specifically states that there is a need in the borough for leisure uses, and that there are no sufficiently sized sites available closer to the town centre to meet this need. The continued provision of this use in this location is therefore appropriate and in line with this policy aspiration. Furthermore, the go karting centre has been operating in this location successfully for close to 20 years, demonstrating clear demand for the use, as required by Policy 134.TC.

5.25 The development will not adversely affect the operation of employment uses in the area as it is proposed to continue an existing use which is typically found within industrial areas such as this. The use is compatible with the surrounding uses as demonstrated by the on-going use of the site without complaint.

5.26 The NPPF states that where development plan is silent (as it is on indoor go-karting centres) or out of date, the Council must grant planning permission unless *"any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole*." (Paragraph 14 of the NPPF). As demonstrated by the on-going operation of the centre without complaint, it is considered that the proposal will not result in any adverse impacts. Furthermore the proposal will not prejudice the continued operation of neighbouring employment uses, as demonstrated by its use over the past 19 years. It will deliver a sustainable use for the site and in doing so it will enable the continued delivery a number of economic and community benefits. As such, in accordance with paragraph 14, the proposed land use is acceptable and planning permission must be granted.

Summary

5.27 As demonstrated in the foregoing sections, there are material considerations that should be taken in account when assessing the proposals against the dated development plan. These include the more up to date policies of the NPPF, the unique operational characteristics of the use; the economic and community benefits of the proposal; the ability of the use to operate within industrial areas without impacting on surrounding uses; and the policy support for leisure uses within Barton Park. Taking these into account, together with the requirements of paragraph 14 of the NPPF, planning permission should be granted as required by section 38(6) of the Planning and Compulsory Purchase Act 2004, and the NPPF.

Acceptability of a Permanent Permission

5.28 The Council has previously granted two temporary planning permissions for the use. Paragraph 014 of the PPG advises that it is rarely justifiable to grant a second temporary permission. This application seeks a permanent planning permission through the removal of the time-limiting planning condition following two previous temporary permissions. The acceptability of the proposed land use has been considered in detail in the preceding paragraphs and it has been demonstrated that the proposed land use should be accepted having regard to planning policies and material considerations.

5.29 A permanent permission would ensure the continued contribution that the use has made to the local economy. The grant of a permanent permission would also safeguard the jobs of the existing employees, who are predominantly local residents of the borough, and who have worked at the centre for over 15 years, .

Other Considerations

5.30 The application seeks to continue an existing use that has operated on the site since 1996 without complaint; and it does not seek to intensify or alter the use. Therefore, it is considered that the on-going use does not give rise to any other planning issues (i.e. in relation to highway safety or amenity issue).

6. Summary and Conclusions

6.1 This Town Planning Statement accompanies an application pursuant to section 73 of the Town and Country Planning Act 1990 (as amended) to remove condition 1 of planning permission ref: F/05/54269 in order to allow for the continued use of Unit 3, Barton Park, Chickenhall Lane, Eastleigh as an indoor go-karting centre. This use has been operating for 19 years without complaint, following the grant of two consecutive temporary planning permissions in 1996 and 2005.

6.2 As stated above, the Local Plan for Eastleigh is out of date, and consequently the NPPF should be given significant weight in this instance. Paragraph 14 clearly states that where the development plan is absent, silent, or out of date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstratably outweigh the benefits, when assessed against the policies in this Framework taken as a whole. The proposal has been demonstrated to comprise sustainable development, and the granting of a permanent permission would secure the continuation of social and economic benefits without causing adverse impacts.

6.3 Whilst out of date, consideration has still been given to adopted and emerging local policy in the planning assessment included in Chapter 5 of this Statement, and this demonstrates that the proposal is also compliant with the Development Plan when considered as whole. The adopted Development Plan designates the site as an 'Existing Employment Site', where uses within Class B1, B2 and B8 are protected. Whilst the go-karting use is not within the B classes, it is still employment generating and the only appropriate location for it is within Industrial areas. The Development Plan is silent on the location of go-karting centres; however, this statement has demonstrated that industrial locations such as this are the only reasonable location for this type of use, and this has been accepted by local authorities across the country. There are also other material considerations which indicate that the continuation of the proposed land use is acceptable, including:

a) the operational requirements of the use are such that an industrial/warehouse site is the only location for this type of use;

b) the continued use of the site will enable immediate economic benefits, securing existing jobs and contributing to the local economy. The continued use will also not compromise existing and on-going community benefits (i.e. TeamSports' partnership with local schools);

c) the ability of the use to operate within industrial areas without impacting on surrounding uses and the ability of the unit to easily revert back to an industrial unit; and

d) the policy support for the redevelopment of Barton Park to provide a mix of uses including leisure.

6.4 The continued occupation of the unit would have an immediate effect on employment generation and economic prosperity as no works would be required to facilitate the on-going use. Existing long-term local jobs will also be secured as part of TeamSport's continued use of the site. TeamSport's commitment to the delivery of community benefits and charity initiatives will also be continued.

6.5 In summary the proposed removal of condition 1 will allow for the use of the site as an indoor go-karting centre by TeamSport, offering immediate benefits, and contributing to sustainable employment generation and economic growth. The proposal fully accords with the policies of the NPPF. Whilst the Local Plan is outdated, the proposals also accord with the Council's aspirations for the Barton Park area, and there are material considerations which support that the permanent use of the site is acceptable. As such, we respectfully ask that planning permission is granted without delay.

Appendices

Appendix 1

EASTLEIGH BOROUGH COUNCIL

Colin Peters
Head of Development Control

Civic Offices Leigh Road Eastleigh
Hampshire SO50 9YN
Telephone: 023 8068 8068
Fax: 023 8068 8261 Text: 07810 855550
www.eastleigh.gov.uk
Britdoc: DX122380 Eastleigh 2
Office Hours - Monday to Thursday
8.30am – 5pm - Friday 8.30am – 4.30pm

Developmet Planning Partnership
1 Fitzroy Square
London
W1t5HE

Application No	F/05/54269
Your ref	
Date	22 July 2005
Please ask for	David Palmer
Direct dial	023 8068 023 8068 8493
Hours of work	Mon-Thurs 9-5 Fri 9-4.30
e-mail	david.palmer@eastleigh.gov.uk

Town and Country Planning Act 1990
Town and Country Planning (General Development Procedure) Order 1995

Application No. F/05/54269

In pursuance of their powers under the above Act and in accordance with your application received on 6 June 2005

the Council, as Local Planning Authority hereby TEMPORARILY APPROVE the following:

Description: Change of use to indoor gocarting centre (use class D2)
Site: Go Karting For Fun, Chickenhall Lane, Barton Park, Eastleigh, SO506RR

Subject to due compliance with the following conditions:

(1) The use hereby permitted must be discontinued 10 years from the date of this decision notice. Reason: This permission is granted in the light of the special circumstances of the case and the site is not appropriate for permanent retention of the use.

(2)There shall be no maintenance, repair or running of Go-Karts outside of the building. Reason: To enure that there is no adverse noise impact.

(3) No goods, plant or material shall be deposited or stored in the open on the site without the prior consent in writing of the Local Planning Authority. Reason: In order to protect the amenities of the area, and/or to maintain adequate parking areas.

100% Post-Consumer Waste Paper

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(4) Details of secure, covered and enclosed space within the site for 20 cycles to be stored for the benefit of the users of the premises shall be submitted to and approved in writing by the Local Planning Authority. The cycle storage hereby approved shall thereafter be retained on site for that purpose. Reason: To encourage cycling as a sustainable form of transport

Note to Applicant: It is considered that, subject to compliance with the conditions and any obligations attached to this permission, the proposed development is acceptable because it will not materially harm the character of the area, the amenity of neighbours or highway safety, and it is in accordance with the policies and proposals of the development plan, as listed below, and after due regard to all other relevant material considerations the local planning authority is of the opinion that permission should be granted.

The following development plan policies are relevant to this decision and the conditions attached to it:

Hampshire County Structure Plan 1996 - 2011	[UB.3]
Eastleigh Borough Local Plan 1997	[25.BE & 29.BE]
Eastleigh Borough Local Plan Review 2001-2011 Second Deposit	[60.BE]

C D Peters
Head of Development Control

N.B. See Enclosed Notes (PRT)

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Appendix 2

Indoor Go Karting Centres

Site Address	Operator	Aerial View of Site	Local Planning Authority	Site Description	Council Policy Designations
Headley Road East, Reading, Berkshire, RG5 4SZ	Premier Karting		Wokingham Borough Council	Bounded by industrial units on all sides	Designated as a 'Core Employment Area' (Core Strategy Adopted 2010 and Managing Development Delivery Document Adopted 2014)
Avonmouth Way, Bristol BS11 9YA	Team Sport		Bristol City Council	Bounded by industrial units on all sides	Principle Industrial and Warehousing Areas (Site Allocations and Development Management Policies 2014)

Indoor Go Karting Centres

Fareham Reach, Fareham Rd, Gosport, Hampshire PO13 0FW	Team Sport		Gosport Borough Council	Bound by industrial units.	Existing Employment Area (Local Plan Adopted 2006)
Cradock Road, Reading, RG2 0EE	Team Sport		Reading Borough Council	Bound by industrial units.	Core Employment Area (Reading Sites and Detailed Policies Document 2012)

Indoor Go Karting Centres

8 Bridgewater Close, Reading, RG30 1JT	Teamworks		Reading Borough Council	Bound by industrial units.	Core Employment Area (Reading Sites and Detailed Policies Document 2012)
Unit 3, Bond Estate, Bond Avenue, Milton Keynes, Buckingham shire, MK1 1JJ	Karting Tracks		Milton Keynes Council	Bound by industrial units	Employment site (Local Plan Adopted 2005, Core Strategy Adopted 2013)

Indoor Go Karting Centres

Canada House, Gatwick Goodsyard, Gatwick Rd, Crawley RH10 9RE	Team Sport		Crawley Borough Council	Bound on all sides by commercial/ industrial units.	Main Employment Area (Core Strategy Adopted 2008)
Unit 2, Lancing Business Park, 30 Chartwell Rd, Brighton, West Sussex BN15 8TU	Team Sport		Adur District Council	Bound by industrial units	Protected Employment Sites (Submission Adur Local Plan 2014)

Indoor Go Karting Centres

20 Allied Way, Acton, London, W3 0RQ	Team Sport		London Borough of Ealing	Bound to front and sides by industrial units, with residential units to the rear.	Locally Significant Industrial Site (Development Management DPD Adopted 2014)
30 Nobel Rd Enfield, Greater London, N18 3BA	Team Sport		London Borough of Enfield	Bound on all sides by industrial units.	Strategic Industrial location (Core Strategy Adopted 2010)

Indoor Go Karting Centres

Tower Bridge Business Complex 100 Clement's Rd, London SE16 4DG	Team Sport		London Borough of Southwark	Located in an industrial park, immediately next to the main railway line that runs through London Bridge station. Bound to the north by residential blocks. Southwark Park located just east of the site.	Designated as Preferred Industrial Location in UDP. Has been released from this designation in Core Strategy (Adopted 2011)
Pixmore Ave, Letchworth Garden City, Hertfordshire SG6 1JS	Team Works		North Herts District Council	In an industrial estate (that is partially a construction site). To the North East the site is bound by industrial complex. To the west and south bounded by residential units.	Business Area (Local Plan Adopted 1996)

Indoor Go Karting Centres

Unit 2, Coln Ind Estate, Colnbrook, Berkshire SL3 0NN	F1K		Slough Borough Council	Bound by industrial units to the east and residential units to the west and south.	Existing Business Area (Core Strategy Adopted 2008)
Unit 11, Stocklake Industrial Area, Pembroke Road, Aylesbury, Buckinghamshire HP20 1DB	Rogue Racing		Aylesbury Vale District Council	Bound of residential units to the north, and industrial units bound the remainder of the site.	Brownfield Mixed Use Site (Local Plan 2004)

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3 Herringham Road, Charlton, London SE7 8NJ	The Raceway		Royal Borough of Greenwich	Bound on all sides by industrial units.	Strategic Development Location (Core Strategy July 2014)
Unit B3, J31 Park, Motherwell Way, West Thurrock, Essex RM20 3XD	F1K		Thurrock Council	Bound on all sides by industrial units.	Primary Industrial and Commercial Areas (Core Strategy and Policies for Management of Development December 2011)

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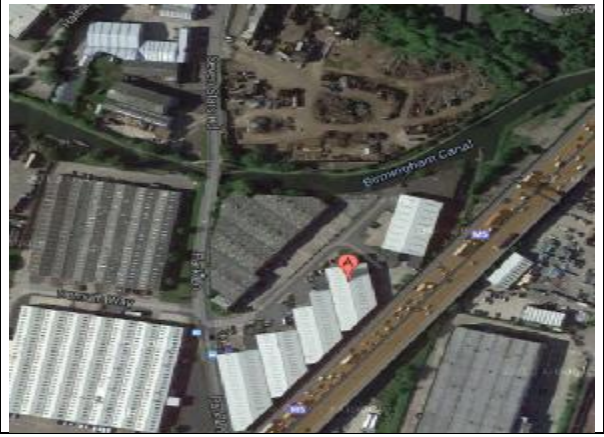
Unit 1 Rippleside, Barking, London IG11 0RJ	Capital Karts		London Borough of Barking and Dagenham	Bound by industrial units to the south and A13 to the north	Strategic Industrial Locations. (Site Specific Allocations Document Adopted 2010)
7-10 Park Lane Trading Estate, Oldbury, West Midlands B69 4JX	TeamSport		Sandwell Metropolitan Borough Council	Surrounded by industrial units.	Potential Strategic High Quality Employment Land (Policies Map 2012)

Indoor Go Karting Centres

202, Fazeley Street, Birmingham, B5 5SG	Teamworks		Birmingham Council	Bound by industrial units.	Mixed Use Development (Birmingham UDP 2005)