

Nuclear Decommissioning Authority

Proposed Change of Use Application
St George's Road, Millom

May 2022

Transport Statement

Report control

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1 Introduction

Background

- 1.1 Vectos has been appointed by the Nuclear Decommissioning Authority (NDA) to provide traffic and transportation advice to support a planning application for the change of use of Millom Library in Cumbria
- 1.2 The site lies within the jurisdiction of Copeland Council, with Cumbria County Council (CCC) acting as the highway authority.

Site Location and Context

- 1.3 The proposed site is located within the town of Millom, which lies on the west coast of Cumbria, approximately 7 miles north of Barrow-in-Furness. The strategic location of the site is shown in **Plan 1**, with **Plan 2** showing the site in a more local context. The application red line boundary is provided as **Figure 1.1** below.

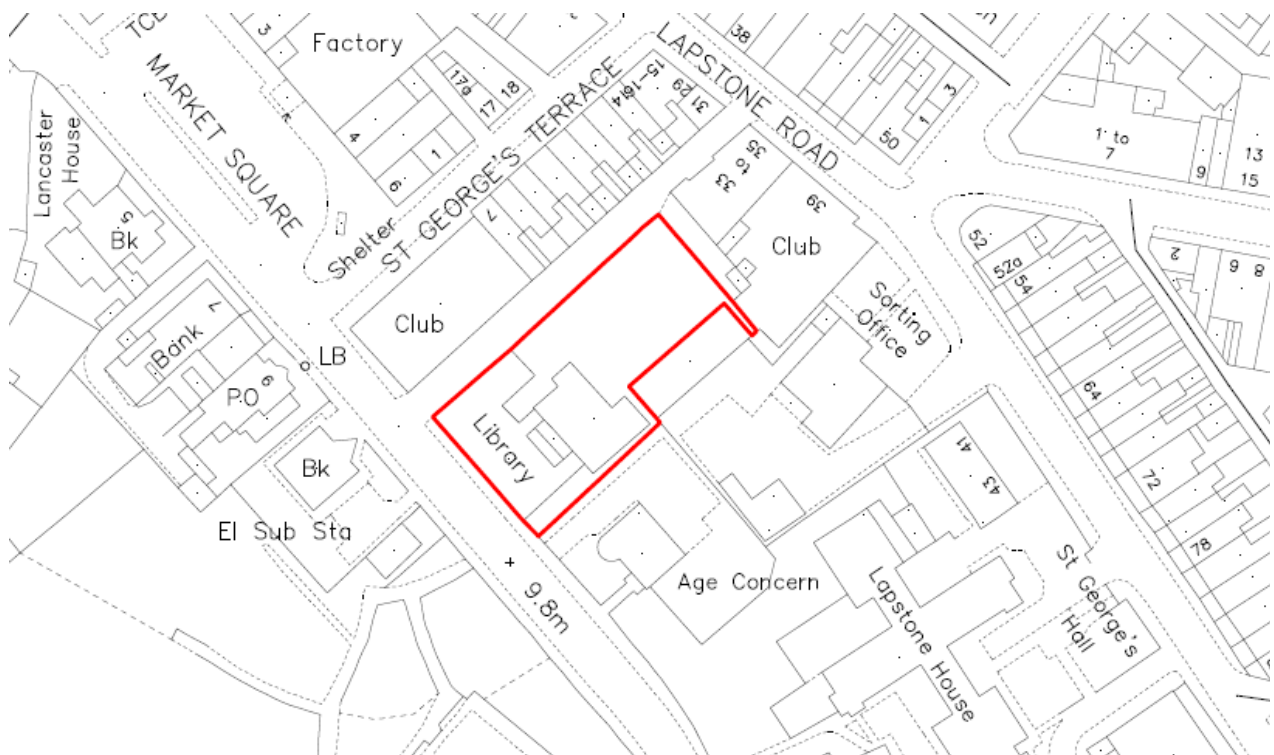


Figure 1.1: Application Site Boundary

- 1.4 The building which is subject to the planning application currently accommodates Millom Library at ground floor level and Council meeting rooms and offices at first floor level. The occupation of the upper floor level by these uses was approved under planning application 4/95/0610/0.
- 1.5 Surface car parking is provided to the rear of the building, which we understand only serves the application site.

Proposed Development

- 1.6 The planning application proposes the change of use of the existing building to allow it to operate as an office hub with ancillary meeting rooms. The development will be operated by NDA as a drop-in hub to be used by staff.
- 1.7 The development will also provide parking at the rear of the site which will accommodate 21 car parking spaces, along with parking for motorcycles.
- 1.8 The proposed site layout is shown in **Plan 3**.

Scope of Report

- 1.9 This Transport Statement has been prepared in accordance with guidance provided by the Department for Transport's (DfT) 'Travel Plans, Transport Assessment and Statements' (2014) document, as well as paying due cognisance to the now superseded 'Guidance on Transport Assessment'.
- 1.10 This report has been prepared in accordance with pre-application advice which was received from Copeland Council (Ref. PAA/21/0086). This stated that a Transport Statement and Framework Travel Plan would be required to support the planning application.
- 1.11 A copy of the pre-application advice is attached as **Appendix A** to this report.
- 1.12 Following this introduction, the report provides the following information:
 - Section 2 – A review of pertinent national planning policy guidance;
 - Section 3 – A review of baseline conditions;
 - Section 4 – A review of the accessibility of the site by sustainable modes;
 - Section 5 – A description of the development proposals and a review of its traffic impact;
 - Section 6 – An Interim Travel Plan; and
 - Section 7 – Report summary and conclusions.

2 Transport Planning Considerations

Introduction

- 2.1 This section of the report considers the national planning policy guidance which is pertinent in the context of the development proposals.

National Planning Policy Framework

- 2.2 The current National Planning Policy Framework (NPPF) was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous NPPF published in March 2012 and revised in July 2018 and February 2019. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.3 As part of promoting sustainable transport, paragraph 110 of the revised NPPF states that in assessing applications for development, it should be ensured that:
- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
 - safe and suitable access to the site can be achieved for all users;
 - the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 2.4 Paragraph 111 goes on to state that, 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

3 Baseline Conditions

Introduction

3.1 Section 3 describes the baseline conditions in the vicinity of the site.

Existing Site and Its Location

- 3.2 The site is located in the centre of the town of Millom, which sits on the north shore of the estuary of the River Duddon in southwest Cumbria. The site is bordered by a public house to the north, retail units to the east, a commercial building to the south, and St George's Road to the west.
- 3.3 Millom town centre provides a range of local amenities, including a supermarket, convenience stores, pub/ restaurants, a post office and cashpoints. Beyond the town centre, residential areas are located to the north, south, east and west.
- 3.4 To the rear of the existing library building lies an area of area of car parking which can accommodate 20 -30 vehicles and is accessed from St George's Road. It is understood that the car park is only used by visitors to the application site.

Surrounding Highway Network

3.5 The highway network in the vicinity of the site is presented in **Figure 3.1**, with the site location identified by the red star.

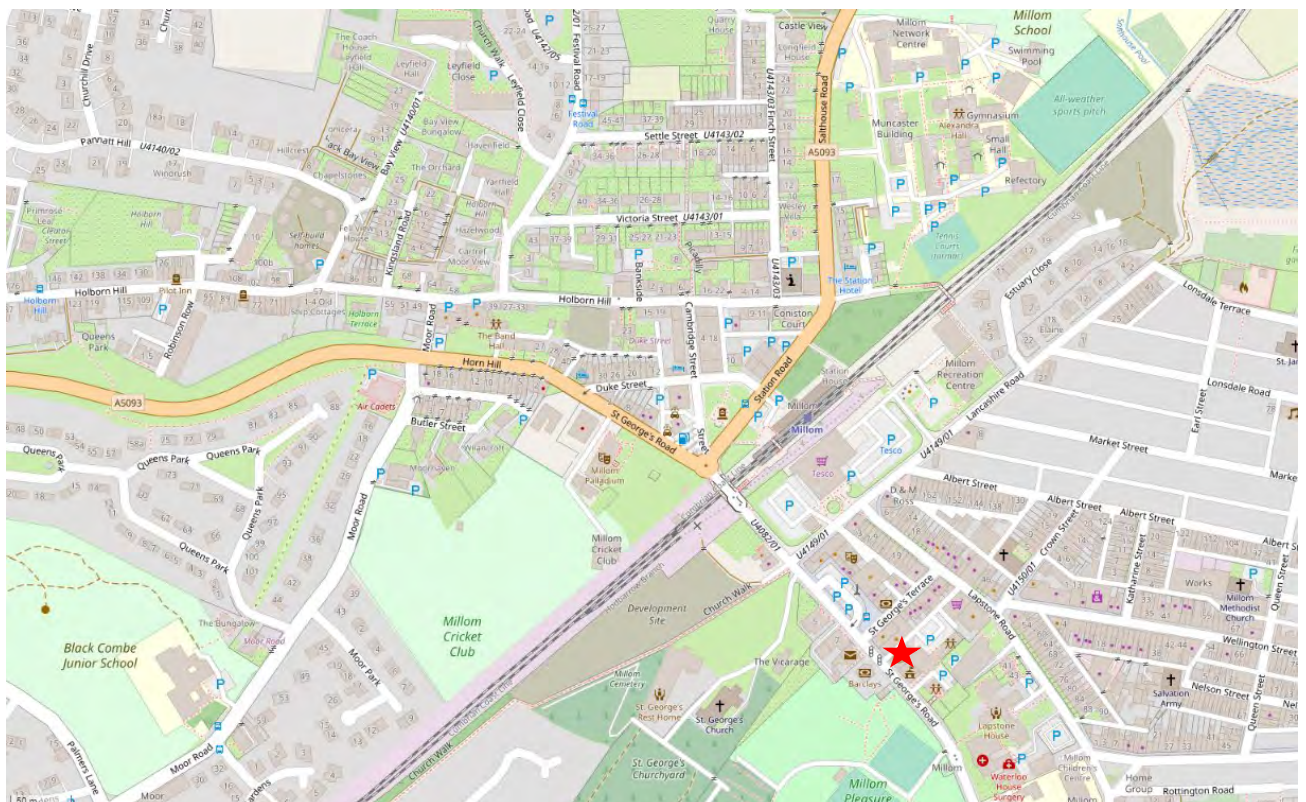


Figure 3.1: Surrounding Highway Network

- 3.6 As previously outlined St George's Road forms the western boundary of the site. Subject to a 30mph speed limit, St George's Road provides street lit footways on both sides of the carriageway, with frontage access providing to parking related to a number of premises. Traffic calming features are present on St George's Road to the south of the site.
- 3.7 Parking on St George's Road in the vicinity of the site is controlled by Cumbria County Council's Disc Zone scheme. This is intended to provide drivers with the opportunity to locate a short-stay parking space close to shops and local facilities, while encouraging the rapid turnover of available parking spaces. Within this zone a maximum of one hours parking is permitted Monday – Saturday between 0800 and 1800, with no return then permitted within 1 hour.
- 3.8 To the south of the site St George's Road provides access to residential areas on the southern side of Millom. It is then renamed Devonshire Road before terminating at the River Duddon estuary.
- 3.9 To the north of the site St George's Road forms a priority controlled roundabout with the A5093 St George's Road to the north and Station Road to the east. From this junction the A5093 provides access to residential areas on the western side of the town, and thereafter the settlements of Kirksanton and Silecroft, before ultimately terminating at an intersection with the A595.
- 3.10 Meanwhile Station Road provide access to residential areas on the northern side of the town, and thereafter The Hill and The Green, before it too forms a junction with the A595.
- 3.11 The A595 forms a primary route in Cumbria, providing access to Ravenglass, Whitehaven and Workington to the north and towards Broughton-in-Furness, Askham-in-Furness and Barrow-in-Furness to the east and south. In this direction it also connects with the A590 which then provides access to Junction 36 of the M6 motorway.

Road Safety Review

- 3.12 A review of accident records for the highway network has been undertaken using data available on the Crashmap website. Crashmap uses data collected by the police about road traffic crashes occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 3.13 The Crashmap analysis has been undertaken for the 5-year period between 2016 and 2020, which is the latest period for which data is available. The data is summarised in **Figure 3.2** below.

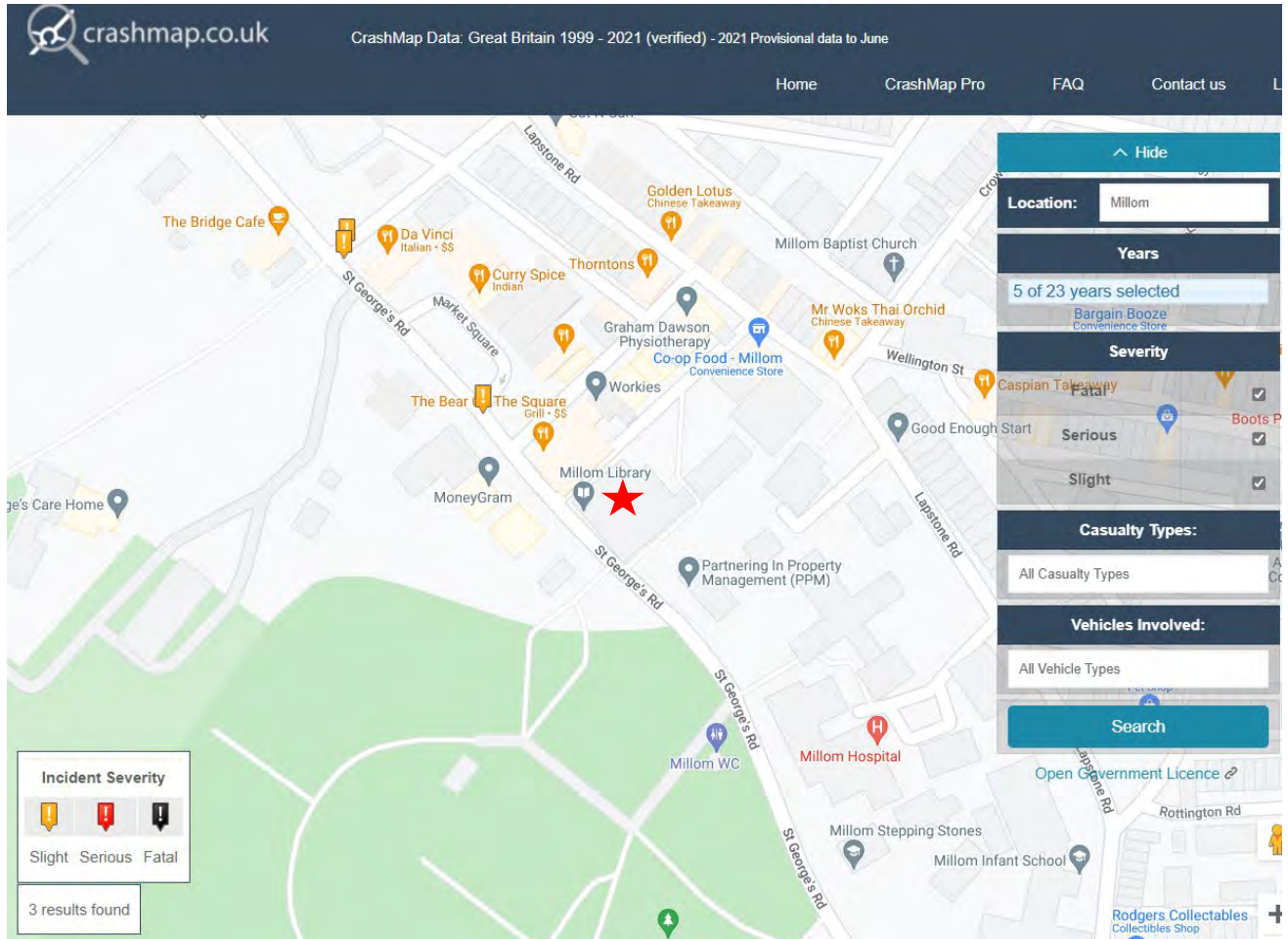


Figure 3.2: Accident Data Analysis

- 3.14 **Figure 3.2** reveals that in the last five years there have been no accidents on St George's Road in the vicinity of the car park access. This therefore confirms that there are no highway safety issues with this access arrangement.
- 3.15 The analysis also indicates that only 3 slight incidents have occurred on the wider highway network, which confirms that there are no existing highway safety issues within the town centre.
- 3.16 Based on this review it can be concluded that there are no highway safety issues with the operation of the site access or surrounding highway network.

4 Accessibility by Sustainable Travel Modes

Introduction

- 4.1 This section outlines the accessibility of the proposed development site by a range of sustainable access modes.
- 4.2 The National Planning Policy Framework states that opportunities to promote walking, cycling and public transport use should be identified and pursued. In this context the accessibility of the site by the following modes of travel has been considered:
- Accessibility on foot.
 - Accessibility by cycle.
 - Accessibility by public transport.
- 4.3 In considering the opportunity for staff to travel by sustainable modes of travel it is important to consider home locations. To this end NDA have provided data showing the home locations of their staff and contractors, to whom the development will be available. This is provided as **Plan 4**.

Pedestrian Accessibility

- 4.4 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance for commuting/ school purposes is 1 kilometre, with the preferred maximum distance of 2 kilometres. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.
- 4.5 The more recent CIHT document 'Planning for Walking' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6 kilometres) are made wholly on foot.
- 4.6 On this basis **Plan 5** illustrates the 1 and 2 kilometre catchments of the site. This reveals that almost the whole of Millom is within 1 kilometre of the site, while the 2 kilometre catchment extends to include the outskirts of Haverigg. When cross-referenced against the information provided in **Plan 4**, this illustrates that over 500 staff and contractors residing in Millom have the opportunity to walk to the site.
- 4.7 Pedestrian movements within the town are supported by a comprehensive street lit pedestrian network, including dropped kerb provision. In the direct vicinity of the site a signalised pedestrian crossing is provided on St George's Road which provides pedestrians with safe crossing facilities across this road.
- 4.8 The site is therefore considered to be accessible on foot, with good access to a range of day-to-day amenities.

Cycle Accessibility

- 4.9 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The Department for Transport's (DfT) Local Transport Note 2/08 Cycle Infrastructure Design (2008) states that, 'many utility cycle journeys are under 3 miles (5 kilometres) although for commuters a trip distance of over 5 miles (8 kilometres) is not uncommon'.
- 4.10 With this in mind, **Plan 6** displays a 5 kilometre cycle catchment from the site. This would equate to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour. Based upon the above guidance this catchment represents the lower threshold of the potential cycle catchment of the site.
- 4.11 This demonstrates that the entirety of the Millom is easily accessible by bicycle, with the catchment extending to include settlements of The Hill, Haverigg, Kirksanton and the outskirts of Silecroft. When cross-referenced against **Plan 4**, this indicates that at least 550 members of NDA staff have the opportunity to cycle to the site.
- 4.12 The site is therefore considered accessible by bicycle.

Accessibility by Public Transport

- 4.13 Millom railway station is located on Station Road, approximately 300 metres walking distance from the site. The station provides a staffed ticket office, along with toilets, ramped train access and step free coverage, and cycle parking.
- 4.14 From Millom station hourly services are operated to Lancaster in the south and Carlisle to the north, with services also calling at local destinations including Carnforth, Grange-over-Sands, Ulverston, Barrow-in-Furness, Whitehaven, Workington and Maryport.
- 4.15 The journey time to Lancaster is approximately 30 minutes, with trips to Carlisle taking around 1 hour. From Lancaster station onwards services are operated to regional and national destinations including Preston, Bolton, Manchester, Leeds, Glasgow and London.
- 4.16 Services are operated by Northern Rail who allow bicycles on their services. The opportunity therefore exists for employees to undertake a linked cycle and rail journey.
- 4.17 **Plan 4** illustrates the number of NDA staff and contractors who live in close proximity to a railway station. This highlights that enormous potential for NDA staff using the proposed development to travel to the site by rail.
- 4.18 The site is therefore considered to be highly accessible by rail.

Conclusion

- 4.19 The site is to be operated by NDA as a drop in hub for staff. Supplemented with information on staff and contractor home locations, it has been demonstrated that the site provides an excellent opportunity for staff to travel to the site by a sustainable form of travel, therefore significantly reducing the reliance on travel by the private car.

5 Development Proposals and Its Impact

Introduction

- 5.1 Section 5 provides a description of the development proposals, together with a review of the impact of the development on the operation of the surrounding highway network.

Built Development and Access Proposals

- 5.2 The planning application seeks the change of use of Millom Library to provide an office hub and ancillary meeting rooms.
- 5.3 The existing building covers an area of 785 sqm, of which 288 sqm is at upper floor level and previously used as Council offices. Therefore, while the whole building is subject to the change of use application, in practice the appreciable change of use will only occur over 497 sqm.
- 5.4 The site is to be operated by NDA as a drop in hub for all staff. The floorspace will be used for agile working practices, with an electronic desk booking system operated. Using this staff will be able to book desk space in advance, and in turn will also understand if the development is at capacity on a particular day. This will avoid any staff capacity issues.
- 5.5 Vehicle access to the site is proposed via the existing access with St George's Road. It has been demonstrated that this existing access operates without safety issue.
- 5.6 Servicing of the site will be undertaken in accordance with the existing arrangements.

Traffic Generation

- 5.7 To consider the volume of vehicle trips that an office development of this scale could potentially generate the TRICS database version 7.8.4 has been interrogated. It is noted that the TRICS database does not include any library type developments, and as such it has not been able to undertake a trip rate analysis for the existing land use.
- 5.8 It should be noted that the information provided by NDA on staff home locations has demonstrated the enormous potential for staff to travel to the site by a sustainable mode of travel, in particular by rail. This high level of accessibility may not be completely reflected in the following TRICS analysis, meaning that the traffic generation, and car parking occupancy analysis, may in fact be an overestimation of the sites actual traffic and parking demand.
- 5.9 The TRICS assessment has been undertaken adopting the following parameters:
- 'Employment/ Office' range of sites.
 - Sites in the UK excluding London.
 - Sites located in town centre and edge of town centre locations.
 - Sites with a GFA between 178 sqm and 2,000 sqm selected.

— Average trip rates calculated.

- 5.10 The resultant trip rates and associated trips are presented in **Table 5.1** below for the typical weekday AM and PM peak hours. These are presented both for the GFA of the full building, as well as for the ground floor level in isolation given only this area will experience the appreciable change in use. The full TRICS output files are presented in **Appendix B**.

	Trip Rate (Cars)		Trips (Full Floor Area)		Trips (Ground Floor Only)	
	Arr	Dep	Arr	Dep	Arr	Dep
AM (0800-0800)	2.002	0.120	16	1	10	1
PM (1700-1800)	0.299	1.763	2	14	1	9

Table 5.1: Proposed Development Trip Rates and Trips

- 5.11 As **Table 5.1** illustrates, that an office development of this scale has the potential to generate 17 two-way vehicle trips during the AM peak hour and 16 two-way trips during the PM peak hour. However, if the ground floor area in isolation is considered, then the planning application would potentially only result in 11 additional two-way vehicle trips accessing the site in the AM peak hour, and only 10 additional two-way vehicle trips accessing the site in the PM peak hour.
- 5.12 The DfT Matrix website includes a 2019 count undertaken on St George's Road in the vicinity of the library (Site number 809629). Reference to this count point reveals that an AM peak hour two way flow of 444 vehicles was recorded, while during the PM peak hour a two-way flow of 456 vehicles was recorded.
- 5.13 As such, even if the trips for the full floor area are adopted, the proposed development would result in less than a 4% increase in peak hour traffic flows on St George's Road. In practice such an increase in traffic flows would be imperceptible, and would certainly have no material impact upon the safe and efficient operation of the roads surrounding the site.
- 5.14 It is also noted that the above figures do not include any allowance for traffic flows generated by the existing Library use, and therefore in practice the net increase in traffic would be lower than these forecasts suggest.

Car Parking

- 5.15 The proposed development will be supported by 21 car parking spaces, with dedicated parking also provided for motorcycles. Of this provision 2 bays will be equipped with electric vehicle charging facilities, with 1 accessible bay also provided. All spaces will be located to the east of the building. The parking spaces will be accessed via an existing entrance, which will be widened to allow easier ingress and egress for vehicles.
- 5.16 The development will also include an electronic desk booking system for the car park. This will be used to manage the car parking provision, informing employees about whether a parking space is available at the site, and thereby helping to avoid excess demand for spaces occurring.

- 5.17 Cumbria County Council's parking standards are provided in Appendix 1 of their Development Design Guide. For B1 office developments this states a parking standard of 1 space/ 25 sqm GFA.
- 5.18 In the context of the proposed development this equates to 31 parking spaces. The proposed volume of car parking represents over 70% of this provision, and is therefore considered to reflect the Council's standards while also positively assisting with the promotion of travel by sustainable means, as will be advocated through the adopted Travel Plan.

6 Interim Travel Plan

Introduction

- 6.1 Section 6 of this report provides an Interim Travel Plan for the proposed development

Interim Travel Plan

- 6.2 This Interim Travel Plan has been prepared in accordance with Cumbria County Council's 'Travel Plans and the Planning Process in Cumbria: Guidance for Developers' document.
- 6.3 It provides a 'heads of terms' for a Full Workplace Travel Plan which will be prepared once the development has planning permission. The Full Travel Plan can be secured by an appropriately worded planning condition.
- 6.4 The Full Travel Plan will provide the following:
- The aims and objectives of the Travel Plan, with the key aim being to reduced single occupancy vehicle trips.
 - A summary of pertinent local and national planning policy guidelines.
 - Details of the Travel Plan Co-ordinator and a description of their role.
 - A description of the accessibility of the site by sustainable means of travel.
 - A package of measures designed to promote and encourage sustainable travel practices.
 - Details of agreed travel targets and how the Travel Plan will be monitored.
 - A programme for the implementation of the Travel Plan.
- 6.5 The Travel Plan will be agreed with the pertinent stakeholders and will then remain in place for a period of 5 years following its adoption.

7 Summary and Conclusions

Summary

- 7.1 Vectos has been appointed by the Nuclear Decommissioning Authority (NDA) to provide traffic and transportation advice to support a change of use at Millom Library in Copeland, Cumbria, to allow its use as an office hub with ancillary meeting rooms.
- 7.2 The site is to be operated by NDA as a drop in hub for all staff. The floorspace will be used for agile working practices, with an electronic desk booking system operated. Using this staff will be able to book desk space in advance, and in turn will also understand if the development is at capacity on a particular day. This will avoid any staff capacity issues.
- 7.3 This Transport Statement has been prepared in accordance with pre-application guidance from Copeland Council and draws the following conclusions:
- In accordance with planning policy guidance, which promotes sustainable development, the site has been demonstrated to be accessible on foot, by cycle and by public transport.
 - The analysis has been supplemented with information on staff and contractor home locations which has been provided in NDA. This information has demonstrated the excellent opportunity the site provides for staff to travel by sustainable means, in particular by rail.
 - To further promote and enhance travel by sustainable means an Interim Travel Plan has been prepared.
 - A review of historical collision data has demonstrated that there are no existing accident blackspots in the vicinity of the site.
 - Vehicle access to the car park will be provided from an existing access onto St George's Road. The accident data analysis also demonstrated that this access operates without safety issues.
 - A trip generation analysis has been undertaken. Even adopting robust assumptions it has been demonstrated that the increase in vehicle trips resulting from the proposed development will be imperceptible on the surrounding road network, and will certainly have no materially detrimental impact upon its safe and efficient operation.
 - The development will provide parking for 22 vehicles, a provision which reflects Cumbria County Council's guidance while also positively assisting with the aim of encouraging travel by non-car modes. An electronic desk booking system for car parking spaces will be operated.
 - Servicing of the site will be undertaken in accordance with the existing arrangements.

Conclusion

- 7.4 The development site is in a sustainable location and would not have a detrimental impact upon either the operation or safety of the local highway network. It provides an appropriate level of car parking and can be safely serviced.
- 7.5 The National Planning Policy Framework states that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”
- 7.6 This report has demonstrated that the proposed development would have no impact upon highway safety and that the residual cumulative impacts of the proposed development would not be severe. Therefore, it is considered there are no reasons why the planning application should be refused on highway or transportation grounds.

Plans



CLIENT:

NDA Properties Limited

PROJECT TITLE:

St George's Road, Millom

DRAWING TITLE:

Site Location (Wider Context)

vectos.

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWN:

CJ

CHECKED:

RW

DATE

March 2022

SCALE:

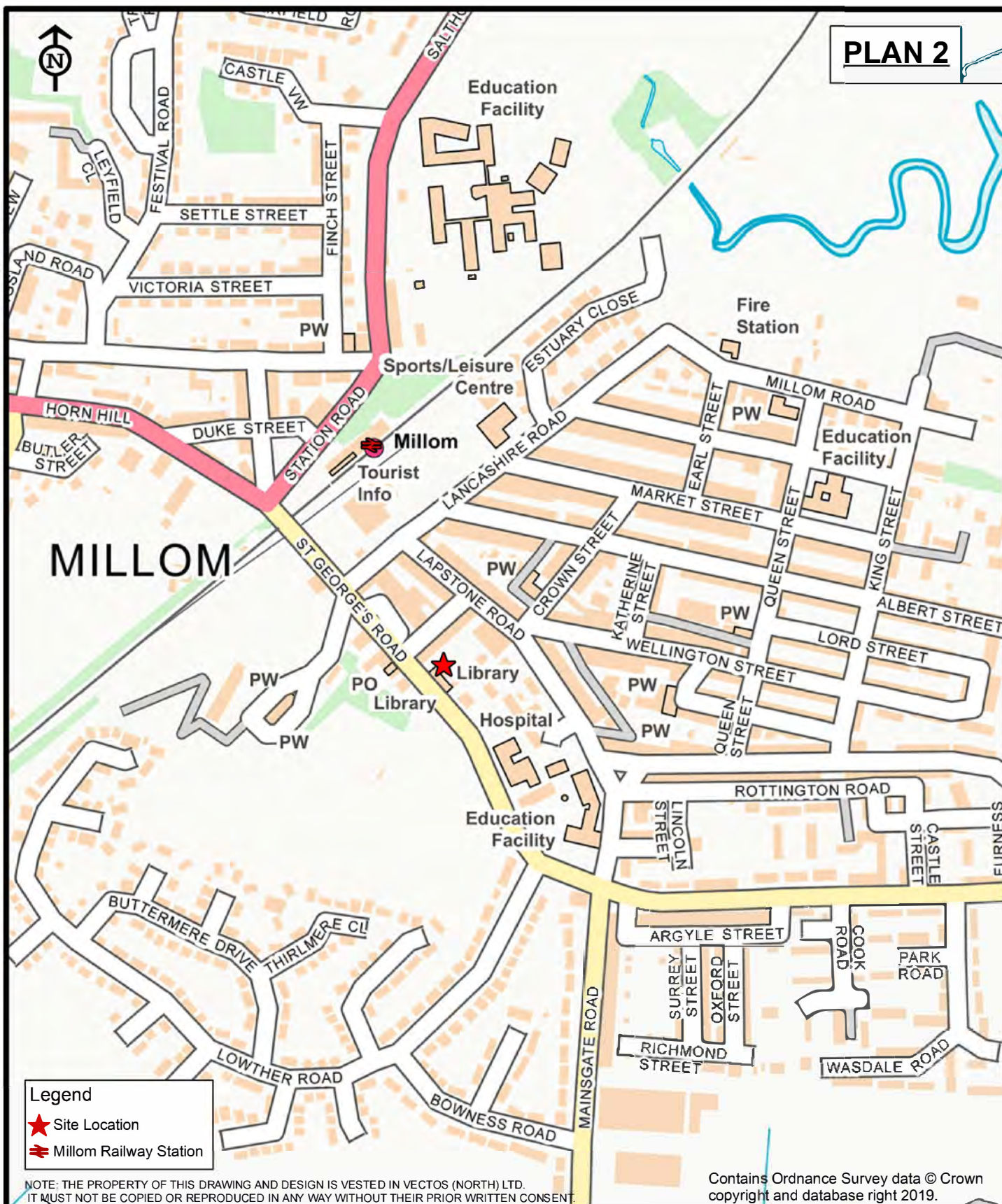
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DRAWING NO:

VN222228-G100

REVISION:

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CLIENT:

NDA Properties Limited

PROJECT TITLE:

St George's Road, Millom

DRAWING TITLE:

Site Location (Local Context)

DRAWN:

CJ

CHECKED:

RW

DATE

March 2022

SCALE:

1:5,000 at A4

DRAWING NO:

VN222228-G101

REVISION:

.

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PLAN 3

Survenco Ltd
Chartered Surveyors

Far End Farm
Garsdale
Sedburgh
Cumbria
LA10 5PN

Notes

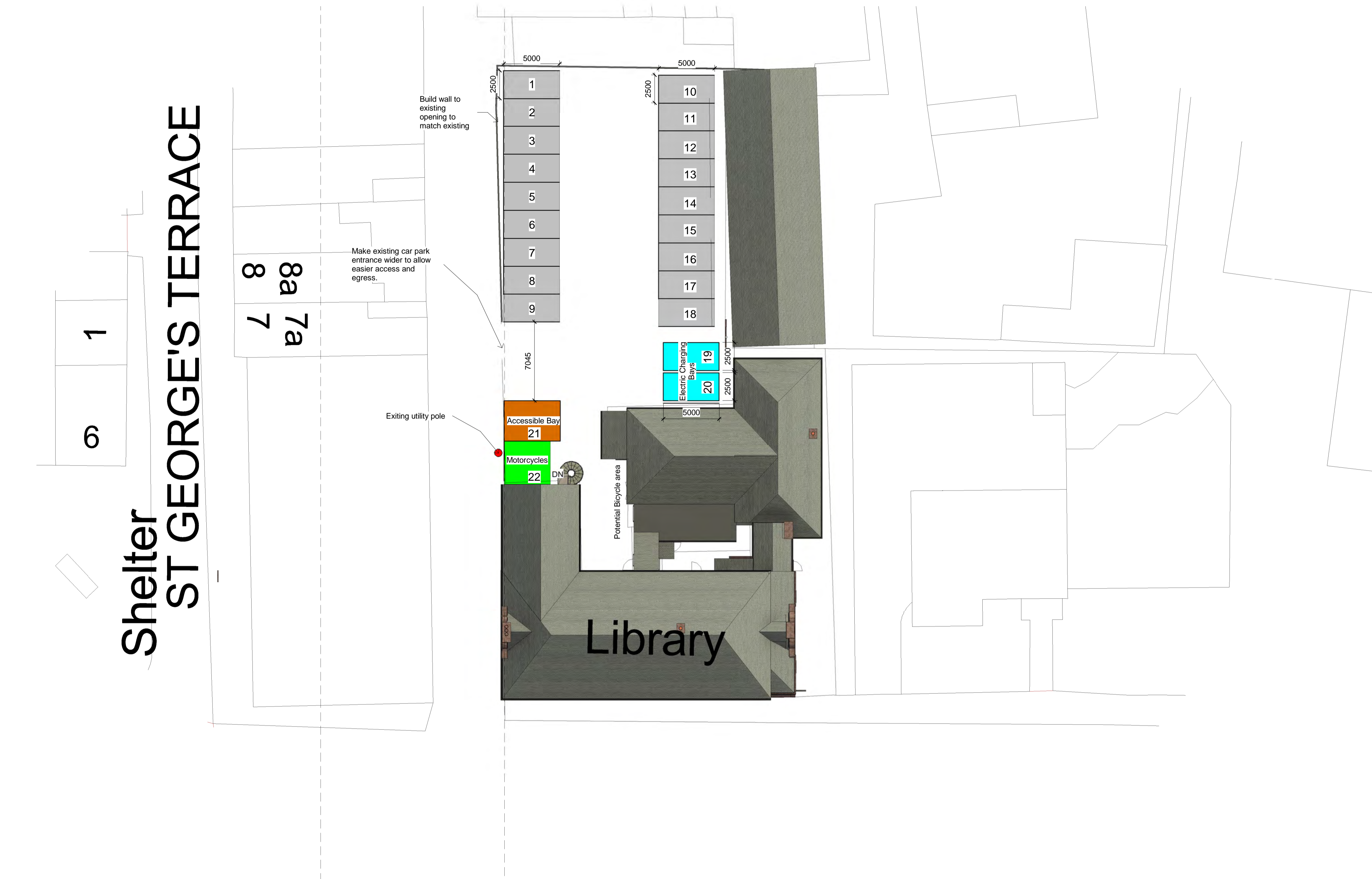
Survenco Ltd
Chartered Surveyors

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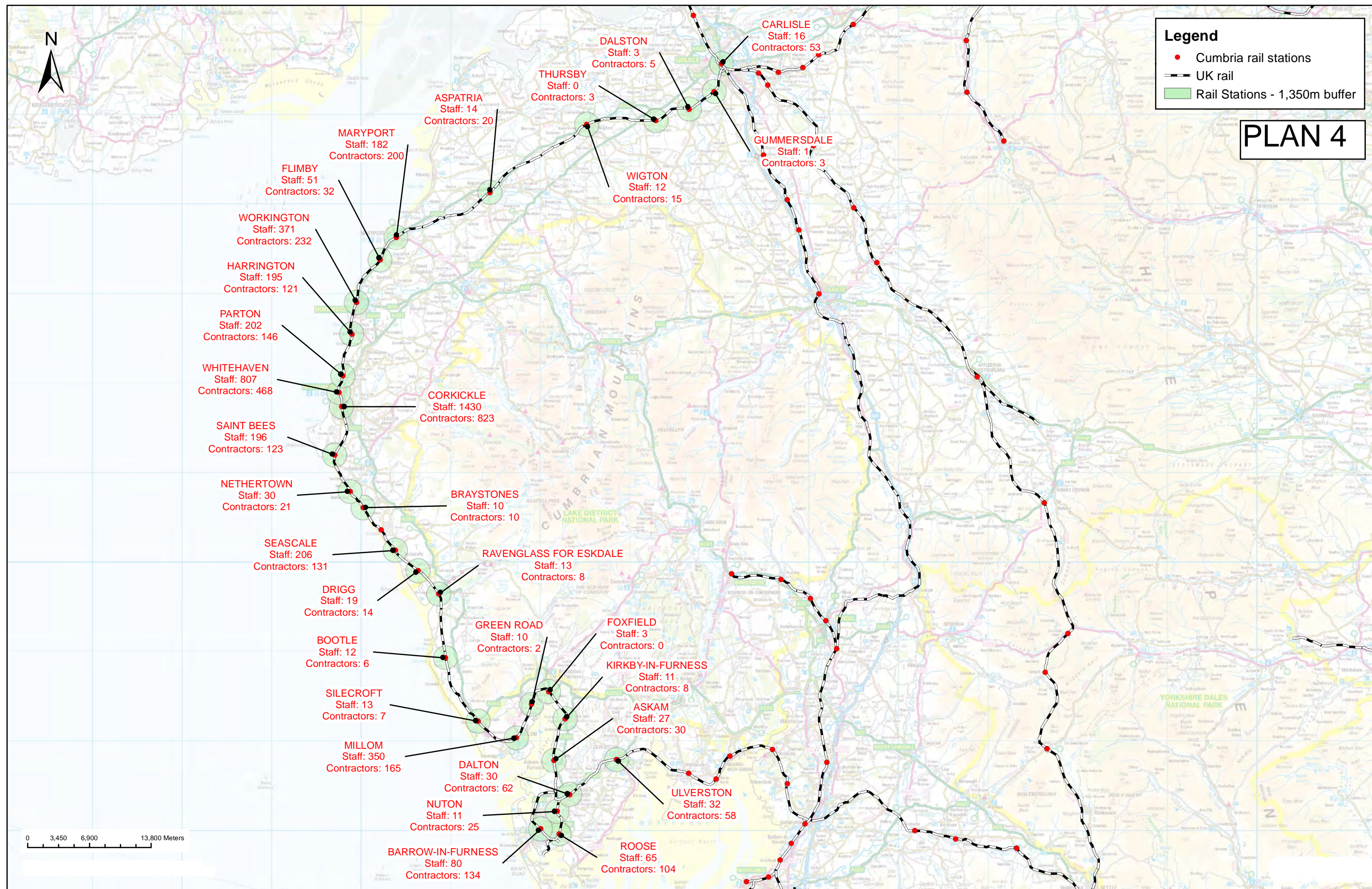
NDA Properties Ltd
Millom Library

Car Park Proposed

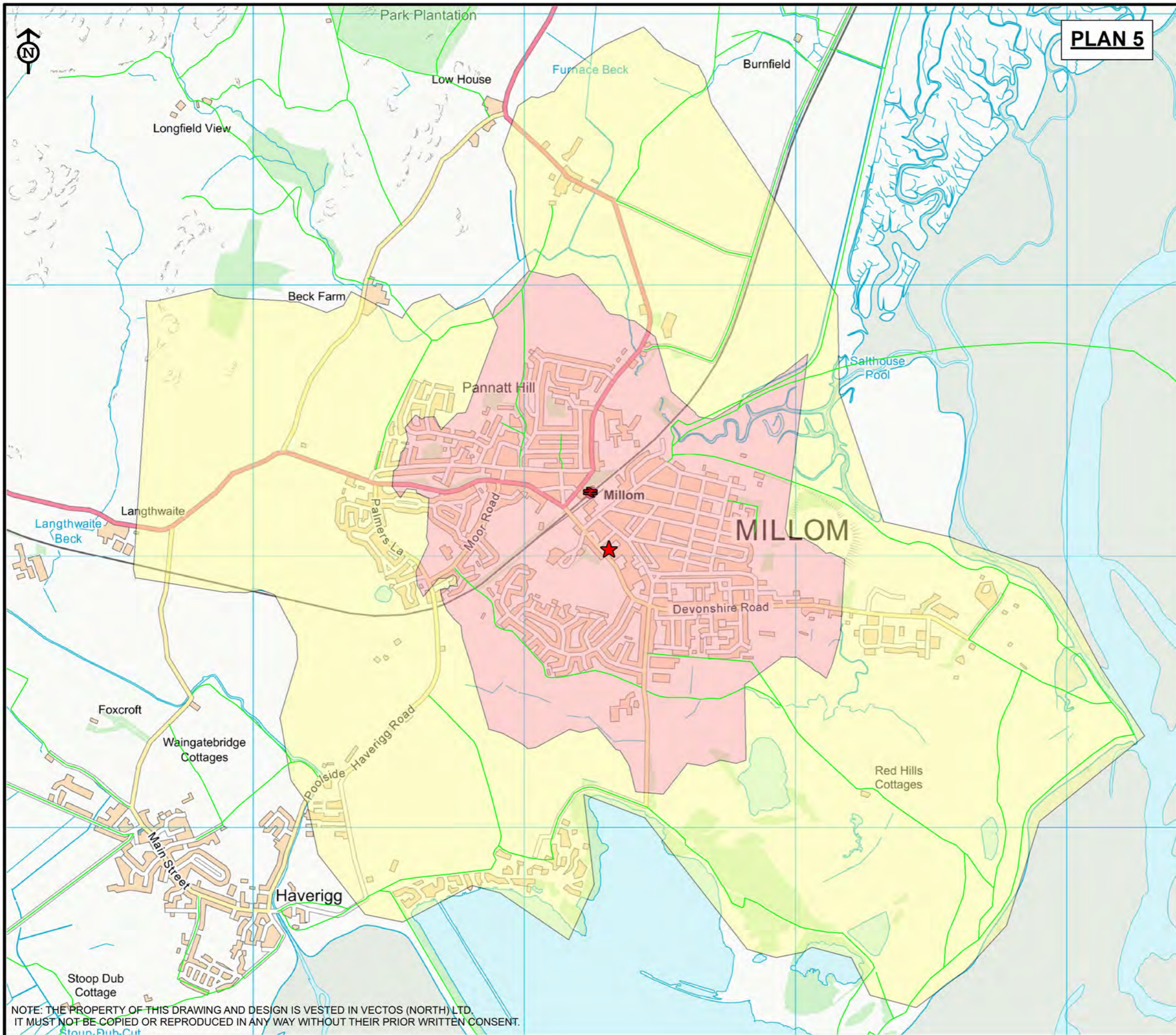
Project number	144-18
Date	18/05/22
Drawn by	SWB
Checked by	Checker
M09	
Scale	1 : 200 @A1



1 Car Park Proposed



STAFF & CONTRACTOR HOME LOCATIONS
Individuals within 1,350m radius of rail station



PLAN 5

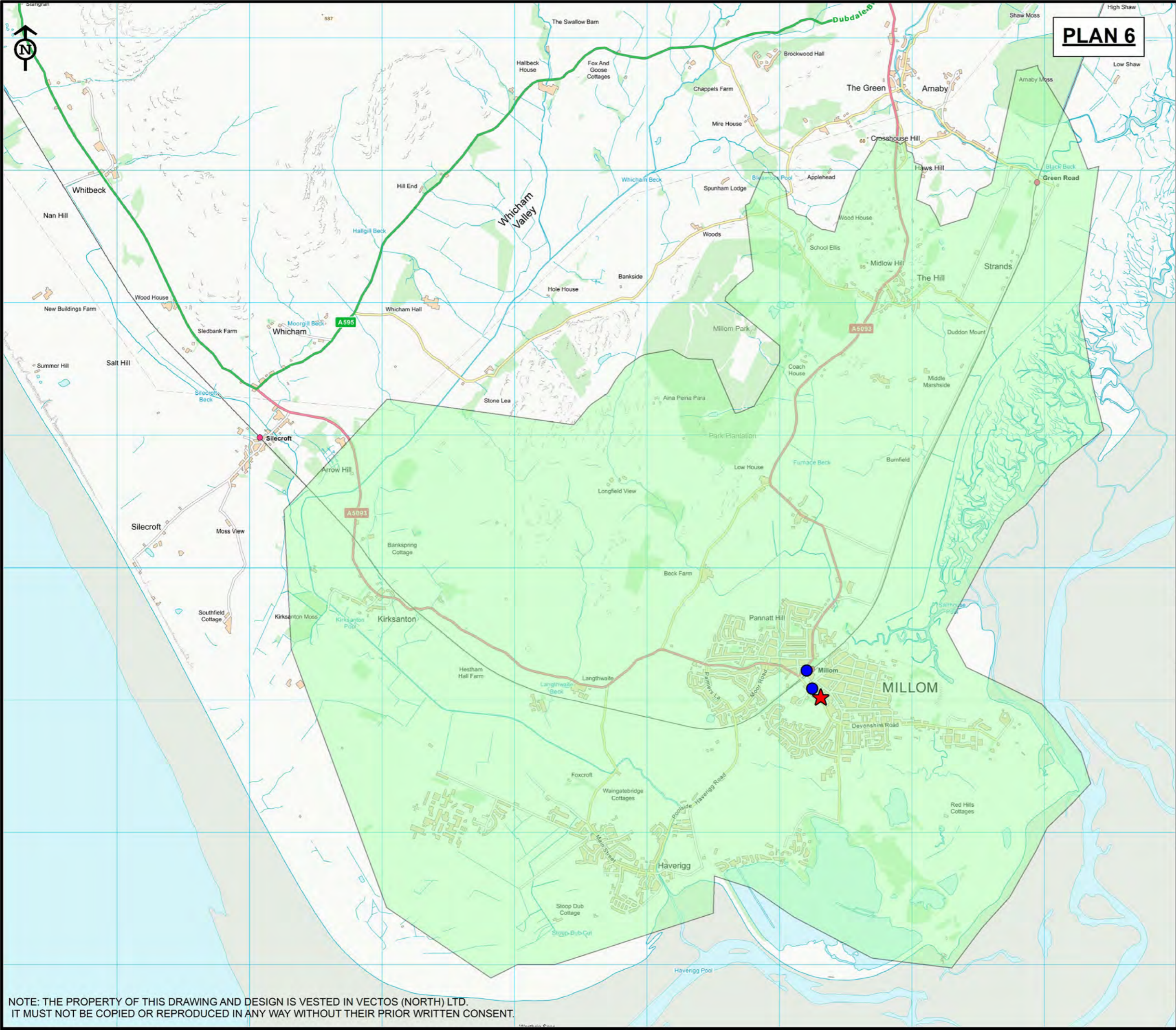
- Legend
- ★ Site Location
 - ⚓ Millom Railway Station
 - Public Right of Way
- Walking Catchment
- 0 - 1km
 - 1km - 2km

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CLIENT:		
NDA Properties Limited		
PROJECT TITLE:		
St George's Road, Millom		
DRAWING TITLE:		
Pedestrian Walking Catchment		
SCALE:		
N.T.S		
DRAWN:	CHECKED:	DATE:
CJ	RW	Mar 2022
vectos.		
Oxford Place, 61 Oxford Street, Manchester M1 6EQ t:0161 228 1008 e:manchester@vectos.co.uk		
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PLAN 6

- Legend
- ★ Site Location
 - Cycle Parking
 - Cycling Catchment
 - 0 - 5km

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CLIENT:
NDA Properties Limited

PROJECT TITLE:
St George's Road, Millom

DRAWING TITLE:
Cycling Catchment

SCALE:
N.T.S

DRAWN: CJ CHECKED: RW DATE: Mar 2022

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Appendix A

Pre-Application Advice

Avison Young
Central Square South
Newcastle Upon Tyne
NE1 3AZ
FAO Chris Johnson

Please Contact: Christie M Burns
Officer Tel No: 07799131879
My Ref: PAA/21/0086
Date: 6 December 2021

Dear Mr Johnson,

REQUEST FOR PRE-APPLICATION ADVICE

REFERENCE NUMBER: PAA/21/0086

RE: CHANGE OF USE FROM A LIBRARY TO AN OFFICE HUB WITH ANCILLARY MEETING ROOMS AND CAR PARKING

AT: MILLOM LIBRARY, MILLOM COUNCIL CENTRE, ST GEORGES ROAD, MILLOM

Thank you for your pre-application request form which was received on the 22nd November 2021.

Based on the information you have provided and a review of the site on the Council's GIS mapping system, I would advise that planning permission would be required to change the use of this site. For an application of this nature to be validated you will need to submit the following:

- The attached application form;
- A fee of £462;
- A site location plan;
- Scaled block plan;
- Plans to show the development, i.e. Floor plans and elevations (if external alterations proposed);
- Design and Access Statement – details of how the site will be operated;
- Planning Statement;
- Heritage Statement;
- Transport Statement;
- Travel Plan

I would advise that the following policies in the Copeland Local Plan 2013 – 2028 relevant to this proposal are as follows:

- Policy ST1 – Strategic Development Principles

- Policy ST2 – Spatial Development Strategy
- Policy ST3 – Strategic Development Priorities
- Policy ER1 – Planning for the Nuclear Sector
- Policy ER5 – Improving the Quality of Employment Space
- Policy ER6 – Location of Employment
- Policy ER7 – Principal Town Centre, Key Service Centres, Local Centres and other Service Areas: Roles and Functions
- Policy SS4 – Community and Cultural Facilities and Services
- Policy T1 – Improving Accessibility and Transport
- Policy ER9 – The Key Service Centres, Local Centres and other small centres
- Policy ENV4 – Heritage Assets
- Policy SS4 – Community and Cultural Facilities and Services
- Policy DM6A – Managing Non-Retail Development in Town Centres
- Policy DM10 – Achieving Quality of Place
- Policy DM21 – Protecting Community Facilities
- Policy DM22 – Accessible Developments
- Policy DM27 – Built Heritage and Archaeology

You can access the Copeland Local Plan 2013 – 2028 using the link below. This contains details of the relevant policies listed above.

http://www.copeland.gov.uk/sites/default/files/attachments/copeland_local_plan_2013_2028.pdf

From a review of the information submitted I would advise that the Local Planning Authority would in principle be supportive of the proposed change of use and the investment into one of our Key Service Centres. Part of the building is, however, currently used as a community library, the loss of this facility would therefore need to be justified as part of any application for this site in order to meet policy criteria. I am aware that discussion have been undertaken to relocate this facility elsewhere within Millom and therefore this should be considered as part of the proposed change of use of the site and should be included within any supporting Planning Statement.

As you have correctly identified the proposed site is located within the Millom Conservation Area, however it is not a Listed building. On this basis, consideration should be given to Policies ENV4 and DM27 of the Copeland Local Plan, and any redevelopment of this site should seek to conserve and enhance this heritage asset. As no details have been provided with regard to the proposed external

or internal alterations to the building I have been unable to seek guidance from the Council's Conservation Officer, however if you wish for a further response on this matter I would be happy to review any proposed plans prior to the submission of an application. This would also allow us to engage with the Conservation Officer.

Within your pre application letter you state that the proposed office building will accommodate approximately 100 staff members, however the proposed car parking area to the rear of the site will only accommodate between 20 – 30 spaces. Whilst I appreciate that the site is located within a town centre there may be concerns with regard to the level of onsite parking which can be provided as part of the proposal. I would therefore advise that you engage with Cumbria Highways to discuss this matter before progressing an application of this nature.

I trust this response is of assistance, however please do not hesitate to contact me if you need any further clarification on this response.

	Date:
C. Burns Development Management – Planning Officer	06.12.2021
Response checked by:	Date:
N.J. Hayhurst Head of Planning & Place	20/12/2021

Please note that the advice in this letter is given in good faith on the basis of the information available at the present time. The advice may be subject to revision following further examination or consultation, or where additional information comes to light, and is therefore not binding on any future recommendation which may be made to the Council or any formal decision by the Council.

Appendix B

Residential Travel Plan

Calculation Reference: AUDIT-715001-220310-0350

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	1 days
	SO SLOUGH	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 178 to 1930 (units: sqm)
 Range Selected by User: 178 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 19/04/21

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*Selected survey days:

Monday	2 days
Wednesday	4 days
Thursday	4 days
Friday	1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*Selected Locations:

Town Centre	3
Edge of Town Centre	8

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1
Built-Up Zone	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known 11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	5 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	10 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	11 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BD-02-A-03 BROMHAM ROAD BEDFORD	OFFICES		BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		1469 sqm	
	Survey date: MONDAY		14/10/13	Survey Type: MANUAL
2	CB-02-A-02 PORT ROAD CARLISLE	OFFICE		CUMBRIA
	Edge of Town Centre Industrial Zone Total Gross floor area:		925 sqm	
	Survey date: FRIDAY		24/06/16	Survey Type: MANUAL
3	DS-02-A-01 PRIME PARK WAY DERBY	REAL ESTATE DEVELOPERS		DERBYSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		594 sqm	
	Survey date: WEDNESDAY		25/09/19	Survey Type: MANUAL
4	ES-02-A-13 ROMAN ROAD HOVE	OFFICES		EAST SUSSEX
	Edge of Town Centre Residential Zone Total Gross floor area:		280 sqm	
	Survey date: WEDNESDAY		04/07/18	Survey Type: MANUAL
5	HF-02-A-03 60 VICTORIA STREET ST ALBANS	OFFICE		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		610 sqm	
	Survey date: WEDNESDAY		16/10/13	Survey Type: MANUAL
6	MG-02-A-01 MARKET STREET MONAGHAN	MOTOR TAX OFFICE		MONAGHAN
	Town Centre High Street Total Gross floor area:		400 sqm	
	Survey date: WEDNESDAY		11/09/13	Survey Type: MANUAL
7	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS		NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:		894 sqm	
	Survey date: MONDAY		11/09/17	Survey Type: MANUAL
8	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS		NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		178 sqm	
	Survey date: THURSDAY		04/10/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-02-A-02 STATION ROAD RICHMOND	DISTRICT COUNCIL OFFICES	NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:	1930 sqm	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL
10	SO-02-A-01 HIGH STREET SLOUGH	COUNCIL OFFICES	SLOUGH
	Town Centre High Street Total Gross floor area:	1800 sqm	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
11	WK-02-A-01 WARWICK ROAD COVENTRY	OFFICES	WARWICKSHIRE
	Town Centre Built-Up Zone Total Gross floor area:	960 sqm	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CARS

Calculation factor: 100 sqm

Estimated TRIP rate value per 785 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	10	986	0.487	3.821	10	986	0.020	0.159	10	986	0.507	3.980
08:00 - 09:00	11	913	2.002	15.716	11	913	0.120	0.938	11	913	2.122	16.654
09:00 - 10:00	11	913	1.673	13.135	11	913	0.657	5.160	11	913	2.330	18.295
10:00 - 11:00	11	913	1.345	10.555	11	913	1.205	9.461	11	913	2.550	20.016
11:00 - 12:00	11	913	1.096	8.601	11	913	1.116	8.757	11	913	2.212	17.358
12:00 - 13:00	11	913	1.155	9.070	11	913	1.295	10.164	11	913	2.450	19.234
13:00 - 14:00	11	913	1.235	9.695	11	913	1.135	8.913	11	913	2.370	18.608
14:00 - 15:00	11	913	0.926	7.271	11	913	0.996	7.819	11	913	1.922	15.090
15:00 - 16:00	11	913	0.458	3.597	11	913	0.886	6.959	11	913	1.344	10.556
16:00 - 17:00	11	913	0.428	3.362	11	913	1.275	10.008	11	913	1.703	13.370
17:00 - 18:00	11	913	0.299	2.346	11	913	1.763	13.839	11	913	2.062	16.185
18:00 - 19:00	10	986	0.061	0.478	10	986	0.436	3.423	10	986	0.497	3.901
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			11.165	87.647			10.904	85.600			22.069	173.247

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	178 - 1930 (units: sqm)
Survey date range:	01/01/13 - 19/04/21
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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