APPLICATION REFERENCE: 15/0625

PROPOSED CHANGE OF USE TO 'D2' INDOOR TRAMPOLINE PARK

HIGHWAYS REPORT – COMMENT 27/11/2015

This document has been drafted in response to the Highways Report quoted in black, bold italic text below.

This comment from 'Highways' has been made available 4 days before the committee date, a long time past the 'Consultation' date and has not been included within the Officers Recommendation Report. Failure to comply with the 'Consultation' date rules makes it very hard for any Applicant to answer any valid concerns raised in a timely manner.

The report simply makes a couple of statements which are incorrect and does not take any account of the in-depth visitor profile, vehicle movements analysis, parking capacity analysis and 'Travel Plan' submitted as part of the 'Planning Statement'. Appropriate rebuttal is detailed within the statement from 'Highways' below, highlighted in red for clarity. Underneath this, highlighted in blue, is the relevant extract from the 'Planning Statement', evidencing that all necessary 'due diligence' research has been done by the applicant and confirms that contrary to the statement from 'Highways' the parking is more than adequate for the proposed capacity venue. It can only be assumed that the author of the comment from 'Highways' has not properly evaluated section 7 of the submitted 'Planning Statement' which is, perhaps, evident in the brevity of their comment.

Head of Transportation.

Comment Date: Thu 26 Nov 2015
I'd like to note the following:

On street parking is restricted and oversubscribed. *This is irrelevant, as the car park capacity and the proposed operational capacity do not require any parking other than that which is demised to the unit.*
Proposal increases the number of available off street parking spaces to 56 from the existing 44. *This is incorrect; reference to the relevant plan submitted with the application shows proposed parking of 64 spaces.*
The parking standards are 1:23 /1:26 for this usage. Area is 3522m2, therefore the number of spaces required is 153 / 135. This proposal does not meet the standards. *There are no standards for a 'Trampoline Park' and using general 'D2' class use standards is inappropriate for this use, thus this calculation is irrelevant AND incorrect. The extract from the 'Planning Statement' below shows the proposed capacity, the vehicle movements this will drive and the maximum car parking required when the value is at capacity. This is 48.66 (49) spaces which leaves spare capacity of 16 spaces AND, this assumes that ALL patrons will travel in a private vehicle based on National policy regarding parking capacity which assumes average vehicle occupancy of three persons.*
Opening times are after the peak period so should not contribute to congestion in this locality. *This comment is irrelevant as the proposed venue will be open, as detailed in the 'Planning Statement' - Monday – Thursday, 10.00 – 22.00, Friday – Saturday, 09.00 – 23.00, Sundays/Bank Holidays, 09.00 – 22.00. Also, no consideration has been given to the proposed management of vehicle movements through pre-booking time slots are at quarter hour intervals which are precisely aimed at controlling congestion. The 'Trip profile' and 'Parking profile' tables detailed in the extract below gives unequivocal empirical evidence that the parking capacity is more than adequate.*
Good transport links to motorway, arterial routs and via public transport. *This somewhat supports the fact that the proposed project IS 'Sustainable' and provided opportunity for transport modes other than a private vehicle.*

Extract from 'Planning Statement'.

7. Travel

The applicant is aware of the preference for a 'Centre' location from the perspective of planning policy and have given the principles of 'Sustainability' due consideration prior to submitting this planning application.

If there were an appropriate site available within the town centre, that site would be the subject of this application. This is not the case, however and we trust that the LPA recognises that this is a position of absolute fact and therefore gives serious consideration to the 'sustainability' of the site selected. Planning policy does recognise that there are occasions when the rigid application of policy is inappropriate and that maximum benefit in service provision can often be achieved by applying policy as a 'best fit basis'. This is one of these occasions.

In order to prove compliance with the general principles of 'Sustainability' AND identify the impact of pedestrian/vehicular traffic an analysis has been undertaken and is detailed below. A separate 'Travel Plan' is enclosed as part of the application documentation.

The trip and parking analysis is based on the following:

- National policy regarding parking capacity is one space for every three patrons.
- The demised parking is 62 spaces plus 2 disability spaces plus 20 cycle spaces.
- The facility will be operated on a pre-booking system so visitor numbers will be pre-determined.
- Only the manager will be permitted to park in the demised parking.
- The facility capacity is 130 bouncers. Each 10 bouncers may attract one additional person as spectator.
- For pre-booked pay and bounce sessions the dwell time is 1 hour and the pre-booking time slots are at quarter hour intervals.
- For children's parties 2 vehicles remain for the duration of the session and 3 vehicles spend 5 minutes each dropping off and 10 minutes each collecting.
- The average party is 15 children.
- Two managers shifts per day, one commencing at opening one at 16.00.

A basic trip and peak parking analysis has been drafted and is detailed below. This has been based on sample peak periods only since the car parking capacity is sufficient to cater for peak periods thus an holistic analysis of all opening hours is irrelevant.

Trip profile, worst case, no non-vehicular trips									
Vehicle Trips	**16.00**	**16.15**	**16.30**	**16.45**	**17.00**	**17.15**	**17.30**	**17.45**	**18.00**
Manager	1								
Customers arriving 1 hour dwell	11.92	11.92	10.66	10.66	10.66	10.66	10.66	10.66	10.66
Customers Leaving 1 hour dwell		11.92	11.92	10.66	10.66	10.66	10.66	10.66	10.66
Party customers arriving 1.5 hour dwell			2				2		
Party customers leaving 1.5 hour dwell									2
Party customers arriving 5 min dwell drop off			3				3		
Party customers leaving 10 min dwell collection									3

Parking profile, worst case, no non-vehicular trips – spaces per 15 minutes									
Vehicle Trips	**16.00**	**16.15**	**16.30**	**16.45**	**17.00**	**17.15**	**17.30**	**17.45**	**18.00**
Manager	1	1	1	1	1	1	1	1	1
Customers 1 hour dwell	11.92	23.84	34.5	45.16	45.16	45.16	45.16	45.16	45.16
Party customers arriving			2	2	2	2	2	2	2

1.5 hour dwell									
Party customers arriving 5 min dwell drop off			0.25				0.25		
Party customers leaving 10 min dwell collection									0.5
Maximum spaces	12.92	24.84	37.75	48.16	48.16	48.16	48.41	48.16	48.66

These tables show the anticipated worst-case vehicular trips and parking capacity required for a selected peak period of the day and assumes that this peak represents full capacity. The selected time period shows the position when the facility is at capacity with I hour bouncers *and* at capacity with 1 hour bouncers and parties and therefore covers all eventualities.

The facility has a demised car park capacity of 64, which is clearly sufficient to accommodate the worst case peak demand.

Clearly the vehicle movements and parking capacity are well within tolerance of the sites capacity and thus there will be no adverse impacts on the neighbouring area, its occupiers or the environment. Indeed, the development of this facility is likely to prevent residents of this Council area commuting to similar facilities in other towns which will have a positive impact on congestion and emissions.

Alternative means of access:

Whilst the analysis above assumes that all patrons will access the venue using a private vehicle, other means of transport will be used by some patrons.

Walking:

There are several local Housing Estates close to the venue and it anticipated that local residents will take the short walk to the facility. This has not been factored into the above Parking Analysis Plan and as such will only have a positive impact.

Public Transport:

There are excellent Public Transport Links providing access to the venue via Clifton Road and Cherry Tree Road. It is anticipated that many patrons will take public transport to the venue. Once again, this has not been factored into the above Parking Analysis Plan and as such will only have a positive impact.

Note that whilst it is not the intention of this facility to draw patrons from a dispersed catchment area since the project will be commercially sustainable from the local population, the quality of public transport links does allow wider public access via public transport. Financial incentives will be provided to patrons who use public transport to get to the venue, refer to 'Travel Plan'.

Cycle:

Cycle racks will be provided to encourage patrons to ride to the venue. Financial incentives will be provided to patrons who cycle to the venue.

Clearly, therefore, the facility is easily accessible by a range of means of transport, including public transport, ensuring accessibility for all.