

<p>Mr Israr Hussain ISOB Ltd 7 Bull Street West Bromwich Ringway West Bromwich West Midlands B70 6EU</p>	<p>Change of use to leisure arena incorporating trampolining, party rooms, cafe, external alterations and associated parking. School term time Sun - Thurs: 09.00am - 22.00 and Fri - Sat 09.00 - 23.00. School and Bank Holidays all days: 9am - 11pm. Unit 1 Churchbridge Oldbury B69 2AP</p>
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Date Valid Application Received 9th November 2015

1. Recommendations

Approval subject to approval of:

- (i) A car park management plan;
- (ii) A revised parking layout to include hatched areas, access and egress and pedestrian routes.

2. Observations

At your last meeting, your committee resolved to defer the decision to provide enable the applicant to provide further evidence in relation to parking at existing trampolining Centres, which could then in turn be assessed by the Highways department.

The application site is situated to the east of Churchbridge approximately 350m from Oldbury Town Centre to the north. The application relates to an industrial unit that is currently vacant and has a floor area of approximately 2750 sqm. The applicant proposes to change the use of the building to a trampolining centre with associated party rooms and a café. A one way system would operate for vehicles with 53 spaces parking for customers to the rear of the unit and a further 22 spaces for staff

parking to the south of the building which forms part of a shared access with the industrial units to the rear.

The application is departure from the development as the site is allocated as High Quality Employment Land (Policy EMP2).

A Sequential test has been submitted to demonstrate that no suitable sites are available in West Bromwich or the committed development site known as the Junction on West Bromwich Street/Fountain Lane/Bromford Road along with evidence of marketing given that the proposal is contrary to the employment land allocation.

The Transport Statement has been updated which includes surveys of three trampolining facilities, namely Portsmouth, Stoke and Bristol. Surveys have been carried for a week (including Saturdays) and they assess both the car parks serving the development and the nearby streets to determine any overspill. The Statement also includes CCTV footage of the sites to support the evidence that has been provided. These sites do have some differences to the application site, namely some have different capacity and facilities and are situated within leisure parks with on street parking. The conclusions of the surveys do however suggest that even at peak times, whilst limited space remained within the site, parking was available.

The application has been publicised by press notice, site notice and neighbour notification and three objections have been received from the business immediately to the rear of the site. To summarise their objections are as follows:-

- (i) Health and safety concerns relating to the conflict between their operation which include the movement of articulated and rigid vehicles sharing the same access with customers and children using the proposed trampolining facility;
- (ii) Security of their premises due the yard area being left open;
- (iii) The yard area is used to transport heavy machinery and fork lift trucks and this would compromise safety;
- (iv) Congestion with queuing vehicles on the highway due to parking adjacent the access road.

Strategic Policy stated that the site was allocation for High Quality Employment Areas (EMP2) and that in accordance with the provisions of the NPPF paragraph 24, leisure uses should be located within town centres or edge of centre and hence a

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sequential test was required along with evidence of marketing for the application site. Furthermore the draft Annual Monitoring Report (AMR) shows that the cumulative loss of employment land is worse than the previous year and is well below the forecasted figure. They have reviewed the sequential test and marketing information which confirms that no other sites are immediately available within the preferred locations. In addition, the site has been marketed for 18 months without success however given the current lack of employment land and the policy in regards to the relationship between industry and sensitive uses (EMP4), it is considered that the proposal should not be supported given that the loss could be further exacerbated if the units to the rear of the site are unable to trade and this land also becomes vacant.

Highways reviewed the revised Transport Statement and are now satisfied that the surveys have demonstrated that the provision of 70 spaces within the application site will provide sufficient parking. They however consider that conditions should be imposed to ensure that the car park is marked out with hatching to prevent unauthorised parking within the access roads and that two way access should be provided from the site along with a car parking management plan to ensure that the parking is monitored by the operators of the site.

In the first instance, it is accepted that the applicant has demonstrated that they cannot find a suitable site within a more appropriate location and marketing of the site has proved fruitless which meets the tests set out in the National Planning Policy Framework and therefore whilst our employment land supply is continuing to fall significantly beyond our targets, the policy tests have been met.

The key determining issue regarding this proposal is the benefits of seeing a vacant building brought back into use for a leisure facility that would create 25 jobs. Against the potential loss of the land for industrial uses, that would complement the existing traders to the rear of the site, and could in turn create conflict with those users (SAD Policy EMP4). Following the revised surveys relating to parking associated with similar venues, it is considered that parking can be accommodated within the site and would not overspill onto the access road which serves the businesses to the rear of the site. It is therefore considered that the applicant has demonstrated that the proposal would not conflict with these uses and hence conditional approval is recommended.

3. Relevant History

BCS1004: Recladding of existing factory. Approval 27/4/90

BCS3531: Replacement offices to serve existing unit. Approval 9/8/96

DC/16492: Construction of retail store. Refused 23/11/93

BCS2300: Change of use from leisure to B1, B2 and B8. Approval 12/7/93

BCS1755: Indoor Sports Arena. Approval 9/3/92

4. Central Government Guidance

NPPF promotes sustainable development and the re-use of land and premises.

5. Development Plan Policy

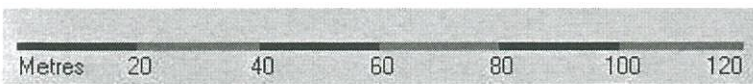
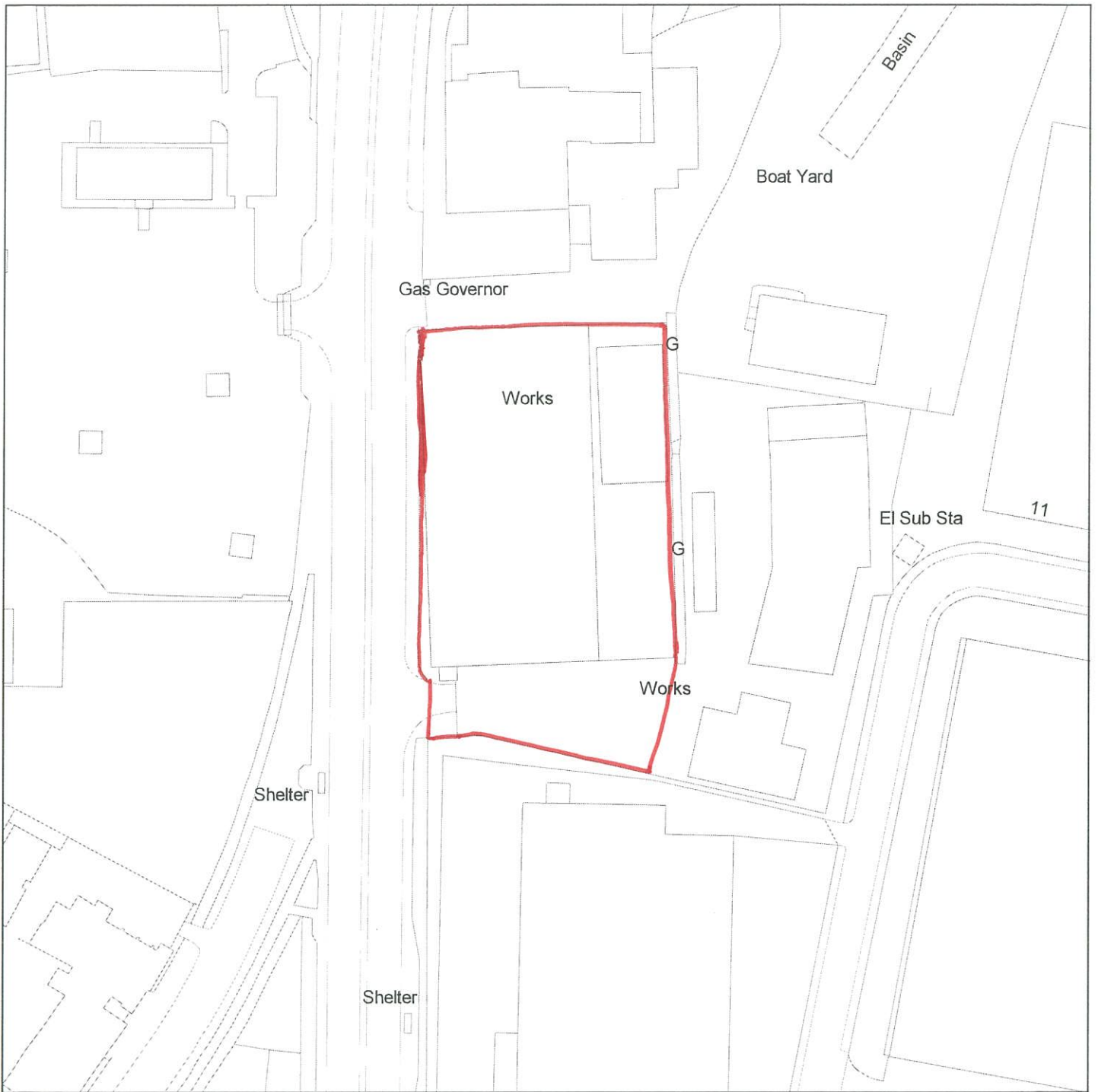
EMP2 – Actual and Potential Strategic High Quality Employment Areas

SAD EMP4 - Relationship between Industry and Sensitive Uses

6. Contact Officer

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DC/15/58775



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REVISIONS

REV.	DESCRIPTION	DRAWN	CHKD.	DATE
1st	FIRST ISSUE	MD	DB	20/10/15



MARK OUT CAR PARKING ON EXISTING YARD, AS SHOWN, TO PROVIDE 75 TOTAL PARKING BAYS (EACH 2.5m X 5m) INCLUDING 4NO. ACCESSIBLE SPACES ADJACENT ENTRANCE.

LEGEND

-  RIGHT OF WAY ACROSS NEIGHBOURING PROPERTY.
-  SUBSTATION.
-  NEIGHBOUR'S RIGHT OF WAY ACROSS SITE.
-  PLANNING APPLICATION BOUNDARY



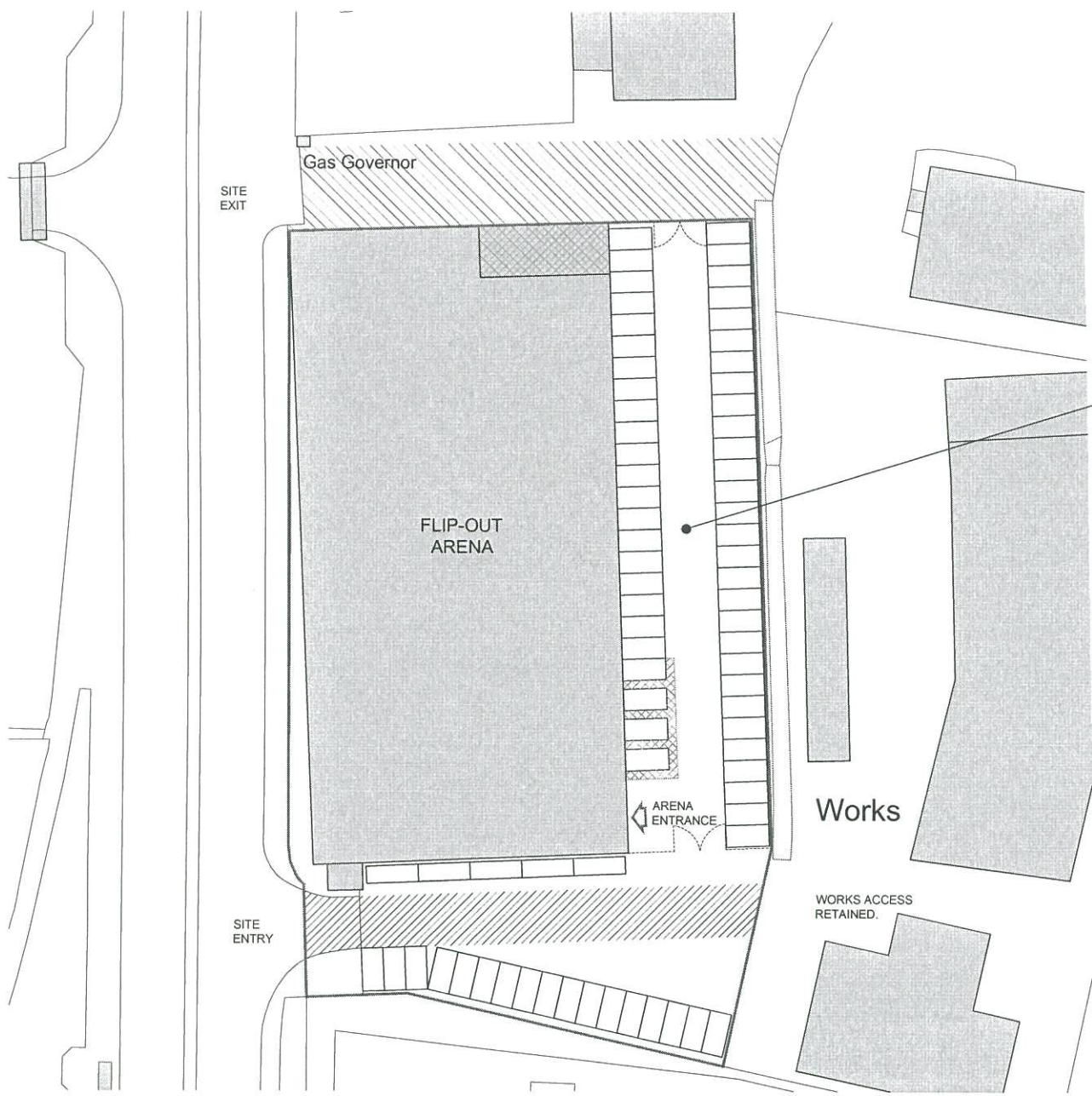
4-7 Peard House, Arden Court, Staffordshire Technology Park, Southbury, ST16 5QB. Tel: 01829 547547 Fax: 01829 227232

PROJECT
 Flip Out Birmingham
 for Mr Israr Hussain
 at Unit 1 Churchbridge Industrial Estate,
 Oldbury, West Midlands, B69 2AP

DRAWING TITLE
 Proposed Site Block Plan

SCALE	SHEET SIZE	No. of SHEETS	SHEET No.	CAD FILE
1:500	A3	1	1	

DRAWING NUMBER
 2298-006



SITE BLOCK PLAN AS PROPOSED

DC115158775