

Copeland area Planning Department, Cumberland Council

For the attention of Sarah Papaleo

Date: 30th October 2023

Your reference: 4/23/2275/0F1

Dear Sarah Papaleo

## **CONSULTATION ON PLANNING APPLICATION**

**Appn: 4/23/2275/0F1**  
**Site Address: CLEATOR MOOR LIBRARY, MARKET SQUARE, CLEATOR MOOR**  
**Proposal: EXTENSION AND ALTERATION OF EXISTING BUILDING TO  
CREATE A COMMUNITY HUB INCLUDING CAFÉ, RELOCATION OF  
EXISTING SCULPTURES TO REAR OF BUILDING, PUBLIC REALM  
IMPROVEMENTS INCLUDING RESTORATION OF MEMORIAL  
FOUNTAIN AND CREATION OF NEW LANDSCAPED AREAS,  
ACCESSIBILITY IMPROVEMENTS**

Thank you for your consultation on 10 October 2023 regarding the above Planning Application.

Cumberland Council as the Local Highway Authority (LHA) and Lead Local Flood Authority (LLFA) has reviewed the above planning reference and our findings are detailed below.

### **Local Highway Authority response:**

#### **Infrastructure Planning**

The Infrastructure Planning and Transport team are supportive of the development proposal and suggest that there needs to be further consideration of walking, cycling and wheeling opportunities within the proposal.

#### **Connectivity for Active and Leisure Travel / Connected Cleator Moor**

The proposals sit within a wider programme which includes improvements to connectivity throughout Cleator Moor. The Design and Access Statement focusses heavily on the design and less on access and the relationship of the site to the wider Town Deal proposals.

The site is also located within 300m of the C2C cycle route. This long distance cycle route runs from Whitehaven to Tynemouth / Sunderland. The C2C route is traffic free and follows former railway lines from Whitehaven to Rowrah. The value of connectivity to a traffic free route should not be underestimated in terms of an accessible route for all.

Further information on access including access by active travel is requested. This should include catchment for leisure trips to the café using the traffic free rail trail routes.

### Cycle Parking

Within the wider Town Deal programme Connected Town Cleator Moor and the re-development works on Leconfield will be creating a network of active travel routes. The community hub proposals have a key role to play in providing more high quality cycling facilities. They should be designed for people of all ages so they can choose to walk and cycle with ease. This includes having the ability to park their cycles. Related to this is better planning for walking and cycling in terms of parking provision and improving the public realm.

The team have concerns about the quantity, nature and location of cycle parking proposed within the development. The primary concern is under provision and location of cycle parking within the site which, as it stands, will not realise the full active travel journey potential.

The main concerns with cycle parking are:

- 4 Sheffield Stands (8 cycles spaces) is under capacity for the scale of the proposals;
- Sheffield stands are only appropriate for short stay parking not long stay. The latter is important for staff;
- lack of provision for 'non-standard cycles'. Adaptive cycles, tandems, trikes or cargo bikes have not been provided for;
- parking is only located at the front of the building and does not serve all the accessible entrances to the town hall or the café building; and
- there is no apparent capacity for growth.

It is suggested that the existing proposal should revisit the quantity, nature and location of cycle parking at the application site through:

- the provision of additional short stay cycle parking;
- the provision of long stay cycle parking;
- the provision of adaptive parking;
- the provision of short term and adaptive parking at the rear of the building to serve the café, youth area and town hall accessible entrances;
- the consideration of future growth in capacity;
- the consideration of provision of secure under cover parking provision within the car parking area; and
- following the guidance set down in LTN 1/20 and the principles set out in the UK governments Cycling and Walking Investment Strategy (2017).

### Quantity Cycle Parking

Current parking is 4 Sheffield stands, equating to 8 cycle parking spaces. This type of provision is generally considered to be 'short stay'. No long stay provision is indicated nor is any adaptive provision.

The expected provision of short stay would be at least 19 cycle parking spaces with a minimum of 1 adaptive cycle parking space.

It is difficult to assess long stay provision due to lack of information provided within the application documentation. It is therefore suggested that provision is at least 5 long term cycle space and at least 1 adaptive cycle parking space.

Table 11-1 of LTN 1/20 (*Cycle Infrastructure Design*) sets out recommended minimum provision of cycle parking Leisure and Institutions which includes Leisure centres, assembly halls, hospitals and healthcare. The figures are based on building area as information is not available on capacity / employees. It should be noted LTN 1/20 advises provision should be the higher of the area or capacity figures.

LTN 1/20 sets out two methods to calculate the number of cycle spaces required by Land Use Type and splits this into sub category. Levels of provision are generally based on area but can also be on seating capacity or number of employees.

- Short Stay: 1 space per 50m<sup>2</sup> or 1 space per 30 seats/ capacity;
- Long stay should be 1 space per 5 employees;
- Adaptive cycle provision is advised at 5% of total capacity co-located with disabled car parking; provision levels apply to both long and short stay.

### Cycle Parking Security

The proposed location of the 4 Sheffield Type stands (8 cycles) at the front of the Town Hall provides a degree of surveillance for short stay. People visiting the café would likely be more comfortable with parking their cycles in view of the café. It should be noted recreational cyclists, especially those on the C2C, may be carrying equipment for a multi-day trip. Luggage security and being able to see the loaded bike will be important here.

It is felt the current provision is not suitably secure for long stay cycle parking. If there is not the option within the building then an external secure cycle parking structure should be considered. This would bring the additional benefit of enabling people to make active travel journeys connecting with local transport.

#### Accessible Parking

The location is close to the accessible entrance of the Library and would give a degree of proximity for adaptive cyclists. The provision should be further reviewed to ensure there is enough space for an accessible cycle.

The current cycle provision does not serve the café area and Town Hall building. It is located away from the accessible entrances to both. Additional accessible parking provision is required.

#### **Lead Local Flood Authority response:**

The LLFA have no objection in principle but would like the following points addressed before a final response can be issued

- It is assumed there is no change to the existing drainage system that serves the current property as no drainage details have been submitted in support of this application.
- The LLFA would welcome some detail on how the surface water from the proposed new extension will either connect to the existing system of the building, or connect to its own surface water system.

#### **Conclusion:**

In light to the above comments additional details are required from the applicant.

Upon receipt of the amended plans I shall be better placed to provide full response.



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Yours sincerely

**Paul Telford**  
Development Management Officer