

Copeland area Planning Department, Cumberland Council

For the attention of Christie M Burns

Date: 22 January 2024
Your reference: 4/23/2344/0F1

Dear Christie M Burns

CONSULTATION ON PLANNING APPLICATION

Appn: 4/23/2344/0F1
Site Address: MILLOM RUGBY UNION FOOTBALL CLUB, WILSON PARK, HAVERIGG
Proposal: THE EXTENSION, RECONFIGURATION, AND MODERNISATION OF AN EXISTING CLUBHOUSE TO PROVIDE RFU COMPLIANT CHANGING FACILITIES AND A NEW GYM

Thank you for your consultation on 8 January 2024 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 attached previous comments below and the current status following additional information submitted to the Local Planning Authority (LPA) in January 2024.

- The LLFA would welcome full details of the surface water drainage system (incorporating SUDs features as far as practicable) and a maintenance schedule (identifying the responsible parties).

The above point still needs addressed as no drawings have been submitted showing any drainage detail and states within the amended application that the surface water will outfall via an existing water course, the water course has also not been shown on any plans, it also states within the application no watercourses are within 20 metres of the site. The LLFA would welcome a detailed plan showing how surface water will leave this site.

- Formalisation of car parking to the west of the clubhouse building in proposed. The number of increased parking spaces does not seem to reflect the area of parking. The red line boundary does not extend to the northern site access / egress. As it stands, the approach to the clubhouse building from the western access in the rugby club would include a section of grass (based on review of aerial imagery). Grass is not suitable surface for access by wheeling.

It is suggested that further information is provided on the access route to the clubhouse from the western access point along with further information on vehicle parking provision to the west of the clubhouse, including number of vehicles.

Plans appear to include additional overnight stay provision for camper vans but the nature and extent of surfacing is not fully disclosed. Potential increase in vehicle numbers has not been addressed.

It is suggested that further information is provided on operation of the site for campervans.

The above point will be dealt with via a new application as stated in the new information submitted to the LPA in January 2024.

- The car park east of the clubhouse has a bound surface. There is no segregated walking route through the car park. Surfacing of the west car park and approach to it may mean this is not suitable for all cyclists. There is a risk the operation of the gym and access to the building means cycle parking is not located conveniently for the facilities.

The car parks and areas east and west side of the clubhouse building do not appear to be fully connected by suitable paths.

The applicant should review internal access for walking, cycling and wheeling and make appropriate provision to enable people to move around the site without coming into conflict with vehicles.

Sufficient cycle parking should be proposed as part of the development and located in a safely accessible and attractive location to encourage active travel, in line with LTN1/20 guidance. Being an existing site does not exempt it.

The opening hours and operation of the building are going to impact on which entrances are being used. It is suggested that this is factored into cycle parking proposals.

LTN 1/20 advises cycle parking spaces for leisure and institutions should be:

- Short Stay – 1 per 50m² (total floor space) or 1 per 30 seats/ capacity
- Long Stay – 1 per five employees

It is suggested that the relevancy of Note LTN 1-20 Figure 11.1: Relationship between cycle parking duration of stay, location and ancillary facilities should be addressed. Options should be considered around covered provision in a compound or a small number of cycle lockers or cycle hangers.



**Flood & Development Management
Parkhouse Building
Carlisle
CA6 4SJ**

cumberland.gov.uk

The fact that the club operates a number of junior teams means those team members may be access the site by active travel. Provision of secure cycle parking would benefit them.

The above point will be dealt with via a new application as stated in the new information submitted to the LPA in January 2024.

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,

Yours sincerely

Paul Telford
Development Management Officer