
8 Bridgewater Close, Reading

Town Planning, Design and Access Statement

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Appendix 1	Decision notice for existing change of use to go-karting use.
Appendix 2	Pre application response received.
Appendix 3	Review of the location of other Indoor Trampoline Parks.
Appendix 4	Email correspondences with Ms Claire Ringwood.

1. Introduction

- 1.1. This Planning, Design and Access Statement accompanies an application for full planning permission and advertisement consent for the change of use of 8 Bridgewater Close, Reading to provide an indoor trampoline park, external works and associated advertisements.
- 1.2. Planning permission is sought for the following development:
- “Change of use to provide for an trampoline park (Use Class D2), external works and installation of associated signage.”*
- 1.3. The application is made by Red Kangaroo.
- 1.4. In addition to this Statement which considers the proposals in the context of relevant planning policies, this application is supported by the following documents:
- Application Drawings, prepared by MBH Partnership LLP; and
 - Transport Statement, prepared by Caneparo Associates.

Structure of this Report

- 1.5. This Statement is structured as follows:
- Section 2: Site and Surroundings – Details the characteristics of the site and surrounding area and provides an overview on Red Kangaroo;
 - Section 3: Background – Provides an overview of the planning history associated with the site and outlines the pre-application advice on the proposals received from the Council;
 - Section 4: The Proposal – Provides an explanation of the proposed use, design and accessibility considerations;
 - Section 5: Planning Policy Framework – Provides a summary of the relevant planning policies and other material considerations;
 - Section 6: Planning Assessment – Assesses the acceptability of the proposals in the context of relevant planning policies and material considerations; and
 - Section 7: Summary and Conclusions – Summarises the report findings and provides a set of conclusions.

2. Site and Surroundings

Site Description

- 2.1. The application site is located on the edge of the Portman Road Industrial Estate within the administrative area of Reading Borough Council (RBC) and comprises Unit 8 and adjoining redundant land which is located to the south of the unit.
- 2.2. The site is situated approximately 1.8km due west of Reading Town Centre.
- 2.3. The existing building comprises a vacant industrial building which has been used as an all-electric indoor go-karting circuit (Class D2 Assembly and Leisure) following planning consent obtained in April 2008. The decision notice for this application (reference: 07/01549/FUL) is available in Appendix 1.
- 2.4. As the site is situated on the edge of an Industrial Estate and close to the Town Centre of Reading a range of land uses are situated in close proximity to the site. To the north of the site are a number of large industrial/ warehouse units, also on the industrial estate, whilst to the east and west of the site are residential dwellings (Class C3). To the south of the site along the Oxford Road are a range of uses including a public house, shops, residential apartments and the IBIS hotel complex.
- 2.5. The site is well served by public transport infrastructure via the bus routes that run along Oxford Road which is approximately 50m due south of the site. From here numerous services (such as routes: 143, BB3, F22, TG6, Purple 17, Sky Blue 15 and Sky Blue 16) go into Reading Town Centre and beyond. Reading West Railway Station which has direct services to the main Reading Railway Station Basingstoke, Newbury and beyond is situated approximately 1.2km from the site.
- 2.6. Vehicular and pedestrian access is currently provided directly from Bridgewater Close which leads onto Portland Road and Oxford Road and onto the wider strategic road network.
- 2.7. The existing premises provides for 39 car parking spaces.

About Red Kangaroo

- 2.8. Red Kangaroo is an exciting, new Trampoline Park group with plans to roll out across the UK, established by the founder of TeamSport, the most successful UK nationwide Karting operator. Its owner created nine successful indoor karting venues and continues to be a non executive board director / shareholder as the company has now grown to 19 venues in the last 3 years.

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- 2.9. Trampoline parks by their very nature provide a healthy backdrop to a fun leisure activity, automatically increasing fitness levels. The focus of Red Kangaroo is to provide high quality, safe environments for adults and children alike, whilst the purpose of Red Kangaroo is to celebrate and promote 'bounce' in every day life; it is born into every person worldwide to jump up and down when excited, happy or in celebration, no matter their age, sex or culture. These mid air moments are seen everywhere and will be the reason we connect relevantly with communities and build a brand connection for sustainable growth.
- 2.10. The last few years has seen significantly increased interest in the popularity of trampolining and as such, there is an opportunity to meet the local demand for this use through the provision of an indoor centre in this location.
- 2.11. The park will offer a range of employment opportunities; it is anticipated that the centre will employ 52 staff. All staff will be trained to monitor the trampolines with First Aid trained staff present and opportunities will be explored to formally partner with local schools and youth clubs to provide activity and training sessions.
- 2.12. Its facilities are ideally placed to hold charitable fund raising events and, in addition, each centre will specifically support a local charity. Red Kangaroo is also looking to work with the Council with a view to providing opportunities for use in supporting disadvantaged children.
- 2.13. The nature of the use drives a requirement for a building with large amounts of open-plan floorspace, with high ceiling and flexibility within the built envelope to configure the floorspace to provide trampolines and ancillary facilities. Industrial and warehouse units therefore provide the most suitable building type to accommodate this unique use, given their generous ceiling heights and open plan configuration. Furthermore, industrial and warehouse units are generally located in clusters away from town centres and in areas with generally good accessibility to transport infrastructure and ample car parking. In many cases they are also separated from other sensitive uses such as residential uses, as is the case at the subject site.

3. Background

Planning History

- 3.1. According to the Council's website the sites planning history is provided below:

Application Reference	Description	Decision (date)
08/01747/APPCON	Discharge of conditions 6, 8 and 11 of planning application 07/01549/FUL	Application returned (date unknown)
07/01549/FUL	Change of use from B1/B8 Office/Industrial to D2 Leisure for use as an all-electric indoor go- karting circuit with ancillary cafe & licensed bar.	Approved (07/04/2008)
99/00918/FUL	Installation of roller shutters.	Approved (08/11/1999)
99/00577/FUL	Change of Use from B8 use only to B8 use with up to 30% ancillary B1(c) floorspace.	Approved (13/09/1999)

Pre Application Consultation

- 3.2. Pre application advice (reference: 151858) on the proposed developments has been received from Claire Ringwood at Reading Borough Council. The advice received is available at Appendix 2.
- 3.3. A summary of the Council's comments and our response to these is provided in the table below.

Council's Comments	Response
Regarding the principle of the change of use as acceptable, although it was acknowledged that the site was located within a Core Employment Area and that the relevant planning policies for the loss of such land apply. However, based on the principle of a D2 Leisure use having already been established on the site the principle of the development is regarded as acceptable in this instance.	The Applicant acknowledges this.
There was the concern that there were insufficient car parking spaces provided.	To address this additional car parking spaces are provided on redundant land to the south of the site.

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Council's Comments	Response
The requirement to submit further information in the form of an operational statement including specific details on the activities proposed for the premises.	See Section 4.
It was discovered that the noise condition applied to the previous application for a change of use of the site (see Decision Notice at Appendix 1) was not discharged. Such information should be submitted with a subsequent application to address any noise issues along with any proposed mitigation measures.	See Paragraphs 6.30-6.33.
The requirement to submit an Air Quality Assessment with the application.	See Paragraphs 6.19-6.23.
It was advised that the Council's Employment Skills and Training SPD should be conformed to. Based on the limited works proposed to the premises it was accepted that a Employment Skills Plan (ESP) will not be required for the construction phase, however, one is required for the end-user of the site.	The Applicant acknowledges this.

- 3.4. Amendments have been made to the proposals taking into account the Council comments and addressing their concerns.

4. The Proposal (including Design and Access Statement and Operational Statement)

- 4.1. This application seeks permission for the use of 8 Bridgewater Close to provide an indoor trampoline park. Proposals include: alterations to the internal configuration; installation of Red Kangaroo signage; associated lighting; and replacement of the existing cladding. Minor works are proposed in the external areas to introduce additional car and cycle parking.
- 4.2. This section provides a Design and Access Statement for the proposals and also includes an Operation Statement as requested at the pre-application stage.

Design and Operation Statement

Use

- 4.3. It is proposed that the use of the building is changed to accommodate an indoor trampoline park, proposed to be open between the hours of 9:00 and 23:00 between Monday and Saturday and from 9:00 to 22:00 on Sundays.
- 4.4. The operation will provide for a range of activities, including exercise classes, parties, corporate hospitality, open jump sessions, dodgeball and volleyball, all within the parameters of this application. Opportunities for school group sessions and rebound therapy for disabled children are also being considered.
- 4.5. When fully operational the centre will accommodate approximately 16 full-time staff with approximately 36 part-time employees. A wide range of employment opportunities would be created, with the majority of full-time roles are at management level whilst the part-time roles are generally marshals, mechanics and receptionists.
- 4.6. The accompanying Transport Statement, prepared by Caneparo Associates, considers the details of the proposed operation, summarised below:
- The operation will accommodate 1-hour sessions, staggered at half-hourly intervals;
 - The facilities will accommodate a maximum of 125 users at any one time;
 - It is anticipated that a maximum of 12 staff will be on site at any one time; and
 - Peak times are anticipated to be weekends and school holidays.

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Layout

- 4.7. The internal alterations will be designed to provide appropriate customer spaces as required for the operation of the new use, while maintaining the maximum usable area for the trampoline areas; the accompanying plans illustrate how the floorspace could be split between jump areas, back up and operative areas and associated staff facilities. The nature of the installation of the trampolines and ancillary facilities is such that the reversion to an industrial building would be simple and easily achieved.
- 4.8. The internal layout will be designed to ensure compliance with the relevant building regulations legislation.

Amount

- 4.9. No additional floorspace is proposed; the trampolines and ancillary facilities will be accommodated within the existing floorspace.

Scale

- 4.10. No changes are proposed to the scale of the existing building.

Landscaping

- 4.11. No landscaping is proposed as part of the application. As noted, minor works will be undertaken in the external demise to introduce additional car and cycle parking.

Appearance

- 4.12. New cladding is proposed on the elevations of the property. Red Kangaroo signage will be installed in accordance with the accompanying plans.

Transport

Parking

- 4.13. The parking arrangements for the site are detailed within the Transport Statement prepared by Caneparo Associates
- 4.14. The existing unit includes an area of hardstanding providing car parking spaces which will be reconfigured and the redundant land to the south of the site will be utilised to provide 67 car parking spaces in total (including 4 wheelchair accessible spaces). The parking will be available for Red Kangaroo customers and staff only, as detailed within and confirmed by the accompanying Transport Statement.
- 4.15. 10 Sheffield Stands are provided as a secure cycle store for 20 cycles. This will be located adjacent to the north-western corner of the existing premises. This location will be noticeable from customers coming from to the site from both the Oxford Road and Bridgewater Close site accesses whilst also being close to the main customer entrance to the premises.

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Servicing

- 4.16. Red Kangaroo has an infrequent and limited servicing requirement and therefore this will be accommodated on site (within the existing arrangements). Full details are provided within the Transport Statement prepared by Caneparo Associates.

5. Planning Policy Framework

- 5.1. This section of the Statement provides a brief summary of the relevant planning policy framework.
- 5.2. 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 other material considerations indicate otherwise. For development management purposes, the relevant development plan for the site comprises the:
- Reading Borough Local Development Framework Core Strategy (adopted January 2008);
 - Reading Borough Local Development Framework Sites and Detailed Policies Document (adopted October 2012); and
 - Proposals Map (adopted October 2012).
- 5.3. RBC are currently working on producing a new Local Plan which will eventually replace the current development plan documents. Between January and March 2016 the Council undertook a consultation on the Issues and Options document, which is the first stage of the plan. The next stage is for the Council to produce a full draft Local Plan. The Council expect that this will be prepared and available for consultation during 2017. Based on the draft Local Plan being at an early stage of preparation; no weight is afforded to it.
- 5.4. Other material considerations include the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG), and site specific and operational circumstances.
- 5.5. The development plan is also supported by a number of Supplementary Planning Documents (SPD) Supplementary Planning Guidance (SPG) of these the October 2011 Revised Parking Standards and Design SPD and April 2013 Employment, Skills and Training SPD are of relevance to the proposals.

NATIONAL

National Planning Policy

- 5.6. 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 planning decisions. 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.
- 5.7. 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:

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- 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.

5.8. The NPPF sets out that the Government expects the planning system to contribute to building a strong, responsive and competitive economy (paragraph 18). 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 (paragraph 19).

5.9. The NPPF requires local planning authorities to support the expansion of business sectors and identify and plan for new or emerging sectors likely to locate in their area (paragraph 21) and requires policies to be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances (paragraph 21).

Planning Practice Guidance

5.10. On the 6 March 2014 the DCLG launched the PPG. The PPG replaces the majority of previous planning practice guidance, consolidating it and providing it as an easily accessible online resource. The PPG sits alongside the NPPF, supporting its aspirations and providing further guidance where necessary, including in relation to transport, health and wellbeing and ensuring the vitality of town centres.

LOCAL ADOPTED POLICY

Core Strategy

- 5.11. The Reading Borough Local Development Framework Core Strategy was adopted on January 2008 and sets out the key elements of the planning framework for the area. The relevant policies to the proposals and application site are provided below.
- 5.12. Policy CS1 (Sustainable Construction and Design) states that proposals for new development, including the refurbishment of existing building stock, will be acceptable where the design of buildings and site layouts use energy, water and materials efficiently and with care and take account of the effects of climate change. To meet these requirements all new developments should maximise the use of energy efficient and energy conservation measures in their design, layout and orientation to reduce overall energy design.
- 5.13. Policy CS3 (Social Inclusion and Diversity) outlines how developments should demonstrate measures to enhance social inclusion in terms of access to community and leisure facilities. Developments are also required to recognise and take account of the social and cultural diversity of the area in which it is located to contribute to the enhancement of local distinctiveness. Public involvement in planning will also be encouraged, including participation by a range of representation groups.
- 5.14. Policy CS4 (Accessibility and the Intensity of Development) outlines how sites will be assessed in terms of accessibility to a defined district or local centre with a good range of facilities by pedestrian route, and to a bus stop served by a strategic bus route.

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- 5.15. Policy CS5 (Inclusive Access) outlines the need for all buildings to be located, sited and designed to provide suitable access to, into and within, its facilities. For all potential users, including disabled people, so that they can use them safely and easily.
- 5.16. Policy CS11 (Use of Employment Land for Alternative Uses) states that within Core Employment Areas, the overall level of employment land should be maintained and that proposals that would result in the loss of such land will not be permitted.
- 5.17. Policy CS12 (Maintaining a Variety of Premises) states that a range of types and sizes of units should be present in the Borough and that proposals should maintain or enhance this range. Subject to this proposals for redevelopment of older industrial units for more flexible employment premises will be accepted.
- 5.18. Policy CS20 (Implementation of The Reading Transport Strategy (Local Transport Plan 2006-2011)) details how planning permission will not be granted unless development contributes appropriately to the provision of a balanced transport network as outlined in the Reading Transport Strategy. Plans will be required to include the provision of measure that make alternatives to the use of private cars (such as walking, cycling and the use of public transport) more attractive and contribute to improved accessibility and transport safety in accordance with Policy CS4.
- 5.19. Policy CS22 (Transport Assessments) states how planning permission will not be granted unless development proposals make appropriate provision for work and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of the development, particularly by public transport, walking and cycling, in accordance with an agreed transport assessment submitted as part of the application.
- 5.20. Policy CS23 (Sustainable Travel and Travel Plans) outlines the requirement for major development proposals to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling, and the use of public transport. Through the use of agreed travel plans, safe routes to schools, safe routes to parks and similar measures.
- 5.21. Policy CS24 (Car/ Cycle Parking) stated that the maximum car parking standards and cycle parking requirements will be applied in relation to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport. The appropriate provision is provided within the Revised Parking Standards and Design SPD.

Sites and Detailed Policies Document

- 5.22. The Site and Detailed Policies Document should be read alongside the Core Strategy. It provides the detailed planning policies and identified the specific development sites and designations necessary to deliver the Core Strategy.
- 5.23. As shown on the Council's Proposals Map and as identified within Policy SA12 (Core Employment Areas) the site is situated within the settlement boundary of Reading within a defined Core Employment Area.

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- 5.24. Policy DM4 (Safeguarding Amenity) outlines how development will not cause significant detrimental impact on the living environment of existing or new residential properties. Relevant aspects to the proposals include: noise and disturbance; and artificial lighting.
- 5.25. As well as these immediate impacts, other aspects to which this policy apply will include matters such as hours of operation of business, and effects of traffic movements, particularly of heavy good vehicles. Proposals which would generate regular movements of HGVs on residential roads will not be acceptable.
- 5.26. Policy DM12 (Access, Traffic and Highways-Related Matters) states that in determining proposals involving a new or altered access onto the transport network or the generation of additional trips on the transport network consideration will be given to the effect on safety, congestion and the environment. Development will only be permitted where:
- *“Accesses and works to the highway comply with the adopted standards of the Transport Authority;*
 - *The development would not have a material detrimental impact on the functioning of the transport network;*
 - *The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
 - *The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and*
 - *For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.”*
- 5.27. DM15 (Protection of Leisure Facilities and Public Houses) states that development that would result in the loss of a leisure facility will not be permitted unless it can be clearly demonstrated that:
- a. *“There is not need for this type of facility in this area; or*
 - b. *The function of the facility can be adequately fulfilled by an existing facility, or a facility proposed as part of the development, where that facility would be at least as accessible to the same catchment; or*
 - c. *The impacts on amenity of residents of retaining the facility could not be dealt with through other measures, and would be so severe as to outweigh the benefits to the wider community of retaining the facility.”*
- 5.28. DM19 (Air Quality) details how development should have regard to the need to improve air quality and reduce the effects of poor air quality. Development that would detrimentally affect air quality will not be permitted unless the effect is to be mitigated.
- 5.29. DM22 (Advertisements) stated how advertisements will respect the building or structure on which they are located and/or their surroundings and setting in terms size, location, design, materials, colour, noise, lettering, amount and type of text, illumination and luminance, and will not have a detrimental effect on public safety. The cumulative impact of adverts will be taken into account, and a proliferation of advertisements that detrimentally affects visual or aural amenity or public safety will not be acceptable.

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Revised Parking Standards and Design SPD (October 2011)

- 5.30. The Revised Parking Standards and Design SPD document forms part of Reading's LDF. The document was adopted in October 2011.
- 5.31. There is a zonal system for parking standards in Reading. There are 4 zones that have been identified. The application site is located close to the boundary but within Zone 3 which is defined as a Secondary Core Area containing a variety of land uses, within 400m walk of high frequency bus services.
- 5.32. Whilst the parking guidance sets out maximum car parking standards for a variety of uses, there are no specific standards that can be applied to the proposed trampoline park use and as such, car and cycle parking is determined on a case by case basis.
- 5.33. The provision for disabled parking spaces for proposals up to 200 spaces is for 3 disabled spaces or 5% of total capacity, whichever is greater. The requirements for parent/ toddler parking for developments up to 200 spaces is for 2 spaces or 4% of total capacity, whichever is greater.

Employment, Skills and Training SPD (April 2013)

- 5.34. Following discussions with the Council the Applicant has confirmed that they will provide an Employment and Skill Plan in order to meet the requirements of this SPD.

6. Planning Assessment

- 6.1. This section assesses the development proposals against the development plan, taking into account other material considerations including the specific characteristics of the use and the objectives of the National Planning Policy Framework.

Proposed Land Use

- 6.2. The principle of the use of the site for Assembly and Leisure (use class D2) has previously been accepted through the approval of an application to change the use of the site from a B-class industrial use to an indoor go-karting circuit that was approved in April 2008 (application reference: 07/01549/FUL). This permission was implemented, therefore, the lawful use of the site is Assembly & Leisure (use class D2). The proposals seek to retain the D2 use with an alternative D use.
- 6.3. Although it is acknowledged that the NPPF and Core Strategy Policy CS25 seeks to direct assembly and leisure uses to town centre locations. The site is already in a leisure use, therefore, the continued use of the site for a leisure facility is entirely acceptable. This was also confirmed by the Council in their pre-application consultation response (see Section 4).
- 6.4. The NPPF requires local planning authorities to support the expansion of business sectors and identify and plan for new or emerging sectors likely to locate in their area (Paragraph 21) and requires policies to be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances (Paragraph 21). Whilst it is appreciated that local authorities cannot provide for each and every business sector in preparing its policy, they can and, as a result of the requirements of Paragraph 21 of the NPPF, should encourage and support new and expanding business and business sectors seeking to locate in their area at the development management stage of the process. These policies supports the provision of an alternative leisure use on the site.
- 6.5. Policy SA12 of the Council's Sites and Detailed Policies Document designate the site as a Core Employment Location. As a result Core Strategy Policies 10 – 12 are therefore considered.
- 6.6. Policy CS10 is not relevant because the proposals will retain a D2 use.
- 6.7. The proposed trampoline park will employ 52 members of staff and will ensure that a overall level of employment provided on site is maintained aligning with the objective of Policy CS11. The proposals represent a different type of employment use to those already located within the Portman Road Industrial Estate. By maintaining a leisure use, the proposed development conform with Core Strategy CS12.
- 6.8. It should also be noted that the proposals do not result in the loss of a leisure facility as a leisure use is to be retained. The proposal therefore does not conflict with Policy DM15.

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- 6.9. It is also of relevance that trampoline parks are located in similar locations in business parks and industrial estates across the UK. The unique operational characteristics of the use are an important material consideration; the proposals require large open plan configurations with high ceilings, sufficient car parking and public transport accessibility. This is demonstrated in research undertaken in research undertaken on other trampoline parks as set out in Appendix 3.

Transport

- 6.10. As is identified in Section 2 the site benefits from excellent public transport infrastructure including numerous bus routes that run along the Oxford Road. The site is also 1.4km from Reading West Railway Station and is in close proximity to Reading Town Centre and the associated transport public transport facilities that are available there. This demonstrates that the site has good accessibility and is sustainably located and therefore in conformity to Core Strategy Policy CS4.
- 6.11. By ensuring the site is sustainably located and by making provisions for people to travel to the site by bicycle the proposals provided an attractive alternative for customers to access the site by means other than by private cars. As a result the proposals assist in implementing The Reading Transport Strategy as required in Policy CS20.
- 6.12. The Transport Statement prepared by Caneparo Associates which is submitted to support this application provides further details on how customers can safely access the site and how sustainable transport arrangements will be encouraged in accordance with Core Strategy Policy 22 and 23 and SDPD Policy DM12.
- 6.13. The Revised Parking Standards and Design SPD sets out maximum car parking standards that are required for different uses to be applied under Core Strategy CS24. There are no specific standards that can be applied to the proposed trampoline park use and as such, car and cycle parking is determined on a case by case basis.
- 6.14. As identified in Section 4 during pre application consultation the Council considered that further car parking would be required to support the use.
- 6.15. By acquiring redundant land to the south of the unit, adjacent to the IBIS hotel, the applicant has been able to address the comments made during pre application consultation and a total of 67 car parking spaces are proposed. As such adequate provision of parking has been provided in line with the Council's advice.
- 6.16. Within the submitted Transport Statement it demonstrates how the maximum parking accumulation (including staff) will be 48 car parking spaces in use, representing a capacity of 71.6%. As such, the proposed car park will have 30% of spaces free at any one time or 20 spaces which will be able to accommodate any unexpected increase in car parking demand ensuring that there will be no parking overspill beyond the site boundary and protecting the amenity of neighbouring businesses.

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- 6.17. The provision of 20 cycle parking spaces provides a location for visitors and staff to park bicycles which was not previously available thus greatly improving the facilities on site and encouraging customers and staff to travel by bicycle. As with car parking, there are no requirements for cycle parking spaces outlined within the Revised Parking Standards and Design SPD, however, based on experience with a number of other Trampoline Parks across the UK we are confident that the proposed will provided more than enough cycle parking spaces.
- 6.18. The provision of four disabled parking spaces, which are located next to the entrance to the premises, meet the standards for car parking outlined within the Revised Parking Standards and Design SPD which requires 5% (3.35 spaces) of the total capacity to be for disabled people. By providing these spaces for potential users with accessibility constraints it ensures that the development is accessible for all users, therefore, meeting the requirements of Policy CS5.
- 6.19. The accompanying Transport Statement confirms that the transport requirements of the users and staff and the requisite servicing can be accommodated within the site at peak times, which are likely to be weekends, outside the peak hours of other traditional B-Class Uses and other neighbouring uses on the estate, based on experience of a trampoline park in St Albans.
- 6.20. The accompanying Transport Statement demonstrates that there are no adverse impacts upon the amenity of the nearby residents as a result of the proposals in terms of traffic flows, highway safety or parking.

Environmental Benefits

- 6.21. The proposals also make good use of existing building stock and reduces the demand on building materials. As a result the proposals are in conformity to Core Strategy Policy CS1 .
- 6.22. We acknowledge the advice received in the pre application response advising that an Air Quality Assessment is submitted to support the application as the site is situated within an Air Quality Management Area.
- 6.23. The indicators of when a proposed development is likely to need an Air Quality Statement is stated within the Council's 2015 Planning Applications Validation Information Requirements. Such are proposals that: *"lead to an increase in congestion or HGV movements; including significant amounts of car parking; emit dust; or introduce sensitive receptors into an area of poor air quality"*.
- 6.24. As the proposals: use will not generate significantly greater traffic movements than the existing use (and significantly less HGV movements than if a B use class was proposed on the site noting the sites allocation in a Core Employment Area); as the operations on site will also not detrimentally affect air quality in the way that an industrial use could; will not emit much dust due to no substantial works being proposed; and as the proposed use will not introduce a sensitive receptor in an area of poor air quality, it is not considered that the proposals meet the requirements for having to provide an Air Quality Assessment.
- 6.25. As advised by the Ms Claire Ringwood in email correspondences (see Appendix 4) the Council considers this justification for not submitting an Air Quality Assessment as acceptable.

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- 6.26. As indicated above the development would not be detrimental to the air quality within Reading when compared to previous uses of the site. As a result the proposals would conform to SDPD Policy DM19.

Economic Benefits

- 6.27. Trampoline parks are significant employment generators. The proposed Trampoline Park will employ 52 staff. This compares favourably with traditional B-class uses which would be anticipated to employ substantially less employees.

Health and Community Benefits

- 6.28. The NPPF recognises that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Trampoline parks by their very nature provide a healthy backdrop to a fun leisure activity, automatically increasing fitness levels. The focus of Red Kangaroo is to provide high quality, safe environments for adults and children alike. Opportunities will be explored to formally partner with local schools and youth clubs to provide activity and training sessions.
- 6.29. The proposed leisure facility would also assist in enhancing social inclusion and provide a facility that local communities can get involved in with (either by attending the leisure facility or working at the premises). This is encouraged under Core Strategy Policy CS3.

Noise

- 6.30. The existing Go-Karting use has not presented any noise issues for neighbouring residents. It is not considered that the proposed use will emit any more noise than the existing use of the unit.
- 6.31. In comparison to the surrounding industrial uses the proposed trampoline park is in conformity to SDSP Policy DM4 on safeguarding amenity and will not cause a significantly detrimental impact on the living environment of the existing residential properties that are situated near to the application site. This is particularly the case when comparing the day to day operations of the proposed use to an industrial unit with is likely to have regular movements of HGV's on local residential roads.
- 6.32. The unit is located a sufficient distance from the closest residential properties to ensure that the amenity of these residents will not be impacted.
- 6.33. As advised by the Ms Claire Ringwood in email correspondences (see Appendix 4) the Council considers this justification for not submitting an Noise Assessment is acceptable.

Design

- 6.34. The external alterations including advertisements and alterations to the car parking area are considered as appropriate for the commercial and industrial character of the area and therefore the proposals will not have an adverse impact on the character of the area.

8 Bridgewater Close, Reading

Town Planning, Design and Access Statement



Advertisements

- 6.35. In conformity to the guidelines of SDSP Policy DM22 the proposed signage respect existing premises and are not over dominating in terms of size, location, design, materials, colour, amount of text or illumination. The proposed signage is relatively discrete and in many instances replaces existing.

7. Summary and Conclusions

- 7.1. This application seeks planning permission to introduce a trampoline park use into the existing Class D2 unit at 8 Bridgewater Close, Reading. Associated alterations to the parking layout and installation of RedKangaroo signage is also proposed.
- 7.2. This application demonstrates that:
- The proposal will introduce a compatible leisure use into the existing Class D2 use unit;
 - The proposals being a vacant unit back into use;
 - The unique operational characteristics of indoor trampoline parks necessitate that sites such as this, within industrial estates, provide the only suitable location where such uses can be accommodated;
 - The proposals will secure a long term and sustainable employment generating use for the site;
 - The proposals will not result in the erosion of employment uses within the wider estate and will not compromise the integrity and effectiveness of the operation of the wider estate;
 - The proposals will provide for a range of employment opportunities for the local community and will benefit the local economy, particularly through the provision of on-the-job training;
 - The amendments to the building are minimal, which would allow the use to revert to an industrial/warehouse use should a subsequent occupier require this;
 - The proposals can be facilitated without detriment to neighbouring businesses and residential properties;
 - The proposals would result in an overall positive impact on employment levels, with employment levels being above those typically achieved by an industrial unit; and
 - The proposals would also assist in encouraging social inclusion and provide a facility that local communities can get involved in.
- 7.3. The accompanying supporting information demonstrates that the proposals will comply with planning policy and other technical standards, providing sufficient on-site car and cycle parking spaces and on-site servicing provision.
- 7.4. In summary the development proposal offers the opportunity to secure sustainable employment generation and economic growth within the area, with the retention of a compatible leisure use which is suited to industrial locations such as this. The application has demonstrated that the proposals comply with the objectives of prevailing local and national planning policies, including the NPPF which places significant weight on the need to support sustainable economic growth.
- 7.5. In accordance with paragraph 14 of the NPPF planning permission should be granted for this sustainable development; as such, it is respectfully requested that the Council grants planning permission to enable the benefits of this proposal to be delivered.

Appendix 1

Decision notice for existing change of use to go-karting use

1/6

**TOWN AND COUNTRY PLANNING ACT 1990
PLANNING AND COMPENSATION ACT 1991
TOWN AND COUNTRY PLANNING (GENERAL DEVELOPMENT PROCEDURE ORDER
1995)**

APPLICATION FOR FULL PLANNING PERMISSION

To: Mr Michael Bryant
202 Fazeley Street
Birmingham
B5 5SE

Application No: 07/01549/FUL

Applicant: Mr Michael Bryant

READING BOROUGH COUNCIL as local planning authority GRANT FULL planning permission for the following development in accordance with the plans and supporting information submitted in connection with this application.

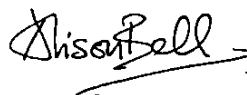
Proposal: Change of use from B1/B8 Office/Industrial to D2 Leisure for use as an all-electric indoor go-karting circuit with ancillary cafe & licensed bar.

At: 8 Bridgewater Close Reading Berkshire RG30 1JT

Subject to such conditions and for such reasons as may be attached

**OTHER STATUTORY CONSENTS MAY BE REQUIRED
PLEASE READ THE NOTES ISSUED WITH THIS DECISION NOTICE**

Date: 7th April 2008



Head of Planning & Building Control



Application At: 8 Bridgewater Close Reading Berkshire RG30 1JT

Application No: 07/01549/FUL

CONDITIONS & REASONS

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which the permission was granted.
Reason: to prevent an accumulation of unimplemented planning permissions, and in accordance with Section 91 of the Town & Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order amending, revoking or re-enacting that Order with or without modifications) 8 Bridgewater Close, Reading, shall be restricted to the use hereby permitted and for no other purpose within Class D2 of the Use Classes Order (1987).

Reason: As other D2 uses may result in a greater intensification of activities on site and to enable the local planning authority to control the use of the building.

RBLP Policy CUD14 - Standards of Design in Development

LDFCS Policy - Design and the Public Realm

LDFCS Policy - Infrastructure, Services, Resources and Amenities

LDFCS Policy CS25 - Scale and Location of Retail, Leisure and Culture Development

LDFCS Policy CS 34 - Pollution and Water Resources

3. In connection with the implementation of this permission no demolition and construction works shall take place outside the hours of 8am to 6pm Mondays to Fridays and 8am to 1pm on Saturdays. Works shall not take place at all on Sundays or Bank Holidays without the prior written approval of the local planning authority.

Reason: to protect occupiers of nearby properties from unreasonable disturbance from works connected with implementing this permission.

LDFCS Policy CS34 - Pollution and Water Resources

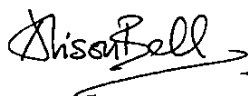
4. The go-karting circuit and ancillary cafe and bar hereby permitted shall not operate outside the hours of 09.00-23.00 Monday to Saturday, 09.00-22.00 on Sunday and Bank Holidays.

Reason: to protect occupiers of nearby properties from unreasonable disturbance from the activity

RBLP Policy - LEI6: New Leisure Facilities

LDFCS Policy CS34 - Pollution and Water Resources

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or modifying that Order with or



Date: 7th April 2008

Head of Planning & Building Control



without modification) the use of the cafe and licensed bar shall only be ancillary to the use of the go-karting circuit unless prior consent is obtained by the Local Planning Authority.

Reason: to protect the amenities of the area and to enable the Local Planning Authority to control the use of the building

RBLP Policy - LE16: New Leisure Facilities

LDFCS Policy - CS7: Design and the Public Realm

6. No development shall take place until a scheme to specify the provisions to be made for the control of noise emanating from the main building and car parking area hereby permitted has been submitted to and approved in writing by the local planning authority. The use of the go-karting circuit and ancillary cafe and licensed bar shall not commence until any approved works required under the terms of this Condition for the control of noise from the main building or car parking area have been completed. The scheme approved shall be installed, maintained and operated in accordance with the approved details unless the local planning authority gives its written approval to any variation.

Reason: to protect occupiers of nearby properties from unreasonable disturbance from the activity

RBLP Policy - LE16: New Leisure Facilities

LDFCS Policy CS34 - Pollution and Water Resources

7. No sound reproduction or amplification equipment which conveys messages by voice or otherwise (including public address systems, tannoy or loudspeakers) that is audible outside the main building shall be installed or operated on the site without the prior written approval of the local planning authority.

Reason: to protect the occupants of nearby residential property from noise disturbance.

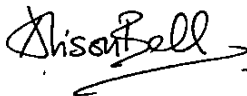
RBLP Policy - LE16: New Leisure Facilities

LDFCS Policy CS34 - Pollution and Water Resources

8. No development shall take place until details of noise attenuation fencing to be provided between the site and properties adjoining the site in Alma Street and Oxford Road has been submitted to and approved in writing by the local planning authority. The development hereby permitted shall not commence until any approved works required under the terms of this Condition have been completed. The works approved under the terms of this Condition shall be installed, maintained and operated in accordance with the approved details unless the local planning authority gives its written approval to any variation.

Reason: to protect occupiers of nearby properties from unreasonable disturbance from the activity.

Date: 7th April 2008



Head of Planning & Building Control



RBLP Policy - LEI6: New Leisure Facilities
LDFCS Policy CS34 - Pollution and Water Resources

9. No go-karting or go-karting maintenance, eating or drinking shall take place anywhere on site except within the building.
Reason: in order to protect the amenities of occupiers of nearby premises from noise disturbance.

RBLP Policy - LEI6: New Leisure Facilities
LDFCS Policy CS34 - Pollution and Water Resources

10. No dwelling/building shall be occupied until space for vehicle parking and turning has been provided in accordance with the approved drawing. This area shall not thereafter be used for any purpose other than parking and turning.
Reason: To ensure that the development is provided with adequate parking and turning facilities; to reduce the likelihood of roadside parking which could be a danger to other road users; and to ensure vehicles enter and leave the highway in forward gear.

LDFCS Policy CS24 - Car/Cycle Parking

11. Secure, covered and lockable bicycle storage spaces shall be provided and equipped with secure cycle stands in accordance with a layout and details to be submitted to and approved in writing by the local planning authority before occupation of the dwellings to which they relate. This area shall not thereafter be used for any purpose other than bicycle parking and storage.
Reason: To encourage travel by sustainable alternatives to the motor car.

LDFCS Policy CS24 - Car/Cycle Parking

INFORMATIVES

1. The application has been considered against the following policies and found to be acceptable:

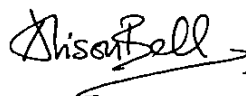
Reading Borough Local Plan (1998) (saved policies):

- CUD 14 (Standards of Design in Development) - The proposed design is of an acceptable standard and appropriate to the area.
- LEI 6 (New Leisure Facilities) - The development is considered to provide adequate areas for recreation within the site to ensure adequate opportunities for leisure activities.

Reading Local Development Framework Core Strategy Document (2008)

- CS4 (Accessibility and the Intensity of Development) - The scale and intensity of development is considered to be appropriate given the sites sustainable location.

Date: 7th April 2008



Head of Planning & Building Control 

- CS7 (Design and the Public Realm) - The proposed design is of an acceptable standard, makes a contribution to the diversity of the area and addresses the need for all in society.

- CS9: Infrastructure, Services, Resources and Amenities - the local authority is satisfied that the infrastructure and services will not be adversely impacted upon and it will not be necessary for the to seek contributions

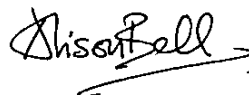
CS24: Car/Cycle Parking - The provision of car and cycle parking across the scheme is adequate and would go towards encouraging sustainable travel choices.

CS25: Scale and Location of Retail, Leisure and Culture Development - The need for additional development has been identified and no sites were available in the adjoining centre of Reading through a sequential approach.

CS34: Pollution and Water Resources - Subject to conditions adequate mitigation measures are provided to minimise the impact of noise pollution

2. Your attention is drawn to the terms and conditions of this permission. Any development which is carried out but which differs materially from the approved plans and details, or does not comply with any condition(s) or planning obligation(s) attached to the permission may result in the Council taking action to remedy the breach of planning control. If you are in any doubt please contact the Council.
3. This permission relates only to the following plans and drawings received on 27 November 2007 ref: 'Drawing Revision B' and 1 April 2008 ref: 'Car Parking Plan' subject to any further amendment as may subsequently be agreed in writing by the local planning authority.
4. Your attention is drawn to conditions 5, 7 and 10 above. These are pre-commencement conditions or conditions precedent and require the terms of the conditions to be satisfied before development commences. If development commences in contravention of those conditions, the development taking place will be made unauthorised in planning terms. This may result in the Council taking enforcement action against the unauthorised development. If you are in any doubt please contact the Council.
5. The attention of the applicant is drawn to Section 59 of the Highways Act 1980, which enables the Highway Authority to recover expenses due to damage caused by extraordinary traffic.

Date: 7th April 2008



Head of Planning & Building Control 

NOTES

APPEALS

- (1) If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, he may appeal to the Secretary of State for the Environment in accordance with section 78 of the Town and Country Planning Act 1990 within six months of the date of this notice. Appeals must be made using an official form which is obtainable from Customer Support Unit, The Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN Phone: 0117 372 8000. The Secretary of State has power to allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances that excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him that permission for the proposed development could not have been granted by the local planning authority, or could not have been so granted, otherwise than subject to the conditions imposed by them, having regard to the statutory requirements (a), to the provisions of the development order, and to any directions given under the order. He does not in practice refuse to entertain appeals solely because the decision of the local planning authority was based on a direction given by him.
- (2) If permission to develop land is refused or granted subject to conditions, whether by the local planning authority or by the Secretary of State for the Environment and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted he may serve on the Common Council, or on the Council of the district in which the land is situated, as the case may be, a purchase notice requiring that council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.
- (3) In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in section 114 of the Town and Country Planning Act 1990.
- (a) The statutory requirements are those set out in section 79(6) of the Town and Country Planning Act 1990, namely sections 70 and 72(1) of the Act.

BERKSHIRE ACT 1986 - Section 32

- (1) Except as provided in subsection (a) below, where plans for the erection or extension of a building are deposited with a district council in accordance with building regulations, the district council shall reject the plans unless, after consultation with the fire authority, they are satisfied that the plans show -
 - (a) That there will be adequate means of access for the fire brigade to the building or, as the case may be, to the building as extended, And
 - (b) That the building or, as the case may be, the extension of the building will not render inadequate existing means of access for the fire brigade to a neighbouring building.
- (2) No requirement concerning means of access to a building or to a neighbouring building shall be made under this section in the case of a building to be erected or extended in pursuance of a planning permission granted upon an application made under the Act of 1990, unless notice of the provisions of this section is endorsed on or accompanies the planning permission.
- (3) Section 16(7) and (8) and section 36(2) to (6) of the Building Act 1984 (notice of rejection or passing of plans and enforcement of requirements) shall apply as if this section were a section of the said Act 1984.
- (4) Any person aggrieved by the action of the district council in rejecting plans under this section, may appeal to a magistrates' court.
- (5) In this section references to the adequacy or inadequacy of means of access for the fire brigade shall be construed as references to a means of access adequate or, as the case may be, inadequate for use for fire-fighting purposes by members of one or more fire brigades and their appliances.

SECTION 76 TOWN AND COUNTRY PLANNING ACT 1990

- 76-(1) This section applies when planning permission is granted for any development that will result in the provision -
- (a) Of a building or premises to which section 4 of the Chronically Sick and Disabled Persons Act 1970 applies (buildings or premises to which the public are to be admitted whether on payment or otherwise);
 - (b) Of any of the following (being in each case, premises in which persons are employed to work) -
 - (i) Office premises, shop premises and railway premises to which the Offices, Shops and Railway Premises Act 1963 applies;
 - (ii) Premises which are deemed to be such premises for the purposes of that Act; or
 - (iii) Factories as defined by section 175 of the Factories Act 1961,
 - (c) Of a building intended for the purposes of a university college or college, or of a school or hall of a university;
 - (d) Of a building intended for the purposes of an institution within the PCFC funding sector; or
 - (e) Of a building intended for the purposes of a school or an institution which provides higher education or further education (or both) and is maintained or assisted by a local education authority.
- (2) The local planning authority granting the planning permission shall draw the attention of the person to whom the permission is granted -
- (a) In the case of such a building or premises as are mentioned in subsection (1)(a)
 - (i) To sections 4 and 7 of the Chronically Sick and Disabled Persons Act 1970; and
 - (ii) To the Code of Practice for Access of the Disabled to Buildings (British Standards Institution code of practice BS 5810: 1979) or any prescribed document replacing that code,
 - (b) In the case of such premises as are mentioned in subsection (1)(b), to sections 7 and 8A of that Act and to that code or any such prescribed document replacing it;
 - (c) In the case of such a building as is mentioned in subsection (1)(c), (d) or (e), to sections 7 and 8 of that Act and to Design Note 18 "Access for Disabled People to Educational Buildings" published in 1984 on behalf of the Secretary of State, or any prescribed document replacing that note.
- (3) Expressions used in subsection (1)(d) and (e) and in the Education Act 1944 have the same meanings as in that Act.

HAZARDOUS WASTE AND MATERIALS

Your attention is drawn to the possibility that development of land or redevelopment of properties will give rise to hazardous material probably in the form of contaminated soil or building construction waste (e.g. asbestos lagging around pipe work) needing disposal. Under the requirements of the Control of Pollution Act 1974 and regulations made there under it is an offence if such material is not deposited in appropriate sites licensed by the County Council acting in their capacity as Waste Disposal Authorities and additional procedures may have to be followed. Details of the sites in Berkshire and advice on suitability of wastes involved and procedures necessary can be obtained from:

Environment Agency, Isis House, Howbery Park, Wallingford, Oxon, OX10 8BD Tel: 0870 8506506

There may also be occasions when hazardous substances such as gas from former landfill sites could be a problem. The County Surveyor's Waste Management Group have agreed to list and map all such sites and copies will be available from the above address.

BUILDING REGULATIONS

This planning permission does not give approval under the Building Regulations. Before any works are commenced you should check with the Building Control Section of the Planning Department whether any approval is required under the Building Regulations.

8 Bridgewater Close, Reading

Town Planning, Design and Access Statement



Appendix 2

Pre application response received

FAO Suzy Wilson
CgMs Consulting
140 London Wall
London
EC2Y 5DN

Giorgio Framalicco
Head of Planning, Development
& Regulatory Services

Civic Offices, Bridge Street,
Reading, RG1 2LU

☎ 0118 9373787

Our Ref: 151858

Direct: ☎ 0118 9374545

e-mail: claire.ringwood@reading.gov.uk

8 January 2016

Your contact is: **Ms Claire Ringwood, Planning**

Dear Ms. Wilson,

PRE PLANNING APPLICATION ENQUIRY RESPONSE

Enquiry Reference: 151858

Address: 8 Bridgewater Close, Reading, RG30 1JT

Proposal: Pre-application advice for change of use from Class D2 (Go Kart use) to Class D2 (Trampoline Park)

Thank you for your enquiry.

Further to your pre-application request received on 15th October 2015 here is my advice in relation to your proposal. Apologies for the delay responding.

The following information was submitted on 15th October 2015: Location Plan

- Drawing No: 2406/BC/00/MS/01 - Measured Survey Plan (Existing) Ground & First Floors
- Rush Avery Dell Birmingham layout_R0_12-8-15
- Traffic and Transport Note, by ttp consulting, dated 12 October 2015, Job No: 2015-2445.
- Covering letter

8 Bridgewater Close is a detached, single storey building of a steel frame construction with brick infills, located within the Portman Road industrial area behind the Travelodge on Oxford Road. Vehicular access is via Portman Road with Bridgewater Close closed to vehicle traffic from Dorset Street and Alma Street, which is predominantly characterised by residential properties.

It was granted planning permission in 2008 (planning reference: 07/01549/FUL or 071247) for the change of use from B1/B8 Office/Industrial to D2 Leisure for use as an all-electric indoor go- karting circuit with ancillary café and licensed bar. Condition 2 of this permission restricted the use to that permitted and for no other purpose within Class D2.

The pre-application enquiry relates to the change of use of the existing building to a trampoline park which also falls within use Class D2. The covering letter submitted with the pre-application states there are no external alterations proposed to the building. The majority of the floorspace will be taken up with the trampolines with an ancillary area providing a café, reception, toilet facility, party rooms and lockers. The trampoline park would provide various activities including:

- Individual and group fun and coaching (for all ages),
- Team sports,
- Aerobic fitness classes,
- Rebound therapy for disabled children and adults,
- Birthday parties,
- Group and team building events.

Relevant Planning History:

99/00577/FUL (Civica Ref: 991480) - Change of Use from B8 use only to B8 use with up to 30% ancillary B1(c) floorspace. Permitted 13/09/1999.

99/00918/FUL (Civica Ref: 991552) - Installation of roller shutters. Permitted 08/11/1999.

07/01549/FUL (Civica Ref: 071247) - Change of use from B1/B8

Office/Industrial to D2 Leisure for use as an all-electric indoor go- karting circuit with ancillary cafe & licensed bar. Permitted 07/04/2008.

08/01747/APPCON (Civica Ref: 080121) - Discharge of conditions 6, 8 and 11 of planning application 07/01549/FUL. Application returned.

Consultation Responses:

Transport has raised a number of concerns and their full comments are at the end of this letter. However, the main issue relates to a shortfall of approximately 27 parking spaces during the weekend peak hours. *Transport* is unlikely to support any proposals which are so heavily reliant on the availability of on-street parking spaces. The current proposals would equate to over a third of the demand for parking during weekend peak times being accommodated on the public highway. *Transport* has suggested two options:

1. The Council's adopted Parking Standards and Design SPD encourages developers to share parking facilities which are likely to generate peak parking levels during different periods of the day. The applicant could consider sharing the off-street parking spaces with the neighbouring commercial units which operate Monday - Friday. This will have to be in the form of a signed agreement and would form part of a S106 Agreement.

2. If additional parking provision cannot be accommodated, it is likely that *Transport* would recommend a condition to restrict the maximum capacity to 80 people in line with the maximum capacity for the existing permitted go-kart use. This condition may then be able to be amended if it was demonstrated that the trampoline park has spare parking capacity within the car park to accommodate the additional people.

Environmental Health initially raised no objection as they presumed the conditions relating to noise under the previous planning permission had been discharged however, having checked the planning history for the site this has not been the case. The comments on the previous planning application from *Environmental Health* were based on compliance with these conditions and without compliance being confirmed, *Environmental Health* would require information to be submitted with any subsequent application that complies with these conditions. The proposed use as a trampoline park is obviously different from that of a go-kart circuit however noise information will be required to be submitted with any

subsequent application. The decision notice for the previous planning permission can be found on the Reading Borough Council website by entering the planning application number 071247 however, the relevant conditions are as follows:

Condition 6:

No development shall take place until a scheme to specify the provisions to be made for the control of noise emanating from the main building and car parking area hereby permitted has been submitted to and approved in writing by the local planning authority. The use of the go-karting circuit and ancillary café and licensed bar shall not commence until any approved works required under the terms of this condition for the control of noise from the main building and car parking area have been completed. The scheme approved shall be installed, maintained and operated in accordance with the approved details unless the local authority gives its written approval to any variation.

Reason: to protect occupiers of nearby properties from unreasonable disturbance from the activity.

Condition 8:

No development shall take place until details of noise attenuation fencing to be provided between the site and properties adjoining the site in Alma Street and Oxford Road has been submitted to and approved in writing by the local planning authority. The development hereby permitted shall not commence until any approved works required under the terms of this condition have been completed. The works approved under the terms of this condition shall be installed, maintained and operated in accordance with the approved details unless the local planning authority gives its written approval to any variation. Reason: to protect occupiers of nearby properties from unreasonable disturbance from the activity.

Local Development Framework raised no objection as the previous D2 had been implemented.

Relevant Planning Policy and Guidance:

The following local and national planning policy and guidance is relevant to this application:
National Planning Policy Framework (2012)

Reading Borough Core Strategy (January 2008):

CS1 (Sustainable Construction and Design)

CS3 (Social Inclusion and Diversity)

CS4 (Accessibility and the Intensity of Development)

CS5 (Inclusive Access)

CS10 (Location and Employment Development)

CS11 (Use of Employment Land for Alternative Uses)

CS12 (Maintaining a Variety of Premises)

CS13 (Impact on Employment Development)

CS20 (Implementation of The Reading Transport Strategy (Local Transport Plan 2006-2011)

CS22 (Transport Assessments)

CS24 (Car / Cycle Parking)

CS34 (Pollution and Water Resources)

Reading Borough Sites and Detailed Policies Document (2012):

DM1 (Adaptation to Climate Change)

DM2 (Decentralised Energy)
DM4 (Safeguarding Amenity)
DM12 (Access, Traffic and Highway-Related Matters)
DM19 (Air Quality)
SA12 (Core Employment Areas)

Supplementary Planning Documents

Revised Parking Standards and Design (Oct 2011)
Employment, Skills and Training (April 2013)
Planning Obligations under S106 (April 2015)
Revised Sustainable Design and Construction (July 2011)

The main issues to be considered are:

- a) The principle of development;
- b) The effect upon visual amenity and the public realm;
- c) Impact on neighbouring amenity;
- d) Traffic generation and parking;
- e) Environmental Issues; CIL, BREEAM and SUDs
- f) Employment, Skills and Training
- g) Heads of Terms, including CIL;
- h) Submitting a planning application.

a) Principle of development

The application site is located within Core Employment Area SA12j: Bridgewater Close. Policy SA12 of the Sites and Detailed Policies Document defines the boundaries of Core Employment Areas to allow policies CS10, CS11 and CS12 of the Core Strategy to be applied. These areas will be the main location for industrial and warehouse uses (CS10) and there is a general presumption against loss of employment land in these areas (CS11).

However, as the principle of a D2 Leisure use has already been established when the go-kart use was implemented and the use of the site will remain as D2 (Assembly and Leisure) the principle of development is therefore acceptable in this instance.

b) The effect upon visual amenity and the public realm

There are no external alterations to the building and therefore the change of use will not impact on the visual amenity of the area.

c) Impact on neighbouring amenity

The nearest residential properties to the application site are on Alma Street to the east and Oxford Road to the south. As mentioned previously the planning conditions attached to the previous go-karting permission were never discharged and therefore any subsequent application would need to address any noise issues along with any proposed mitigation measures. It is not clear what level of noise would be generated from the various uses that have been described or whether there will be any tannoys or loud speakers that would be audible outside the main building for instance, and this information would need to be provided with any subsequent application.

d) Traffic generation and parking

The main concern raised by Transport has previously been addressed however, Transport has advised that should an application be submitted further information in the form of an operational statement should be provided which would need to include but not limited to:

- How long does a typical session last?
- Are there likely to be club events where people travel to compete in competitions.
- Does the park operate on a membership basis?
- Do you need to pre-book sessions?
- Are there pay as you go sessions (i.e arrive without pre- booking)
- How many staff are to be employed at the park (a) on a weekend and (b) on a weekday.
- What is the maximum number of participant's trampolining at any one time?

e) Environmental Issues

Air Quality Management

8 Bridgewater Close falls within an Air Quality Management Area and Policy DM19: Air Quality of the Sites and Detailed Policies Document therefore applies. Environmental Health has advised that an Air Quality Assessment will be required with any subsequent application. Should you require further clarification on this matter please contact Ross Jarvis in Environmental Protection on 0118 937 2314.

BREEAM

The Council's policy requirement is that minor non-residential developments, including the redevelopment and refurbishment of existing building stock, meet a BREEAM score of 'Very Good'. The Council's Revised Sustainable Design and Construction Supplementary Planning Document provides guidance on what would be required. This matter would be dealt with by way of a planning condition in line with Policy CS1 of the Core Strategy.

SUDs

As the planning application for the change of use would not be a major application there is no requirement to provide details on Sustainable Drainage Systems.

f) Employment, Skills and Training

The covering letter submitted with the pre-application enquiry states intends to recruit from the local area and also to commit to creating 5 apprenticeships for young people in the local community in its first year and this is welcome. Core Strategy Policy CS13 specifically deals with the impacts of employment development and there is specific reference to maximizing the potential of the existing population to fill jobs, through improving their skills.

The Employment, Skills and Training Supplementary Planning Document (SPD) states that there are two key areas of employment, skills and training for which S106 planning obligations will be sought. The first is the construction phase for all large developments, the second at the end user phase of large commercial development. The measures will seek to mitigate the impacts of development through ensuring that local people can better access job opportunities arising from development.

The proposed change of use to a trampoline park will not require a site specific Employment and Skills Plan (ESP) for the construction phase as no alterations to the existing building are proposed however, the end user phase will be applicable. Page 12 of the Employment, Skills and Training SPD describes how contributions are calculated for the end user phase. This relates to all commercial/employment generating uses with a gross internal floor area of

1000m² or more and would involve either the applicant providing an ESP or if the applicant chooses not to provide an ESP themselves then a financial contribution will be sought.

g) Heads of Terms and CIL

Following the comments raised by Transport, should the applicant choose to share the off-street parking facilities with the neighbouring commercial units this will have to be in the form of a signed agreement and would form part of a S106 Agreement. Should the applicant also choose not to provide an ESP this would also be included in a S106 Agreement.

Any subsequent application will need to provide the following:

1. Confirmation that the applicant owns all the land where 'development' is proposed and if not, who does, and have they agreed to be a 'party' to the agreement?
2. Copy of the title deeds to the land.
3. Confirmation if the land where 'development' is proposed is subject to a mortgage.
4. The name and address of the applicant's solicitors.
5. Confirmation in writing that the applicant agrees to pay the Council's reasonable legal costs whether or not the matter proceeds or is completed plus our standard S106 monitoring fee where applicable.

The proposed development does not attract a CIL charge as it is a change of use of in use floorspace with no additional floorspace proposed.

h) Submitting a planning application

An application for the change of use would be a minor planning application with an 8 week deadline. We mentioned at our meeting that the application would be a major planning application as the floor area is over 1,000sqm however, as the site is less than 1 hectare this would be classed as a minor application. Please note that as a S106 Agreement would be required the determination of the application may take longer than 8 weeks however, an extension to the expiry of the application could be agreed during the course of the application. The Council's Planning Application Validation Information Requirements document should be read prior to submitting an application. This document can be found on the Reading Borough Council website www.reading.gov.uk or via this link:

<http://www.reading.gov.uk/planningadvice>

The following is required should an application be submitted:

- Correct fee.
- Completed application form and certificates.
- Completed CIL form (statutory requirement)
- Location Plan with the application site outline in red, to a scale of 1:1250 showing at least two road names.
- Block Plan showing the proposed development and parking arrangements to a scale of 1:500 or 1:200.
- Full (not part) existing elevations and floor plans (1:50 or 1:100) if applicable.
- Full (not part) proposed elevations and floor plans (1:50 or 1:100).
- Planning Policy Statement (for more details refer to page 22 of the Validation document above).

- All relevant documents relating to the development i.e. Design and Access Statement, Operational Statement, Transport Assessment, Air Quality Assessment, noise related information and/or assessments.
- Heads of Terms Proposals - S106 Legal Agreements.

Please also make sure the drawings submitted with a planning application are provided with a scale bar and any drawings should not have the disclaimer 'do not scale'. Drawings will also need to be to a recognised scale i.e. 1:50, 1:100, 1:200, 1:500.

To conclude, in principle there is no objection to the proposed change of use subject to the issues raised by consultee responses being addressed and the relevant information submitted with the application.

This advice is given on a without-prejudice basis and in good faith and will not over-ride the formal consideration of a planning application by the Council. If you wish to discuss the contents of this letter, please contact me on the number given above.

Yours sincerely,

p.p. *A. Amoah*

Ms Claire Ringwood
Planning Officer

Memo

To: Claire Ringwood
From: Transport Development Control
Date: 16 December 2015
Re: Consultation on Planning Application

Application Number: 151858

Application Type: Pre Application Enquiry

Address: 8 Bridgewater Close Reading RG30 1JT

Proposal: Pre-application advice for change of use from Class D2 (Go Kart use) to Class D2 (Trampoline Park)

The site comprises of existing warehouse (3,500m²) and associated parking providing 39 parking spaces. Vehicular access is achieved via Bridgewater Close.

This pre-application advice is for the change of use from Class D2 (Go Kart use) to Class D2 (Trampoline Park). The trampoline park would provide various leisure activities such as;

- Individual and group and coaching trampolining (for all ages)
- Team Sports
- Aerobic fitness classes
- Rebound therapy for disabled children and adults
- Birthday parties
- Group and team building events

The pre-application submission has been supported by a Transport Note (dated 12 October 2015). It is stated that the maximum capacity of the indoor trampoline park would be approximately 125 people although it is anticipated that during weekdays this capacity would not be reached. However, it would be useful if the applicant submitted an operational statement which outlines the following information;

- How long does a typical session last?
- Are there likely to be club events where people travel to compete in competitions.
- Does the park operate on a membership basis?
- Do you need to pre-book sessions?
- Are there pay as you go sessions (i.e arrive without pre-booking)
- How many staff are to be employed at the park, (a) on a weekend and (b) on a weekday.
- What is the maximum number of participant's trampolining at any one time?

The site is located within Zone 3, Secondary Core Area, of the Council's adopted Parking Standards and Design SPD. Typically these areas are within 400m of a Reading Buses high frequency 'Premier Route', which provides high quality bus routes to and from Reading town centre and other local centre facilities. However, there are no specific maximum parking standards for trampoline parks, therefore, the parking requirement is determined on a case by case basis.

The Transport Note has undertaken a parking demand assessment which is based on the estimated vehicle trip generation for the proposed use. The estimated peak parking demand for the proposed use is around 37 spaces on a Friday and in the region of 69 spaces on a Saturday.

It is proposed to provide 42 spaces within the site including 2 wheelchair accessible bays which will accommodate the estimated weekday peak parking demand. However, the proposals are likely to result in a shortfall of approximately 27 parking spaces during the weekend peak hours. Whilst it is noted that Bridgewater Close is unrestricted and not heavily parked up at weekends, Transport DC are unlikely to support any proposals which are so heavily reliant on the availability on-street parking spaces. The current proposals would equate to over a third of the demand for parking during weekend peak times being accommodated on the public highway. This is likely to result in vehicles parking close to the Bridgewater Close/Portman Road junction, on the roundabout or in neighbouring residential streets which are severely congested.

The Council's adopted Parking Standards and Design SPD encourages developers to share parking facilities which are likely to generate peak parking levels during different periods of the day. Therefore, the applicant could consider sharing the off-street parking spaces from the neighbouring commercial units which operate Monday - Friday. This will have to be in the form of a signed agreement and would form part of the S106 agreement.

If additional parking provisions cannot be provided, it is likely that Transport DC would recommend a condition to restrict the maximum capacity to 80 people in line with the maximum capacity for the existing permitted Go Kart Use. This condition could then be amended if it was demonstrated that the Trampoline Park has spare parking capacity within the car park to accommodate the additional people.

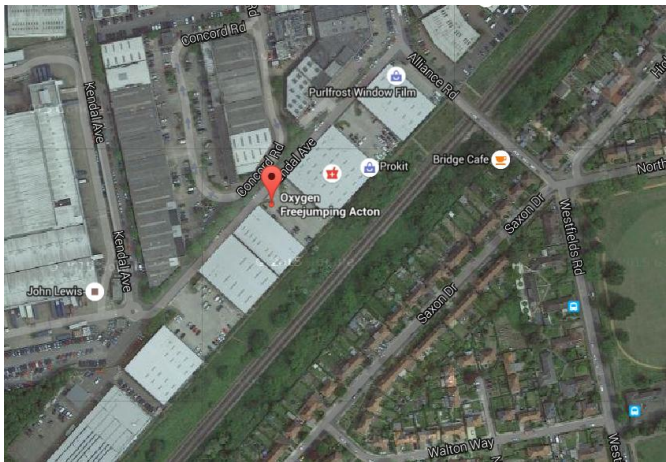
I have not had the opportunity to discuss with the Council's Network Management team whether any off-site improvements are required such as the implementation of waiting restrictions. This will be discussed if a full application is submitted.

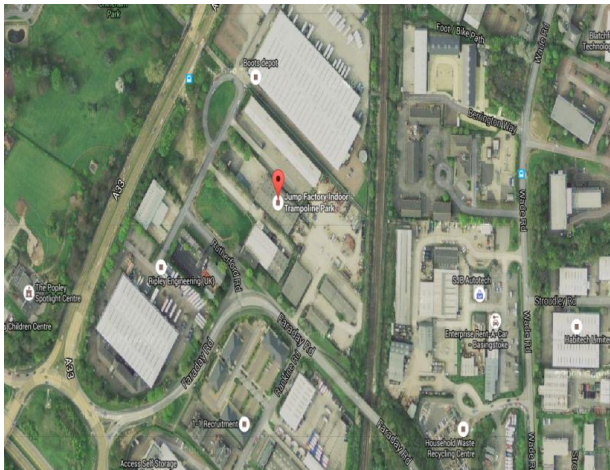
Regards

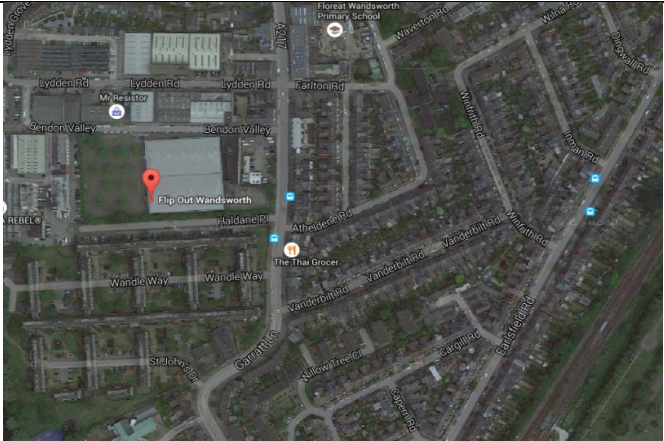
Natalie Lucas
Transport Development Control Officer
Transport | Environment & Neighbourhood Services

Appendix 3

Review of the location of other Indoor Trampoline Parks

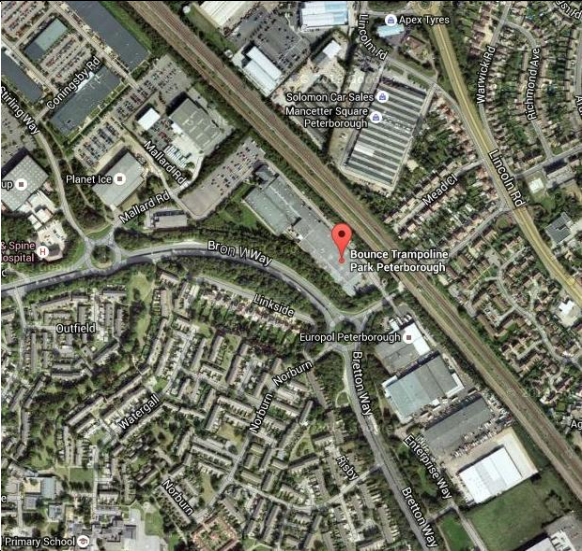
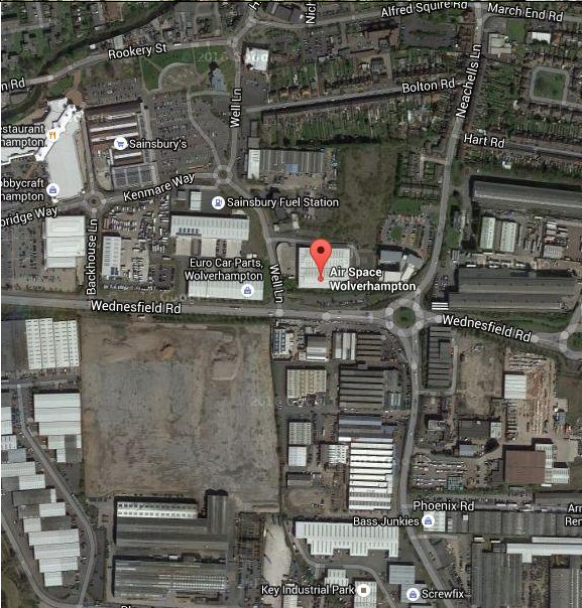
Site Address	Site Operator	Site map/layout	Local Planning Authority	Site Description	Council Policy Designations
Oxygen Free jumping Unit 15 Vision Industrial Park Kendal Avenue London W3 0AF	Oxygen free jumping		London Borough of Ealing	Vision Industrial Park	Strategic Industrial Location.
Unit 2 Coln Industrial Estate, Old Bath Road, Slough, SL3 0NJ	Jump Giants		Slough Borough Council	Edge of an industrial estate. Residential dwellings to the west.	The site is located within an Existing Business Area.

Unit B, Rutherford Road, Daneshill industrial Estate Basingstoke, Hampshire RG24 8PD	Jump Factory		Basingstoke and Deane Borough Council	Within an area dominated predominately of industrial units and large out of town retail units.	The site is located within an Employment Area.
Lexmark House, Coronation Road Cressex Business Park, High Wycombe, Buckinghamsh ire HP12 3TZ	Rush		Wycombe District Council	On the edge of the Booker Industrial Estate. Residential dwellings are situated to the south of the site.	The site is located within an Employment Area.

6-7, Admiralty Way, Admiralty Park, Camberley GU15 3DT	Gravity Force		Surrey Heath Borough Council	At the edge of an area consisting predominantly of industrial units, storage units and large out of town shops.	The site is located within a Core Employment Area.
Bendon Valley, Earlsfield London SW18 4LZ	Flip Out		London Borough of Wandsworth.	Light industrial buildings are situated to the north and west. Residential dwellings are situated to the south and west.	The site is situated within a Locally Significant Industrial Area.

Jump Evolution Trampoline Park, Spilsby Road, Harold Hill, Romford, Essex RM3 8SB	Jump Evolution		London Borough of Havering	Edge of a industrial location. Residential dwellings are situated to the north.	Strategic Industrial Location.
Unit B3, J31 Park, Motherwell Way, West Thurrock, RM20 3XD	Jump Giants		Thurrock Council	A number of large industrial units surround the site. Lakeside Shopping Centre is situated due north of the site.	The site is situated within a Primary Industrial and Commercial Area.

Unit 2 Festival Business Park, Basildon SS14 3WB	Gravity Force		Basildon Borough Council	Large factories surround much of the site. A leisure park is situated to the west.	The site is identified within the Council's proposals map as an large industrial/ recreational site.
1 Peverel Dr, Bletchley, Milton Keynes MK1 1NL	Bounce		Milton Keynes Council	Industrial units situated to the west and south. Football stadium situated to the east.	The site is located within an Employment Area.

1 Wedgwood Way, Peterborough PE3 8AY	Bounce		Peterborough City Council	Industrial units to the north-west and south-east. Residential dwellings to the north-east and south-west.	The site is located within a General Employment Area.
Well Ln, Wolverhampton, WV11 1TB	Air Space		Wolverhampton City Council	Industrial uses surround much of the site.	The site is designated as a site retained for Employment Opportunity.

Airhop house, 12 Midleton Industrial Estate Road Guildford Surrey, GU2 8XW	Air Hop		Guildford Borough Council	Within the Middleton Industrial Estate/ Guildford Business Park. A railway track is situated to the rear of the site with the Guildford University Campus beyond.	(No designations)
Smisby Rd, Windy Ridge, Ashby-de-la- Zouch LE65 2BS	Rebound		North West Leicestershire District Council	The site is located in an industrial area.	Existing Employment Area to be Protected

1, Easter Park, Bennett's Ln, Shell Green, Widnes WA8 0GW	Velocity Trampoline Park		Halton Borough Council	A number of small industrial units surround the site. To the east is the Fiddlers Ferry Power Station, residential dwellings are situated to the east.	The site is located within a Proposed Employment Development area.
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8 Bridgewater Close, Reading

Town Planning, Design and Access Statement



Appendix 4

Email correspondences with Ms Claire Ringwood

Chris Brady

From: Ringwood, Claire [Claire.Ringwood@reading.gov.uk]
Sent: 19 August 2016 11:24
To: Chris Brady
Cc: Samruti Patel
Subject: RE: 8 Bridgewater Close, Reading

Dear Chris

Apologies for the delay coming back to you. Environmental Health have advised that the justifications for not submitting the reports are reasonable however, I would suggest that the justifications are also submitted with the application to avoid being required to submit these.

Kind regards

Claire

From: Chris Brady [<mailto:chris.brady@savills.com>]
Sent: 04 August 2016 08:50
To: Ringwood, Claire
Cc: Samruti Patel
Subject: RE: 8 Bridgewater Close, Reading

This is an EXTERNAL EMAIL. STOP. THINK before you CLICK links or OPEN attachments.

Dear Ms Ringwood,

I am contacting you following the pre-application advice we have had sight of relating to the proposed change of use of 8 Bridgewater Close, Reading (pre-app ref: 151858) (see attached).

Our client has instructed us to prepare a planning application for a change of use to provide a trampoline park at the site, and we are keen to explore further the information considered reasonably necessary to support the application, having regard to the nature and scale of the proposal and other relevant considerations.

Noise Report

Within your response you noted that Environmental Health would require information to be submitted with any subsequent application that specified that provision could be made for the control of noise emanating from the main building and car parking area.

We acknowledge Core Strategy (2008) Policy CS34 (Pollution and Water Resources) which states that "development will only be permitted where it would not be damaging to the environment through air, land, noise or light pollution", however, we note that the proposed trampolining use would not be damaging to its surrounding environment given the historic B uses associated with the site and the uses promoted for the site in the Local Plan. The site is allocated within a Core Employment Area, where 'industrial, storage and distribution' uses are encouraged. These uses would generate noise pollution at far greater levels than the proposed leisure use. With this in mind, it is not considered necessary that a noise assessment would be required to support the application.

Based on the existing Go-Karting use not presenting any noise issues for neighbouring residents and the fact that the proposed use is unlikely to emit more noise than this use we do not consider that noise control measures are necessary. These issues could also be addressed via planning conditions if considered necessary, as was the case when permission was granted for the karting use.

If Officers consider that specific levels need to be achieved, we would welcome further advice on this so that we can consider this matter further.

Air Quality Report

We also consider that an Air Quality Management Assessment is not necessary in this case. The proposed use will not generate significantly greater traffic movements than the existing use, and significantly less HGV movements than if a B use class was proposed on the site noting its allocation in a Core Employment Area. The operations on the site will also not detrimentally affect air quality in a way that an industrial use could. The indicators of where a proposed development is likely to need an air quality statement is stated within the Council's 2015 Planning Applications Validation Information Requirements. These include proposals which would: "lead to an increase in congestion or HGV movements; include significant amount of car parking; emit dust; or introduce sensitive receptors into an area of poor air quality".

As noted, the proposed use of the site will not lead to congestion or HGV movements particularly when compared to a B use (which would also be acceptable in principle on the site). It will be demonstrated that car parking provision in the area is sufficient for the use; therefore, no significant new car parking is proposed. The proposal will also not emit dust or introduce sensitive receptors.

The above leads us to conclude that an Air Quality Assessment is not reasonably necessary in this case.

Based on the above we would welcome your early advice.

If you would like to discuss this further please do not hesitate to contact us.

Kind regards,

Chris

Chris Brady MTCP
Trainee Planner
Planning Mixed Use

Savills, 33 Margaret Street, London W1G 0JD



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