
Copeland area Planning Department, Cumberland Council

For the attention of Christie M Burns

Date: 3 October 2024

Your reference: 4/24/2304/0F1

Dear Christie

CONSULTATION ON PLANNING APPLICATION

Appn: 4/24/2304/0F1

**Site Address: CAR SHOWROOM AND PREMISES, 6 MARKET STREET, MILLOM
LA18 4AH**

Proposal: CHANGE OF USE OF CAR SHOWROOM TO A GYM

Thank you for your consultation on 12 September 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 I have the following observations and recommendations.

Highway Comments

In terms of highway impact over the previous use as a car showroom, the only impact is the likely increase in customers, especially outside the 9-5pm opening hours of a car showroom. I accept that the location is town centre with good public transport options and is in walking distance of much of the town, but it is likely that people will still drive, especially at very early and late times the gym is proposed to be open.

I note that the car showroom had no staff of public parking so there is a precedence of operating here without dedicated parking, but there is likely to be an increase in parking demand with this use. I have looked at the parking options nearby and existing traffic / parking restrictions and note that the surrounding roads have double or single yellow lines to control parking.

There is on street parking available on residential streets such as Market Street (no restrictions) and also public parking at Market Square (3 min walk). It is even possible that users could use the supermarket car parks across the road as long as they comply with the conditions of use, or if the restrictions are relaxed when the shop is closed.

It would be impossible to provide parking at this location and it is also very difficult to know how many users will drive rather than walk or cycle. I am of the view that gym users arriving by car would park in many different locations (probably as close as possible) which will be dictated by time of day, availability of parking spaces and whether the waiting

restrictions are active. So there may be some inconvenience and added pressure on nearby residential streets, but since there are waiting restrictions in place on the roads that are more critical or are narrow, the consequences are likely to be impact on amenity, noise and inconvenience for nearby residents, rather than any material road safety, highway operation or congestion impact.

To encourage cycle use the applicant should include secure cycle parking within the curtilage, if not inside the building then outside in an overlooked, well-lit area that does not obstruct footways. It appears that the area of wide footway to the north of the unit would be a suitable place for Sheffield stands for example. It is suggested that at least 4 stands are included, providing 8 spaces. Please note that the appropriate streetworks permit and/or licence is required to erect cycle stands in this location.

LLFA Comments

As there is no changes to the building nor any new impermeable surfaces, there is no need for a surface water drainage strategy. There will be no increase in flood risk.

I note that the site is in Flood Zone 2 from a Main River. It is therefore the responsibility of the Environment Agency to assess the risk and determine whether a FRA is required.

Conclusion

I can confirm that the LHA and LLFA have no objection to the proposed development as it is considered that it will not have a material effect on existing highway conditions nor will it increase the flood risk on the site or elsewhere. However, I recommend that the following condition is included in any consent:

The applicant shall install cycle stands (or equivalent cycle parking provision) before commencement of operation to a specification and location agreed with the Planning Authority. The applicant shall submit details of the cycle parking provision to the Local Planning Authority for approval including location plans prior to commencement of the works.

Advisory Statement

Any works within or near the Highway must be authorised by the Council and no works shall be permitted or carried out on any part of the Highway including Verges, until you are in receipt of an appropriate permit from the LHA Streetworks team.

<https://www.cumberland.gov.uk/parking-roads-and-transport/streets-roads-and-pavements/street-licences-and-permits/street-permit-and-licence-fees-and-charges>

Please be advised that the Highway outside and or adjacent to the proposal must be kept clear and accessible at all times.



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cumberland.gov.uk

Yours sincerely

Shamus Giles

Lead Officer - Flood & Development Management