Planning Statement

Units 1 & 2 Rockingham Business Park

November 2015

Summary

Proposal:

Application for the change the use of an industrial Unit (B2 use) to a Trampoline Park (D2 use), access, car parking and minor external alterations.

Location:

Units 1&2 Rockingham Business Park

Date:

November 2015

Project Reference:

15.219

Client

Go Air (Barnsley) Ltd

Product of:

Asbri Planning Limited
Unit 9
Oak Tree Court
Mulberry Drive
Cardiff Gate Business Park
Cardiff
CF23 8RS
02920 732652

Prepared by:

Matthew Gray – Senior Planner

Approved by:

Richard Bowen – Director

Disclaimer:

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Introduction

1.1 This Planning Statement has been prepared on behalf of Go Air (Barnsley) Ltd, to accompany a planning application to change the use of an industrial Unit (B2 use) to a Trampoline Park (D2 use), access, car parking and minor external alterations. at Units 1 & 2 Rockingham Business Park.

1.2 The application premises have been largely vacant for a period of 2.5 years. The subject premises are located at Rockingham Business Park, Barnsley. The Business Park is approximately 500m away from J36 of the M1 Motorway. It is accessed via the main arterial route of Sheffield Road (A61) within Birdwell, approximately 4 miles south of Barnsley Town Centre and 9 miles north of Sheffield City Centre. The subject unit is vacant with no permanent occupier since January 2013.

1.3 Access to the site is gained via Sheffield Road (A61), which in turn provides access a short distance south to J36 of the M1 Motorway and north to Barnsley Town Centre. Sheffield Road is a main arterial route running north to south, linking the M1 to the Town Centre.

1.4 Units 1 & 2 provide a total of 2,400 sqm and are similar in construction with steel portal frames, providing a good eaves height, loading door access and overall configuration. The units have the benefit of the large communal yard areas, currently used for open storage and areas of parking.

1.5 The proposals for the Trampoline Park include the provision of numerous trampoline's internally and associated, ancillary café facility, access, car parking and minor external alterations. Once operational, Go Air will employ up to the equivalent of 40no. full time employees and provide a fun, fitness facility for the local community.

1.6 As well as this Planning Statement, the following supporting documents are also submitted in support of the application:

- Application Forms – Asbri Planning Ltd
- Transport Statement – Asbri Planning Ltd
- Drawing Package – Black Circle Design

1.7 The purpose of this Planning Statement is to provide additional and complementary information to that contained within the accompanying planning application. At Section 2 this statement describes the Site and surroundings. Section 3, with reference to the submitted documentation, outlines the proposed development and details of the scheme. Section 4 describes the Site's planning history and background. Section 5 reviews the planning policy context relevant to the Site and Section 6 describes the outcome of the pre-application discussions. Section 7 provides an appraisal of the development and draws together the key points and conclusions from the supporting technical documents to demonstrate the overall appropriateness of the proposal. Section 8 will conclude the statement.

Description of Site & Surroundings

2.1 The subject site comprises Units 1 & 2 Rockingham Business Park. It totals 2,400 sqm floorspace. Rockingham Business Park is located to the immediate south of Birdwell some 4 miles south of Barnsley Town Centre. The premises have been largely vacant for a period of 2.5 years.

2.2 The Business Park is bound to the north by housing, to the east and south by the A6195 and to the west by an Aldi supermarket with Sheffield Road beyond.

2.3 The site is approximately 500m from J36 of the M1 Motorway, accessed via the main arterial route of Sheffield Road (A61) within Birdwell, approximately 4 miles south of Barnsley Town Centre. It is approximately 9 miles north of Sheffield City Centre. Access to the site is gained via Sheffield Road (A61), which in turn provides access a short distance south to J36 of the M1 Motorway and north to Barnsley Town Centre. Sheffield Road is a main arterial route running north to south, linking the M1 to the Town Centre.

2.4 The application unit comprises a relatively modern facility, constructed via steel portal frames, providing a good eaves height, loading door access and overall configuration. It has the benefit of the large communal yard areas, currently used for open storage and areas of parking.

2.5 Vehicular access arrangements are already established by way of the principle access point to the Business Park. Notwithstanding, a separate access is proposed to the west of the unit via Rockingham Row. Pedestrian access is also to be achieved via this point.

2.6 The unit has associated car park providing approximately 66no. spaces located to the north and adjacent to the principle elevation.

2.7 Separate access points are provided on the principle elevation of the Units immediately accessible following the entrance to the Business Park. Servicing is provided via the southern elevation of the unit.

2.8 The site is highly accessible by a range of transportation options by way of the accessibility plan included in Appendix 4 of the Transport Statement submitted as part of the application package.

2.9 In accordance with the above, it is considered the site is therefore in a sustainable and accessible location with good access to local services, amenities and public transport links.

3.0 Proposals

3.1 Terms have been agreed for the occupation of the subject unit by Go Air subject to receipt of a satisfactory planning permission. Accordingly, this application is submitted for the change of use of use of Units 1 & 2 Rockingham Business Park to a D2 use, access, car parking and minor external alterations.

3.2 It is proposed to utilise the building as a trampoline park with associated offices/toilets/ancillary café and waiting area. Minor external alterations are also proposed.

3.3 The main part of the building is open plan and it is proposed to retain it as such, albeit with a series of trampolines, a front desk and café facilities. The layout of the trampolines will be the subject of detailed design in conjunction with specialist contractors.

3.4 The café are will be used by parents to wait whilst their children use the facility. It is not intended that the café is used other than by persons who pay to use the facilities – it will not be open to general members of the public. In respect of the size of the café element, it will comprise just 6% of the overall floorspace of the units.

3.5 The proposed open times are likely to be from 9am to 10pm Sunday to Thursday and 9am – 11pm Fridays and Saturdays. The enterprise will provide employment for up to 40no. full time equivalent positions.

3.6 Parking for at approximately 66 cars will be provided for both staff and visitors to the Trampoline Park. Access is proposed via a historic access point to the north west of the unit. Minor external alterations are also proposed.

3.7 The Site operator, and applicant, Go Air (Barnsley) Ltd has specifically selected the Site for its characteristics which fits the unique needs of the trampoline park. To better describe how the trampoline will operate and the site selection process an operator statement is provided in the following paragraphs.

OPERATOR STATEMENT

Background to Go Air

3.8 Trampoline parks are an innovative concept which has grown exponentially in the US over the past decade. The trampoline trend is now gaining momentum in the UK, and all evidence indicates that in time the concept will become a mainstream leisure activity of the same ilk as soft play centres, ten pin bowling, cinema, etc.

3.9 Established in 2014, Go Air is a UK based operator which is set to open three trampoline parks in 2015; Cardiff in September, followed by Swansea and Manchester in late 2015. Two additional parks are also planned to open in the Midlands and the North of England in quarter 1 2016 and the Go Air management team are actively seeking further suitable sites across the UK with the articulated objective of becoming the largest UK operator in the UK by the end of 2016.

3.10 The timing of the venture is particularly pertinent, and not just as a result of the rapid global growth of the rebound exercise phenomenon; social and political factors also indicate a timely market opportunity. The UK Government's focus on health, and particularly the move towards reducing obesity in adults and children alike, has resulted in a call for greater emphasis on sport, activity and movement. Go Air is rooted in the philosophy that fun and fitness are interlinked; the brand proposition and associated services, such as a nutritious café offering, will have a strong focus on the individual's health and wellbeing and will offer parents a value for money opportunity to entice children of the increasingly sedentary "screen generation" away from TVs, video games and mobile apps, and into a fun interactive physical activity.

3.11 The Go Air proposition not only fits with the Government's policies on health & wellbeing, but also has a place within several of the Government's articulated tourism aims. Visit Britain's ambitious strategy "Delivering a Golden Legacy: a growth strategy for inbound tourism 2012-2020" sets out what Britain can do to ensure that international tourism delivers the largest economic benefit possible and how marketing and policy objectives can be aligned. It aims to attract 40 million international visitors a year, spending £31.5 billion, by 2020. One of the four identified strands outlined in this document is to "broaden the UK's product offering" and in this capacity, Go Air could become an important contributor to the product portfolio on offer in any region, specifically improving the scope of family friendly attractions which extend the tourism season by offering all weather activities.

The Go Air offering

3.12 Go Air arenas, which are typically 25,000 – 40,000 square foot in size, house a number of exciting activities including open jumping, dodgeball, foam pits, trick tracks, rebound fitness and children's parties. The activities have a mass appeal which cuts across both gender and age demographics to offer a unique all year round activity for all ages. Complementary offerings span exciting special events, private hire and a high quality nutritious food and beverage choice in the café area. In terms of audience, the park targets families, students, corporate clients and the fitness market.

Unit Characteristics

3.13 The prerequisites for a trampoline park site are highly specific, meaning that suitable locations are not in plentiful supply. In the mature US trampoline park market, most sites are located within warehouse units in industrial areas; this is dictated by the size requirement which necessitates a footprint of 25,000 – 40,000 sq ft (towards the upper end of this scale in major cities) Such a large unit is required to accommodate sufficient footfall so as to ensure the venture is financially viable, given the fact that the manufacture and installation of the trampoline infrastructure is highly capital intensive.

3.14 A steel portal frame structure is required with a clear internal run as far as possible (i.e. no obstructions such as girders) to permit optimum use of space. Internal impediments such as roof supports limit the design of the trampoline layout and may result in fewer beds being accommodated

which in turn limits capacity.

3.15 Height is also a stringent requirement which makes warehouse type buildings an ideal choice. The minimum eaves height of the building must be 17ft at its lowest point to comply with international regulations regarding jumper safety. Good exterior lighting is a desirable, given the operating hours of the venture which run to 11pm on Friday and Saturday evenings.

3.16 Accessibility is a key factor in site selection. Ample free of charge parking is required given anticipated visitor numbers, and in the case of certain sites, Go Air will make a capital contribution towards exterior works to improve traffic flow on site and to line mark parking spaces. Close proximity to the main road network is essential to maximise the catchment area of the venture. In line with the company's environmental policy, which encourages use of public transport, Go Air seeks sites with bus, rail and tram links in the immediate vicinity, as well as sufficient space on site to house bike racks.

3.17 In terms of price point, the financial parameters within which Go Air operates render sites with high rental occupancy rates per square foot – such as retail or city centre locations – not viable, due to the size of unit required. Furthermore, Go Air can only consider existing units as opposed to new build development opportunities, as time is of the essence in terms of speed to market given the increasingly competitive nature of the trampoline park sector in the UK.

3.18 For all of the above reasons, out of town warehouse units are typically the only viable options for Go Air trampoline parks.

Employment Generation

3.19 A trampoline park of circa 35,000 square foot will typically create around 40 full time equivalent posts. To date, the sites which Go Air has selected have been vacant for some time, meaning that these are new employment opportunities for the local economy.

Conclusion

3.20 The Go Air concept is an exciting venture which has the potential to bring a unique and distinct experience to a region, for both residents and tourists alike, as well as creating significant local employment opportunities. However, the highly specific site parameters mean that locations are not easy to acquire, and therefore for the project to succeed, it is fundamental that suitable units once identified can be granted D2 use.

4.0 Planning History & Background

4.1 A review of the planning history for the subject site using the Council's online search facility has highlighted one application of note on the subject site as detailed in the table below:

Reference number	Description	Decision
B/93/1176/WO	Replacement B1, B2 and B8 units	Permitted in January 1995

4.2 In accordance with the above, it is considered that planning permission B/93/1176/WO is the operative consent for the subject site. Notwithstanding the above, in October 2013 permission was granted on a neighbouring site to allow for the demolition of existing industrial units (use class B1 and B8) and construction of a new foodstore (use Class A1) with car parking, landscaping and associated works under the reference 2013/0808.

4.3 It is considered the following extracts from the Officers Report are relevant in the determination of our application:

"The site forms part of a larger area of land which is allocated as an Employment Policy Area on the saved UDP proposals map. The site is located along the frontage of Sheffield Road and borders Rockingham Business Park to the rear which supports a variety of businesses within Use Classes B1, B2 and B8….

It is considered that the proposal would deliver a high quality development which would respond positively to the regeneration of a longstanding vacant site bringing both economic and environmental benefits to a gateway on the strategic highway network. The provision of the store would bring much welcomed employment benefits."

5.0 Planning Policy Context

Introduction

5.1 The planning policy framework for the determination of this application is provided by national planning guidance, together with the adopted development plan.

5.2 National planning policy is contained within the National Planning Policy Framework (NPPF), published by Government in March 2012. The NPPF is supported by Planning Practice Guidance.

National Planning Policy Framework

5.3 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This consolidates national planning policy guidance (including all previous Planning Policy Statements and Planning Policy Guidance) and is a material consideration in the determination of planning applications.

5.4 The overall emphasis of the NPPF is to reiterate the Government's key objectives of facilitating economic growth and securing sustainable development. These overarching policies seek to integrate the needs of planning and transport whilst focusing development in the most appropriate locations, thereby protecting and enhancing the environment.

5.5 Paragraph 7 of the NPPF defined 'sustainable development' and highlights that it has three interrelated dimensions: economic, social and environmental as follows. These dimensions give rise to the need for the planning system to perform a number of roles.

"An economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support economic growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

A social role - supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and supports its health, social and cultural well-being; and,

An environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy."

5.6 Importantly, these roles should not be undertaken in isolation but should be seen as mutually dependent. The NPPF states that *"…to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system…"*

5.7 The NPPF is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future (paragraph 18).

5.8 The NPPF, at Paragraph 20, requires the local planning authorities to plan proactively to meet the development needs of business and support an economy fit for the 21st century to help achieve economic growth.

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

5.10 As such, the NPPF is clear that where there is no 'reasonable prospect' of a site being used for employment purpose, alternative uses should be considered.

5.11 NPPF supports sustainable transport and recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.

Local Planning Policy

5.12 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless other material considerations indicate otherwise, as confirmed in paragraph 2 of the NPPF. For the purposes of this application the Development Plan comprises:

- Barnsley Unitary Development Plan (Saved Elements)
- Barnsley Core Strategy

Barnsley Unitary Development Plan (Saved Elements)

5.13 The Barnsley UDP was adopted in 2000. Despite the adoption of the Core Strategy the majority of the document remains extant via the saving of policies. The Proposals Map for the plan shows the site as allocated for employment Purposes (extract below) with relevant Policies identified below.



Policy ED7

Areas defined on the proposals maps as employment policy areas will remain in employment use. Unless otherwise stated in community area volumes, development will normally be permitted for

business, industry and storage and distribution. Other employment generating uses may also be permitted if they are compatible with adjoining uses. Class A1 (shops) and Class A2 (financial and professional services) will not be permitted.

HN4 – Employment Policy Areas

In accordance with policy ED7 the following area as shown on the proposals map will remain in employment use – Rockingham Row, Birdwell.

Policy WCS7

Managing Waste in all Developments, of the Barnsley, Doncaster and Rotherham Joint Waste Plan is also likely to apply and requires all development proposals to submit a waste management plan as part of any planning application. However, please note that I understand that the Government has removed this requirement (a paragraph in a planning statement about how waste is to be dealt with will probably therefore suffice).

Barnsley Core Strategy

5.15 The Barnsley Core Strategy was adopted in 2011 and comprises the principle document against which applications are assessed.

5.16 It is considered the following Policies are of note:

- CSP 19 Employment Land
- CSP 20 Promoting Tourism and Promoting Cultural Provision
- CSP 25 *New Development and Sustainable Travel*
- CSP 26 New Development and Highway Improvement
- CSP 40 Pollution Control and Protection
- CSP 41 Development in Air Quality Management Areas

CSP 19 Employment Land

Existing employment land, or land last used for employment purposes will be retained in order to safeguard existing or potential jobs. The redevelopment of employment land and buildings for non-employment uses will only take place if: redevelopment would not result in a loss of existing jobs or employment potential; and there will still be an adequate supply of employment land in the locality If the above criteria can be satisfied then redevelopment will be allowed where it can be demonstrated that: the buildings or land cannot satisfactorily support continued employment use.

CSP 20 Promoting Tourism and Promoting Cultural Provision

We will promote tourism and encourage the growth and development of cultural provision by: encouraging the provision of a wide range of venues and opportunities for cultural activity safeguarding and sustaining existing cultural provision promoting the existing cultural provision and tourism offer (for example museums, theatres, accommodation and hospitality) encouraging the growth of the tourism business sector Major new tourist and cultural facilities will be focused within existing centres where possible. Tourist related development in rural areas will be protected and encouraged to support and diversify the local economy, subject to the requirements of Policy CSP 21 Rural Economy.

CSP 25 *New Development and Sustainable Travel*

New Development and Sustainable Travel New development will be expected to: be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and should not provide more than the maximum number of car parking spaces set out in a Supplementary Planning Document provide a transport statement or assessment in line with the thresholds and guidance set out in Department for Transport 'Guidance on Transport Assessments' as published March 2007 (or any subsequent version) provide a travel plan statement or a travel plan in accordance with the thresholds and guidance set out in Department for Transport 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' as published April 2009 (or any subsequent version). Travel plans will be secured through a planning obligation or a planning condition Where levels of accessibility through public transport, cycling and walking are unacceptable, we will expect developers to take action or make financial contributions in accordance with policy CSP 42. If it is not possible or appropriate for the minimum amount of parking for cycles motorbikes, scooters and mopeds to be met on site, the developer must provide, or contribute towards, off-site parking, or improve or provide other forms of travel.

CSP 26 New Development and Highway Improvement

New development will be expected to be designed and built to provide safe, secure and convenient access for all road users. If a development is not suitably served by the existing highway, or would create or add to highway safety problems or the efficiency of the highway for all road users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.

CSP 40 Pollution Control and Protection

Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people. We will not allow development of new housing or other environmentally sensitive development where existing air pollution, noise, smell, dust, vibration, light or other pollution levels are unacceptable and there is no reasonable prospect that these can be mitigated against. Developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

CSP 41 Development in Air Quality Management Areas

Development in air quality management areas will be expected to demonstrate that it will not have a harmful effect on the health or living conditions of any future users of the development in terms of air quality (including residents, employees, visitors and customers), or that any such harmful effects can be mitigated against. We will only allow residential development in air quality management areas, where the developer provides an assessment that shows living conditions will be acceptable for future residents. We will only allow development in air quality management areas which could cause more air pollution, where the developer provides an assessment that shows there will not be a significantly harmful effect on air quality.

Barnsley Employment Land Review - 2010

5.17 The Barnsley Employment Land Review was published in April 2010 and provides a brief review of the exiting employment land within the Council area. The study highlights the significant improvements in the Barnsley region:

"Economically, environmentally and socially, Barnsley has come a long way from where it was in the mid 1990s, following near total loss of its traditional industry. From a very low base, employment is massively improved, providing many more jobs in a much diversified economy."

5.18 The study is limited in that it does not provide a detailed review of the quality of the site to which this application relates. Notwithstanding, it does highlight that there are significant elements of employment land allocated which remain unbuilt (not least adjacent to the application site). It is considered that such undeveloped opportunities highlight that there is significant opportunity in Barnsley to provide modern, employment facilities which will be attractive to traditional B Class users.

6.0 Pre-Application Discussions

6.1 Pre-application discussions were undertaken with Barnsley Council via written correspondence.

6.2 In summary, the discussions were considered to be generally positive. The planning officer advised that the following points should be considered within a future planning application for a Trampoline Park at the Site:

- The loss of Employment Land;
- The Suitability of the Use in the Local Context;
- A Transport Statement should be prepared; and

6.3 Further to the above, the following summary is supplied of internal consultations undertaken as part of the pre application process.

- **Barnsley Development Agency** – Would support the proposal on the basis of job creation and the use of a vacant property.
- **BMBC Drainage** – No observations.
- **BMBC Regulatory Services** – Express a slight concern with regard to potential noise (e.g. from trampolines and possible music which may be played). However, due to the location of the buildings it is unlikely to be a significant problem.
- **BMBC Highways** – Would like further details before they can assess the proposal. Require the maximum number of staff on duty at the busiest time; details of any shift system; the maximum number of customers which can be accommodated at any one time; details of any other ancillary uses and likely servicing requirements.

7.0 Appraisal of Proposals

7.1 This section aims to identify the main issues relevant to the determination of the application and assess the scheme against the relevant planning policy framework. These matters are considered to be as follows:

- **The principle of development** in terms of land use planning policy and **Sustainable Economic Development**;
- Impact of the **Loss of Employment Land**;
- **Suitability of the Use** in the Local Context;
- Provision of a **Transport Statement**;
- Any **other material considerations**.

The Principle of Development and Sustainable Economic Development

7.2 The Site comprises vacant brownfield land. It is located within the urban area, as identified on the Proposals Map, therefore the principle of development is acceptable subject to a detailed application in accordance with national and local policy.

7.4 The underpinning principles of the NPPF require all new proposals to be sustainable economic development which include economic, social and environmental benefits. The proposals has been assessed against these principles below:

Economic Benefits

7.5 The application premises comprise 2,400 square metres at ground floor level located on a prominent Business Park gion. The unit does not currently (and has not for some time) made any positive contribution towards economic growth and prosperity in Barnsley since it has been vacant for a period of 2.5 years. In particular, the unit does not provide services to the community or accommodation for business. More importantly, the site currently does not offer any employment opportunities.

7.6 In addition to the above it is considered that the ongoing vacancy of the unit is likely to result in a deteriorating appearance of the building, detracting from the attractiveness of the site and surrounding areas in functional terms. It is considered a vacant unattractive unit will detract from the wider regeneration proposals and reduce business confidence in this location.

7.7 Granting planning permission for the application subject of this Statement will result in the refurbishment and re-occupation of the Site. Go Air will meet its own commercial requirements and essentially bring the unit back into beneficial use. They will invest funds to improve and fit out the unit. The operation will provide approximately 40no. full time equivalent positions and the majority of posts will be filled by local people, and all new staff benefit from a training and employment programme. As mentioned above, the Site does not offer any economic benefit or employment opportunity at present.

7.8 The NPPF confirms that the planning system should encourage and support (and not impede) sustainable economic growth. The Government is committed to securing economic growth to create jobs and prosperity. The proposals should not be discounted on the basis of development not being in a typical employment use since it will, in accordance with the NPPF, provide a substantial amount of new employment helping to address the

existing shortfalls. In accordance with paragraph 19 of the NPPF, "significant *weight"* should be placed on such support for economic growth.

7.9 In addition the proposals will add to the tourism offering in the city by providing a new, innovative sporting venue that will encourage visitors to use the facility.

Social Benefits

7.10 Units 1 & 2 Rockingham Business Park comprise existing industrial units sited at an accessible location within the urban area, which could potentially attract substantial trips in association with the existing employment use. It therefore comprises brownfield land. The reuse of the building will result in significant job creation and will not detract from the existing amenity of the area. Indeed, the amenity of the locality will be improved by a vacant unit being brought back into beneficial use, thus improving the vitality of the area.

7.11 The existing unit, whilst not currently accessible to members of the public by virtue of it being an industrial unit, is capable of providing access to persons of all abilities including the disabled, those with other mobility problems or visual impairments.

7.12 The Trampoline Park will also have wide range ranging health and social benefits by providing a fun, fitness facility to encourage physical activity within children and adults. The proposals also include an associated café facility which will provides nutritious offerings having a strong focus on the individual's health and wellbeing. The café will be ancillary to the main use of the unit comprising just 6% of the total floorspace.

Environmental Benefits

7.13 The Site is currently part of a wider Business Park which is allocated as employment land. However, the unit subject of this application has been vacant for a period of 2.5 years. In addition, it should be noted that the land adjacent to the Business Park, formally allocated as employment land was released for an alternative use as an Aldi supermarket in October 2013 as part of application ref 2013/0808.

7.14 Further to the above, the occupation of the unit will ensure the upkeep of it in addition to the sustainable use of a brownfield site for use which will result in the creation of a significant number of jobs.

7.16 Further environmental benefits are the sustainable location of the Site which significantly reduces the need travel by private car providing numerous alternative options.

7.17 The nearest bus stops to the site are located on Sheffield Road to the north of the junction with Rockingham Row. They are approximately 120m or a 2 minute walk from the application site. There are also two additional stops, providing the same services, 300m (a 4 minute walk) to the south of the junction with Rockingham Row and Sheffield Road.

7.18 Bus services 66, 67 and 265 can be accessed from these stops (timetables are included in Appendix 5). These all provide a link to Barnsley Town Centre, Sheffield City Centre, Hoyland Common, Wombwell, and Elsecar. Service 66 provides a travel frequency of 10 minutes, and services 67 and 265 have a

frequency of 30 and 60 minutes respectively.

7.20 In accordance with the above, it is considered clear that there are clear environmental benefits of the proposals in accordance with the aims of the NPPF.

Loss of Employment Land

7.21 Policy CS19 is applicable to the Site and seeks to protect employment land unless it can be demonstrated an alternative use is acceptable.

7.22 The unit subject of this pre application submission comprises a brownfield site and has stood largely vacant for a period of 2.5 years without a permanent occupier coming forward to lease it. During this period it has been marketed by Harvey Burn and Co Ltd details of which are included in the pre application submission. Further to the above, the unit has also been marketed by CPP, Fisher German and Stanhope Property Consultants.

7.23 The NPPF at Section 1, paragraph 20 states that, to help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century. Paragraph 21 continues that, in drawing up Local Plans, local planning authorities should:

- Set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth;
- Set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
- Support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances;
- Plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries; and
- Identify priority areas for economic regeneration, infrastructure provision and environmental enhancement.

7.24 Paragraph 22 of the NPPF, states that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed.

7.25 Developing the site for a leisure use would not, on the face of it, accord with the relevant policy documents at a local level. However, Policy CS19 of the Core Strategy recognises that a more flexible approach may be required in certain circumstances. It states:

Existing employment land, or land last used for employment purposes will be retained in order to safeguard existing or potential jobs. The redevelopment of employment land and buildings will only take place if:

- *Redevelopment would not result in a loss of existing jobs or*

employment potential

- *There will still be an adequate supply of employment land in the locality*

If the above criteria can be satisfied then redevelopment will be allowed where it can be demonstrated that

- *to re-establish an employment use would cause unacceptable traffic, amenity, pollution or other environmental problems;*
- *and the buildings or land cannot satisfactorily support continued employment use*

7.26 It is clear from the wording of the policy that both elements of the above criteria needs to be met in order to satisfy this policy, the relevant criteria will be addressed in more detail below. No redevelopment is proposed by way of this application.

Redevelopment would not result in a loss of existing jobs or employment potential

7.27 The building has been actively marketed for 2.5 years without it been taken up by a permanent tenant. This is clear evidence the unit is not a favourable site within the available industrial unit offering in Barnsley. Furthermore, the unit is a large, single storey open plan unit which will only attract a limited number of operators that require such facilities.

7.28 It is un-viable for the current owner for the unit to continue to be vacant and the longer it remains vacant the more likely modern, fit for purpose units are developed making the uptake of the subject site more unlikely.

7.29 This criterion is considered to be met.

There will still be an adequate supply of employment land in the locality

7.30 Despite extensive marketing, the application site has been vacant for a period of 2.5 years. The unit is therefore not serving the purpose for which it was developed in respect of employment or economic benefits.

7.31 The Trampoline Park will in its own right provide numerous employment opportunities and likely up to the equivalent of 40no. full time positions. The proposals therefore whilst not strictly an employment use will create numerous employment opportunities primarily for local people, which cannot be ignored.

7.32 The opening hours proposed by the applicant will enable more flexible working patterns and similar or greater employment opportunities than the B use.

7.33 Whilst it is understood the unit could be brought back into beneficial use this is unlikely given how long the site has been unsuccessfully marketed.

7.34 The Trampoline Park offers far greater benefits in accordance with Core Strategy Policy CS19 than the current B Class use and therefore the above criterion of Policy EC 2 is met.

7.35 The Trampoline Park will also add to the tourist offering in the city in accordance with the Core Strategy aims. It is considered that there is a shortfall of such facilities within Barnsley and that the provision of a trampoline park will provide modern facilities, accessible to a wide cross section of society.

7.36 Further to the above, it is notes that a significant portion of land to the east of the site has been allocated for employment use and development via the UDP. It is understood that a planning permission has been implemented on the land. It is therefore clear that should significant demand for employment premises, modern units can be provided in an expedient timescale. Further to the above, it is considered indicative of the lack of demand in the locality that the permission has not been built out in full. The requirements of Policy CS19 are clearly met and the Council therefore able to support alternative uses at the Site.

Design Implications

7.37 Minor external alterations are proposed by way of the application. These generally relate to the entrance of the unit and will result in a modernisation in its appearance while maintaining a general conformity with the locality. Signage would be secured under a separate application in due course.

7.38 The application site is within an employment area, with predominantly industrial units. It is considered that the application proposals would bring an empty building back into use, retaining the local character of the environment and enhancing the internal fabric of the building.

7.39 The proposed development will not impact on the design of the unit.

Suitability of the Use in the Local Context and Amenity Implications

7.40 The Trampoline Park is considered a suitable use at the Site and will not conflict with other uses at the Business Park.

7.41 The proposed opening hours are; 9am to 10pm on Sundays to Thursdays, 10am to 11pm on Fridays and Saturdays. This is not considered to conflict with the existing uses at the Site since a number of the surrounding buildings are largely vacant.

7.42 The occupied units at the Business Park in work during the daytime and the Trampoline Park's busiest times will be Friday and Saturday evenings when the surrounding uses will likely be closed. As such, the hours proposed for the Trampoline Park will not conflict the existing units' daily operations.

7.43 The Trampoline Park will not be at odds with the surrounding uses and will not have an adverse impact on the amenity of the adjacent units.

Transport and Parking

7.44 A Transport Statement has been prepared separately and accompanies this application. The Statement discusses the use of the additional access point to the north west of the unit.

7.45 The proposal includes the formalisation and use of land surrounding the application unit for the purposes of car parking comprising 66 spaces. It is

considered this is entirely adequate for the proposed use of the site.

7.46 It has been demonstrated throughout this statement, and in the accompanying Transport Statement that the Site is located in an extremely sustainable location within walking distance to bus stops. It is also easily accessible by foot.

8.0 Conclusions

8.1 This Planning Statement has been prepared on behalf of Go Air (Barnsley) Ltd. Go Air have agreed terms to occupy Units 1 & 2 Rockingham Business Park subject to receipt of a satisfactory planning permission.

8.2 The application subject of this Statement seeks permission for the change of use of the subject site to Class D2 use in addition access, car parking and minor external alterations. It has been demonstrated through this statement that the proposals will have the following benefits:

- The unit will be brought back into beneficial use having been vacant for a period of 2.5 years;
- The proposal will offer up to 40no. full time employment opportunities;
- The site is located in a sustainable location;
- The proposals offers a fun fitness facility;
- The Trampoline Park will increase the tourist and leisure offer in Barnsley; and
- The opening hours of the Trampoline Park will not conflict with adjacent uses.

8.3 Further to the above, it has been demonstrated that the proposal accords with planning policy at a national and local level. It is considered the reoccupation of the unit clearly comprises sustainable economic development in facilitating the reoccupation of a long term vacant brownfield site.

8.4 It has been demonstrated that the loss of employment land is acceptable in accordance with the relevant Polices of the Saved Elements of the UDP and Core Strategy.

8.5 A Transport Statement has been submitted in support of the application which confirms the accessibility of the site from a range of transportation options in addition to being in the vicinity of the strategic highway network.

8.7 In light of the above, it is respectfully requested that the Local Planning Authority grant planning permission for the proposed development as submitted.