

DEVELOPMENT DIVISION

PLANNING COMMITTEE

FOR DECISION

Book 2

9th September 2014

Ladies and Gentlemen,

The plans in this report have been submitted for approval under the Town and Country Planning Acts.

All County Council Matters are “Delegated” to the Committee for comment and cannot be moved “Non-Delegated” (Minute No. 244, 20th July, 1992).

All other applications in this report are also “Delegated” but can be moved “Non-Delegated” by a Member of the Committee under the terms adopted for the Scheme of Delegation approved by Council, 16th May, 1994. Any such motion needs to be accepted by a majority of Members of the Committee present (Council, 8th August, 1995). All applications left as delegated will be decided by the Committee and will not be subject to confirmation by Council.

The application plan numbers also refer to files for the purposes of background papers.

Jason Hipkiss

Planning Manager

PLANNING COMMITTEE

9th September 2014

PLAN NUMBER:	APPLICANT:	AGENT:
2014/0429	Barrow Borough Council	Farrer Huxley Associates
WARD/PARISH:	CASE OFFICER:	DATE RECEIVED:
Barrow Island	Maureen Smith 01229 876414	12/06/2014
		STATUTORY DATE:
		06/08/2014
LOCATION:		
Island Road, and the area of land bounded by Ship St, Barque St, Schooner St, Sloop St and Steamer St. Barrow-in-Furness		
PROPOSAL:		
Refurbishment of the public realm including hard and soft landscaping, public art, new street furniture, and traffic management measures.		
SAVED POLICIES OF THE LOCAL PLAN:		

POLICY D15

Development within or affecting the setting of Conservation Areas will only be permitted where it preserves or enhances the character or appearance of the Area. In particular it should:

1. Respect the character of existing architecture and any historical associations by having due regard to positioning and grouping of buildings, form, scale, enclosure, detailing and use of traditional materials;
2. Respect existing hard and soft landscape features including open space, trees, walls and surfacing;
3. Respect traditional plot boundaries and frontage widths; and
4. Respect significant views into or out of the Areas.

Applications for:

- a) Listed Building Consent; or
- b) Planning consent for alterations to un-listed buildings within Conservation Areas or new buildings affecting the setting of a Listed Building

must show full details unless otherwise agreed with the Planning Authority.

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POLICY D21

In determining all applications submitted to it the local planning authority will have regard to the General Design Code set out in paragraph 5.4.27 of this plan.

In towns and villages, proposals shall relate to the context provided by buildings, street and plot patterns, building frontages, topography, established public views, landmark buildings and other townscape elements. Proposals that do not respect the local context and street pattern or the scale, height, proportions and materials of surrounding buildings and development which constitutes over development of the site by virtue of scale, height or bulk will not be permitted, unless there is specific justification, such as interests of sustainability, energy efficiency or crime prevention.

Development proposals in the countryside shall respect the diversity and distinctiveness of local landscape character. New farm buildings will, in general, be required to be sited within or adjacent to an existing farm building complex or in other well screened locations and to be subject to a complementary design and use of materials, with, where necessary, a 'planting' scheme.

National Planning Policy Framework

The NPPF sets out a series of policies which are relevant to this application:

Paragraph 56: The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Paragraph 57: It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Paragraph 58: establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit.

Paragraph 66: Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community.

Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably.

Paragraph 134: Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

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The appropriate conservation of heritage assets forms one of the 'Core Planning Principles' ([Paragraph 17 bullet 10](#)) that underpin the planning system. This is expanded upon principally in [Paragraphs 126-141](#) but policies giving effect to this objective appear elsewhere in the National Planning Policy Framework.

In addition, the [Planning \(Listed Buildings and Conservation Areas\) Act 1990](#) provides specific protection for buildings and areas of special architectural or historic interest.

Any decisions relating to listed buildings and their settings and conservation areas must address the statutory considerations of the Planning (Listed Buildings and Conservation Areas) Act 1990 (see in particular sections 16, 66 and 72) as well as satisfying the relevant policies within the National Planning Policy Framework and the Local Plan.

The "[setting of a heritage asset](#)" is defined in the Glossary of the National Planning Policy Framework. A thorough assessment of the impact on setting needs to take into account, and be proportionate to, the significance of the heritage asset under consideration and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it.

SUMMARY OF MAIN ISSUES:

The application is a grant funded scheme of public realm improvements for the area enclosed by the sandstone tenement blocks on Barrow Island. The acceptability of the scheme revolves around the impact of the proposal on the character and appearance of the Barrow Island Conservation Area and the adjacent listed buildings which are a mix of grade II and grade II*.

NON MATERIAL CONSIDERATIONS:

REPRESENTATIONS:

Site notices were posted at various points throughout the application site and the application was also advertised in the press. No representations were received directly from members of the public although on-going dialogue has taken place for some time with the consultants and the residents. The site notice representation period expired on 25th July and the Press notice on 14th August 2014.

CONSULTATIONS:

Cumbria County Council Historic Buildings Officer

"I am writing to thank you for consulting me on this application and to confirm that I do not have any objection and not wish to make any comments or recommendations."

English Heritage

The application concerns new public realm around the Barrow Island Maritime Streets.

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The 1870s tenement blocks that form a backdrop to the proposed public realm are listed in grade II* and II, the application area lies within a conservation area designated in 1994, the significance and value of this area is set out in the 2007 CAA. Barrow has a rich and

proud shipbuilding heritage which is encapsulated in the Barrow Island Conservation Area with its unique grid iron layout of tenement blocks.

English Heritage was pleased to provide funds for Barrow Council to appoint Places Matter to undertake a Design Review of the Landscape Institute's National Design Competition shortlisted entries prior to the judging panel's final selection. We have therefore already seen and commented upon the design (NPPF 62, 60 & 63). The application before you provides a robust, engaging, contextual, practical, unified and highly appropriate response to this site. The design will enhance the conservation area and improve the setting of the listed tenements; it has the potential to result in an award winning development that will significantly raise confidence in this area (NPPF 131).

English Heritage support the planning application subject to your further consideration of the detailed points set out below prior to determination.

English Heritage Advice

English Heritage is supportive of the proposals set out in the application, subject to resolution of the following details:

1. Historic setts or cobbles, flags, rails, gullies, kerbs and other features may still lie underneath modern tarmac and concrete; EH recommend that trial holes are undertaken to determine the level of survival of historic fabric and its reusability. Recycled materials could be cleaned and stored for phase 2 based upon an agreed sustainability plan for recycled materials (NPPF 128,132, 137, 138, 141). English Heritage would be pleased to advise further on this matter.
2. Whilst EH support the intended contemporary design and the use of controlled/polished concrete for floor and wall surfaces to contrast with the local brick, we do not support the proposed use of artificial concrete setts (P3), kerbs (K1) and channels (D1). These ought to be natural materials in such a sensitive heritage location. We urge you to consider the scope to increase the budget to ensure that appropriate high quality and long lasting materials and finishes are specified. We also have reservations about the use of bright red bitmac for the shared surfaces at P1. This issue has been discussed with the landscape architect who indicated that he would consider using a resin bound natural gravel as a possible alternative; we appreciate his design intent to create a stark contrast against the white concrete to draw out the orthogonal pattern, and he appreciates our concerns about the visual impact and wearability of pigmented red bitmac.
3. There is presently insufficient information to enable you to judge the full design and impact of the Phase 2 development on the setting of adjacent listed buildings or the character and appearance of the conservation area (S66 & 72 Planning (LB+CA) Act 1990; NPPF 137, 132). For example there is presently no design for the proposed art work at the top of Island Road; conditions will need to be attached concerning this feature and others such as the design of the central reservation unless supplementary information is provided prior to determining the application. EH would be pleased to advise on the brief for the art work competition if required .

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We also struggled to find specifications for new street lights in Phase 2 and fixing specifications for lights attached to historic structures.

4. There is scope to better reveal and celebrate the heritage significance and value of the area by way of signage, interpretation and way-marking (NPPF 141, 129, 137). Darren Ratcliffe recently met with Chris Jones, community representatives, James Smith and Maya Sharma from the HLF to discuss the potential for an "Our Heritage" programme. The proposed new totems, storage bins and other structures and floor surfaces provide an ideal opportunity to build civic pride and to present the story of the tenements both for the community and to visitors.

5. It is good to see such a simple and well conceived design for waste disposal being proposed across the site; the use of planting to help soften the structures is welcomed although the design intent has perhaps not been reflected in the artists illustrations. It appears that more design work is required in respect of the children's play equipment which appears rather austere in the images; we do however understand and support the design intent to co-ordinate all of the new structures within the space. We suggest adopting a continental approach to waste management by setting the bins below pavement level, which would further minimize visual impact and perhaps save on long term maintenance with the bin store structures.

6. We are delighted to see that the application includes a long term maintenance strategy for both hard and soft landscaping, as this is so often lacking from applications. Also that the design team is working closely with the resident community to help them take ownership of the public realm and its future maintenance. It will be critical for there to be sufficient time and resources set aside for maintenance by Barrow Council if this public investment is to be sustained.

Finally, it is not clear from the application what measures will be taken or put in place to ensure that the development will be coordinated with the future refurbishment of the tenements. Will agreements be in place to ensure that the excellent designs proposed here are protected during any subsequent scaffolding and building work?

We understand and welcome knowledge that the Farrer Huxley team are looking to future proof the public realm works by incorporating additional underground service channels across the site.

Recommendation

English Heritage commends the application, but we recommend that prior to determination further consideration be given to the above points. Most of these can be addressed by imposing suitably worded conditions. We do however remain concerned about the extensive use of artificial concrete products that seek to mimic natural ones and the extensive use of pigmented red bitmac for the shared surfaces.

We would welcome the opportunity of advising further. Please consult us again if any additional information or amendments are submitted. If, notwithstanding our advice, you propose to approve the scheme in its present form, please advise us of the date of the committee and send us a copy of your report at the earliest opportunity."

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Cumbria Highways

“The application would result in a significant loss of vehicle parking facilities within the site and would likely result in vehicles being parked outside of the development site on the county highway to the detriment of the free flow of traffic. Due to the nature of the development, and the number of residential apartments accommodated within it, it is unfeasible to provide parking provision for each existing residential apartment. It is,

however, considered that any reduction in the existing parking provision would be detrimental to the wider highway network and would have a consequent risk of additional danger to all users of the road.

We also acknowledge the intention to ‘stop up and divert’ the existing adopted highways of Barque Street, Brig Street and Aberdeen Street (between Anchor Road and Schooner Street) under Section 247 and 248 of the Town and Country Planning Act 1990.”

OFFICERS REPORT:

SITE AND LOCALITY

The application site includes Island Road and the area of land bounded by Ship Street, Barque Street, Brig Street, Schooner Street, Sloop Street and Steamer Street. It is an area rich in heritage including several blocks of red brick and sandstone tenements that date from the mid 1840’s onwards. The site is flanked by more elaborate Grade II * listed buildings on Michaelson Road, Sloop Street and Steamer Street with simpler Grade II listed brick tenements on Ship Street, Barque Street, Brig Street and Schooner Street. The buildings, designed by Paley and Austin and built by Smith and Caird for the Furness Railway Company, provided housing for the workers nearby. Some blocks are faced with red sandstone and have mansard roofs, dormers and corner towers. The Grade II listed brick tenements on Barque Street, Brig Street, Schooner Street and Ship Street were built a year or two later than the Devonshire Buildings and in a less ornate style, although some attractive detailing can be found on the Island Road frontage such as brick corbel string courses, stone gutter detailing and arched brick surrounds. The buildings are arranged in a regular geometric grid pattern with some communal spaces between. There are two communal green spaces between Ship Street and Barque Street and Brig Street and Schooner Street, enclosed by railings. Some mature trees are contained within them but otherwise the area is grassed and unused.

Between Barque Street and Brig Street there is a hard surfaced area currently used for informal parking and the storage of items such as trailers and boats. The townscape is poor with an uncoordinated patchwork of paving styles and materials, and the environment is dominated by large bins which are scattered throughout the area.

Tenement buildings are rare in England and the historical development of Barrow explains why these buildings were constructed in a Scottish style. The listing description refers to them as “*a well preserved example of a building type rare in England*” and also “*an intact record of industrial and domestic development at the end of the 19th century.*”

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PROPOSAL DETAILS

Background -The Council has been allocated £3.4m from the Clusters of Empty Homes Fund to help bring empty properties back into use. This fund was set up to deal with neighborhoods where more than 10% of properties are empty, and where at least 100 homes can be brought back into use. Barrow Island was selected for a bid as the only area in Barrow that met these criteria, and a bid was submitted to bring empty homes back into use in the Barrow Island Flats.

About a third of the fund will be used to carry out a programme of improvements to the environment around the flats. This will improve the general appearance of the neighbourhood and make it more attractive as a place to live. The aim of the funding is to bring empty property back into use so it is a real boost to the area that the Council has been able to allocate such a substantial proportion of the funding to public realm works and not just property.

Consequently the Borough Council and the Landscape Institute ran a competition to develop ideas and to select a preferred consultant to take forward the landscape and environmental improvement works for the Maritime Streets. Farrer Huxley Associates were successful in winning the commission and have been developing their ideas further with the community since October 2013. The design has been influenced by the local residents who have been actively engaged in two formal consultation exercises.

The submitted application involves improving the public realm through re-paving, landscaping, street furniture, improved lighting and signage. It is hoped that the proposal will act as a stimulus to encourage higher occupancy of the vacant properties, which are also undergoing investment.

Paving and street furniture-The proposal involves the removal of kerbs and the adoption of shared surfaces making the area more accessible. A paving strategy is proposed which the applicants believe is low cost, high resistance and visually attractive. Grey concrete setts are proposed adjacent to the flats with concrete for paths through the landscaped central "square". Several seating areas are proposed, with planting and walls to create shelter. Play equipment is also included in the central square.

Landscaping-The applicants recognise that other than a few trees, the area is completely devoid of shrubs and planting giving a very harsh first impression. It is proposed to use planting to soften the whole area creating a number of unique spaces. Various linked spaces are to be provided in the central square connected by a series of paths and shared surfaces. The criss-cross of paths echoes Barrows shipbuilding history. Two enclosed maritime gardens are to be created making the spaces more inviting, whilst recognising the need to ensure privacy for the flat users backing onto them, in particular the ground floor units.

Refuse Facilities- Currently this seems poorly coordinated. At present there are 22 large solid waste bins, 11 re-cycling bins and 3 smaller litter bins arranged randomly around the estate, contributing to a strongly negative first impression. It is proposed to provide 10 designated bin storage areas, contained by ornamental storage units and planting. The bin storage facilities are designed to be robust, attractive, welcoming and to include roofs so that bins cannot be left open. The structures also provide the opportunity to include interpretation panels, signage and low level lighting.

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Parking-It is proposed to create a Restricted Parking Zone (RPZ) to manage the car parking in the flats and to stop cars using the central space. 45 degree parking bays are proposed and new street trees to soften the environment. The 1 way system is retained, although access to Anchor Road will be closed off. In total 91 bays are proposed, which is about 20% of all flats.

RELEVANT POLICIES AND GUIDANCE

Policy D15 requires that development within or affecting the setting of Conservation Areas will only be permitted where it preserves or enhances the character or appearance of the area. Whilst the policy was devised to cover built development rather than environmental works the spirit of the policy is relevant in this case. Criteria 1 refers to the detailing and use of traditional materials, whilst criteria 2 requires that proposals respect existing hard and soft landscape features including open space, trees, walls and surfacing. Whilst non traditional materials are proposed in this case, the existing surfacing is of poor quality and the proposal is considered to meet the policy aims of "preserving or enhancing" the conservation area.

Policy D21 sets out a general design code by which all applications for new development should be considered. Again, whilst the policy was principally aimed at built development, it requires proposals to respect the local context, street pattern, proportions and materials of surrounding buildings. The proposal is considered to be in line with the aims of this policy.

PLANNING ISSUES

Historic environment-Whilst the buildings are listed and the site falls within the Barrow Island Conservation Area the general environment has a very poor appearance. The area is dominated by large bins, several with litter piled up around them, patched up paving and a lack of landscaping. Environmental conditions are poor, detracting from the overall appearance of the historic buildings and the conservation area. It is hoped that improving the public realm and the subsequent investment and increased occupation of the flats will allow the listed buildings to be enjoyed more in their setting. Whilst the obvious investment in the area is welcomed, I share the concerns of English Heritage about the use of artificial materials. However it has been confirmed that the budget does not cover the additional costs associated with the use of natural materials. There is no realistic prospect of getting further funding or reallocating funding within the programme. The existing surfacing is predominantly concrete therefore it is difficult to argue that harm is caused to either the listed buildings or the conservation area in general. In any event, the NPPF suggests that where less than substantial harm is caused this should be weighed against the public benefit of the proposal and the need to ensure optimum viable use of the heritage asset. The public benefits of the proposal are substantial and it is anticipated that this will assist with increasing the occupancy of the flats, securing their viability. In this regard, whilst the materials are not ideal I feel the public benefits of the proposal outweigh this. Discussions are continuing regarding the materials and the possibility of sourcing re-claimed natural stone. In addition, it is advised that a condition be imposed to ensure that trial holes are carried out to investigate if any historic surfacing exists below the later coverings. These could then be cleaned and re-used where appropriate. A condition requiring a sample panel of materials would also be appropriate.

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Amenity-The current environment is felt to be poor with an overall unloved appearance. Significant amenity improvements should follow from improved refuse arrangements, the introduction of restricted parking, new lighting, seating and planting areas. Planting and access to the Maritime Gardens has been designed to give consideration to the residents backing onto these spaces and particularly the ground floor windows.

Highway issues-Your officers share the concerns of English Heritage about the bright red bitmac for the shared surfacing and have asked the applicants to adopt a more toned-down approach, such as rolled gravel.

Members will note the comments of CC Highways. Historically, the area has had lower levels of car ownership than the Borough average, and without question the wide variety of highway related paraphernalia (particularly relating to parking restrictions) is a significant visual distraction within the bounds of the application site. The opportunity should be taken to clear away as much of this as possible and where replacements are necessary careful consideration of how these will be introduced (eg combined signage and restrained use of road markings). Further consultation with CCC is likely.

Site visits during various times of day revealed vast differences in parking on the central square area (from full coverage in the morning to as few as three cars late afternoon.) Whilst not designated as a formal car park, the area appears to be principally used by non-residents for daytime parking. However, staff parking for BAE staff will be discussed with Borough officers as part of the company's proposed future investments and it is likely that pressure from BAE employees to park in this location will be reduced thus freeing up spaces for residents.

Census results reveal that car ownership on Barrow Island continues to be much lower than the national and local averages. Furthermore, only 16 permits have been issued to residents suggesting low levels of car ownership. A Restricted Parking Zone (RPZ) as proposed should improve the situation and provide environmental benefits. Whilst the 91 bays proposed is a reduction on the current situation, this represents 20% of all flats plus some visitor spaces. It should be noted that parking on the central square is unauthorised and could be stopped at any time.

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Waste Management-The large bins currently dominate the area, distributed randomly around the site and with accumulated refuse scattered around. There are issues with some residents not closing lids or discarding refuse correctly. During the consultation exercises carried out by the consultants the issue of the bins and refuse was one of the most frequently raised and one which the residents felt most strongly about. The suggestion by English Heritage that bins could be placed underground is a worthwhile one. This is a system common on the continent but not really seen in the UK. However in recent years it has been developing for use in historic environments with historic towns such as Hastings and Cambridge having some success. Not only are the bins screened from view, other than small above ground pods, giving obvious visual results, there can be cost savings with less frequent servicing, fewer operatives etc. Your officers have researched this method and passed information on to the relevant officers at the Council to consider. This would need to be part of a Council-wide strategy rather than a solution for this site alone otherwise the cost would probably be prohibitive. Whilst underground bins would be preferred, the current solution of making the bin storage chambers as attractive as possible is a welcome one. Whilst this seems a satisfactory way forward in the absence of underground bins, there is some concern about the location of some of the bin stores and your officers are in discussion with the applicants about these. For example, some bin stores are on prominent corners on entering the site, spoiling vistas, when these could be placed behind walls and additional trees introduced where the bin store would have been. It is hoped an amended plan will be available in time for the committee meeting.

Lighting - Many of the residents responded that the area felt dark. New lighting is proposed, both free-standing and wall mounted. Additional information has been requested on the location and fixings of lighting units; although free-standing light units can be dealt with by condition, wall lighting may need a separate grant of listed building consent. Your officers would also welcome additional flood lighting of trees, building gables and entrances to add drama and intimacy.

Detailing- Officers have requested additional thought be given to the design of the railings, position of some of the refuse bins and more information on lighting. Clarification on phasing has also been requested. It is hoped that amended plans will be available in time for the committee meeting.

Policy- National policy strongly encourages community involvement, re-use of empty housing and environmental improvement. It recognises good design as a key aspect of sustainable development, making places better for people to live. Policies on the historic environment suggest that less than substantial harm should be weighed up against public benefits. Whilst English Heritage welcomes the principle of the proposal, but consider the use of concrete materials a lost opportunity, given the current quality of the public realm, it would be difficult to argue that significant harm is caused.

If the view was taken that the proposed materials caused less than substantial harm I feel that the public benefits would outweigh this. The proposal accords with national policy in terms of sustainable development and the historic environment. The involvement of the residents in the design scheme is welcomed and it is hoped that this can continue in the future with the introduction of gardening clubs, community planting areas etc.

In terms of local policy, the proposal accords with Policy D21 (General Design Code) and Policy D15 (development in Conservation Areas).

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CONCLUSION

I consider that overall, the benefits of the proposal outweigh any damage that can be caused by either the reduction in parking or the use of non-natural materials. Overall the proposal is an exciting, welcome and much-needed investment in Barrow Island. It is hoped that it can act as a tipping point to encourage further investment in the flats and greater occupancy. Whilst there are some areas of the proposal awaiting amendment/clarification it is hoped that amended plans will be available in time for the committee meeting. If not I recommend that Committee resolve to agree the scheme in principle but delegate the decision to the Development Services Manager in consultation with the planning panel. I have suggested potential conditions to be attached to the consent.

RECOMMENDATION:

I recommend that;

Committee resolve to support the scheme in principle subject to the suggested conditions, but in the absence of suitably amended and agreed drawings by the time of your meeting, that the decision to grant planning permission be delegated to the Development Services Manager in consultation with the Planning Panel once revised plans have been received and agreed by officers

2. The development shall be carried out and completed in all respects in accordance with the application dated 09/06/2014 and the hereby approved plans referenced as (TBA)

Reason

To ensure that the development is carried out only as indicated as approved.

3. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Planning Authority. The development shall be carried out in accordance with the approved details and thereafter retained unless the Planning Authority gives prior written consent to any variation.

Reason

In order to ensure a satisfactory appearance to the development, and to minimise its impact upon the surrounding area.

4. No external lighting shall be installed unless it is in accordance with details that have previously been submitted to and approved in writing by the Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting, which is so installed, shall not thereafter be altered, other than for routine maintenance which does not change its character.

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Reason

To minimise light pollution in accordance with policy D63 of the Barrow Local Plan Review 1996-2006, and in order to protect the visual amenities of the area.

5. Any external lighting shall at all times be directed and shielded so as to minimise light spillage outside of the application site, and shall not shine directly into the windows of neighbouring properties.

Reason

To minimise light pollution in accordance with policy D63 of the Barrow Local Plan Review 1996-2006, and in order to protect the residential and historical amenities of the area.

6. Prior to the commencement of any development, a landscape scheme for the site, showing the trees, shrubs and hedgerows, including verges and other open spaces, together with details of any phasing of such a scheme must be submitted to and approved in writing by the Planning Authority. The scheme shall be submitted on a plan not greater than 1:500 in scale and shall contain details of numbers, locations and species of plants to be used. All planting and subsequent maintenance shall be to current British Standards. The approved scheme must subsequently be implemented by the end of the first planting season following initial beneficial occupation of the development or by such a programme as may be agreed in writing. Any trees or shrubs removed, dying being severely damaged or becoming seriously diseased within five years of planting shall be replaced by the landowner with trees or shrubs of a similar size and species to those originally required to be planted.

Reason

In the interests of the visual amenities of the area.

7. Prior to the commencement of the development hereby approved details of the design for the tree grilles, tree protection and maritime garden railings shall be submitted to and be approved in writing by the Planning Authority. Such details shall be installed in accordance with a scheme of phasing to be subject to prior written agreement with the Planning Authority.

Reason

In the interests of the appearance of the development and the character of the conservation area and the associated listed buildings.

8. All parking areas shown on the submitted plan shall be laid out, surfaced and completed in accordance with a scheme of phasing to be subject to prior written agreement with the Planning Authority.

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Reason

In the interests of highway safety.

9. Prior to the commencement of the development hereby approved details of the treatment of the central reservation shall be submitted to and approved in writing by the Planning Authority. The scheme shall be fully implemented in accordance with the approved details.

Reason

No details have been submitted for these elements which form an intrinsic part of the proposal and in order to ensure that the development meets the statutory requirement of preserving or enhancing heritage assets.

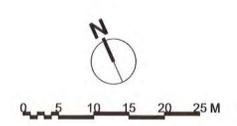
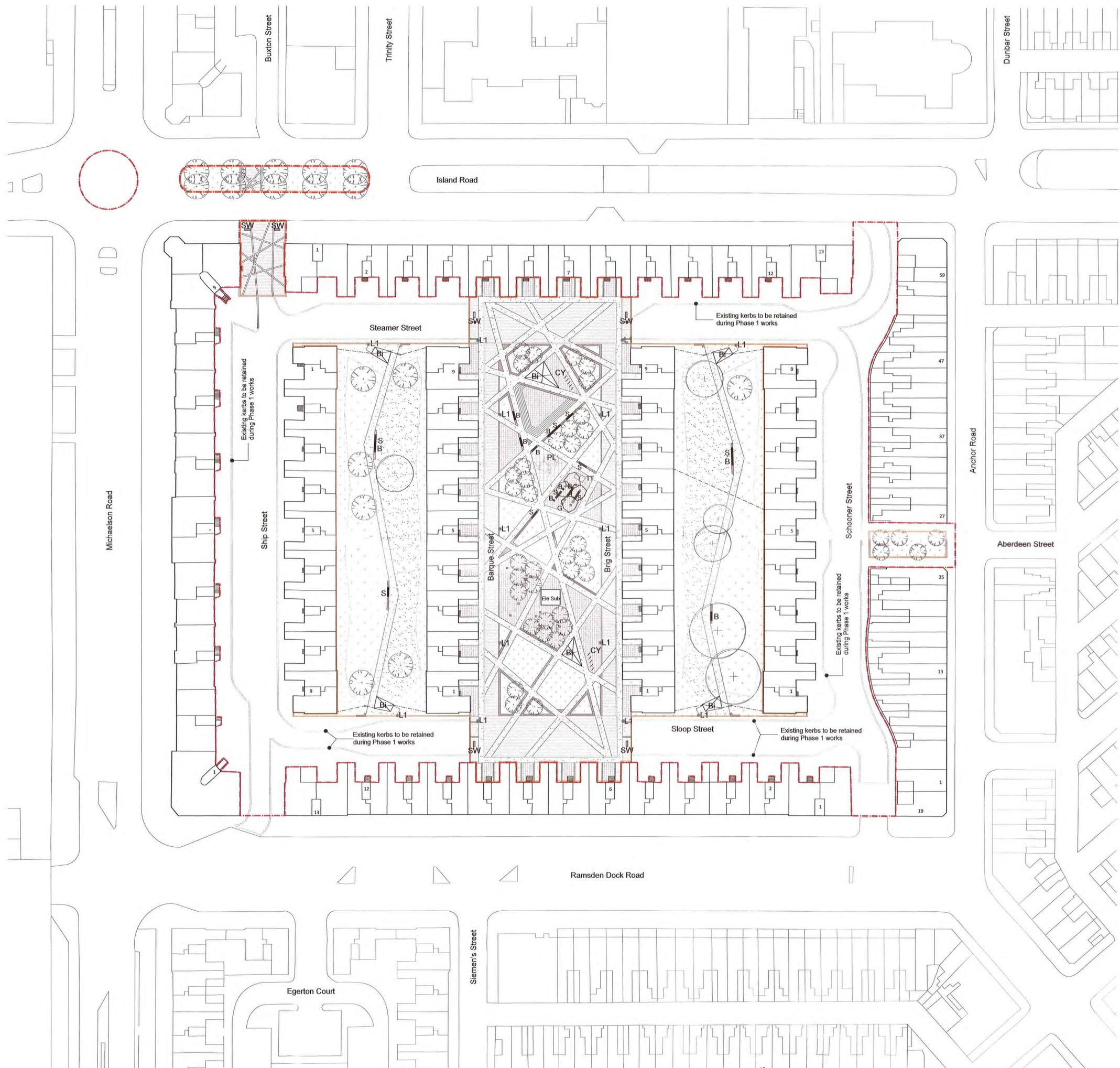
10. Prior to the commencement of the development hereby approved intrusive ground investigations shall be carried out across the site in accordance with a scheme of investigation which must have first been submitted to and approved in writing by the Planning Authority with the purposes of establishing the extent of any surviving paving materials. If found, they shall be cleaned and re-used as part of the development in place of any materials approved under condition 3 above in accordance with prior written details, unless the Authority agrees that their condition or limited number makes such use inappropriate.

Reason

In the interests of the character and appearance of the Conservation Area and the setting of the adjacent listed buildings.

Informative

1. You are advised that any wall lighting fixed on the buildings will require an application for listed building consent.



- KEY**
- Extent of application
 - Extend of Phase 1 works
 - Other areas subject to further funding
- Soft Landscape refer to 605-L-400**
- Shrub Planting
 - Lawn
 - Wildflower meadow
 - Existing trees retained
 - Proposed trees
- Hard Landscape refer to 605-L-200**
- Paving type 1
 - Paving type 2
 - Paving type 3
 - Paving type 4
- Furniture / Landscape Elements**
- Seating wall
 - B - Bench
 - S - Seat
 - CY - Cycle racks
 - Bin chamber
 - Signage wall
 - Existing electrical substation
 - Shading structures
 - Railings
 - Play structure
 - Play - concrete table tennis
 - Play - concrete games table
 - Lighting columns. Indicative for phase 1 works, refer to drawing FHA-605-L-102

- NOTES:**
1. This drawing is to be read in conjunction with all relevant contract documentation from the design team, with any conflicting information to be brought to the attention of Farrer Huxley Associates in writing before commencing on site.
 2. The contractor is to check and verify all levels and dimensions before construction. Any discrepancies are to be brought to the attention of Farrer Huxley Associates in writing before commencing on site.
 3. All dimensions in mm, unless otherwise stated.
 4. Do not scale from this drawing.
 5. All sub base and concrete design and specification to engineer's details. All diagrams provided here are purely indicative.
 6. Waterproofing of any element to be specified by others.
 7. All proprietary products shall be installed in accordance with manufacturers written instructions.
 8. Plant numbers are an indication only and plants should be ordered to suit site areas in accordance with scheduled plant densities.
 9. Any proposed plant substitution shall be agreed with the landscape architect prior to ordering.
- For GA plans, refer to FHA-605-L-100 series;
 For hard landscape plans, refer to FHA-605-L-200 series;
 For soft landscape plans refer to FHA-605-L-400 series;
 For hard landscape details, refer to FHA-605-D-200 series;
 For soft landscape details refer to FHA-605-D-400 series;
 For bin chamber details refer to FHA-605-D-500 series
 For furniture details refer to FHA-605-D-600 series

2014/0429

2014.06.09	Issued for planning	A	BA	NF
DATE	DESCRIPTION OF REVISION	REV	DR	CH

Farrer Huxley Associates

Unit 11 Union Wharf, 23 Wenlock Road, London, N1 7SB
 W: www.fha.co.uk E: info@fha.co.uk
 T: 020 7490 3635

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