

Copeland area Planning Department, Cumberland Council

For the attention of Christie M Burns

Date: 27 November 2024

Your reference: 4/24/2355/0F1

Dear Christie M Burns

CONSULTATION ON PLANNING APPLICATION

Appn: 4/24/2355/0F1
Site Address: MILLOM SCHOOL, SALTHOUSE ROAD, MILLOM
Proposal: COMMUNITY LEISURE CENTRE AND ASSOCIATED PARKING AND LANDSCAPING INCLUDING FORMATION OF TEMPORARY CONSTRUCTION COMPOUND

Thank you for your consultation on 31 October 2024 regarding the above Planning Application.

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

Infrastructure Planning response:

Active Travel England Planning Application Assessment Toolkit

ATE have already issued standing advice for the application. The applicant is advised to review this.

Impact on existing walking, cycling and wheeling

The proposed relocation of cycle parking away from the bin store area in front of Millom Hub location would make it more accessible. The revised internal layout with footway along the western edge of the car park and crossing will improve access to the hub for pedestrians. Increased vehicle numbers related to the leisure centre car park would impact on those accessing the Millom Hub on a bicycle.

Cycle Parking

The location of cycle parking under the canopy at the entrance to the leisure centre is welcomed. This location provides a degree of protection from the weather and casual surveillance from people entering and leaving the building. Relocation of the cycle parking away from it's current location is welcomed as currently cycle parking could often be blocked by refuse bins.

There is a discrepancy in the information relating to cycle parking:

On the application form cycle parking levels are identified as 10 spaces, already existing and there will be no increase in provision. In paragraph 2.13 of the Transport Assessment reference is made to 26 cycle parking spaces outside of the Millom Hub. Paragraph 3.6 of the Transport Assessment set out the proposal for cycle parking as *'...provided for 12 bikes close to the new leisure centre building. The 13 Sheffield stands located near Millom Hub will be relocated as part of the proposal.'*

The internal floor space of the new leisure centre is 1,950sqm. Table 11 in chapter 11 of Local Traffic Note 1/20 – Cycle Infrastructure Design (LTN 1/20) provides guidance on cycle parking provision. The advised level of cycle parking provision for a leisure centre is:

Short Stay - 1 cycle parking space per 50sqm of internal floor area or per 30 seats (whichever is greatest).

Long Stay - 1 cycle parking space per 5 employees

The advised level of cycle parking for a school is:

Long Stay – 1 cycle parking space per 10 students and 1 cycle parking space per 20 staff.

The applicant should provide updated information on current and proposed cycle parking. Clearly identifying locations and type of cycle parking as well as the building or facility being served. Cycle parking should be both long and short stay. Due consideration should be given to security and the applicant is encouraged to consider provision of a larger covered cycle store. They could also consider providing a robust outdoor cycle maintenance stand. In determining provision of cycle parking the applicant should be mindful of UK Government ambitions for 50% of short journeys to be via active travel by 2030 and the proposals for upgraded active travel infrastructure on Salhouse Road which form part of the wider town deal programme.

Internal Layout

Proposed internal layout is car focused. Consideration has been given to the needs of pedestrians but the full potential has not been realised. Cyclists would be required to traverse the car park to reach the proposed cycle parking. This results in a situation where cyclist are in a high risk area in relation to vehicle movements – collisions caused by reversing and turning. LTN 1/20 sets out principles of access to cycle parking. The applicant is advised to provide a clear segregated route for cyclists from the site entrance to the cycle parking. Shared use provision would be sufficient. The applicant is encouraged to re-visit designs and maximise integration with the Millom Town Deal Cycling and Walking schemes. The applicant is encouraged to consider providing a new or upgraded separate active travel access / egress into the site to minimise mixing of active travel and vehicle transport modes.

We recommend:

The applicant reviews proposals in relation to cycle parking, internal layout and connectivity to facilitate active travel to and from the site.

Local Highway Authority response:

The LHA have reviewed the information submitted in support of this application and have the following comments that need addressed before a final response can be issued.

- All new footways within the proposed site are required to be a minimum of 2 metres in width and tactile paving to allow safe passage for pedestrians and better connectivity to the proposed site. a 3 metre shared cycleway/footway should also be considered to encourage active travel rather than vehicles.
- The access road from the proposed new car park to the leisure centre can be no less than 3.7metres in width as this is to allow safe passage for emergency vehicles.
- The proposed footway that runs on the opposite side of the Millom Hub joining the grassed bank area should be relocated to the opposite side against the existing building, this would remove 2 pedestrian crossing points and give better forward visibility to motorists using the access road.
- The give way markings on the leisure centre access road should be removed and a hatched area outside the hub should be created, stating that only service vehicles and accessible parking beyond this point, inclusion of signs saying the same could be installed, this would also encourage users not parking outside the designated car parking spaces.

Lead Local Flood Authority response:

The LLFA have reviewed the surface water drainage proposal for the site and in principle have no objections, but would like the following points addressed before a final response can be issued.

- When BRE365 tests are carried out within the proposed attenuation tanks locations and if infiltration is deemed viable the LLFA will have no objections to the proposed drainage design for all 3 drainage sites (Leisure Centre, Car Park, Playground) . however if infiltration is not an option the car park and playground drainage design needs to be reconsidered, The Town of Millom has suffered from several flooding events in recent years due to capacity issues within the combined sewers during storm events which has internal flooding to many property's within the area. The LLFA along with united utilities have planned schemes within the town to remove surface water from the combine sewer to which we the LLFA would expect this to happen on this proposed development site.

- **Proposed Car park area**

If levels only allow connection to the existing combined sewer any existing surface water drainage gullies etc should be connected to the proposed new surface water system attenuated and discharged at an agreed rate into the combined sewer.

- **Proposed playground area**

If levels only allow connection to the existing combined sewer any existing surface water drainage gullies etc should be connected to the proposed new surface water system attenuated and discharged at an agreed rate into the combined sewer.

- **Proposed Leisure Centre area**

The surface water drainage design for the leisure centre is acceptable as the proposed surface water system will outfall to salthouse pool water course, although the design is acceptable we as LLFA would recommend where possible existing surface water to be removed from the combined system and connected to the new .

Conclusion:

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

Infrastructure planning

The applicant reviews proposals in relation to cycle parking, internal layout and connectivity to facilitate active travel to and from the site.

LHA

The applicant is to amend plans to allow 2 metre footways throughout the site, Access Road to be increased to 3.7 metres, footway on the access road to be relocated and the hard standing area outside the Millom Hub is to include hashed area with signage to provide clear guidance what vehicles are allowed to use the access road.

LLFA

The applicant in the first instance is to carry out BRE365 test to show whether the ground is suitable for infiltration.

If Infiltration is not viable amended detailed drainage plans showing existing surface water being connected to the proposed and attenuated before outfalling to the combined sewer.

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