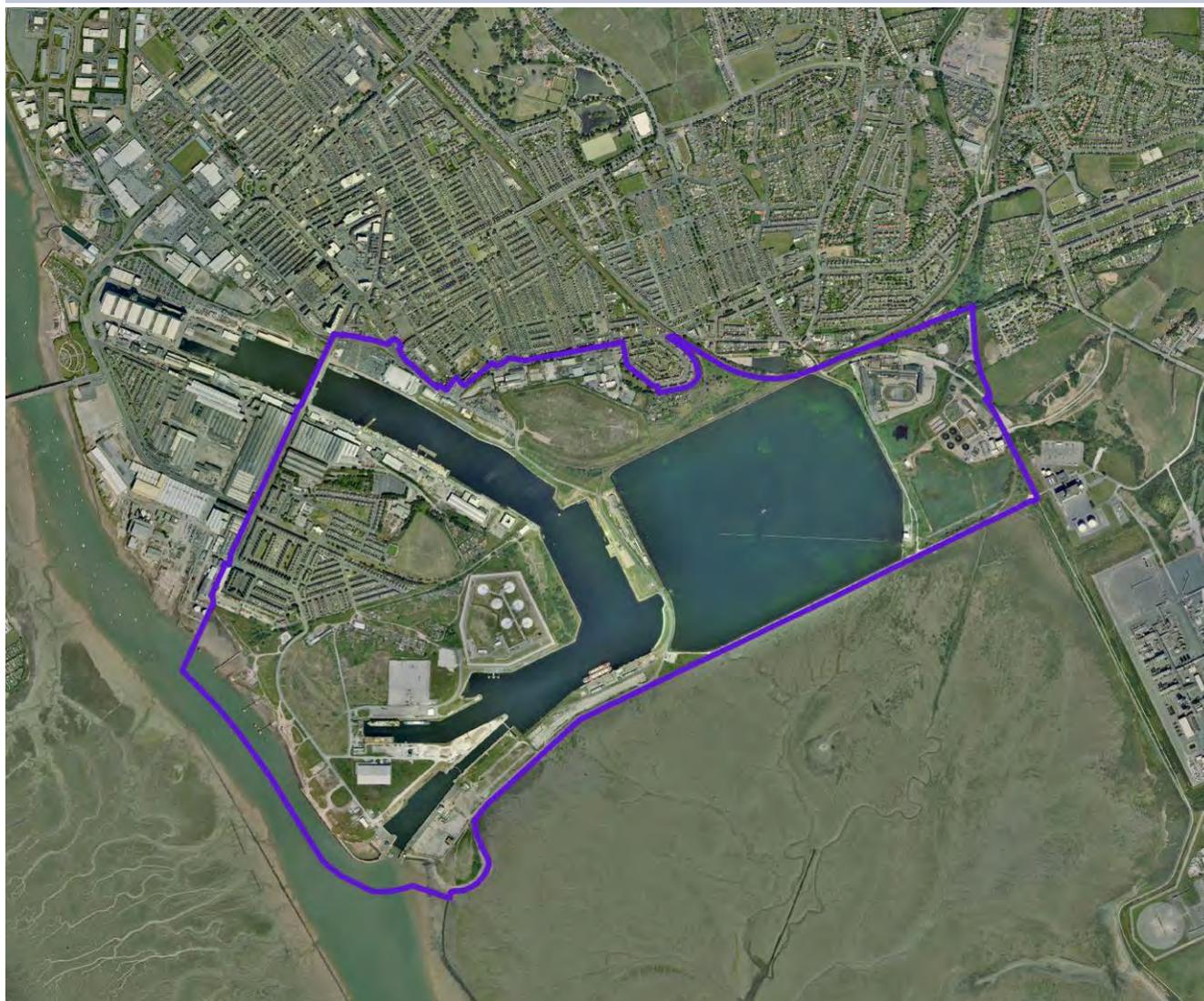


Development Plan Document

Barrow Port Area Action Plan

July 2010



Barrow-in-Furness Borough Council

Part of the Barrow-in-Furness Local Development Framework

Barrow Port Area Action Plan Development Plan Document:

Adopted 12 July 2010



Director of Regeneration & Community Services
Barrow-in-Furness Borough Council
Town Hall
Duke Street
Barrow-in-Furness
Cumbria LA14 2LD

Contact:

Local Development Framework Team
E-mail: developmentplans@barrowbc.gov.uk



Aerial view of part of the Action Plan Area looking south west across the Marina Village site and Ramsden and Buccleuch Docks towards the Waterfront Opportunity Area and Walney Channel beyond



Aerial view of part of the Action Plan Area looking east across Salthouse Mills and Cavendish Dock

Contents	Page No.
Section 1: Introduction	1
1.1 Barrow & the Port Action Plan Area.....	1
1.2 The Local Development Framework	1
1.3 The Barrow Port Area Action Plan	1
1.4 The Area Action Plan Structure and Aims.....	6
Section 2: The Action Plan Area Today	7
2.1 Introduction.....	7
2.2 Historical Evolution	7
2.3 Land Use	7
2.4 Socio-Economic Profile.....	13
2.5 Environmental Quality	17
Section 3: Strategic Vision and Objectives	25
3.1 Introduction.....	25
3.2 Strategic Vision & Objectives	25
3.3 Spatial Strategy.....	28
Section 4: Area Wide Policies	31
4.1 Introduction.....	31
4.2 Promoting Comprehensive Development	31
4.3 Development Quality & Sustainability	31
4.4 Environmental Protection & Enhancement.....	34
4.5 Housing Development & Phasing	37
4.6 Economy, Employment & Tourism Development.....	40
4.7 Retail Development.....	43
4.8 Transport & Infrastructure.....	45
4.9 Developer Contributions.....	50
Section 5: Opportunity Areas & Key Sites	53
5.1 Introduction.....	53
5.2 Marina Village Opportunity Area	55
Key Site 1 – Barrow Marina (M1, M2, M3, M4)	57
Key Site 2 – Marina Village Housing	63
Key Site 3 – Land at Cavendish Dock (CD1, CD2)	81
Key Site 4 – Barrow Watersports Centre.....	87
Key Site 5 – Salthouse Housing.....	93
5.3 The Waterfront Gateway Opportunity Area	101
Key Site 6 – Waterfront Business Park	103
Key Site 7 – Barrow Island Housing (BIH1, BIH2, BIH3)	117
Section 6: Implementation & Monitoring	127
6.1 Implementing the Area Action Plan.....	127
6.2 Targets, Monitoring & Evaluation.....	129
Appendices	139
Appendix 1: Glossary & Abbreviations	140
Appendix 2: List of Background Documents	144
Appendix 3: Relationship to Other Plans and Strategies	146
Appendix 4: List of Superseded Policies.....	156

Maps used in this publication are based on Ordnance Survey material with the kind permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Barrow Borough Council Licence No LA100016831.

© A The 2005 Aerial Photography is provided by Barrow Borough Council under licence from GeoPerspectives, and is copyrighted to GeoPerspectives. Copyright of other images Barrow Borough Council unless stated otherwise.

List of Tables and Figures

Figure 1:	Barrow Local Development Framework.....	2
Figure 2:	The Area Action Plan Process.....	3
Figure 3:	Historic Plans.....	8
Figure 4:	Extract from Proposals Map ©.....	29
Figure 5:	Local Plan and RSS Net Additional Dwelling Requirements Compared.....	38
Figure 6:	Proposed Phasing.....	40
Figure 7:	Marina Village Opportunity Area © A.....	55
Figure 8:	Barrow Marina © A.....	57
Figure 9 :	Marina Village Housing © A.....	63
Figure 10:	St George's Square Conservation Area with Listed Buildings.....	65
Figure 11:	Marina and Marina Village Character Areas.....	70
Figure 12:	Illustrative Public Realm Layout.....	76
Figure 13:	Land at Cavendish Dock © A.....	81
Figure 14:	Barrow Watersports Centre © A.....	87
Figure 15:	Salthouse Housing © A.....	93
Figure 16:	The Waterfront Gateway Opportunity Area © A.....	101
Figure 17:	Waterfront Business Park © A.....	103
Figure 18:	Waterfront Business Park Character Areas.....	108
Figure 19:	Aerial View of Waterfront Business Park Spine Road under construction.....	109
Figure 20:	Barrow Island Housing © A.....	117
Figure 21:	Barrow Island Conservation Area.....	118
Figure 22:	Aerial View of Site BIH2 © A.....	123

List of Policies

Policy BP SV1:	Strategic Vision for Barrow Port Area.....	26
Policy BP SV2:	Spatial Strategy for Barrow Port Area Action Plan.....	29
Policy BP 1:	Promoting Comprehensive Development.....	31
Policy BP 2:	Development Quality & Sustainability.....	32
Policy BP 3:	Removal of Permitted Development Rights.....	33
Policy BP 4:	Conservation & Enhancement of the Natural & Built Environment.....	35
Policy BP 5:	Environmental Management.....	36
Policy BP 6:	Phasing of New Housing.....	40
Policy BP 7:	Supporting & Relocating Existing Businesses.....	41
Policy BP 8:	Economic Viability of Port Operations.....	42
Policy BP 9:	Tourism/Leisure Facilities.....	43
Policy BP 10:	Retailing Opportunities within the Action Plan Area.....	44
Policy BP 11:	Improving Connectivity.....	46
Policy BP 12:	Access to Community Facilities.....	48
Policy BP 13:	Provision & Design of Public Realm/Open Space.....	49
Policy BP 14:	Promoting the Use of Public Art.....	50
Policy BP 15:	Developer Contributions.....	50
Policy BP 16:	Marina Village Opportunity Area.....	56
Policy BP 17:	Barrow Marina (M1, M2, M3, M4).....	59
Policy BP 18:	Marina Village Housing.....	67
Policy BP 19:	Land at Cavendish Dock (CD1, CD2).....	83
Policy BP 20:	Barrow Watersports Centre.....	89
Policy BP 21:	Salthouse Housing.....	95
Policy BP 22:	Barrow Waterfront Gateway Opportunity Area.....	102
Policy BP 23:	Waterfront Business Park.....	106
Policy BP 24:	Barrow Island Housing (BIH1, BIH2, BIH3).....	120

Section 1: Introduction

1.1 Barrow & the Port Action Plan Area

1.1.1 Barrow is the principal commercial, retail and cultural centre for South West Cumbria with a catchment of over 130,000. The town is home to a number of world-class companies and successful commercial sectors.

1.1.2 The economy of Barrow has traditionally been associated with shipbuilding and other heavy industries. Decline in these traditional industries has resulted in significant job losses and severe economic difficulties. A key area which has suffered from these economic problems is the Port.

1.1.3 The Barrow Port Action Plan Area is facing a number of current problems. The loss of employment, significant areas of vacant and underused land, a decaying built environment, particularly for the declining residential population, and poor accessibility, all characterise the area today. Notwithstanding this decline, Barrow is known throughout the world as a centre of excellence for marine engineering and shipbuilding. The commercial port remains an important location in supporting shipbuilding activity, nuclear fuels, natural gas and other offshore activities, and is an important component of the Area Action Plan.

1.1.4 In responding to these issues, the Action Plan Area has been identified (along with the town centre) as one of the two primary regeneration opportunities for the town. With appropriate planning and co-ordinated investment, a new high quality mixed-use development can be achieved. The existing natural and historic assets of the Area and the important port activity will be managed with new development to provide a major area of change incorporating new housing, a marina, water sports and employment activity.

1.1.5 The Action Plan Area is located close to Barrow town centre and forms part of the wider coastline of West Cumbria. It includes Ramsden and Buccleuch Docks, part of the Barrow Island residential and industrial area, and extends as far as Cavendish Dock and Roosecote to the East. The Area Action Plan effectively covers the same location as the 'Waterfront Barrow' regeneration project being taken forward by a range of public sector partners including West Lakes Renaissance. Throughout the remainder of this document the Area Action Plan Area will be referred to as the 'Area'.

1.2 The Local Development Framework

1.2.1 As a result of the Planning and Compulsory Purchase Act 2004 (The Act), the national system for producing planning policy documents changed and we are presently in a transitional phase between the old and the new systems. The 'old' development plan system of a County Structure and Borough-wide Local Plan has been replaced by a new system comprising a Regional Spatial Strategy and a Local Development Framework - a portfolio of spatial planning documents prepared by the Local Planning Authority. The new 'family' of planning policy documents currently proposed for Barrow is illustrated at Figure 3.

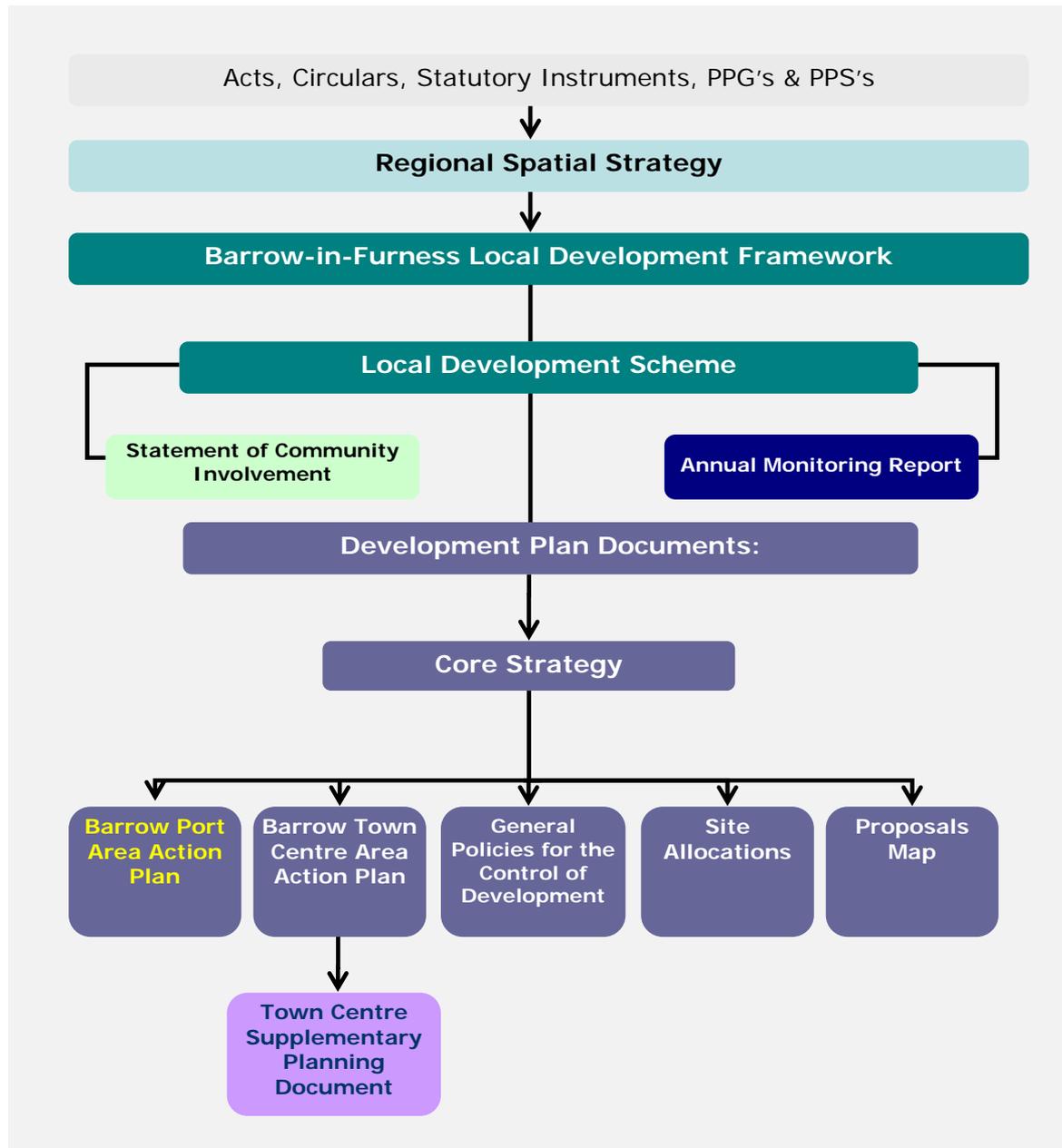
1.3 The Barrow Port Area Action Plan

1.3.1 The Barrow Port Area Action Plan Development Plan Document (DPD) is the first DPD to be progressed by the Council as part of the new Local Development Framework (LDF).

1.3.2 When adopted or approved by the Local Planning Authority, DPDs have the status of being part of the 'development plan' under the Act. Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Area Action Plans (AAPs) are a type of DPD setting out land allocations and planning policies for a specific part of the Local Planning Authority's area, where significant change is envisaged. A fuller explanation of the various elements of new system is set out in Council's Local Development Scheme (LDS).

1.3.3 The Barrow Port Area Action Plan is identified in the Council's LDS as a crucial element of the Borough's regeneration programme to provide the policies and land allocations to secure implementation of the Barrow Port Masterplan.

Figure 1: Barrow Local Development Framework



1.3.4 The Area Action Plan will guide the future development and use of land in the Action Plan Area until 2021, replacing some of the policies of the existing saved Local Plan. The forthcoming policies of the Core Strategy (which will not be site specific) and General Policies for the Control of Development DPD, together with any Borough-wide Supplementary Planning Documents (SPDs) would also apply, as would any other relevant saved policies the Local Plan and Supplementary Planning Guidance (SPG) until these are replaced or cancelled. There will therefore be some overlap, but this is an unavoidable feature of the new LDF System.

1.3.5 The Area Action Plan will:

- Expose the issues, needs, natural resources and constraints facing the area.
- Set out a vision, objectives and spatial planning framework for the area.

- Identify opportunities to deliver change.
- Guide future development and regeneration, including the allocation of land.
- Identify short, medium and long term approaches to effectively manage this transformation.

The Area Action Plan Preparation Process

1.3.6 The process for preparing the Area Action Plan is prescribed by legislation and involves consultation with the public and stakeholders in accordance with the legislation and where relevant, the Council's Statement of Community Involvement (SCI). Changes to the LDF system were introduced in June 2008 and further changes in April 2009. The Barrow Port Area Action Plan was initially prepared under the original LDF system - until after its 'Preferred Options' stage. The later stages were prepared under the amended LDF system. The Council has not yet updated its SCI in line with the amended LDF system. The Action Plan's progression through the key stages of the two systems is summarised below:

Figure 2: The Area Action Plan Process

Un-amended LDF system: Sep 2004 - June 2008	Amended LDF System: Post - 27 June 2008
Pre-Production	Pre-Production
Evidence Gathering to inform the preparation of the DPD	Evidence Gathering to inform the preparation of the DPD
Production	Production
(Pre-Submission Draft) Preferred Options DPD Published	Reg. 25 Public Participation in the preparation of the DPD
Reg. 26 Public Participation on (Pre-submission Draft) Preferred Options DPD	
⇒ LDF System changed at this point in the Action Plan's Preparation ⇒	
Document amended in the light of the comments received	Proposed Submission DPD prepared taking into account the Reg. 25 consultation
Submission Draft DPD prepared and submitted to Secretary of State, for Independent Examination	Proposed Submission DPD published for Representations
Representations on Submission Draft DPD	DPD submitted to Secretary of State, for Independent Examination (providing the Council do not wish to make significant changes as a result of the representations received)
Examination	Examination
Pre-examination meeting held if necessary with an appointed Inspector	Pre-examination meeting held if necessary with an appointed Inspector
Independent Examination into the soundness of the DPD by Written Representations, Formal or Informal Hearing	Independent Examination into the soundness of the DPD by Written Representations, Formal or Informal Hearing
Binding Report from the Inspector on behalf of the Secretary of State	Binding Report from the Inspector on behalf of the Secretary of State
Adoption	Adoption
Adoption of the DPD by the Council	Adoption of the DPD by the Council

1.3.7 The preparation process has involved an appraisal of the existing situation to establish the issues and opportunities; community engagement (designed to ensure that the community is given an opportunity to raise particular issues and contribute to the

development of the Preferred Options); and continuous liaison with key stakeholders to inform the development of the policies and proposals.

1.3.8 These stages are explained in more detail below.

Evidence Gathering

1.3.9 This included gathering the economic, social and environmental data relevant to the Area Action Plan and establishing the national, regional and local policy context. This work has been ongoing since 2003 when the site was first identified for regeneration and much of the data was gathered as part of the development of the Barrow Port Masterplan.

1.3.10 In 2003, White Young Green were commissioned by Cumbria County Council to draw up a Masterplan for 'Barrow Port' an area of land and enclosed water to the south of the town centre, to identify opportunities for economic and environmental regeneration.

1.3.11 A Draft Masterplan was completed in July 2003 and was the subject of wide consultation. The Masterplan was finalised in 2004 and a Strategic Management Group comprising representatives of Barrow Borough Council, Cumbria County Council, West Lakes Renaissance (the Urban Regeneration Company for Furness and West Cumbria established in May 2003) and Associated British Ports was established to oversee the implementation of the Masterplan. This was to be progressed through the development of the Barrow Port Area Action Plan DPD which would test the Masterplan ideas and give them a statutory planning status; and through 'The Waterfront Barrow-in-Furness' Project (the re-branded Masterplan). The Strategic Management Group was subsequently joined by the North West Regional Development Agency.

1.3.12 One of the sites identified in the Masterplan, 'Marina Village' was subsequently allocated for a mixed use development of housing, sport and leisure, tourism, specialist retail associated with the adjacent marina and open space and landscaping. This allocation was made through a formal Alteration to the Borough's Local Plan on 2 June 2006, following a Public Inquiry in April 2005.

Development of Preferred Options in Consultation

1.3.13 The Preferred Options stage of the Area Action Plan drew together the conclusions and recommendations of much previous work on the Port Area including the Barrow Port Masterplan and other documents produced subsequently, listed at Appendix 2. It also responded to the existing situation as identified, considered issues and opportunities and reflected the consultations undertaken with both stakeholders and the public.

1.3.14 The consultation carried out under Regulation 25 of the Town and County Planning (Local Development) (England) Regulations 2004 was a relatively informal stage building on previous extensive consultation exercises on the Council's Community Plan and particularly the Barrow Port Masterplan, and commencing with open consultation letters to a number of specific, general and other consultees as considered appropriate on 19 January 2006. A series of meetings with key stakeholders and partners was also held and the responses to other relevant corporate consultation exercises considered, as were issues raised in informal discussions with officers and in the local media through which there has been wide ongoing publicity of the issues relating to the Barrow Port Masterplan. The purpose of this initial consultation stage was to clarify and update the issues and options for the area and to identify and assess those options considered reasonable in order to determine the Council's preferred options which would then be the subject of more formal public participation. The issues raised by this consultation process were addressed in the Preferred Options document.

1.3.15 At the early part of this phase, the Scoping Report for the Sustainability Appraisal/Strategic Environmental Assessment was also developed and consulted upon as required by the relevant regulations.

Public Participation on the Preferred Options

1.3.16 The Preferred Options document was subject to formal public participation over a 6-week period from 3 August to 12 September 2007.

1.3.17 In this document the Council set out its preferred options and the reasons for their selection and also indicated the other reasonable options that had been considered and the reasons these were not preferred. Comments were invited on the preferred options, or on the alternative options that the Council was suggesting be rejected, or indeed any other options which consultees considered should be put forward either as a replacement or additional policy or supporting text.

1.3.18 The Council's preferred options were set out as draft policies in order that the full implications of the preferred options could be understood.

Submission and Examination

1.3.19 The Proposed Submission Document took into account the comments made on the Preferred Options document and was submitted to the Secretary of State, for independent Examination on 6 August 2009.

1.3.20 An Examination was held into the soundness of the submitted document. Following receipt of the binding report of the Inspector appointed to consider the soundness of the DPD, the DPD was adopted by the Council.

Sustainability Appraisal and Strategic Environmental Assessment

1.3.21 Sustainability Appraisal (SA) of the Area Action Plan has been undertaken, incorporating a Strategic Environmental Assessment (SEA). The SA/SEA is a parallel but integral part of the preparation of the Area Action Plan and has informed the Vision and Policies set out.

Appropriate Assessment

1.3.22 An Appropriate Assessment (AA) is a requirement of the Habitats Directive (92/43/EEC on the conservation of natural habitats and of wild flora and fauna) where a land-use plan either individually or in combination with other plans and projects is likely to have a significant effect on a European nature conservation site. It assesses the plan against the conservation objectives of the European site. An Appropriate Assessment has been carried out in the preparation of this Area Action Plan.

Planning Policy Context

1.3.23 The Area Action Plan has been developed to be consistent with national planning policy and in general conformity with regional planning policy. National planning policy is set out in Planning Policy Guidance (PPG's) and Statements (PPS's) and in Acts and Circulars; and regional policy in the Regional Spatial Strategy (RSS). The RSS has recently been revised. The revised RSS was adopted on 30 September 2008.

1.3.24 Although the policies of the DPD have to be consistent with national policy and in general conformity with regional policy, as well as having regard to other relevant plans and strategies, there are choices of how to interpret national and regional policy in the local context and occasions where the Council could argue that local circumstances justify divergence from national or regional policy.

1.3.25 The Area Action Plan is considered to support the policies of the RSS and will play an important part in implementing these policies, both the region-wide policies and those for the sub region of Cumbria and North Lancashire, CLN1 and CLN2. This relationship is explained in the relevant sections of the Area Action Plan and summarised in Appendix 3.

1.3.26 The Area Action Plan was submitted for examination ahead of the Council's Core Strategy. The Area Action Plan would need to have been in conformity with the Core Strategy if this had been adopted. As the Action Plan is written to be in general conformity with regional planning guidance and is consistent with the key themes of the Sustainable Community Strategy and a number of other relevant plans and strategies, it is considered that there is unlikely to be any conflict with the Core Strategy once this is adopted.

1.3.27 The Area Action Plan is seen as key to delivering the Vision and key priorities of the Sustainable Community Strategy. This relationship is further explained at Appendix 3.

1.3.28 The other relevant plans and strategies include the Sustainable Community Strategy, Local Transport Plan and the Regional Economic Strategy. The Cumbria and Lake District Joint Structure Plan 2001-2016, which has been partly saved, has also been referred to as this and the non-statutory Cumbria Sub-Regional Spatial Strategy are both recent documents and provide a Cumbria planning policy perspective.

1.4 The Area Action Plan Structure and Aims

1.4.1 The structure of the document is as follows:

1.4.2 Section 2 sets out the background information for the Action Plan Area providing the context for the current issues and challenges that the area faces today including historical context, land use, socio-economic profile, environmental quality and character, and transport and movement.

1.4.3 Section 3 sets out a spatial vision and set of supporting objectives for the Action Plan Area together with the overall allocations policy supported by the Proposals Map which identifies the key areas of change.

1.4.4 Section 4 sets out the policies which will apply to the whole Action Plan Area and Section 5 the area-based policies and guidance for the key locations for change within the Area.

1.4.5 Section 6 sets out the Implementation Strategy and key actions to change the vision into a reality and indicators are established to allow effective future monitoring of performance.

Section 2: The Action Plan Area Today

2.1 Introduction

2.1.1 In setting out the Council's vision and proposals for the future of the Area, it is important that these are based on a sound understanding of the place and the issues and opportunities that it presents. This has been achieved through an extensive evidence gathering process, including data collection, document review, site analysis and consultation.

2.2 Historical Evolution

2.2.1 The Area includes some of the most important parts of Barrow's history, including the sites of most of the original jetties out of which the town grew. The majority of the Area is reclaimed from the sea and developed within a matter of decades in the Victorian era as both the steel and shipbuilding industries flourished.

2.2.2 The residential development on Barrow Island grew up closely with the industrial growth of Barrow in the 19th century. As the docks that served Barrow grew, Barrow Island was encompassed and extended, accommodating industrial, residential and community uses. Importantly, much of this development remains today.

2.2.3 The development process is illustrated at Figure 3 overleaf.

Key issues and opportunities

- Preservation & enhancement of conservation areas at Barrow Island & St George's Square.
- Preservation of listed tenement buildings on Barrow Island.
- A complete port landscape to be considered as a whole through new development.
- Maintenance of the character of the Victorian industrial and residential environment.

2.3 Land Use

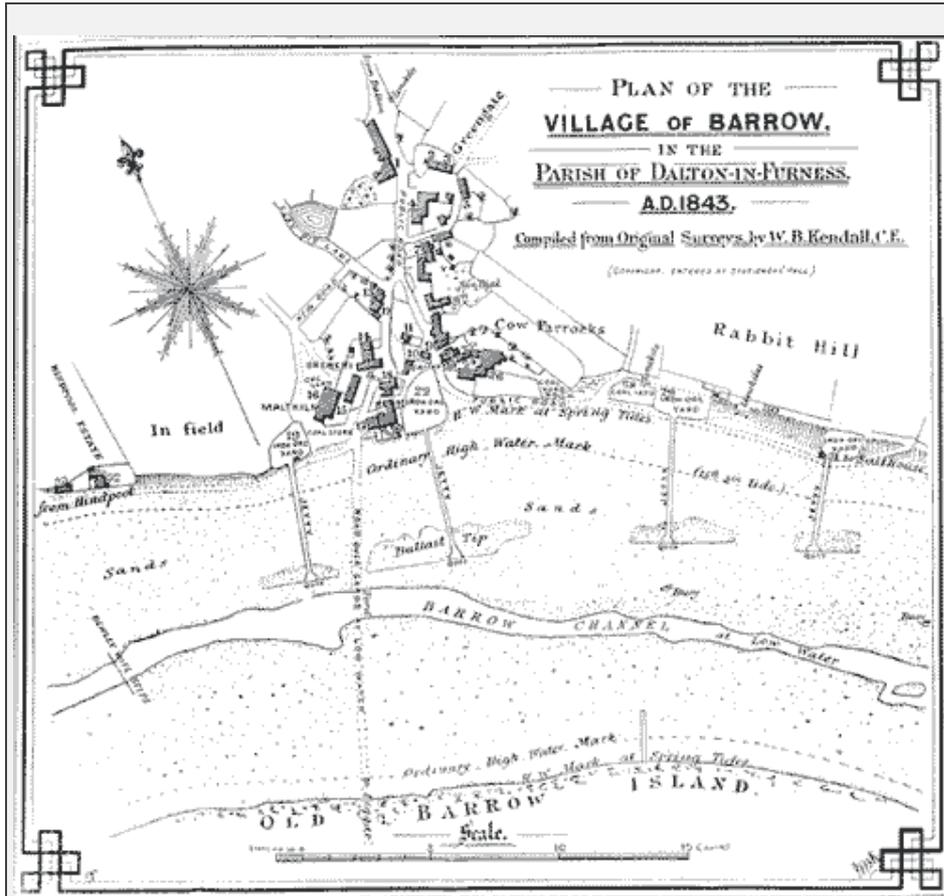
The Port/Docks

2.3.1 The Port of Barrow, centred on Ramsden and Buccleuch Docks, is the largest port on the west coast between the Mersey and the Clyde. Much of the port related land is owned by Associated British Ports (ABP) who is the current Port Operator, and has deep-water access taking ships up to 10m in draught and 210m in length. Walney Channel is dredged regularly to a minimum depth of 3.5 metres below chart datum. The port accommodates a variety of commercial, naval and recreational marine traffic, including specialist vessels such as nuclear fuel carriers for BNFL at Sellafield and condensate vessels for Centrica. However, no regular passenger services operate from the port.

2.3.2 The port is also the location of a BAE Systems shipyard and much of Buccleuch Dock is utilised as part of the BAE Systems facility. British Nuclear Fuels (BNFL) use the port to handle specialist vessels, and a terminal is located at the southern extremity of the Action Plan Area accessed by a dedicated railway line which runs adjacent to Cavendish Dock.

2.3.3 Ramsden and Buccleuch Docks are currently underutilised as a resource and are largely inaccessible to the public. Ramsden Dock does play host to national power boat grand prix racing and other events forming part of the Barrow Festival of the Sea, which attracts significant numbers of visitors. It is also home to the Duddon Canoe Club and Barrow Powerboat Club with their temporary onshore facilities. A short stretch of the frontage to Buccleuch Dock has been successfully opened up for public access as part of the Town Quay.

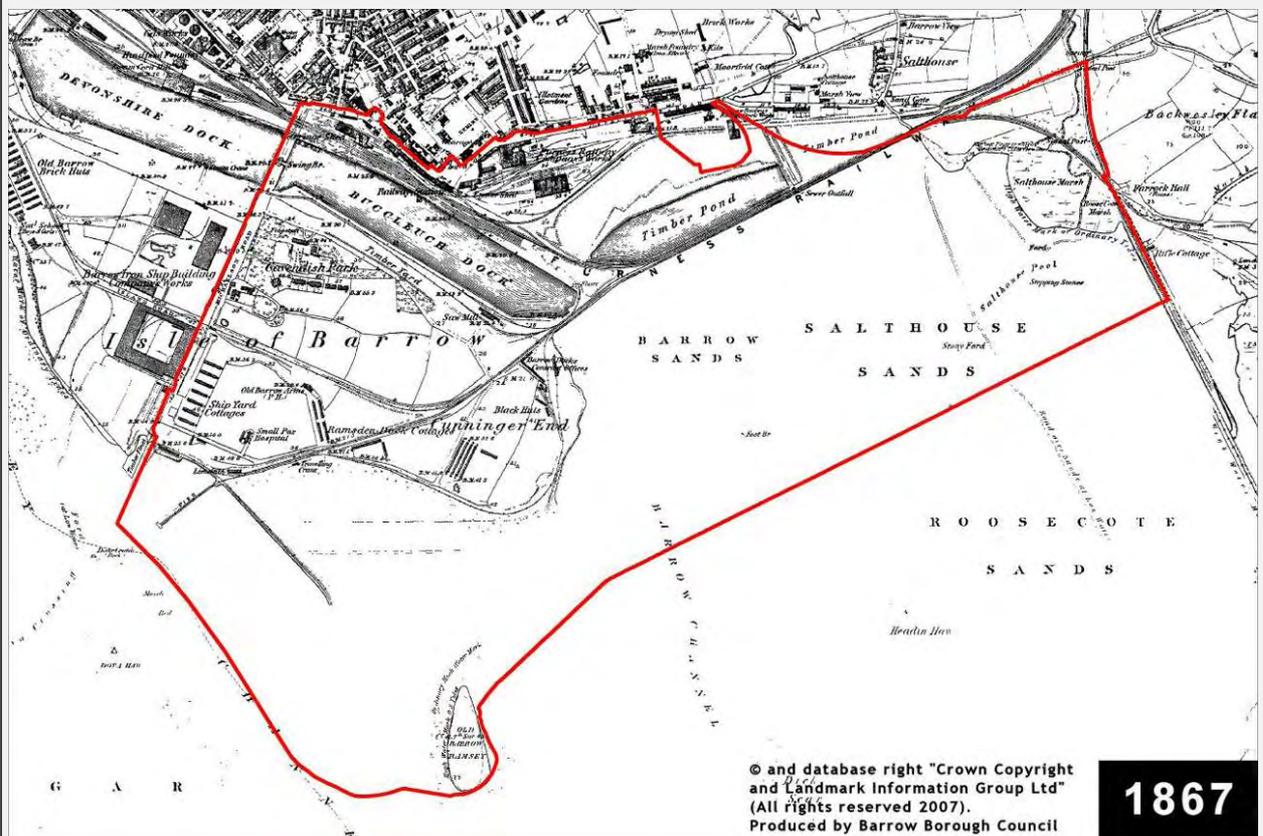
Figure 3: Historic Plans



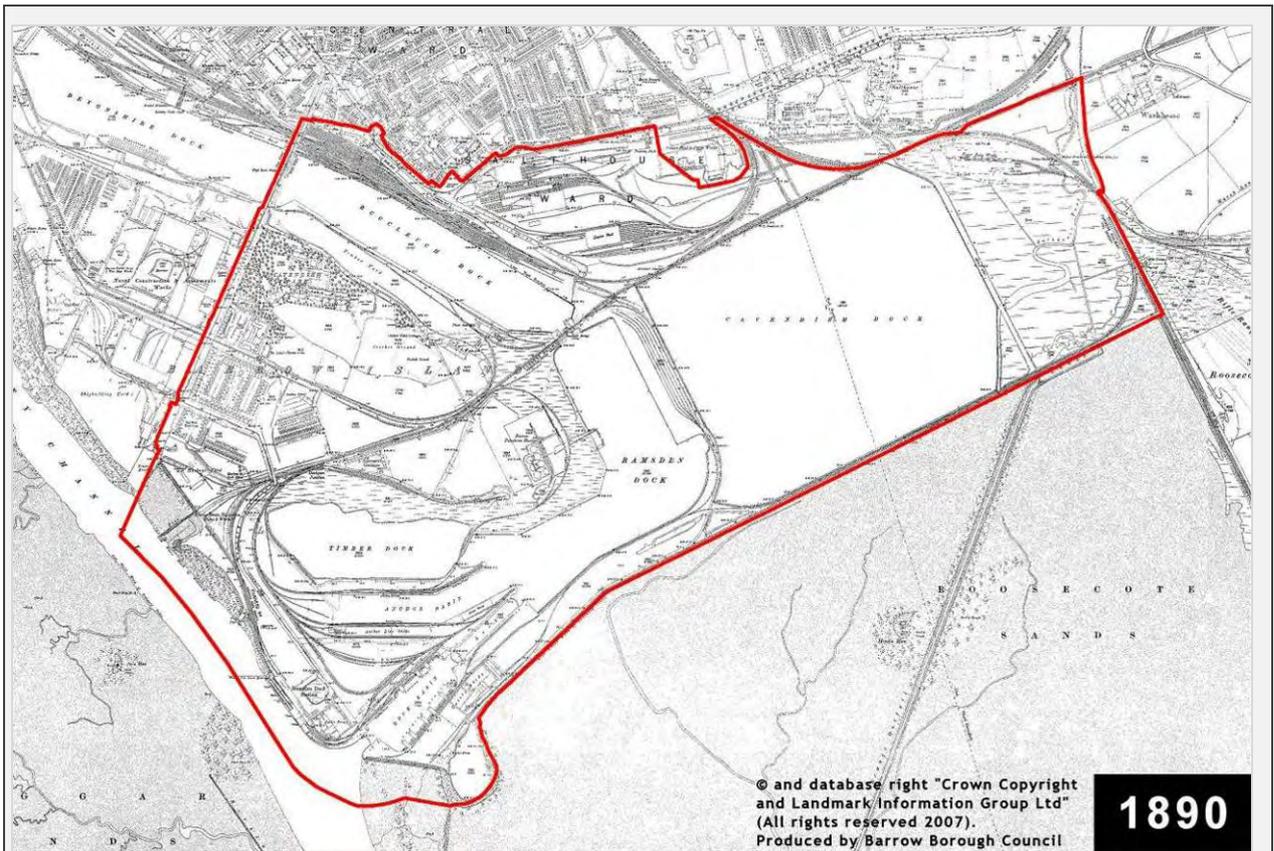
Plan of 1843 showing Barrow as a small village near to the present Schneider Square.

Barrow Island was still an island.

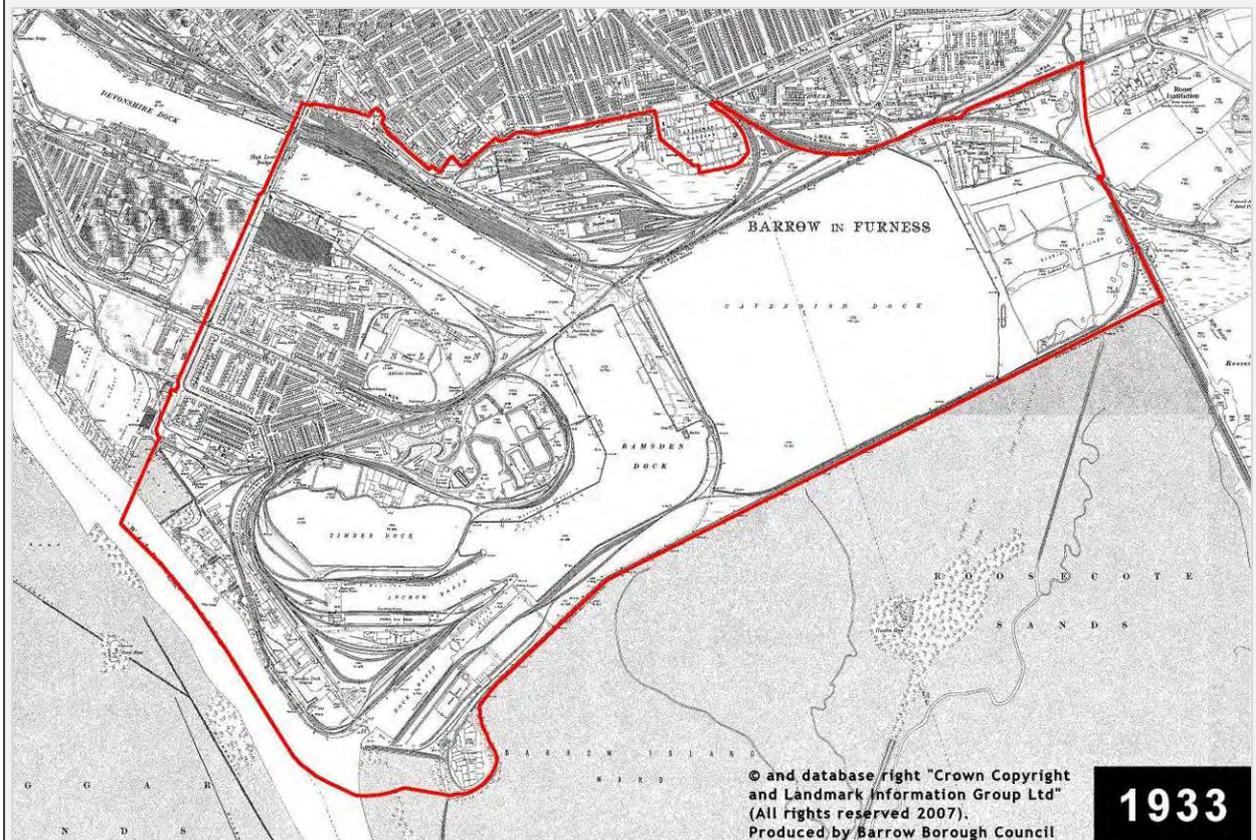
The original jetties can be seen, as can the road/ford across Barrow Channel where Michaelson Bridge now stands.



Devonshire and Buccleuch Docks and the three bridges to Barrow Island have been constructed. The Furness Railway Company yard is established north east of Buccleuch Dock



Barrow Central Station has opened taking traffic away from the Port Area. Cavendish Dock is complete but remains unused. The shape of the Port Area as we see it today has broadly been established and the tenement flats at Barrow Island have been constructed.



The docks have a broadly similar built form, but the remaining terraced houses and semi detached houses at Barrow Island have been constructed. Barrow Paper Mills complex at Salthouse is complete.

2.3.4 The movement and activity around Buccleuch and Ramsden Dock is in marked contrast to Cavendish Dock which is relatively quiet and more passive in nature. The isolation and inaccessibility of this man-made reservoir has benefited local wildlife and the site has become an important location for migrating birds and wildfowl forming part of a designated, SSSI, SPA and Ramsar site. The southern bank of the Dock offers uninterrupted views over Roosecote Sands to Piel Castle and Walney Island.

Key issues and opportunities

- Improved waterside access.
- Maximising the benefits of the waterfront location and enclosed docks.
- The continuing commercial operation of the port and the requirements of new development need to be balanced.
- The water in the dock system must be very closely controlled for BAE and other port activities.
- The sensitive eco-systems of Cavendish Dock need to be protected.
- Open views created by the docks should be retained where possible.

The Walney Channel Waterfront

2.3.5 The waterfront of Barrow onto Walney Channel is currently a significantly under-utilised resource. Whilst there is limited leisure activity in the form of the Barrow Island Sailing Club and the occasional cruise ship visit, the waterfront has effectively become divorced from the town and is often characterised by areas of open, derelict land.

2.3.6 The presentation of the built environment to the waterfront is equally poor. Highly visible from Walney Island and Channel, the skyline is dominated by utilitarian operational buildings of the port, the rapidly deteriorating Egerton Court buildings and vacant and derelict land.

Key issues and opportunities

- Reconnection of the town to the waterfront.
- Enhancement and promotion of the waterfront as a gateway to the town and south Cumbria.
- Significant areas of derelict and vacant land that need to be addressed whilst recognising their biodiversity value, including for reptile species.

Industrial / Commercial Uses

2.3.7 The primary commercial activities in the Area relate to the port and to BAE Systems defence. However, in addition there is a Centrica Gas Condensate facility which lies between the Barrow Island housing area and Ramsden Dock. This is a significant facility and has a lease that will potentially run until 2021. The presence of the Gas Condensate impacts on the types of development possible in the immediate area and there are defined Health and Safety Executive (HSE) Hazardous Substance Consultation Zones relating to this facility, for which guidance is contained in the HSE's land use planning methodology – PADHI (Planning Advice for Developments near Hazardous Installations). In the east of the Area there are similar Consultation Zones relating to the North Morecambe Bay Gas Terminal at Roosecote which lies to the south east of the Area. Roosecote Power Station also lies immediately to the east of the Area. There is also a high pressure natural gas pipeline running through the north east corner of the site. There are also HSE Explosive Safeguarding Distance (Consultation) Areas around Ramsden Dock/Anchorline Basin.

2.3.8 There are a number of smaller commercial and industrial premises located off Cavendish Dock Road and Salhouse Road. These include car workshops, scrap yards and

storage areas. The majority of these are in a poor state of repair. At the extreme eastern end of the Area is Salthouse Mills. This largely redundant and increasingly derelict building complex is currently home to a number of small scale commercial operations.

2.3.9 The Barrow Wastewater Treatment Works are located in the east of the Area adjacent to Cavendish Dock. These significant facilities are operated by United Utilities.

Key issues and opportunities

- The HSE Consultation Zones associated with the Gas Condensate and other hazardous installations need to be reflected in the approach to the area and the uses proposed.
- The majority of non-port related commercial uses do not add to the quality or character of the area.
- The future of Salthouse Mills should be addressed through re-use or redevelopment.
- The relationship of future development to the Wastewater Treatment Works requires careful consideration and consultation.
- The continuing commercial operation of the port and requirements of new development need to be balanced.

Residential / Community

2.3.10 The residential land use in the Area is focused on Barrow Island. The area grew up largely as a self-contained community to house workers in the port and related industries. A limited mix of housing types can be found, including tenement flats and a limited range of predominantly small terraced and semi-detached houses. In general, the quality of the residential environment is poor. Many of the tenement blocks contain vacancies and require extensive refurbishment and modernisation and very few properties have gardens. The terraced properties within the area are generally in a better state of repair than the tenements, but also suffer from a poor quality public realm and provision of open space.

2.3.11 The majority of community facilities within the Action Plan Area are associated with the Barrow Island residential community. They are located to the north of Island Road, off Michaelson Road, in a small area bordered by Dunbar Street, Farm Street and Buxton Street.

Key issues and opportunities

- A poor residential environment in need of refurbishment, modernisation and restoration.
- A public realm in need of improvement.
- Private and public open space provision needs to be addressed.
- Improvements need to protect the important historic assets of the area.
- The area requires a broader range of housing and facilities to create a sustainable community.
- Maximising the benefits of the close proximity to the town centre.

Retail

2.3.12 The most significant retail facility within the Area is the recently developed Morrisons Store located off The Strand adjacent to Ramsden Dock. This is a significant facility and according to the Barrow Retail Study (2006) attracts 18.6 % of the main food shopping patterns within Barrow. Importantly, it has also begun to generate activity on the waterfront in this location.

2.3.13 Within the Barrow Island residential area there is local retail provision around Anchor Road and further local provision adjacent to the Area at Risedale/Roose Road.

Key issues and opportunities

- The existing local retail provision to be protected and enhanced.
- Further development of the Area should maximise the benefits of the close proximity to the town centre and the Morrisons store as a local resource.

Recreation

2.3.14 The majority of recreational activity within the Area is informal in nature. However, the following formal recreational provision currently exists.

- The Jeff Fullard and former ABP allotments on Barrow Island;
- Barrow Sailing Club at Barrow Island along Walney Channel;
- Barrow Sea Cadets Sailing Centre on the south side of at Buccleuch Dock;
- Duddon Canoe Club and Barrow Powerboat Club along the Peninsula at Ramsden Dock; and
- Cavendish Park playing fields/bowling club in Barrow Island;

Key issues and opportunities

- The current limited formal recreation provision in the Area will need to be protected.
- Opportunities to provide recreation facilities for new and existing residents need to be considered.
- Allotments are an important community resource and provision and should be protected or enhanced where demand still exists.

Vacant, Underused and Derelict Land and Buildings

2.3.15 As a result of the reduced commercial and industrial activity at the port, there now exist significant areas of vacant, underused and derelict land and buildings. These areas not only present a poor visual impression of the Area and the Borough, but also represent an important opportunity for future development.

2.3.16 Two significant areas exist. Firstly, to the north of Cavendish Dock on the site of the former Furness Railway works (currently allocated in the saved Local Plan for 450 houses, sport and leisure, tourism, specialist retail associated with the adjacent marina and open space and landscaping); and secondly to the south of the Barrow Island 'Village' adjacent to the active port area and the Gas Condensate.

2.3.17 There are further areas of derelict land and buildings associated with Salthouse Mills situated to the eastern extremity of the Action Plan Area and there are a number of smaller vacant buildings and plots of land scattered across the area.

2.3.18 A number of these areas, although not designated, are recognised to have biodiversity value and house a number of Protected Species and Priority Habitats (see Section 2.5.4).

Key issues and opportunities

- Significant areas of derelict and/or contaminated land require a comprehensive remediation approach.
- Negative visual impact of current underused, vacant and derelict sites and buildings to be addressed.
- The biodiversity value of the area's derelict land needs to be recognised and its Protected Species safeguarded.

2.4 Socio-Economic Profile

Local Community and Population

2.4.1 According to the 2001 Census (Office of National Statistics – ONS), the Borough's population of 71,979 is concentrated within its two principal settlements of Barrow 59,181 and Dalton 8,057 with the remainder living in the smaller outlying villages such as Askam and Ireleth, Lindal, and the more rural areas of the Borough. According to the Census, the Borough's population showed a 1.57% fall between 1991 and 2001 compared to a fall over the previous decade of 1.3%. The 2007 mid-year estimated population is 71,800, a fall of - 0.3% since the 2001 census. Barrow is the only Borough in Cumbria with an estimated decline since 2001.

2.4.2 According to the 2001 Census, the population of Barrow Island Ward was 2,606 and according to the ONS estimates, the population in 2005 had decreased to 2,522.

Housing

Ownership

2.4.3 There is a lower rate of home ownership within the Area than elsewhere in Barrow and a significantly higher proportion of private rented accommodation.

	Barrow Island (%)	Barrow-in-Furness (%)
Owner occupied	59.0	76.2
Local Authority Rented	4.6	10.1
Private Rented	30.0	8.4
Housing Association Rented	4.9	2.1
Other Rented	0.3	2.9
Shared Equity	0	0.2

Housing Stock by Tenure (2001 census)

Housing Type

2.4.4 As with much of Barrow, there is a high proportion of terraced housing within the Area. However, reflecting the number tenement buildings, there is also a much higher percentage of flats than elsewhere in the Borough. Critically, there is a very low proportion of lower density housing choices within the Area and virtually no modern housing.

	Action Plan Area	Barrow-in-Furness	North West
Detached house	3.56	11.11	17.63
Semi-detached house	10.94	28.00	36.55
Terrace	37.27	49.15	31.74
Flat, maisonette or apartment	46.77	8.58	10.23

House Type (2001 Census)

2.4.5 There is an extremely high proportion of properties within the lowest Council tax band. This is a direct reflection of the predominance of smaller, high density homes.

	Action Plan Area	Barrow-in-Furness	North West
Band A	93.55	60.17	43.79
Band B	1.53	16.72	18.06
Band C	1.59	13.30	17.19
Band D	1.96	6.45	9.63
Band E	1.10	2.43	5.66
Band F	0.25	0.69	2.77
Band G	0	0.21	1.90
Band H	0	0.03	0.19

Council Tax Band (ONS 2003)

Vacancy

2.4.6 The vacancy rate in Barrow Island Ward is the highest in the Borough with vacancy being a particular issue in the tenement flats. According to Council Tax records at 31 March 2008, 6.3% of homes in the Borough were 'vacant' with the rate in Barrow Island Ward being 20.6%. There is no nationally agreed definition of 'vacancy'. (The figures quoted include Council Tax Exemption Categories: A B C F G H L Q R plus those with 50% discounts - some of which are occupied.)

House Prices & Affordability

2.4.7 The following table shows the house prices and incomes for 2007. The DCLG figures (Nov 2008) show a 7.55% drop in Borough-wide house prices in Jul-Sep 2008 compared to their peak in the last quarter of 2007.

	Barrow Island Ward	Central Ward	Barrow-in-Furness	North West
House Prices				
Mean 2007	£70,048*	£70,234*	£113,383	£159,892
Median 2007	Not available	Not available	£95,000	£134,750
Lower Quartile 2007	£60,000*	£61,250*	£71,500	£99,950
Gross Annual Pay				
Mean	Not available	Not available	£23,117	£27,196
Median	Not available	Not available	£22,524	£22,817
Lower Quartile	Not available	Not available	£14,796	£16,340

House Prices: *Land Registry 19 May 2008 & DCLG Live Tables Sep 2008

Pay: annual survey of hours and earnings - resident analysis full time workers (April 2007) ONS via NOMIS 3 June 2008

2.4.8 Average house prices in Barrow are lower than the Borough as whole. Prices in the wards within and adjoining the Action Plan Area (Barrow Island & Central) are lower than the town as a whole. Prices in the Borough remain around 33% lower than those in Cumbria, 29% lower than those in the region and 49% lower than those nationally (see AMR).

2.4.9 The DCLG Practice Guidance for Strategic Housing Market Assessments (March 2007) states that a household can be considered able to afford to buy a home if it costs 3.5 times the gross household income for a single earner household or 2.9 times the gross household income for dual-income households, and that where possible, an allowance should be made for access to capital that could be used towards the cost of home ownership. The following table shows the ratios of house price to income for the Borough for 2007 based on the above figures (Ratio A) together with the comparable DCLG figures (Live Tables 576 & 587 Sep 08 which use Land Registry data is for the first half of the year only, so it is comparable to the ASHE data which is as at April). These ratios do not include any allowance for a deposit.

Relationship 2007	Ratio A	DCLG Ratio B
Mean Income to Mean House Price	1:4.9	Not Available
Median Income to Median House Price	1:4.2	1:3.96
Lower Quartile Income to Lower Quartile House Price	1:4.8	1:4.7

Housing Need

2.4.10 A Borough-wide Housing Needs Study was completed in 2006 in accordance with the draft national guidance available at that time. The Study showed that there were an estimated 3,345 households in need in the Borough, 1,224 of which were living in overcrowded accommodation and 1,147 of which were living in an unsuitable dwelling (as a result of special needs or mobility impairment) with 40 further households in both categories. 91% of those in need lived within Barrow. The study concluded that there was no significant issue with affordability in the Borough, but that there was a need for 20 affordable units (for

rent or shared equity) per annum to 2011. The more recent Regional Strategic Housing Market Assessment concluded that there was sufficient supply of affordable housing in the Borough to meet the identified need.

2.4.11 The Cumbria Housing Strategy 2006/11, which was informed by the 2006 Housing Needs Study, included a target for the Borough of 11 units of affordable housing per annum from 2006-2011. This Strategy is being updated by a Borough Strategic Housing Market Assessment commissioned on 5 December 2008.

2.4.12 The table below shows the figures for affordable housing completions and planning permissions for 2006/7 and 2007/8, and those currently planned for 2008/9 and 2009/10.

	2006/7	2007/8	2008/9	2009/10
New dwellings constructed	26	0	12	42
Permissions granted	0	6	n/a	n/a

Barrow Borough Council

Employment

2.4.13 The tables below illustrate the economic activity of people in the Action Plan Area:

	Action Plan Area	Barrow-in-Furness	North West
Full-time employed	34.45	35.55	38.77
Part-time employed	14.61	14.10	11.87
Self-employed	4.23	5.18	7.10
Unemployed	6.84	4.23	3.63
Full time students	1.41	1.78	2.54

Percentage of persons economically active (ONS 2001)

	Action Plan Area	Barrow-in-Furness	North West
Retired	14.61	15.44	14.28
Student	2.34	2.71	4.62
At home with family	4.24	6.95	6.12
Long term sick	13.40	10.81	7.75
Other	4.35	3.25	3.32

Percentage of persons economically inactive (ONS 2001)

2.4.14 The figures also highlight the high levels of long-term sickness in the Area which is noticeably higher than the level in Barrow and nearly double the regional figure. More recent figures of the number and percentage of working age residents claiming Incapacity Benefit shows that the Borough at 12.1% has the highest rate in Cumbria and a rate well above the Regional average of 9.4%. (DWP via NOMIS as at Feb 2008).

2.4.15 The Area suffers from much higher unemployment than the Borough average. The rate of job seekers allowance claimants in Barrow Island Ward in March 2008 was 5.2%, compared to an overall Borough figure of 2.4% and 1.7% for Cumbria (ONS via Nomis published June 2008).

	Action Plan Area	Barrow-in-Furness	North West
Higher managerial and professional occupations	3.62	8.63	10.66
Lower managerial and professional occupations	11.37	22.30	24.83
Intermediate occupations	5.26	11.49	13.40
Small employers and own account workers	5.62	7.66	9.14
Lower supervisory and technical occupations	13.90	14.04	10.43
Semi-routine occupations	12.59	18.35	15.82
Routine occupations	18.10	14.59	12.07

Residents of the Port Area by Job Type (ONS Census 2001)

2.4.16 In terms of the mix of employment for those residents within the Area, it is clear from the table above that there are very few employed in the 'higher value' management and professional occupations and a preponderance of those working in lower supervisory and routine occupations or skilled technical workers.

2.4.17 The majority of the population of the Area work within 2km, reflecting the location immediately accessible to both the industrial operations of the port itself and the town centre. This has led to very sustainable travel patterns within the Area, with a very high proportion (31%) of workers travelling by foot.

Distance from work	Action Plan Area	Barrow-in-Furness	North West
Less than 2 km	22.78	37.14	21.16
2-5 km	6.52	28.04	22.58
5-10 km	3.14	11.39	19.50
10-20 km	1.46	4.01	14.34
20-30 km	0.37	1.22	4.63
30+ km	2.04	7.85	5.59
No fixed place of work	1.46	2.93	3.53
Outside UK	0.12	0.45	0.24
Offshore	0.12	0.15	0.01

Distance from place of work (ONS Census 2001)

Deprivation

2.4.18 The 2007 Indices of Deprivation identifies Barrow Island West and Barrow Island East as the 729th and 4628th most deprived super output areas out of 32,482 in England and the 4th most deprived in Barrow Borough. Deprivation data is based on income, employment, health, education, housing & access to services. In the 2007 Indices Barrow remains the 29th most deprived District in England out of 354.

Health

2.4.19 The table below illustrates the perceptions of the Area's population of their general health (as a percentage from the 2001 Census). It shows that the residents of the Area believe their general health levels to be poorer than the rest of Barrow which in turn is poorer than the wider North West Region's perception.

	Action Plan Area	Barrow-in-Furness	North West
Good health	61.02	63.12	66.89
Fairly good health	23.44	23.63	22.16
Poor health	15.53	13.25	10.95

Health Perceptions (ONS Census 2001)

Access to Services

2.4.20 Car ownership in the Area is particularly low when compared with Barrow Borough and the wider region. This results in a reliance on services being either locally available or within reach by public transport.

	Action Plan Area	Barrow-in-Furness	North West
Households with no car or van	49.63	33.49	30.21
Households with 1 car or van	40.09	49.05	43.54
Households with 2 or more	10.26	17.44	26.25

Vehicle Ownership (ONS Census 2001)

Education

2.4.21 The following table illustrates the level of qualifications of the residents of the Area (as a percentage):

	Action Plan Area	Barrow-in-Furness	North West
No Qualifications	36.32	32.82	31.89
Level 1 qualifications - 1 'O' level/GCSE	20.29	19.40	16.71
Level 2 qualifications - 5 'O' levels/GCSE/1'A' level	20.18	20.30	19.43
Level 3 qualifications - 2 'A' levels	5.93	6.56	7.75
Level 4/5 qualifications - degree/HND/qualified specialist	8.85	12.98	17.17

Qualifications (ONS Census 2001)

Key issues and opportunities

- The identified economic and environmental issues are reflected in the Area's declining population.
- There is a lack of housing choice in the area and the existing stock is facing high vacancy levels and physical deterioration.
- There is a fundamental need to widen the economic opportunities to the benefit of the Area and Barrow as a whole.
- There are significant limitations in the current ability of the Area to provide the kind of recreational and leisure opportunities that a sustainable resident community will require.
- Enhanced leisure facilities, open space and improved housing could help address the health issues for new and existing residents.

2.4.22 Further information on the economic and social profile of the Borough is set out in the Council's Annual Monitoring Report.

2.5 Environmental Quality

2.5.1 The large areas of underused, derelict and contaminated land, coupled with the general decline in the condition of the built fabric in the Area, particularly in the residential areas of Barrow Island, means that the Area currently presents a poor environment for all. This has contributed to population decline and there has been limited opportunity to attract new businesses or investment.

2.5.2 At the same time, the Area abuts, and in some parts includes, significant environmental assets in the form of the international and national nature conservation designations and conservation areas and listed buildings. There is a real need to reflect the importance of these and the coastal location in general, by improving and managing these assets.

Biodiversity and Nature Conservation

Designated Sites

2.5.3 Set out below are the designated sites that lie within the Action Plan Area. The majority of these designations relate to significantly larger sites, of which the Area forms only part. These are shown on the Proposals Map.

Sites of International Importance	
Name	Morecambe Bay
Status	Ramsar, Special Protection Area (SPA), Special Area of Conservation (SAC)
The wider Ramsar and SPA include most of the southern section of Walney Channel and the islands to the south. The boundaries stretch into Cavendish Dock and cover the whole of this water body. This is a wetland of international importance and regularly supports many thousands of waterfowl, specifically in winter, hence the Ramsar designation. The Special Area of Conservation (SAC) designation covers a similar area to the SPA with the exception of Cavendish Dock and also includes all of Walney Channel.	

Sites of National Importance	
Name	South Walney and Piel Channel Flats
Status	Site of Special Scientific Interest (SSSI)
The SSSI is a designation of special conservation interest and is contiguous with the Duddon Estuary SSSI (to the north) and Morecambe Bay SSSI (to the east). The SSSI follows the same boundary as the Morecambe Bay SPA/Ramsar in this area.	

Regional and Local Designations	
Name	Salthouse Pool
Status	County Wildlife Site (CWS)
The CWS is a non-statutory designation, and whilst there are a number of CWS in Barrow-in-Furness, this is the only one that falls within the Action Plan Area boundary. This site is located immediately to the east of Cavendish Dock, occupying the site south of Salthouse Mills and is contained entirely within the Area boundary.	

Protected Species & Priority Habitats & Species

2.5.4 Outwith the designated sites, a number of National or European Protected Species are known or likely to be found within the Area. These include: -

Slow-worm (<i>Anguis fragilis</i>)	Common Lizard (<i>Lacerta vivipara</i>)
Slow worms are known to be present within the Action Plan area. They are protected under Schedule 5 of the Wildlife and Countryside Act 1981 and listed as a Priority Species under the UK and Cumbria BAPs.	Common Lizards are known to be present within the Action Plan area. They are protected under Schedule 5 of the Wildlife and Countryside Act 1981 and listed as a Priority Species under the UK and Cumbria BAPs.

2.5.5 A Barn Owl which is protected under the Wildlife and Countryside Act 1981 has been observed near Cavendish Dock and bat roosts may also be present.

2.5.6 Also outwith the designated sites, a number of UK and Cumbria BAP Priority Habitats and Species are also known or likely to be found. These include:

UK BAP Priority Habitat	
Coastal, Floodplain Grazing Marsh	Present adjacent to the north east of Cavendish Dock.
Open Mosaic Habitats on Previously Developed Land	A new classification of habitat within the UKBAP. The classification was previously listed as Post-industrial sites. This is present at Marina Village.
UK BAP Priority Species	
Dingy Skipper Butterfly	Has been observed in Area
Cumbria BAP - Action Plan Species	
Barn Owl	Has been observed in Area
Song Thrush	Likely to be present in small numbers
Linnet	Has been observed in Area
Skylark	Has been observed in Area

Key issues and opportunities

- All development proposals will need to protect and/or minimise the impacts on these natural assets, as appropriate.
- Mitigation against any loss of important habitat will need to be considered, which may include the provision of compensatory habitat where necessary.
- Networks of open space should contribute to any required mitigation and where possible the enhancement of biodiversity.
- Opportunities to protect and enhance the environment whilst improving public access and understanding should be identified.

Archaeology and Cultural Heritage

2.5.7 Oxford Archaeology North (OA North) carried out a desk-based assessment of the harbour area of Barrow-in-Furness (May 2003) as part of the Barrow Port Masterplan.

2.5.8 52 sites within the Area are listed in the County's Historic Environment Record (HER) or are Listed Buildings. Of these, there were none dating to the prehistoric, Roman or early medieval periods. Only a single site of medieval date was recorded: the salt works at Salt House. The remaining sites recorded in the SMR were all of the post-medieval period and can be divided into four basic types; eight sites relating directly to the docks or shipping, eighteen Second World War defences, thirteen formed by housing and other buildings, and twelve industrial or railway related structures.

Key issues and opportunities

- Where it is likely that development proposals will potentially affect any of the sites listed in the SMR, it is recommended that further archaeological assessment be carried out.

Conservation Areas/Listed Buildings

2.5.9 Two Conservation Areas are of relevance to the Area: The Barrow Island Conservation Area covers the Barrow Island tenement flats, James Watt Terrace, the oldest BAE Heavy Engineering Shops, Cavendish Park Villas, Barrow Island County Primary School and St John's Church. The Conservation Area also area contains a significant number of grade II and II* listed buildings (See Figure 22).

2.5.10 St George's Square Conservation Area is primarily located outside the Action Plan Area, but it does overlap along the north western boundary, with the listed former railway station and St George's Square itself inside the Action Plan Area (See Figure 10).

Key issues and opportunities

- Listed buildings within the Area to be protected.
- Enhancement of St George's Square Conservation Area as an important gateway to Marina Village.
- Barrow Island Conservation Area to be preserved and enhanced.

Urban Design Analysis

2.5.11 'By Design' (CABE and DETR, now DCLG) sets out six aspects that taken together, define the physical character of an area. These aspects should also be considered alongside the preceding history of the area, current land use, ecology and socio economic profile to complete the picture of the Area today.

Urban Structure

2.5.12 Outside of the Conservation and housing areas, only a very limited urban structure exists. Whilst Michaelson Road and Salthouse Road help define the boundaries of the Area, only Ramsden Dock Road and Cavendish Dock Road provide internal structure and access, and even these routes are peripheral. Much of the Area is currently inaccessible and lacks a coherent structure. Outside of the existing built form, many of the current routes across the Area tend to be both informal and private.

Key issues and opportunities

- Extend and create a new legible urban structure to serve development and recreation opportunities in the Area.
- Improve access and connections, particularly for pedestrians and cyclists, to and across the Area.

Urban Grain

2.5.13 A fine urban grain exists within the conservation and housing areas, but little or no recognisable urban grain exists across much of the wider Action Plan Area. However, within the conservation and housing areas, a Victorian grid pattern predominates and buildings are generally sited at the back of pavement with little or no setback. This strong sense of enclosure contrasts with the adjacent open tracks of vacant or derelict land which surrounds this fine urban grain.



Key issues and opportunities

- Create an urban grain across the area to define new streets and spaces.
- Respecting existing character whilst improving standards of amenity and open space.
- Design streets, spaces and buildings to encourage safe walking and cycling in new housing and employment areas.

Landscape

2.5.14 The Area contains a contrasting variety of spaces and landscapes. These range from edge of town centre, working docks, residential areas, conservation areas with listed buildings, maritime coastal edge, cleared derelict land, working industry with cranes, gas tanks and dock edges, garden allotments and playing fields.

2.5.15 The Area lies within the 'West Cumbria Coastal Plain' Countryside Character Area (also known as Landscape Character or Joint Character Areas). The Structure Plan formerly identified the Area as included within the 'Immediate Coastal Zone'. Within this zone it identified broad areas of 'Undeveloped' and 'Developed Coast'. The Area falls within the area identified as 'Developed Coast'.

2.5.16 The existing industrial and residential architecture of the Area forms a backdrop as strong as the omnipresent sea, hills and sky. Waterfronts are always special places and the Port Area contains hard dock edges of concrete, steel, stone and timber, in contrast to the softer edges of Walney Channel and Roosecote Sands. There is also a surprising amount of green, with grassy embankments and allotment gardens. However, generally across the Area there is a distinct absence of trees.



2.5.17 Although the sea and sky dominates most views along the western and southern edges of the Area, views of the town centre and other landmarks, particularly of the dock cranes, are also significant.

Key issues and opportunities

- Protection of existing significant views, particularly those over Walney Channel and Roosecote Sands.
- Improving access to areas of open space for existing and new residents.
- Introducing tree cover where possible in sheltered locations.
- Protecting and enhancing the ecological value of the area, particularly that of Cavendish Dock and Walney Channel.

Density and Mix

2.5.18 There is much contrast between the existing high residential densities of the Area and the low density industrial areas surrounded by derelict or vacant land. Although surrounded by low density development or vacant land, the housing on Barrow Island in particular lacks sufficient formal private or public amenity or open space for many residents.

Key issues and opportunities

- A range of densities and a mix of compatible uses should be encouraged across the Area to create interest and diversity.

Scale

2.5.19 The height of built form in the area ranges from single storey industrial sheds and two storey residential terraced houses, to taller four storey tenement buildings and larger industrial units on Barrow Island. Higher forms include the dock cranes, the communications mast and the tower of St George's Church, which act as landmarks on the skyline.

2.5.20 The massing, even on the domestic scale, reflects the industrial origins of the area. There are few smaller detached buildings in the area.



Key issues and opportunities

- To create a range of scale, both in height and massing, across the Area to create interest and diversity, whilst respecting, where appropriate, existing scale.

Appearance

2.5.21 Victorian buildings, even those built for industry, were often well detailed and utilised high quality materials such as red sandstone, brick and slate to create a visually rich environment. However, more recent buildings and structures have been more utilitarian and austere in appearance, with little detail to add visual interest.

2.5.22 A generally poor quality public realm and streetscape detracts from the better quality buildings across the Area, as does adjacent derelict or vacant land and buildings. The overall appearance is one of neglect and abandonment which deters investment and care. The only notable exception is the recently completed supermarket and Town Quay along Buccleuch Dock.

Key issues and opportunities

- Encouraging a variety of materials and rich detailing in new development to add visual interest and help create a sense of identity and place whilst respecting character.
- Improving the quality of the public realm and streetscape to encourage long term investment in the Area.

Pollution and Contamination

Air and Noise Pollution

2.5.23 The noise sources having the most widespread effects on the Area are the British Aerospace (BAE) Shipyard and the Gas Terminal. The problems created from these sources have been largely mitigated through remedial actions. There have been complaints of odour nuisance from the nearby Waste Water Treatment Works. United Utilities are currently investing in phased upgrading works to the plant to address odour issues. Ongoing monitoring will determine the extent of the work required.

Land Quality Assessments

2.5.24 A desk-based Land Quality Assessment was undertaken as part of the Masterplan and incorporated the considerations of a number of previous site investigation reports that were carried out. However, coverage of the whole Area is not uniform. A Land Quality Assessment for the Port of Barrow was conducted by Associated British Ports in (June 2002) and focussed on looking at the past uses of the port estate to identify any likely contaminated areas.

2.5.25 There are two main areas of identified ground contamination within the Area, and they both possess elevated levels of organic and metal contaminants. The larger of these two is located at Salthouse following the line of the former railway sidings to the east of what was the carriage shed. The second area is the former Furness Railway Works to the north west of Cavendish Dock.

2.5.26 Potential hazard sources (as identified in the Barrow Port Masterplan) in the Area include:

- Made ground deposits
- Railway / Engineering works
- Railway lines / sidings
- Former paper pulp works in the northeast corner of the site
- Hydrocarbon contamination from railway activities
- Asbestos material from former onsite structures / breaking of railway carriages
- Current and historical fuel storage tanks (above and below ground)
- Current and historical drainage systems
- In filled timber lagoon areas
- Contamination associated with the use of diesel motors and generators
- Stock car circuit
- BNFL site
- Former gas works in the northeast corner of the Area.
- Former iron forge works in the north of the Area.
- Waste water treatment works adjacent to the eastern boundary.

2.5.27 Additionally, the following off-site sources were identified:

- Roosecote Power Station located to the east of the Area.
- BAE Systems Ship building and Engineering works to the west of the Area.

Key issues and opportunities

- Further site investigation will be required to determine the degree of remediation for development sites in the Area, specifically, depending on the end use proposed.

Flood Risk

2.5.28 Barrow-in-Furness Borough has 63km of coastline, of which approximately 22km are defended against either erosion or flooding. Parts of Action Plan Area are within Flood Zones 2 and 3 identified by the Environment Agency for a risk of coastal and fluvial flooding.

2.5.29 A Phase 1 Borough-wide Strategic Flood Risk Assessment was commissioned in 2005 by Barrow Borough Council and West Lakes Renaissance. The purpose of the Phase 1 report was to undertake a review of publicly available information, consultation with appropriate organisations about flooding issues and data holdings, and make recommendations for further data collection or investigation in any subsequent phases of work.

2.5.30 A further Phase 2 study was commissioned in 2006 by the Council but jointly briefed by West Lakes Renaissance, the Environment Agency and Associated British Ports; and jointly funded by the Council, West Lakes Renaissance and Associated British Ports. The objective was to re-evaluate the risks of tidal and fluvial flooding by undertaking a more rigorous analysis for the development sites in and around the port area.

2.5.31 The Strategic Flood Risk Assessment was based upon the development proposals in the 2001 Local Plan Review and the Barrow Port Masterplan, including the possible new land use allocations at Waterfront Business Park and Marina Village. In assessing the implications of these proposals against PPG25 and the draft PPS25, it was considered that the land use allocations of the Local Plan Review and Barrow Port Masterplan were generally acceptable. The conclusions in respect of the Key Sites are set out in Section 5.

2.5.32 The Assessment highlights the need for evaluation of the geotechnical and structural integrity of the Cavendish Dock Long Embankment.

Key issues and opportunities

- As individual development projects are progressed, the requirements set out in the Strategic Flood Risk Assessment will be implemented, especially building platforms above the specified levels (at particular heights Above Ordinance Datum) to ensure development is unaffected by flooding.
- Also, individual projects will require site specific Flood Risk Assessments in line with the provisions of PPS25: Development and Flood Risk Annex E which recommends that all development proposals on sites of over 1 hectare in size or located in Flood Risk Zones 2 or 3 should be accompanied by a Flood Risk Assessment.

2.6 Transport & Movement

2.6.1 The comparatively remote location of Barrow-in-Furness means that the Borough suffers from isolation away from competitive regional and national markets. The Action Plan Area lies in close proximity to the town centre.

Road Infrastructure

2.6.2 The main access roads that serve the Area currently include Cavendish Dock Road leading from Salthouse Road in the north, and Island and Ramsden Dock Roads leading from Michaelson Road in the south. Both of these routes connect to the strategic road network via

the A590. The southernmost portions of both these roads within the dock estate are privately owned by ABP.

2.6.3 Within the Area, circulation is poor, with a limited number of routes primarily focussed on serving the residential communities and commercial activities on Barrow Island.

2.6.4 There are established routes for abnormally heavy and high loads which require access to or from the Docks. This is reflected in the A590's designation as a national high, wide, heavy load route by the Department of Transport.

Rail

2.6.5 The nearest passenger station to the Area is Barrow which is approximately 1km walking distance from the closest point of the Area. Passenger rail services operate at a varying frequency ranging from ½ hour to 4 hours during the normal working day along the Cumbrian Coast line.

2.6.6 A freight service runs to the southern and eastern sides of the docks and BNFL have a dock-side terminal on the south side of Ramsden Dock, which has its own dedicated rail sidings. The freight line into the Area is owned in part by BNFL and in part and by Network Rail who own the section from Salthouse Junction and along the northern boundary of Cavendish Dock. This line has a number of security restrictions as a result of its use by BNFL.

Bus

2.6.7 The bus services in Barrow-in-Furness Borough connect the Borough to other towns and villages in Cumbria and the Lake District. Bus services 1 and 1A run into the Area along Michaelson Road, Island Road, and loop round along Ramsden Dock Road before turning down Bridge Road and into Vickerstown. The 3A and 6 and 6A also run down Michaelson Road but they turn directly onto Bridge Road and head towards Vickerstown.

Cycling and Walking

2.6.8 Within the Area, the number of people walking or cycling to work (22%) is significantly higher than the national average (12.8%, ONS). However, there is currently only one crossing within the Area connecting Barrow Island to the town centre across the docks. In addition, the commercial uses on the land preclude walking and cycling along the dockside with the exception of the recently enhanced Town Quay.

2.6.9 Some of the old railway routes in the dock estate have the potential to be developed as recreational footpaths to provide a convenient network for recreational use.

Water Based Transport

2.6.10 Barrow is the Irish Sea's newest port of call for cruise liners and is the only deep water port between the Mersey and Clyde. Since 1995, cruise ships have called on occasion at Barrow as part of Irish Sea itineraries. There is scope to extend the number of cruise ship visits to Barrow if dedicated terminal facilities can be introduced.

Key issues and opportunities

- Opening up the waterfronts to public access wherever possible.
- Improved public transport provision and pedestrian and cycle routes to serve existing residents and new development.
- Improved linkages with the town centre.
- Improved access to the port and associated improvements to residential amenity.
- The transfer of freight from land to water for short sea and coastal shipping.
- Extending the number of cruise ship visits.

Section 3: Strategic Vision and Objectives

3.1 Introduction

3.1.1 Historically, a key driver for the community and economy of Barrow has been the port, which has fundamentally influenced the way in which Barrow, and in particular the Action Plan Area, has developed. The decline in the economic, social and physical fabric of the Area has been the result of a series of interrelated issues that have stemmed from the catalyst of the port's economic performance. It is clear that just as these issues have been connected in decline, so they must be in planning for the future of the Area. Simply dealing with the employment issues or housing issues in isolation, will not deliver sustainable change.

3.1.2 The town has always recognised the importance of its port in economic terms, but historically has not taken full advantage of the potential of its docks and waterfront for leisure and tourism, or to provide an attractive and interesting residential and business environment. There is now an opportunity for the Area to re-invent itself as a modern waterfront location and take better advantage of the opportunities provided by its coastal location for the benefit of new and existing residents.

3.1.3 The RSS identifies Furness as a Housing Market Renewal Area and as one of two Regeneration Priority Areas in the region, within which development should be concentrated in Barrow "to facilitate the diversification of the local economy, and enable opportunities for development and regeneration to be brought forward in the wider Furness Peninsula." Where "Efforts should be made to exploit specialist marine engineering skills and opportunities and to develop the area's potential for tourism". It identifies Barrow as a focus for major development within Cumbria and a location for regionally significant economic development. The RSS supports regeneration opportunities associated with the reuse of developed coast, former docks and other adjacent industrial areas.

3.2 Strategic Vision & Objectives

3.2.1 Development of the Area will act as a significant catalyst for change in Barrow, allowing the wider town to meet its identified role as a focus for major development within the sub-region, attracting investment, jobs, businesses, visitors and new residents to Barrow and the wider Furness area, to the benefit of existing and future residents. The Area needs to compete as a sustainable and accessible location for living, working, leisure and tourism. The comprehensive mixed-use development of the Area represents perhaps a once in a lifetime opportunity to deliver transformational change in Barrow.

3.2.2 A comprehensive approach to the Area is therefore required through this Area Action Plan, to generate investment and development, to change the image of the Area and wider Barrow, and to facilitate change, whilst protecting the continuing commercial asset of the operational port itself.

3.2.3 The Council is committed to considering the future of the Area in an integrated and holistic manner through the vision and policies of the Area Action Plan. The public sector partners are committed to deliver change in the Area. West Lakes Renaissance has coordinated the allocation of multi-million pound expenditure for the project over a period at least until 2014. The key partners and funding sources are set out in Section 6.

3.2.4 The Vision for the Port Area is supported by the RSS which states that "Barrow in Furness will continue to play a significant role in providing services to the town and its catchment area. Work undertaken in the town, including the Barrow Port Masterplan, has identified the need for major investment to ensure that Barrow has a high quality environment and that the necessary infrastructure and transport networks are to modern standards."

Policy BP SV1: Strategic Vision for Barrow Port Area

The Strategic Vision for the Barrow Port Action Plan Area is to:

- 1) **Strengthen, revive and redevelop the Area as a high quality, sustainable location for urban living, working and leisure, maximising its waterfront location;**
- 2) **Enhance the natural and built environment, infrastructure and range and quality of facilities and attractions within the Area, reconnecting the town to its waterfront and making it an attractive place for residents and a destination of choice for visitors and tourists: and**
- 3) **Support the ongoing operation of the port.**

The proposed Vision for the Action Plan Area is supported by the following objectives:

1. **The Council will work with its partners to ensure that the Area is developed as the primary comprehensive mixed-use regeneration project for Barrow ...**
 - A mix of uses will be encouraged that deliver a comprehensive and sustainable development approach to the Area. This development approach should protect the existing assets of the area, be complementary to the town centre offer of Barrow and meet identified needs in terms of new employment, housing and leisure/tourism facilities.
2. **..... fostering economic diversification and creating a more sustainable economy**
 - Existing jobs should be safeguarded wherever possible. The ongoing operation of the commercial port will be supported.
 - Increased usage and improved access to the port and promotion of the movement of freight by sea in line with national and regional policy will be supported.
 - New employment opportunities will be sought, encouraging businesses to locate within the Area. In particular, the development of Waterfront Business Park will provide Barrow with a Regionally Significant Employment Site in line with the Regional Spatial Strategy which seeks to concentrate development in Barrow ensuring that the local economy continues to be diversified, facilitating regeneration in Barrow and the wider Furness Peninsula.
 - A sustainable approach to employment creation will be pursued and new employment facilities will be designed to be accessible to the widest population, ensuring connectivity in physical terms and linked to a wider programme of education and training.
 - High quality and aspirational housing will be sought to attract and retain higher income households and help generate investor confidence.
3. **..... redressing local, regional and national image perceptions**
 - Good design is essential in achieving successful and sustainable development. The scale and quality of development in the Area will reflect the significance of the location and will be of a very high standard. Particular emphasis will be placed on key development sites such as Waterfront Business Park and Marina Village, where the Council is seeking the creation of new waterfronts for the town.
 - New development should accommodate and be connected by a high quality public realm that seeks to set new standards in terms of its built quality and the way in which it is animated and managed.
 - A particular focus for change will be the remediation of the derelict land that has a negative impact on perceptions, but also on the significant natural and built assets that are located within the Area.

4. developing and encouraging leisure/tourism and embracing coastal renaissance

- New tourism and leisure facilities within the Area will provide the opportunity to create new jobs within Barrow to further diversify the local economy. The port, the coastal location, and the Area's maritime heritage provide a range of opportunities to exploit the tourism economy for the benefit of the town and the wider Furness Peninsula.
- The Area also represents a key opportunity for the town to broaden its leisure offer. Barrow's coastal location has been identified in the Regional Spatial Strategy as having the potential for movement and recreation.
- In promoting tourism and leisure, the Council will seek to facilitate new development that will maximise the benefits of the waterfront location and improve coastal access provision in line with the provisions of the Marine and Coastal Access Act 2009. Specific opportunities in the Area will be promoted including:
 - A Marina;
 - Cavendish Dock Wildlife Attraction; and
 - Athletics and Watersports Facilities.

5. improving accessibility and managing travel demand

- One of the key identified assets of the Area is its proximity to the town centre of Barrow. Improved accessibility and interaction between the town centre and the Area is essential.
- Given the potential significance of the Area's development for the future of Barrow, its facilities should be accessible by a variety of modes of transport including bus, walking, cycling and private vehicles, in line with the aspirations of PPG13, the Regional Spatial Strategy and the Local Transport Plan.
- Improving connections for pedestrians from surrounding residential areas, both physically and visually and facilitating new infrastructure, including a new pedestrian/cycle bridge to Barrow Island and the establishment of a network of pedestrian and cycle routes, will be key in overcoming and preventing severance between the town centre and the Area.
- Development of the water based transport potential of the Area by improving access to the operational port and providing for appropriately managed additional leisure craft is integral to the overall Vision.

6. prudently using, and ensuring protection and enhancement of the natural and built environment

- The importance of conserving and enhancing both the natural and built heritage is clearly stated in national and regional planning policy and in legislative duties. This is a particular issue for the development of the Area given the industrial and shipbuilding heritage. An overriding theme of the approach is the need to reconcile the requirement for new investment with the impacts on specific natural and built assets of the Area.
- The Area includes two conservation areas and numerous listed buildings. The character and integrity of these areas and the important buildings within them will be a key consideration in the development of the area as part of an integrated strategy. Through the creation of high quality built form, public realm investment and the creation of new open space, the unique heritage and character of the area should be reflected and a sense of place for the Area achieved.
- Of equal importance to the built heritage is the natural environment, in particular the designations relating to Cavendish Dock and the wider Morecambe Bay. The Council

will seek to ensure that these important assets are preserved and enhanced and their sensitive use for visitors will be promoted.

- The prudent use of natural resources, minimisation of waste, and the re-use of resources will be integral to new built development in the Area.
- Significant parts of the Area fall within Flood Zones 2 and 3 identified by the Environment Agency. This is a significant issue for both the future development of the area, existing residents and the wider town. The Council will seek to ensure that flood protection is taken account of, in line with the recommendations of the completed Strategic Flood Risk Assessment.

7. facilitating social inclusion and the creation of a sustainable community.

- In order to deliver a sustainable community within the Area, improvements to the condition and environment of existing housing areas on Barrow Island need to be facilitated. In addition, the choice and quality of housing within the Area as a whole needs to be broadened through new provision which will also be of benefit to the wider Borough and Sub-Region in accordance with the aims of the Sustainable Community Strategy and Regional Spatial Strategy, including for families with children, older people and people with disabilities.
- The health issues identified for those in the Area and wider town represent a serious challenge, and the need to ensure access to recreational facilities and primary care facilities will be fundamental to the future of the Area.
- The Council will also seek to make sure that the opportunities for educational advancement are available to all residents of the Area by ensuring accessibility to facilities.
- The development of the Area should also provide for additional local facilities, particularly for younger people, in line with the aspirations of the Sustainable Community Strategy. New watersports facilities, sports and athletics provision and enhanced open spaces and routes, are all included as part of the approach.

3.3 Spatial Strategy

3.3.1 In responding to the Vision and Objectives as set out, the spatial strategy for the Barrow Port Area Action Plan seeks to target the key areas of change within the overall focus of achieving a sustainable regeneration outcome of benefit to the widest population.

3.3.2 Two areas of opportunity have been identified within the Area. These 'Opportunity Areas' at the Waterfront Gateway and Marina Village are divided by Buccleuch Dock. Within these areas are a number of sites offer the potential for development - the 'Key Sites'. The development of these sites in the coordinated and comprehensive manner set out will contribute to the creation of sustainable communities.

3.3.3 The concept of mixed-use development is now well established at national level and regional level through documents such as PPS1 and the RSS, as a key component of sustainable planning. The comprehensive and sustainable regeneration of the Area will require a mixed-use approach to land-use planning.

3.3.4 The mix of uses proposed will make a significant contribution to the aims of the Community Strategy by attracting investment, increasing employment opportunities, enhancing the environment, improving the quality and choice of housing, developing recreational opportunities and promoting tourism.

3.3.5 The Council will seek to manage these uses through this Area Action Plan to ensure that they are complementary and will not result in conflicts. Further advice on each of these Opportunity Areas and Key Sites is provided at Section 5.

Policy BP SV2: Spatial Strategy for Barrow Port Area Action Plan

The Strategic Vision for the Action Plan Area will be realised by the development of Key Sites within the Marina Village and Barrow Waterfront Gateway Opportunity Areas and the safeguarding of land for port-related uses. The following sites are allocated for development:

- a) **The Marina Village Opportunity Area:**
 - 1) Barrow Marina (M1, M2, M3, M4) as a focus for activity on the waterfront to include clubhouse and servicing facilities and a pedestrian/cycle bridge over Buccleuch Dock and a new link to Walney Channel (13.57 ha)
 - 2) Marina Village Housing as a major new waterfront housing opportunity for the town set in quality public realm and with associated sports and leisure facilities (26.39 ha)
 - 3) Land at Cavendish Dock (CD1, CD2) including a new Wildlife Attraction for the town with enhanced and sensitive access to the natural assets (80.05 ha)
 - 4) Barrow Watersports Centre as a major new tourism and water based leisure opportunity (2.45 ha)
 - 5) Salthouse Housing as a new waterfront housing area for Barrow adjacent to the natural assets of Cavendish Dock (7.96 ha)
- b) **The Waterfront Gateway Opportunity Area:**
 - 1) Waterfront Business Park as a major new business and employment location for Barrow, including the relocation and enhancement of existing allotments (24.47 ha)
 - 2) Barrow Island Housing (BIH1, BIH2, BIH3), housing, public realm improvements and open space to enhance the living environment of existing residents (29.94 ha)
- c) **The Port:**
 - 1) Land retained for port-related use and development (BP8) (55.18 ha)

as shown on the Proposals Map and in accordance with the area-wide policies in Section 4 and the site specific policies set out in Section 5 of this Area Action Plan.

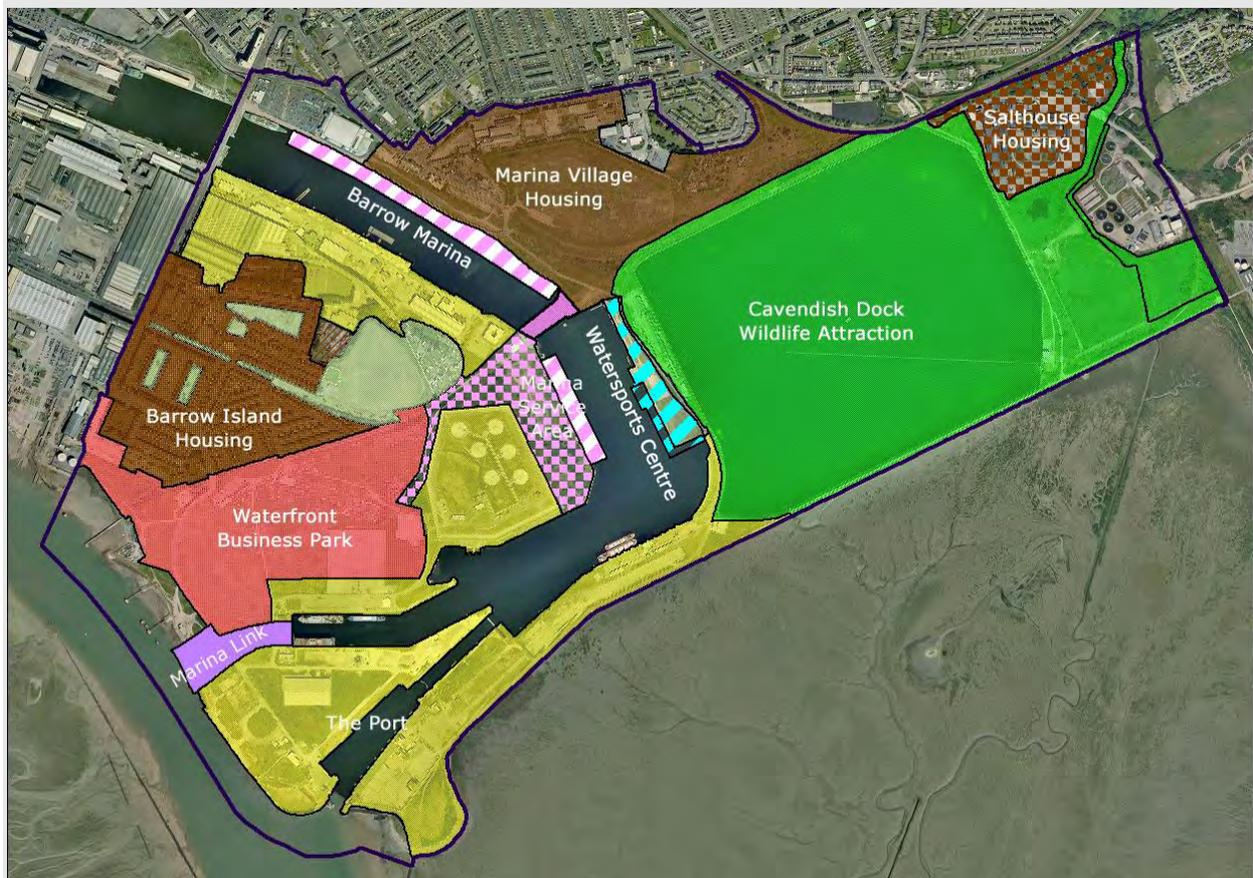


Figure 4: Extract from Proposals Map ©

Section 4: Area Wide Policies

4.1 Introduction

4.1.1 The following Area-wide policies are supported by further guidance relating to the Opportunity Areas and Key Sites as shown on the Proposals Map and set out in Section 5.

4.2 Promoting Comprehensive Development

4.2.1 In order to achieve the Vision and Objectives and deliver transformational change in Barrow, the Council is committed to working with its partners to deliver a comprehensive redevelopment of the Area, securing high quality mixed use development across a number of Key Sites. Development on a piecemeal basis, or failing to secure an appropriate mix of uses, will result in lost opportunities and will not deliver the quantum or quality of development, or the key infrastructure required, to meet the regeneration demands of the Port Area or the wider Borough.

4.2.2 The Key Sites need to be effectively integrated and need to be planned, designed and delivered in a comprehensive and coordinated manner to ensure high quality development, environmental protection and the effective delivery of key infrastructure by sharing development costs. Requirements and guidance for the design and delivery of the Key Sites and Opportunity Areas are set out in Section 5.

Policy BP 1: Promoting Comprehensive Development

The Council will promote the comprehensive redevelopment of the Action Plan Area and in particular of the identified Opportunity Areas. In order to deliver comprehensive development the Council will:

- 1) Encourage and engage in partnership working to deliver the identified Key Sites;**
- 2) Require that all proposals contribute to the identified strategic aims and will not result in conflict with neighbouring uses;**
- 3) Refuse applications that do not conform with this comprehensive development approach; and**
- 4) Consider the use of Compulsory Purchase (CPO) powers where necessary to achieve the required land assembly.**

4.3 Development Quality & Sustainability

4.3.1 The value of good design is recognised as being essential to the regeneration of the Area and the wider Borough. A poor quality environment is both economically and socially unacceptable. New development can make a vital contribution to the regeneration of the Area and to the quality of life of those who live there and visit.

4.3.2 The principles of design quality and sustainable construction are reflected in national policy in PPS1: Delivering Sustainable Development, and PPS3: Housing. In addition, sustainable development principles are set out in BREEAM best practice standards and in the Code for Sustainable Homes and developers will be encouraged to adopt the provisions of these standards as appropriate to the location, type and scale of development.

4.3.3 New development will be expected to incorporate high standards of design, and where appropriate, demonstrate innovation to reflect the significance of the location, the town's distinctive identity and sensitivity to the spectacular natural setting. Where practical the Council will seek to ensure community involvement in design issues.

4.3.4 A high quality environment and improved housing choice and quality are identified as key considerations in relation to Barrow in the RSS and the Sustainable Community Strategy.

4.3.5 Whilst mindful of the national indicative minimum of 30 dwellings per hectare as set out in PPS3 and the desirability of efficiently using land and promoting sustainable development; housing market renewal would be undermined by a failure to provide an adequate supply of detached and semi-detached and larger homes and improved standards of public and private amenity space and off-road parking. A drive for high densities can lead to the creation of unattractive urban environments and concentrations of flats and small units which can subsequently be found to be too small to adapt to people's needs. Whilst densities should not normally be less than 30 dwelling per hectare, it is recognised that it may not be appropriate for individual and other very small sites to meet these density requirements.

4.3.6 Whilst national and regional policy aims to reduce car-borne commuting, it is also important that developments provide appropriate levels of parking to ensure that they are successful, contribute to improved environmental quality, reduced crime and the fear of crime, and increase housing choice; whilst also recognising the proximity of the Area to the town centre and its potentially good public transport links. Flexible and appropriate guidelines for non residential parking are contained in the Regional Spatial Strategy and for residential parking in the saved Supplementary Planning Guidance 'Parking Guidelines in Cumbria'.

4.3.7 Nationally, changes to the Building Regulations are proposed for all housing to meet the higher standards currently set out in the Code for Sustainable Homes. The Council supports the Code for Sustainable Homes as a single accreditation system for higher standards than the Building Regulations require, where these are considered appropriate bearing in mind the Area's property values and the high remediation costs of many of the sites in the Action Plan Area. Conversions of existing buildings may present particular difficulties in meeting the Code standards; and the contribution to sustainability made by the reuse of existing buildings will also be taken into consideration, as this contribution is not fully accredited by the Code.

4.3.8 Sustainable construction practices, including energy conservation and generation, sustainable drainage, waste minimisation and management and the consideration of the sustainable use of materials, will be required and/or encouraged where appropriate.

4.3.9 Further guidance on design quality and the requirements for the Key Sites is set out in Section 5.

Policy BP 2: Development Quality & Sustainability

The Council will seek a design-led approach to sustainable development within the Action Plan Area.

Planning applications will be expected to address the following minimum requirements, as appropriate to their nature and scale:

BREEAM Assessment

A BREEAM Assessment must be carried out for all non-residential development with a floor space above 1,000 m² and a rating of 'Very Good' or better will be encouraged.

All new housing developments above 30 homes will be encouraged to achieve a minimum of Level 3 of the Code for Sustainable Homes.

Layout

Building design and layout must:

- **contribute positively to the public realm;**
- **respect existing, or locally characteristic street layouts, scale and massing;**
- **maximise the benefits of a unique waterfront location in creating a sense of place;**
- **provide for new open space and landscaping which enhances and/or provides mitigation against loss of biodiversity;**

- **have respect for its natural setting and where appropriate, landscape setting, in particular the nature conservation designations;**
- **be orientated to make good use of daylight and solar gain.**

Density

New housing should be developed at a density appropriate to its design and location and the objectives of housing market renewal, whilst mindful of the national indicative minimum density of 30 dwellings per hectare and the requirement to make efficient use of land.

Security

New developments shall accord with Secured by Design principles. New development must provide adequate and appropriate lighting and ensure definition of public and private space as a minimum.

Accessibility

The Council is committed to the principle of access for all, through inclusive design and will expect to see this addressed through new development applications.

Parking

Appropriate levels of carefully designed parking should be provided for development having regard to:

- **the standards set out in the Regional Spatial Strategy for non-residential developments;**
- **the standards set out in the saved Supplementary Planning Guidance 'Parking Guidelines in Cumbria' for residential developments or any regional or local adopted policy superseding these.**

Permitted Development

4.3.10 The Council places a high importance on the quality and design of the built form and public realm within the Area. The policies in this Area Action Plan have been developed to ensure that the design approach is of the highest achievable standards.

4.3.11 Good quality, sustainable design can be fundamentally compromised by inappropriate additions/alterations at a later date that fall outwith planning controls, reducing visual amenity and sustainability, and affecting appearance and values. Taken in combination with Policy BP2 above, the Council will seek to ensure that the quality and integrity of the design of new development within the Area is maintained, by bringing these issues under the control of the local planning authority. This would normally be achieved by attaching a condition withdrawing permitted development rights to the grant of planning permission, rather than by removing these rights from developments or operators that already exist within the Port Area, (which, outside of a Conservation Area, would require an Article 4 Direction to be approved by the Secretary of State).

4.3.12 Permitted development rights would only be removed where this is considered appropriate, and removal is not intended to prevent development or to unreasonably withhold consent. Rather, through the implementation of this Policy, the Council is seeking to protect the natural and built environment of the Area by ensuring that any significant changes are subject to planning control, thus allowing for public comment on the proposals and for the local planning authority to assess their impacts.

Policy BP 3: Removal of Permitted Development Rights

The Council will exercise control over future development within the Action Plan Area by removing permitted development rights as appropriate to the type of development and its location.

4.4 Environmental Protection & Enhancement

Conservation of the Natural & Built Environment

4.4.1 The protection and enhancement of the natural and built environment is essential for achieving the sustainable regeneration of Area and the wider Borough. Environmental protection and enhancement and high quality design are recognised in the Sustainable Community Strategy as important in achieving a number of its priorities and its vision for the future of the Borough.

4.4.2 The RSS encourages an integrated approach to the protection and management of the landscape, natural environment and built heritage. This is entirely appropriate in this case where there are substantial regeneration challenges and a concentration of environmental constraints and assets.

4.4.3 An integrated and comprehensive development approach will also be important in securing wider benefits in terms of health, well-being and education, through access to recreation and environmental assets; and through the economic benefits of providing a quality living and working environment. Where practical, the Council will seek to engage local communities and schools in design and conservation activities.

The Built Environment

4.4.4 Barrow Island Conservation Area has been subject to a recent appraisal in line with the guidelines produced by English Heritage. This has informed the development of the Area Action Plan and should be referred to in any applications within or affecting its setting. The Conservation Area also area contains a significant number of Grade II and II* listed buildings (See Figure 22).

4.4.5 The Action Plan boundary also includes part of the St. George's Square Conservation Area, including a listed former station building (see Figure 10). Applications within or affecting the setting of this Conservation Area will need to reflect this wider historic context.

4.4.6 Consent for the demolition of listed buildings or unlisted buildings that make a positive contribution to the Conservation Areas will only be considered in exceptional circumstances, in line with national policy as set out in PPG15.

4.4.7 In order to ensure the quality of design within or affecting the Conservation Areas, applicants will be expected to submit sufficient supporting information to enable the proposals to be fully assessed.

The Natural Environment

4.4.8 As set out in Section 2, the Action Plan Area includes parts of designated sites of international importance for nature conservation in the form of the Morecambe Bay SAC/SPA/Ramsar. Where a plan or project is likely to have a significant effect on a European Site (SAC/SPA) (either individually or in combination with other plans and projects) and is not directly connected with or necessary to the management of the site, the Habitats Regulations require an Appropriate Assessment of the implications for the Site. In light of the conclusions of the Assessment, the competent authority shall agree to the plan or project only after ascertaining that it will not adversely affect the integrity of the Site concerned, taking into account any mitigation measures proposed. In considering new development the Council will ensure that the requirements of the Habitats Regulations are met.

4.4.9 The Action Plan Area also includes sites which are of recognised biodiversity value and are known to house Protected Species and Priority Habitats and Species. Whilst legislation and national policy rightly affords the highest protection to the international designations and European Protected Species, and nationally Protected Species; the Council is aware of the importance of wider environmental protection and the maintenance and enhancement of

biodiversity. The Council will continue to work closely with Natural England to ensure that these important issues are effectively integrated into the spatial approach to the Area.

4.4.10 In respect of the undesignated sites, where appropriate, and including in respect of the proposals for the Key Sites set out in Section 5, developers will be expected to take advice from a qualified ecologist and undertake appropriate ecological surveys prior to the submission of any planning application and to implement appropriate mitigation measures, including the provision of compensatory habitat, as considered necessary.

Policy BP 4: Conservation & Enhancement of the Natural & Built Environment

High quality schemes that enhance nature conservation and management, maintain and enhance biodiversity, preserve and enhance the historic environment and develop and respect landscape and built character will be promoted and supported. Particular emphasis will be placed on the following:

- 1) Proposals must preserve the setting and character of listed buildings and preserve or enhance the character or appearance of the Barrow Island and St. Georges Square Conservation Areas. Applications for outline consent within the conservation areas will not be acceptable. Consent for the demolition or partial demolition of listed buildings or of unlisted buildings that make a positive contribution to conservation areas will not be granted other than in exceptional circumstances.**
- 2) The Action Plan Area includes parts of the South Walney and Piel Channel Flats SSSI and a site of regional importance in the form of Salthouse Pool County Wildlife site. The Council places a high value on the protection of these ecological features and in considering new development will ensure that proposals are not detrimental to the special interest of these sites.**
- 3) Enhanced public access to these areas will be sought whilst having regard to nature conservation.**
- 4) Where important archaeological remains or historic features exist or are likely to exist further archaeological and historic assessment will be required.**
- 5) Development proposals which are likely to have a significant effect on a European Site (SAC/SPA) (either individually or in combination with other plans and projects) should be subject to an Appropriate Assessment. Any development that is considered to adversely affect the integrity of a European Site will not be permitted.**
- 6) The AAP area includes protected species, priority species and priority habitats. Surveys should be carried out to establish the presence, extent and density of these species and habitats before planning applications are determined and appropriate measures should be taken to safeguard habitats and species before any development commences. The first preference is to provide suitable inter-connecting habitats for these species within the relevant sites and within the AAP area. If this is not feasible suitable compensatory habitats should be provided outside the AAP area. Mechanisms should be put in place to manage and monitor these habitats to ensure that their biodiversity value is maintained.**

4.4.11 National and regional policy encourages an integrated policy approach to environmental management. The application of Policies BP4 and BP5 when taken in combination should ensure the sustainable protection and enhancement of the environment of the Action Plan Area. Policies RDF3 and EM6 of the RSS also outline the need to promote the integrated planning and management of the coast.

4.4.12 The majority of the Area is low lying and is significantly made up of land reclaimed from the sea. Parts of the Area lie within Flood Zones 2 and 3 identified by the Environment Agency. A Strategic Flood Risk Assessment (SFRA) has been carried out to fully assess the risks of flooding in accordance with PPS25: Development and Flood Risk. The SFRA reviewed the accuracy of published flood risk zones and assessed future risks. Based on the conclusions of the study, the proposed allocations in the Area Action Plan are considered acceptable in relation to flood risk, subject to detailed design and mitigation and site specific Flood Risk

Assessments in line with the requirements of PPS25, which recommends that all development proposals on sites of over 1 hectare in size, or located in Flood Risk Zones 2 or 3, should be accompanied by a Flood Risk Assessment. The conclusions in respect of the Key Sites are set out in Section 5.

4.4.13 The SFRA enables the Local Planning Authority to adopt a strategic approach to managing flood risk from a planning perspective. It also provides an information base for developers to use when preparing individual site-specific Flood Risk Assessments against which the Local Planning Authority can judge proposals.

4.4.14 As set out in Section 2, past industrial activity is known to have caused ground contamination in the Area. Development proposals will need to include an assessment of any contamination and an appropriate sustainable remediation strategy, developed in consultation with the Environment Agency and the Council's Environmental Health Officers. Remediation of contaminated land should be in accordance with PPS23: Planning and Pollution Control, and CLR11 Model Procedures for the Management of Land Contamination.

4.4.15 The Council is committed to waste minimisation and to significantly increasing recycling rates in the Borough, and is a member of the Cumbria Strategic Waste Partnership. New development will be expected to provide for appropriate waste management and recycling facilities and developers should sort and re-use/recycle demolition and construction waste. The use of recycled materials in construction will also be encouraged.

4.4.16 The Council recognises the environmental, social and economic need to minimise future energy consumption and is keen to promote the use of renewable energy within the Area and in line with national and regional policy, which encourages local authorities to develop policies requiring viable targets for a proportion of the energy to be used in new development to come from renewable energy or low carbon energy sources. The Council is mindful of the relatively high costs, both of preparing assessments and implementing renewable energy generation schemes; bearing in mind the Area's property values and the high remediation costs of many of the sites in the Area. The Council would not wish to prejudice worthwhile schemes for energy efficient new homes by setting standards which render schemes unviable. As set out in paragraph 4.3.7, the Council supports a single accreditation system for higher standards as set out in the Code for Sustainable Homes and Policy BP2 encourages the attainment of specific code ratings. Renewable energy requirements are not currently mandatory elements of the Code and Policy BP5 encourages on site renewable energy provision in line with the Code's currently non-mandatory element, unless this can be clearly shown to be impractical.

4.4.17 Given the importance of the water environment that surrounds the Area, wherever possible, new developments should adopt best practice on minimising water pollution and should take early advice from the Environment Agency in the development of any potentially polluting proposals.

Policy BP 5: Environmental Management

An integrated approach to the long term environmental management of the Action Plan Area will be adopted by:

- 1) Assessing all applications for new development against the Strategic Flood Risk Assessment (SFRA), any site specific Flood Risk Assessment and advice provided by the Environment Agency. Floor and access levels should be set at the minimum height necessary to ensure that the users of developments are safe from flooding.**
- 2) Requiring the appropriate remediation of contaminated land through new development, particularly through the adoption of sustainable remediation techniques;**
- 3) Requiring that all housing or industrial/commercial developments provide carefully screened provision for refuse and recycling, and access for waste collection vehicles;**
- 4) Minimising the energy consumption requirements of new development through innovative and efficient design and alignment and by encouraging the incorporation**

of renewable energy technologies into new development wherever practicable as follows:

- a) **The use of on site renewable energy equipment to reduce predicted CO² emissions by at least 10% is encouraged in all residential development of 30 units or more.**
 - b) **The incorporation of renewable energy equipment to reduce predicted CO² emissions by at least 10% is encouraged in all non-residential development of 1000m² floorspace or over.**
 - c) **Small-scale community and on-site renewable energy projects will be encouraged and all developments of 10 homes or more will be encouraged to show consideration of on-site renewable energy potential.**
- 5) **Ensuring that wherever possible new developments adopt best practice in minimising water pollution.**

4.5 Housing Development & Phasing

Housing Market Renewal

4.5.1 The Council is a partner in the Furness and West Cumbria Housing Market Renewal initiative which aims "To create the right housing for sustainable communities to support the new economy in Furness and West Cumbria". The initiative will involve large scale public sector investment to improve the choice and quality of homes, neighbourhoods and access to services; including through targeted demolition in Barrow and the conversion of some existing properties into larger units.

4.5.2 Policy L3 of the RSS supports this Housing Market Renewal and states in paragraph 13.8 that: "Balanced housing markets will be created through refurbishment, clearance and renewal and by building new homes that create choice and quality in the market to meet housing demand and help generate investor confidence."

4.5.3 The Council, through its Sustainable Community Strategy, recognises the important role that good quality housing appropriate to local needs and aspirations can play in encouraging inward investment and in attracting and retaining a high quality workforce. It acknowledges the links between good quality housing and improved health and wellbeing, greater fuel efficiency and reduced crime. The Community Strategy aims to support housing market renewal and "Improve the quality and choice of accommodation available, including providing for people with special needs."

4.5.4 Policy BP2 and the proposals for the Key Sites, seek to facilitate housing market renewal and ensure housing is developed and improvements are undertaken to help meet these local needs and aspirations and improve the quality and choice of homes available, particularly for town centre residents. The Action Plan Area represents a highly sustainable location close to the town centre and the Action Plan proposals will enhance access to community and leisure facilities for new and existing residents. Through improvements to existing neighbourhoods, the provision of lower density detached and semi-detached and larger homes, high quality larger and high-specification apartments, improved standards of public and private amenity space and off-road parking, high standards of energy efficiency, accessibility and security; all set within an exceptional public realm with high quality design reflecting the waterfront location; attractive and desirable neighbourhoods will be created for Barrow residents, and to attract and retain a high quality workforce.

Affordability

4.5.5 In view of the information summarised in Section 2, which does not provide any clear evidence of an affordability issue, and the high remediation and infrastructure costs of the larger sites proposed to be allocated, and also the relatively low property prices elsewhere in and adjoining the Action Plan Area; no Affordable housing (as defined by PPS3) is proposed to

be required through new development. However, such affordable housing provision, for rent or shared equity would be supported. Providing a proportion of smaller and therefore lower priced units, will assist in creating choice and inclusivity.

4.5.6 Across the Borough, the Council recognises that it is not desirable, nor is it intended, that none of the new housing supply is Affordable and that there remains a need for social housing to rent and to replace stock lost as a result of the right to buy and demolition; and to provide quality and choice. The need is not spread evenly across the Borough. The Council has and will continue to develop schemes for Affordable housing in partnership with Registered Social Landlords (RSLs), including to meet specific needs in specific parts of the Borough. The proposals of the Action Plan seek to integrate the new developments with the existing town and make its facilities and benefits available to existing communities.

Housing Targets

4.5.7 This Area Action Plan is proposed to run until 31 March 2021. The overall housing targets for the Borough will be set out in the forthcoming Core Strategy DPD and will need to be in general conformity with the RSS. The RSS targets run from 1 April 2003 to 31 March 2021, but the RSS indicates that Local Authorities should assume that the annual requirements should continue for a limited period beyond 2021. The new PPS12 indicates that Local Authority Core Strategies should now last a minimum of 15 years from their anticipated date of adoption, which in Barrow's case would be 2025. The Council considers that whilst the allocation figures in this Area Action Plan would be well within the overall totals, they would make a significant contribution towards achieving them.

4.5.8 A future review of the RSS, most likely through the proposed Single Regional Strategy, will look again at District housing figures and it may be that the overall regional figure will rise in line with the 2007 Housing Green Paper and National Housing and Planning Advice Unit's recommendations (June 2008). It is not inevitable that Barrow's figure will rise, as the review will also be informed by local and sub-regional evidence, including evidence of need and demand.

4.5.9 The previous and future targets are discussed in detail in the Council's AMR and summarised below. It is important to note the difference between the Housing Chapter Alteration targets which were for planning permissions, and the new RSS targets which are for net additional dwellings i.e. the number of completed dwellings added to the housing stock, after having taken into account losses to the stock from conversion and demolition.

Figure 5: Local Plan and RSS Net Additional Dwelling Requirements Compared

	Total	Annual Average	Period
Planning Permissions			
Local Plan Housing Chapter Alteration 2006: Permissions Required 1 April 2002 - 31 March 2016	1692	N/ A - targets are in phases	14 years
Permissions Granted 1 April 2002 - 31 March 2008	1082	180 per annum	6 years
Net Additional Dwellings			
RSS: Net Additional Dwellings Required 1 April 2003 - 31 March 2021	2700	150 per annum	18 Years
Net Additional Dwellings Required 1 April 2003 - 31 March 2008	750	150 per annum	5 years
Net Additional Dwellings Provided 1 April 2003 - 31 March 2008	430	86 per annum	5 years

Units with extant planning permission at 31 March 2008	731	n/a	n/a
Net Additional Dwellings required 2008-2021 assuming full balance of RSS requirement to be found and divided equally over the remaining years (for illustration only)	2270	175 per annum	13 years
Barrow Port Area Action Plan Provision			
Allocations Total 2009 – 2021	925	77 per annum	12 years

4.5.10 Whilst it is clear that the housing provision in the Area Action Plan, subject to appropriate phasing, would not result in any overprovision in itself; if the large number of extant planning permissions (731 as at 31 March 2008) were to be completed over a short period, this could result in overprovision.

4.5.11 The RSS states that its figures “are not absolute targets and may be exceeded where justified by evidence of need, demand, affordability and sustainability issues and fit with relevant local and sub-regional strategies Some areas will achieve lower levels in the early years, for example during major housing renewal, which will be compensated later.”

4.5.12 The RSS policies represent a shift from the previous Cumbrian approach of permission targets, to the new approach of net additional dwelling targets. The Core Strategy will need to set out appropriate management policies. Unrestrained permissions and allocations are clearly unacceptable. Without sensible restraint, the Council would fail to meet its targets for the reuse of previously-developed land, fail to deliver the development of difficult but sustainable sites and could cause the collapse of the market in certain areas of the Borough; thus undermining Housing Market Renewal and the Borough’s regeneration strategy.

4.5.13 As part of developing the evidence base for its LDF, the Council commissioned an Urban Capacity Study (UCS) which assessed the suitability and potential yield of a number of sites within the Borough that were neither allocated nor had planning permission. These included six sites within the Action Plan Area. Any conclusions or scoring of the UCS in respect of a particular site did not imply that the site would or would not be allocated, but the UCS gave an indication of the numbers of sites the Council may need to allocate (following proper consideration through the development plan process), and an indication of whether the Council could meet any relevant brownfield land targets. The UCS sites within the Action Plan Area were:

- Salthouse Mills (UCS Site 1)
- Former Gasworks, Salthouse Mills (UCS Site 2)
- Former Railway Siding Cavendish Dock North (UCS Site 4)
- Buccleuch Dock (UCS Site 9)
- Former Power Station Barrow Island (UCS Site 12)
- Adeb Building and Adjacent Land, Cavendish Dock Road (UCS Site 15)

Phasing

4.5.14 The phases set out in the saved Local Plan (Housing Chapter Alteration) are not in line with the RSS or the proposed life of this Area Action Plan (or the other proposed LDF documents). A new phasing plan will therefore be necessary for the LDF to 2025.

4.5.15 It is proposed that the 22 year period to 2025 is divided into 5 phases. Phase 1 is the (completed) period from 1 April 2003 to 31 March 2009 and the remaining period is proposed to be divided into a further four phases as shown below. The Area Action Plan is proposed to be implemented over Phases 2-4.

4.5.16 The number of dwellings proposed within the Action Plan Area is too large to be delivered within a single phase or year. The order of phasing set out recognises the current saved allocation of the Marina Village site (for 450 dwellings) and its contribution to the Borough’s regeneration, particularly the associated infrastructure and sports and leisure facilities; and the likely delivery of the site bearing in mind the ongoing developer

procurement process. The phase totals are also informed by: the RSS targets; an analysis of previous performance, commitments and other allocations as set out in the AMR; Donaldsons' Market Appraisal Report (see Appendix to report 'Marina Link – Port of Barrow, Economic Appraisal – Final Draft, May 2006); and by feedback from potential developers.

Figure 6: Proposed Phasing

	Phase 1 1/4/2003 - 31/3/2009 6 Years	Phase 2 1/4/2009 - 31/3/2013 4 years	Phase 3 1/4/2013 - 31/3/2017 4 years	Phase 4 1/4/2017 - 31/3/2021 4 years	Phase 5 1/4/2021 - 31/3/2025 4 Years
		Sub-total for Action Plan Area = 925			
Marina Village Housing		115	285	250	
Barrow Island			25		
Salthouse Housing		78	172		
AAP Phase Total	N/A	193	482	250	N/A
RSS Target	750	600	600	600	600

Policy BP 6: Phasing of New Housing

In order to meet and manage the supply of housing within the Action Plan Area over the plan period, the release of housing sites will be on the basis of the following phasing in line with Figure 6 above and in line with the detailed policies set out at Section 5:

Marina Village Housing 650 homes within Phases 2, 3 and 4
Salthouse Housing 250 homes within Phase 2 and 3
Barrow Island 25 homes within Phase 3

Planning permission may be subject to phasing agreements to stipulate the maximum number of dwellings to be constructed per annum. Phasing requirements will be applied flexibly having regard to market conditions.

4.6 Economy, Employment & Tourism Development

Delivering Economic Growth & Prosperity

4.6.1 The Council is seeking to ensure that Barrow is an attractive and competitive place for business to locate and a desirable place to work. Whilst Barrow has seen some success in recent years in diversifying its economy and providing new employment, the Action Plan Area represents an important opportunity to deliver new economic development and further diversify the economy of the town. The Council wishes to maximise the regeneration opportunities of the Action Plan Area as part of a sustainable mixed use approach to attract inward investment, create new employment and training opportunities, sustain local needs and stem the out-migration of the economically active.

4.6.2 The RSS identifies the need to regenerate the economy of Barrow. It identifies Furness as one of two Regeneration Priority Areas within the region, within which development should be concentrated in Barrow, to facilitate diversification of the local economy and enable opportunities for development and regeneration to be brought forward in the wider Furness Peninsula. It encourages the exploiting of specialist marine engineering skills and development of the area's potential for tourism.

4.6.3 The RSS also identifies the importance of optimising and safeguarding operational ports under Policy RT6, and under Policy W2 it identifies Barrow as a location for regionally significant economic development for which a site should be identified in the Council's Local Development Framework.

4.6.4 In addition to the support for the operational port and shipbuilding activities as set out under Policy BP8 of this Area Action Plan, major new employment provision within the Area is therefore proposed at the Waterfront Business Park. This would represent a site for regionally significant economic development in a sustainable location in close proximity both to the town centre and to existing and proposed communities. It is considered to be an essential component of the comprehensive development approach to the Action Plan Area, providing the opportunity to further diversify the economy of Barrow and Furness.

4.6.5 New employment opportunities should be accessible by a range of transport modes. All applications for new employment uses should provide designs of high quality in line with Policy BP2 of this Area Action Plan. At the Waterfront Business Park, in view of the scope of the opportunity and the status and prominent location of the site, development shall be of a quality to act as a flagship for the economic regeneration of Barrow, in accordance with the policy and design guidelines set out in Section 5.

4.6.6 The Council is committed to the retention of employment and economic activity within the Borough. The retention of small businesses and industries in particular, is essential to the economic well-being of Barrow and the aspiration of the Community Strategy to increase the number, variety and quality of employment opportunities within the Barrow area. The Council will seek, wherever possible, to ensure that where employment uses are incompatible with the development approach for the Area, suitable alternative sites can be located.

Policy BP 7: Supporting & Relocating Existing Businesses

In addition to the allocation of Waterfront Business Park under Policies BP SV1 and BP23, the Council will seek, wherever possible, to identify alternative locations for any employment uses that will require re-location as part of the development of the Key Sites as set out in Section 5.

Port Activity

4.6.7 Whilst the Council wishes to see economic diversification in the Borough, the ongoing successful operation of the Port of Barrow is central to the Council's Vision and Objectives. The port provides an important employer for the town and wider sub-region, generating economic activity, both directly and through secondary employment. Importantly, it is also a fundamental part of the history and identity of Barrow and as such the Council will seek to ensure its ongoing operation as an integral element of the regeneration of the Port Area.

4.6.8 The work undertaken in the North West Ports Economic Trends and Land Use Study (NWDA 2005) set out a number of potential constraints and opportunities for the Port of Barrow as follows:

Constraints

- Relatively remote from major markets.
- Road access is moderate via the A590.
- Dredging funded by BAE/MoD rather than commercial shipping.
- Significant regional competition.

Opportunities

- Providing specialist port-based services to offshore industry and BNFL.
- Maintaining a role as a local port for shippers of dry bulk cargoes.
- Sustainable distribution role taking cargo close to its inland destination including possible development of the port as a railhead for southern Cumbria.

4.6.9 Following the preparation of the Barrow Port Masterplan, the Strategic Management Agreement reached between ABP and other partners, included working together towards a staged release of surplus operational port land to maximise employment opportunities for the

town. The Proposals Map identifies the land within the Area that is to be retained for port uses in accordance with Policy BP8.

4.6.10 The Council will seek to safeguard these areas for existing or future port-related operational uses. The assumption will be that future development of the port should take place within these areas before utilising any further land. In addition, future port development should be subject to hydromorphological assessment to determine impacts on estuarine processes.

4.6.11 The RSS identifies the role North West ports can play in encouraging the transfer of freight from land to water and identifies the under-use of ports, including Barrow, for short sea and coastal shipping. It identifies the environmental and economic opportunities increased usage could offer. The opportunities for increased usage and improved access to the Dock area are supported in the Local Transport Plan.

4.6.12 The ability of the commercial port to operate effectively, will also depend on how adjacent and surrounding development is configured. Port land uses are often considered 'poor neighbours' due to the nature of their operations. Neighbouring uses will be carefully considered to reduce potential conflicts. In addition, where necessary, proponents will be required to demonstrate evidence that their individual applications will not adversely impact on port operations.

Policy BP 8: Economic Viability of Port Operations

The ongoing operation and development of the commercial port as part of the mixed-use approach to the regeneration of the Action Plan Area will be supported by:

- 1) ensuring development proposals do not impede the operational requirements or prejudice the economic viability of the port; and**
- 2) protecting current and future port operations by safeguarding port related employment land, as identified on the Proposals Map (55.18 ha) for such uses.**

Tourism & Leisure Facilities

4.6.13 The provision of major new tourism and leisure facilities within the Action Plan Area is considered essential for the successful diversification of the local economy and to radically improve the image of the area. The RSS and RES support this approach and recognise the leisure and tourism opportunities offered by the port, the coastal location and the area's maritime heritage.

4.6.14 The RES identifies Cruise Terminals as a tourism Signature Project for the Region and supports the creation of a North West Coastal Trail Regional Park and further development of a Morecambe Bay Regional Park. The RSS, in Policy EM4 also supports the delivery of Regional Parks and identifies Morecambe Bay and the North West Coastal Trail as potential projects, both of which are likely to include parts of the Borough. The Cumbria Tourism Strategy and Growth Marketing Strategy identify Barrow Marina, power boating facilities and cruise terminal, as key/sub-regional Signature Projects.

4.6.15 The Sustainable Community Strategy recognises that leisure and tourism development offer a clear potential to create new jobs within Barrow and aims to support the development of new and enhanced sports and leisure facilities and promote the benefits of a healthy diet and regular exercise. There are direct and tangible benefits to health, longevity and quality of life from this approach, and the Area represents an important opportunity to accommodate new provision, of benefit to the widest population.

4.6.16 The replacement and relocation of the obsolete athletics facility at Park Vale, Walney is identified as a priority in the UK Athletics Strategy (UK Athletics Planning and Delivery 2007-12). This is also identified in the Barrow Borough Sport and Physical Activity Strategy 2006-2011, as is the development of watersports facilities - both of which would form a

'Sports Village' at The Waterfront Barrow-in-Furness. The latter Strategy also supports the replacement squash facilities for those now closed and due to be demolished at St George's Square.

4.6.17 The provision of the key facilities set out in Policy BP SV2 as part of a mixed use approach to the development of the Area, will have a profound and lasting impact on quality of life in the Borough; through the creation of new water and land based leisure and recreational opportunities, the creation of a set of waterfront visitor attractions and diversification of the economic base of Barrow. The Council will seek to ensure that proposals for tourism development are appropriate to the surrounding landscape and enhance distinctiveness.

4.6.18 The projects identified have all been subject to initial feasibility work and will now require further development in line with the principles as set out in Section 5 of this Area Action Plan. All facilities should be of a high quality and have the capacity to support the industry out of season.

Policy BP 9: Tourism/Leisure Facilities

In addition to allocating the following facilities under Policy BP SV2:

- 1) Barrow Marina;**
- 2) Cavendish Dock Wildlife Attraction;**
- 3) Barrow Watersports Centre; and**
- 4) Formal sports provision including an Athletics Facility and pitches;**

the development of new tourist/leisure facilities will be supported as part of a mixed-use approach where they are in accordance with the policies in this Area Action Plan and will:

- a) encourage and facilitate regeneration;**
- b) complement the existing tourist attractions in the area;**
- c) harness the potential of sport and recreation;**
- d) promote sustainable and eco-tourism.**

4.7 Retail Development

4.7.1 Barrow town centre is identified in the RSS as a vibrant retail centre that should be the focus, particularly for comparison goods retailing, as a sustainable centre to meet the needs of the Barrow communities.

4.7.2 The Action Plan Area lies close to the town centre, being only a 10-15 minute walk for most residents. In line with PPS6 and the RSS, the Council will seek to promote and protect the vitality and viability of the town centre.

4.7.3 The Barrow Retail Capacity Study (2006) identifies the opportunity for the town to improve its range of shopping, tourism and leisure destinations, but is clear that there is a need to restrict further out-of-centre retail development and to focus on enhancing the town centre. Recent surveys have shown that the town centre has a high and growing level of vacancies, with approximately 14.1 % of commercial units along the main shopping streets of Dalton Road and Portland Walk vacant in 2006 and 16.1% in 2008.

4.7.4 There is existing retail provision within and adjacent to the Area, including the Morrisons superstore on The Strand and the local facilities at Anchor Road and nearby at Risedale/Roose Road, both of which would be considered as Local Centres under PPS6. Whilst providing an important facility for the town, the Morrisons superstore was significantly under-trading according to the Barrow Retail Capacity Study, although this recognised that as a new store it was still establishing its trading patterns. In addition, the Council will continue to support and enhance the local shopping facilities, and ensure that these will not be compromised through new development in the Area.

4.7.5 Notwithstanding this, it is recognised that the successful development of the Area is likely to require some minor retail provision to be made, to both support existing and future residential development, and as a subsidiary component of new tourism/leisure facilities as part of a comprehensive approach to the development of the Area as a whole. In order to avoid harm to the town centre, the Council propose to limit the number of retail units and the amount of floorspace within the newly developed areas (i.e. excluding the existing Barrow Island Housing Area BIH1). The proposed unit floorspace limit of approximately 100m² (c1,000 square feet), is smaller than the average town centre shopping unit. This makes clear the aim of limiting retail within the Area to small specialist shops.



4.7.6 The strategy for retail in the Area can therefore be summarised as follows:

- 1) Effectively connect the Area to the retail offer of the town centre;
- 2) Make use of the existing Superstore;
- 3) Enhance the use of existing local facilities, both within and adjoining the Area for the benefit of new and existing residents, ensuring that they are effectively connected with the Area;
- 4) Provide for limited and targeted new retail provision to support new residential, tourism and leisure development; and
- 5) Protect the vitality and viability of Barrow town centre.

Policy BP 10: Retailing Opportunities within the Action Plan Area

The Council will seek to ensure that the vitality and viability of Barrow town centre is maintained. Retail development within the Action Plan Area shall therefore be limited to small-scale local facilities to serve residents, and specialist retail, subsidiary to key facilities, as follows:

Ancillary Retail:

- Barrow Marina;
- Barrow Waterfront hotel;
- Barrow Watersports Centre; and
- Barrow Marina Service Area.

The sale of goods will only be permitted where they genuinely form an ancillary part of the primary function of the facility.

Independent Retail

Independent floorspace related to Marina Village (Use Classes A1, A3, A4) will be restricted to a maximum of 4 units.

In order to protect the shopping function of Barrow town centre and retain a distinctive identity for the Action Plan Area, a maximum floorspace allowance of 100m² (approx 1,000 square feet) will be applied to all retail developments. Consideration may be given to proposals for larger units for A3 use.

4.8 Transport & Infrastructure

Improving Connectivity

4.8.1 In order that the benefits of the regeneration of the Area are felt by the widest population, connectivity both within the Area and between the Area and the wider town, and in particular the town centre, is key. The Council want to see safe, secure and attractive routes created, by enhancing existing infrastructure, providing for essential new investment and ensuring that ease of access and environmental quality is achieved through the design of public realm.

4.8.2 The Council will work closely with the County Council and developers to limit road traffic growth through improvements in public transport, walking and cycling infrastructure and parking controls.



Route for the new Western Dock Access Road at Barrow Island. The buildings on the right have been removed to accommodate the new road.

4.8.3 The comprehensive development of the Area and the delivery of the individual projects, will necessitate a number of specific investments in transport infrastructure. There is a need to improve vehicular access within Barrow Island to serve and act as a gateway to key developments at the Waterfront Business Park and the operational port. A new Western Dock Access Road is therefore proposed, together with other road improvements and landscaping works to improve the living environment for parts of Barrow Island.

4.8.4 The Local Transport Plan identified poor pedestrian links to the Area as a key issue for Barrow. A high priority will be given to the provision of improved pedestrian connectivity within the Area and pedestrian links to the adjacent town centre. Walking offers the greatest potential to replace short car trips, particularly those under 2km, and development proposals will be expected to promote walking as a sustainable mode of transport. Pedestrian links should be safe, attractive and include provision for pushchairs and people with disabilities.

4.8.5 The development of new cycle routes within the Area, connected to a wider network, will build on current levels of usage to further encourage cycling as a sustainable mode of transport and as a leisure activity. New developments within the Action Plan Area should therefore promote cycling, and where appropriate, developer contributions will be sought for new and enhanced routes and cycle parking facilities.

4.8.6 A new pedestrian/cycle bridge over Buccleuch Dock is considered essential to achieve the sustainable transport aspirations, and as a statement of the regeneration of the Action Plan Area. This will effectively connect residents of the new developments at Marina Village and the wider town to existing and proposed new facilities such as the Business Park and vice

versa. This new 'Barrow Island Footbridge' is proposed at the narrowest point between and Buccleuch and Ramsden Docks at the point where a railway bridge used to cross.

4.8.7 The Local Transport Plan identifies that road safety is a particular issue for Barrow, and in particular, child safety. The risk of collision and casualties can be reduced by ensuring that road safety considerations are fully taken into account in the layout of new roads, footpaths, service and parking areas, and through traffic management and environmental improvements.

4.8.8 The opportunities for increased usage and improved access to the port as identified in the RSS (see 4.6.11) are supported in the Local Transport Plan.

4.8.9 The safeguarding and enhancement of the operational port is a key component of the Council's mixed use aspirations for the Action Plan Area (see Policy BP8). The Council are committed to maintaining and improving access that will help to widen the commercial opportunities for the port and secure the sustainable movement of goods in line with Policies RT7 of the RSS and T7 of the Local Transport Plan.

4.8.10 The Council will seek to promote a safe, efficient, reliable and accessible public transport network within the area, connected to the wider town. The Council will work in partnership with Cumbria County Council and public transport providers and operators to ensure that services meet local travel patterns of demand via a good network of routes and services. Improving services will be a priority, particularly on key routes linking the Area to the town centre and railway station, in line with the Local Transport Plan.

4.8.11 Contributions for transport measures/investment via S106 planning obligations and/or S278 Agreements under the Highways Act and/or should the Council choose to implement it, under the Community Infrastructure Levy introduced by the Planning Act 2008; will be sought as appropriate. Where development cannot be accommodated satisfactorily taking account of the above measures, permission will normally be refused.

4.8.12 In order to properly assess and manage the traffic impacts of new development, major development applications should include a transport assessment in accordance with the DCLG/Department for Transport Guidance on Transport Assessment (March 2007). Planning Officers, with the advice of the County Council Highway Engineer, will advise on requirements for an assessment informed by the indicative thresholds set out in the Guidance, including any requirement for a Travel Plan. Assessments may draw on previous assessments undertaken by the Council and its partners in developing the Area Action Plan proposals. Guidance on the requirements for Assessments for the Key Sites is set out in Section 5. Design and Access Statements will also be required to support applications as appropriate in line with Government Circular 01/2006.

Policy BP 11: Improving Connectivity

High standards of connectivity will be expected through the development of the Action Plan Area, particularly for sustainable transport modes including public transport, walking and cycling. Enhanced accessibility of existing and proposed development will be sought by:

- 1) Improving visual and physical linkages between the waterfront, dockside and town centre;**
- 2) Creating an extension of Town Quay to enhance pedestrian and cycle access to the dockside and the town centre;**
- 3) Improving access into the Area, including through the creation of new accesses and the enhancement of existing accesses from Salthouse Road;**
- 4) Enhancing access to serve the Waterfront Business Park and limiting the impacts of traffic on the Barrow Island residents and Conservation Area, through the development of the Western Dock Access Road;**
- 5) Providing for the effective access of leisure craft to the dock system and the Marina through the provision of a new Marina Link;**

- 6) **Maximising public access to the waterfront at Barrow Island;**
- 7) **Promoting a pedestrian and cycle network within the Action Plan Area that will provide connections to the wider town's network, including:**
 - a) **Improving connections between existing communities, the proposed Waterfront Business Park, and Marina Village through the development of a pedestrian/cycle bridge at Buccleuch Dock - the 'Barrow Island Footbridge';**
 - b) **Creating and enhancing a continuous pedestrian/cycle route around Cavendish Dock – the 'Cavendish Dock Trail';**
 - c) **Ensuring safe pedestrian and cycle connections between Marina Village and the town centre across Salthouse Road;**
 - d) **The provision of a new pedestrian/cycle route to the north of Waterfront Business Park; and**
 - e) **Provision of lockable cycle storage in conjunction with new development as appropriate.**
- 8) **Improving road safety within the Action Plan Area with specific emphasis on preventing serious child road casualties;**
- 9) **Improving access to the operational port from road and sea to support new opportunities to increase the proportion of freight moved by sea and minimise the environmental and social impacts of freight transport; and**
- 10) **Seeking to ensure that bus services are delivered in association with new development in the Area and creating connections to the town centre and its railway station.**

Community Facilities

4.8.13 The development of sustainable communities which are safe, mixed communities with good access to jobs, services and infrastructure, and are areas where people want to live and remain, is a key aim of national policy as set out in documents such as PPS1 and PPS3.

4.8.14 The Sustainable Community Strategy for Barrow also reflects this aim in seeking to improve access to education and jobs, improve health, reduce crime and the fear of crime, improve the quality and choice of housing and enhance quality of life for all residents; particularly those in the areas of greatest need.

4.8.15 In line with the aims of the Community Strategy and the principles of sustainable communities, new and existing residents within the Area should have access to the full range of community facilities without being dependant on the motor car. Such facilities include, but are not restricted to; schools, healthcare facilities, post offices, retail outlets, public houses, bus stops, cycle routes, play areas and parks. Such facilities can also provide opportunities for local employment.

4.8.16 In terms of new housing and business/industrial development, and where there is a shortfall; new social, recreational and community facilities, including any necessary supporting infrastructure, should be provided, including by way of a developer contribution.

4.8.17 The saved Local Plan Policy G9 set out play space provision requirements for sites of over 15 residential units. The Council has recently reviewed its play space provision strategy (May 2008) to include a policy of "providing a manageable number of appropriately located high quality play areas with a suitable maintenance programme" and review the provision of playgrounds provided under S106 agreements on an individual basis and consider using the funding to enhance existing play area in the locality of new development. The Borough-wide policy on play space provision will be reviewed in the forthcoming Core Strategy and/or General Policies for the Control of Development DPDs.

4.8.18 Whilst the identified requirements for community facilities for Key Sites are set out in Section 5, including those for play space provision, all relevant applications and windfall

applications will need to be assessed as to whether a current shortfall exists. This assessment will be informed by the Accessibility Criteria set out in Appendix RT(d)3 of the RSS. Whilst these Accessibility Criteria were initially developed to inform decisions relating to the level of car parking required for specific developments, the basis of the model is an overall assessment of accessibility and it therefore can be used to assess accessibility to services and community facilities.

4.8.19 It is equally important to protect existing facilities. The loss of key facilities will be resisted, unless it is shown that a reasonable alternative facility exists within an accessible distance or that there is no current or likely future demand for the facility.

Policy BP 12: Access to Community Facilities

In order to promote sustainable development and sustainable communities, all residents within the Action Plan Area must have a reasonable level of access to a range of community facilities, and an assessment of this will be informed by the Accessibility Criteria set out in Appendix RT(d)3 of the RSS. Proposals in locations that are poorly served by such facilities will be expected to provide for any shortfall, as appropriate, and may be subject to developer contributions in line with Policy BP15.

Proposals that involve the loss of existing facilities will be refused unless:

- 1) Evidence is provided to show that there is a suitable alternative provision within an accessible distance for all existing and likely future users of that lost provision; or**
- 2) An alternative facility is to be provided, at the developer's expense, of a comparable size and quality, in a comparable location to the lost facility.**

Public Realm & Open Space

4.8.20 The public realm has a key part to play as a catalyst for regeneration, setting the standard for new development and conveying the ambitions for the overall Action Plan Area. The existing public realm in the Area is, in the most part, quite ordinary. However, this provides the opportunity to make a significant difference to the way in which the Area is perceived.

4.8.21 The overall approach to public realm within the Area is based on the creation of high quality strategic links and gateways between and to the identified Opportunity Areas, and the provision of new high quality public realm and open space and landscaping within each Key Site. High quality, accessible public realm and open space will have direct and identifiable impacts on sense of place, commercial value, visual amenity and health within the Area.

4.8.22 The design of new public realm and landscape within the Area should reflect the existing coastal or marine environment, the industrial history of the area and current operational port activities, and thereby contribute to a strong sense of place and unity.

4.8.23 Importantly, however, 'unity' should not imply uniformity. There must be room for richness and idiosyncratic design treatments in the future, as there has been in the past. Thus unity should be derived from the use of complementary materials, a sense of appropriate scale, and through the consistent application of quality design and workmanship.

4.8.24 Given the high profile of the Action Plan Area, the sensitivity of the surrounding environment and the high density of the adjacent resident population, the approach to open space is important. It is accepted that additional development within the Area will increase the demand for recreational facilities. It is therefore reasonable to seek a contribution from developers towards the improvement, expansion and upgrading of existing facilities or the provision of new facilities in line with identified needs. Provision of open space as part of new commercial developments will not only benefit employees, but will also help to improve the appearance of development.

4.8.25 The specific requirements for Key Sites are set out in Section 5 and include:

- The creation of new pedestrian and cycle routes, including: The Cavendish Dock Trail; Barrow Island Footbridge; Town Quay extension; and routes at Salthouse and the Waterfront Business Park;
- Within Marina Village Housing, a new community park, dockside squares and the relocation and enhancement of existing allotments and/or open space;
- The relocation and enhancement of the former ABP allotments in association with the Waterfront Business Park;
- The creation of a new multi-functional waterfront public spaces linked to the development of the Waterfront Opportunity Area;
- Enhancements to the existing public realm within the Barrow Island Housing Area in a manner appropriate to the Conservation Area; and
- New open space in association with the housing development at Salthouse.

4.8.26 All development proposals will be assessed against Policy BP13 below and the relevant Key Sites policies, as appropriate.

4.8.27 In enhancing the existing public realm and delivering new streets and spaces, the following principles should apply:

- The public realm should be designed to meet the needs of the Action Plan Area as a modern, thriving, economic and social place.
- The needs of all groups should be recognised and the public realm should be designed to minimise crime and the fear of crime, and where possible to be accessible to all in accordance with Policy BP2. Where practicable the Council will seek to ensure community involvement in the design of public realm/open space.
- Public realm projects should reflect new and existing architectural setting, local distinctiveness and the high quality aspiration for new development. Unnecessary street clutter should be avoided.
- A unifying design approach to the public realm is appropriate to reflect the historical and physical continuity of the port and the important link between the port and the town centre, whilst respecting the character of individual areas, in particular the two Conservation Areas.
- Where appropriate, open space/public realm should be designed to allow for its use as a focus for community events/activities.
- In appropriate locations and informed by any relevant biodiversity survey work, habitat creation/ecological enhancement and mitigation should be incorporated into open space proposals which should contribute to a viable network of habitats and open spaces.

Policy BP 13: Provision & Design of Public Realm/Open Space

- 1) An accessible network of high quality public realm and open spaces across the Action Plan Area will be sought that serves both residential and employment uses and is fully integrated with the wider network in the town.**
- 2) The design and landscaping of all roads, footpaths, cycle paths and public open spaces shall be to a high quality. The location and design of open green spaces should contribute to a network of 'green infrastructure' which enhances and/or provides for mitigation against loss of biodiversity.**
- 3) Developer contributions may be sought for provision and maintenance in line with Policy BP15.**

Public Art

4.8.28 Barrow has a fine legacy of Victorian public art, in common with other towns of the era. This is predominantly traditional figurative statuary on plinths. There are also notable examples of fine decorative arts in public and commercial buildings, such as the Town Hall.

4.8.29 The Council is committed to the promotion of new public art as an integral element of the regeneration of the Action Plan Area. Investment in public art should not be made just for the sake of it, but be seen as a way to help retain and attract creative people to Barrow and to encourage the use of green/open spaces and stimulate community involvement. This attraction will be made not only through the presence of artworks, but through the commissioning process itself, which can be used to raise awareness and the profile of Barrow. It can also highlight the attributes and heritage of the town. The port, for example, is visually compelling. Its massive industrial structures co-exist with a dramatic natural landscape.

4.8.30 New public art will not only be about generating new works of sculpture, but may involve new paving schemes, murals and signage; live art in the form of exhibitions and/or performances; textiles such as tapestries and flags; and metalwork such as gates and fences. Artwork does not have to take the form of isolated elements of work and artwork may be less obvious, taking the form of detailing that is integrated within a building, landscaping scheme or infrastructure project. Whatever form the artwork takes, it must be of high quality and contribute to the regeneration of the Action Plan Area. Specific arts proposals and ideas for the Key Sites are set out in Section 5.

Policy BP 14: Promoting the Use of Public Art

The creative use and development of public art and arts projects will be promoted as an integral part of the regeneration of the Action Plan Area.

The approach to public art will be expected to embrace values that will contribute directly to changing perceptions, with a focus on original design and the use of high quality, durable materials. Public art should support the design principles for the built environment and provide an effective link between the built and natural environments.

4.9 Developer Contributions

4.9.1 In order that the comprehensive regeneration and connectivity aspirations for the future of the Area can be achieved, there will need to be some significant investment in new public realm and infrastructure as well as new social facilities and environmental improvements/protection. This investment will be met by the public and private sector as appropriate, including through the use of planning obligations and/or should the Council choose to implement it, contributions pursuant to the Community Infrastructure Levy introduced by the Planning Act 2008, and/or through developer agreements. In accordance with the advice of Circular 05/2005, contributions will be sought where they are: relevant to planning; necessary to make the development acceptable in planning terms; directly related to the proposed development; fairly and reasonable related in scale and kind to the proposed development; and, reasonable in all other respects.

Policy BP 15: Developer Contributions

The individual and cumulative impact of development in the Action Plan Area will be considered strategically, and to secure comprehensive regeneration, developer contributions will be sought, as appropriate.

Areas in which contributions could be required include:

- **Highway works**
- **Public transport works and travel plans**
- **Cycle and pedestrian access improvements**

- **Land remediation**
- **Landscape works**
- **Public art and community arts projects**
- **Public realm/open space**
- **Public realm maintenance and cleaning regimes**
- **Leisure and community facilities**
- **Education provision**
- **Healthcare facilities**
- **CCTV or other Crime and Disorder initiatives**
- **A Marina Link**
- **Biodiversity mitigation and compensation, including the creation, enhancement and management of habitats**
- **Service diversion**
- **Utility service capacity reinforcement works**
- **Conservation and enhancement of the historic environment**

Section 5: Opportunity Areas & Key Sites

5.1 Introduction

5.1.1 Sections 3 and 4 set out the Vision and Objectives for the Action Plan Area as well as providing the overarching policy framework for development.

5.1.2 As set out in Policy BPSV2, within the Action Plan Area two Opportunity Areas have been identified, at Marina Village and the Waterfront Gateway. Within these Opportunity Areas are a number of Key Sites which offer the potential for development.

5.1.3 The Opportunity Areas and Key Sites and uses as identified in Policy BP SV2 are:

a) The Marina Village Opportunity Area:

- 1) Barrow Marina (M1, M2, M3, M4) as a focus for activity on the waterfront to include clubhouse and servicing facilities and a pedestrian/cycle bridge over Buccleuch Dock and a new link to Walney Channel (13.57 ha)
- 2) Marina Village Housing as a major new waterfront housing opportunity for the town set in quality public realm and with associated sports and leisure facilities (26.39 ha)
- 3) Land at Cavendish Dock (CD1, CD2) including a new Wildlife Attraction for the town with enhanced and sensitive access to natural assets (80.05 ha)
- 4) Barrow Watersports Centre as a major new tourism and water based leisure opportunity (2.45 ha)
- 5) Salthouse Housing as a new waterfront housing area for Barrow adjacent to the natural assets of Cavendish Dock (7.96 ha)

b) The Waterfront Gateway Opportunity Area:

- 1) Waterfront Business Park as a major new business and employment location for Barrow including the relocation and enhancement of existing allotments (24.47 ha)
- 2) Barrow Island Housing (BIH1, BIH2, BIH3), housing, public realm improvements and open space to enhance the living environment of existing residents (29.94 ha)

c) The Port

- 1) Land retained for port-related use and development (BP8) (55.18 ha)

5.1.4 The following guidance relates to the Opportunity Areas and individual sites as set out on the Proposals Map. This should be read alongside other policies set out in the Area Action Plan.

5.2 Marina Village Opportunity Area



Figure 7: Marina Village Opportunity Area © A

5.2.1 The Port Area represents an important opportunity for Barrow to reconnect its communities and town centre to the water. Through a comprehensive development approach, the Council wish to bring new residential, commercial and leisure development to the dockside, improve access and maximise the natural assets of the location. The Marina Village Opportunity Area is made up of the Key Sites of Barrow Marina, Marina Village Housing, land at Cavendish Dock, Barrow Watersports Centre and Salthouse Housing. Effectively planned together, these sites should bring a range of benefits including:

- Significant new housing targeted at identified need and demand and contributing to housing market renewal.
- New public realm and open space.
- A Marina and associated facilities.
- A new Watersports Centre.
- Significant sports and leisure facilities.
- Enhanced waterside access.
- A new pedestrian and cycle bridge.
- Improved town centre connectivity.
- Remediation of derelict, contaminated and underused land.
- A waterside wildlife attraction.

Policy BP 16: Marina Village Opportunity Area

In order to maximise the benefits of the identified sites in Policy BP SV2, and in line with Policy BP1 of this Area Action Plan, a comprehensive development approach for the Marina Village Opportunity Area will be expected as follows:

- 1) The development of the Key Sites of the Marina, Marina Village Housing, Cavendish Dock and the Watersports Centre should be planned together, providing shared facilities and complementary elements to create a new, accessible dockside, delivered in a phased manner to achieve as a minimum:**

(Phase 2 of Policy BP6)

- a) Early development of the first Phase of the Marina, Marina Link and Marina Service Area;**
- b) Early development of a significant waterfront residential offer;**
- c) Early development of the Barrow Island Footbridge;**
- d) Early development of the public access and linkages to the Barrow Island Footbridge and Town Quay;**
- e) Early development of the Cavendish Dock Wildlife Attraction; and**
- f) Early development of the Watersports Centre.**

Followed by:

(Phases 2/3 of Policy BP6)

- g) Development of a proportion of family housing, including the southernmost Salthouse Road frontage; and**
- h) The majority of the remaining commercial facilities.**

Followed by:

(Phase 3 of Policy BP6)

- i) The family housing and central park; and the athletics and sports facilities prior to the delivery of the remaining housing;**
- 2) Planning applications must include an agreed phasing plan which should include details of all temporary works and security measures and demonstrate an acceptable standard of development and level of amenity for early residents and users.**
 - 3) The public realm between the Marina, Marina Village Housing and the Watersports Centre will need to be consistent and entirely complementary, including the provision of new spaces and links;**
 - 4) The Marina, Marina Service Area and proposals for Key Site 3 (Cavendish Dock) will need to be planned together to effectively connect to the Waterfront Opportunity Area via the new pedestrian/cycle bridge; in line with Policy BP11; and**
 - 6) Salthouse Road should be improved to ensure effective operation, improve the image of the area, and in particular, to create effective linkages with the town centre.**

5.2.2 Further policies and specific design guidelines for each of these identified Key Sites is set out in the remainder of this Section of the Area Action Plan.

Key Site 1 – Barrow Marina (M1, M2, M3, M4)



Figure 8: Barrow Marina © A

Location & Character

5.2.3 The Council are keen to maximise the potential leisure and tourism opportunities presented by the dock system. To this end, a Marina is proposed fronting onto Buccleuch and Ramsden Docks to the south of Barrow-in-Furness town centre. The Strand and Cavendish Dock Road run immediately to the north of the main site in Buccleuch Dock.

5.2.4 In addition to the main site, the development of the Marina will also require a servicing area. The proposed site for this facility is located on the western side of Ramsden Dock on Barrow Island.

5.2.5 A new Marina Link will be required to provide access for small leisure vessels into and out of the dock system in order to provide certainty of access and avoid potential conflicts with the operational elements of the port. The proposed site for this third element of the development is located between Walney Channel and Anchor Line Basin on Barrow Island.

5.2.6 A new pedestrian/cycle bridge – ‘The Barrow Island Footbridge’ is proposed across Buccleuch Dock as set out in Policy BP11.

Key Features / Issues

5.2.7 The Marina is a key project for the successful regeneration of the Action Plan Area and wider Borough. Through feasibility studies and masterplanning work undertaken, a number of issues / constraints in its development have been identified as follows:

- The development of the Marina necessitates a new access link from the dock system into Walney Channel as it is neither practical, economic nor technically feasible for leisure craft to use the existing Ramsden Dock lock and basin. The nature of this link has been subject to an options appraisal (Marina Link - Port of Barrow, Economic Appraisal. Genecon for West Lakes Renaissance October 2005). This report also supports the case for the development of the Marina and the proposed location within the dock system, as originally identified in the Barrow Port Masterplan.

- For the Marina and Marina Service Area to operate effectively together and to create essential linkages with Barrow Island and the Waterfront Opportunity Area, a new pedestrian/cycle bridge – the Barrow Island Footbridge will be required across Buccleuch Dock. The bridge has been the subject of an options appraisal. (The Waterfront, Barrow: Pedestrian Bridge Option and Operating Study. White Young Green for West Lakes Renaissance. March 2007).
- The need to ensure development proposals do not impede the operational requirements or prejudice the economic viability of the port, should inform the layout, design and operation of the Marina, Marina Link and Barrow Island Footbridge, and consultation with Associated British Ports (ABP), BAE Systems should be carried out in the detailed development of any proposals.
- The site area proposed for the Marina Service Area is within a Health and Safety Executive Hazardous Substances Consultation Zone 1 associated with the Gas Condensate storage area. Any development proposals at this site will need to take account of the Health & Safety Executive's Land Use Planning Methodology – PADHI (Planning Advice for Developments near Hazardous Installations).
- The Strategic Flood Risk Assessment (SFRA) identifies that the land based Marina facilities fall within the Flood Risk Zone 1 and 2 with a small area in Zone 3. Some elements of the Marina will be classed as Water Compatible Development under PPS25. A site specific Flood Risk Assessment will be required in line with the minimum requirements as set out in PPS25.
- Part of the Site for the Marina Link lies within the SSSI, SAC, SPA and Ramsar. The Council places a high value on the protection of these ecological features, and in considering new development will ensure that the requirements of the Habitats Directive, which seeks to protect the integrity of these sites, are met.
- The non-designated areas within and adjoining the Marina Sites are also known to house Protected Species in the form of Slow Worms and Common Lizards and Priority Habitats in the form of Open Mosaic Habitat on Previously Developed Land, and the Marina sites are likely to have biodiversity value which needs to be recognised and addressed.

Development Approach

5.2.8 The Marina is seen as an essential component in the successful regeneration of the Area and the wider Borough. The benefits of this proposed scheme in supporting the overall vision and objectives of the Action Plan as set out, cannot be overstated. Facilities should be of a high quality and help support the tourist industry out of season.

5.2.9 The Council will also seek to ensure that the Marina is effectively planned together with Marina Village Housing to provide shared facilities and complementary elements to create a new, accessible dockside, and to ensure that the Marina generates commercial value for the wider Marina Village Opportunity Area.

5.2.10 The proposed location of the Marina within the dock system requires the development of a new access link from the dock system into Walney Channel. Locating the Marina within Walney Channel would have avoided the necessity for a new link, but would have been too remote to facilitate many of the wider regeneration benefits sought for the area. In particular, evidence suggests that Marina Village and its housing and associated sports and leisure facilities would be unlikely to proceed without the Marina on site. Development in Walney Channel would also have been likely to have a significant effect on the Walney Channel SSSI and an adverse effect on the integrity of the Morecambe Bay European Sites.

5.2.11 The proposed link is to be between Walney Channel and Anchor Line Basin by way of a canal or overland boat transfer. Whilst both options were shortlisted and taken forward for full economic and financial evaluation in the Genecon options appraisal, an overland travelling lock transfer was initially preferred in capital and operational cost terms. Further discussions with interested developers and the port operator now indicate a preference for a canal. Either option is acceptable to the Local Planning Authority, subject to the requirements of Policy BP17 and the design guidelines set out below.

Policy BP 17: Barrow Marina (M1, M2, M3, M4)

The development of a marina and associated facilities will be supported as a key driver for the Marina Village Opportunity Area. The following facilities must be provided:

M1 Marina & Associated Facilities

- Marina berths on floating pontoons and associated land and water based infrastructure
- Marina clubhouse / office
- Laundry, toilet and showering facilities
- Chandlery

M2 Marina Service Area

- Secure boat storage and brokerage
- Long stay car parking
- Marina stores and toilets/showers
- Boat repair workshops
- Marina fuelling area
- Additional marina berths on floating pontoons
- Road access from the Waterfront Business Park, an indicative location for which is shown on the proposals map.

M3 Marina Link

- A new link between Anchor Line Basin and Walney Channel (An indicative location for the link is shown on the proposals map).

M4 Barrow Island Footbridge

- A new pedestrian/cycle bridge across Buccleuch Dock (as set out in Policy BP11)

The development of Barrow Marina will be expected to conform to the following:

- 1) A new public square should be located adjacent to the majority of the Marina berths to provide an important commercial element linked to Marina Village Housing (MVH1). This area will provide a range of facilities and services for the Marina in conjunction with the mixed use leisure site at Marina Village Housing;
- 2) All development should be designed and located to ensure positive frontage to the waterfront and be appropriate in scale and materials;
- 3) Development should be of a high quality reflecting the profile of the location;
- 4) Buildings associated with the Marina Service Area should be set back from the waterfront to reduce visual impact;
- 5) The Marina Link should be provided by way of a landmark canal or overland travelling lock boat transfer between Walney Channel and Anchor Line basin which:
 - a) Retains road access(es) to the retained port land to the south;
 - b) Maintains a relatively stable and high water level within the dock system;
 - c) Allows for 24 hour access; and
 - d) Gives a minimum capacity of 21 vessels per hour.
- 6) Proposals should incorporate improved pedestrian and cycle access via enhancements to Town Quay and contribute to the new Barrow Island Footbridge which should:
 - a) Have a deck level which is at the level of the dockside or above when closed;
 - b) Give unlimited headroom over a 40m width for infrequent use by larger vessels; and
 - c) Give 20 metre headroom for frequent use for marina access.
- 7) Development should not impede the operational requirements of the port.
- 8) The access road from the Waterfront Business Park to the Marina Service Area shall be designed and sited to ensure that the safety and security of the Gas Condensate facility and those using the access road are not compromised.
- 9) An appropriately landscaped buffer, including any necessary additional safety fencing, shall be provided between the Marina Service Area, including its access road, and the Gas Condensate facility.

Design Guidelines

5.2.12 The design approach to the development of the Barrow Marina will be an important element in ensuring that it has wider benefits in environmental and commercial terms. By integrating quality design with the wider approach to the Marina Village Opportunity Area, the Council will seek to ensure that appropriate design standards are set for this Key Site. Set out below are the design principles that will form the basis of achieving the aspirations for the Marina as detailed above. Further design guidelines, particularly in respect of the public realm, is contained within the design guidelines for Marina Village Housing.

Sense of Place	
<ul style="list-style-type: none"> Development of the Marina must be of a high quality to reflect the importance of the location, the scope of the opportunity, and to add to the new identity for the area. The Marina clubhouse could be accommodated within the listed former railway station building or through the creation of a new purpose-built building informed by its function and its waterside location in Barrow. 	<ul style="list-style-type: none"> All built development should be designed to respond to the special waterside location and should be appropriate in terms of scale and materials. In particular, the facilities at the new Marina Square should be developed in line with the design guidelines set out for the Marina Village Housing to ensure an effective sense of place can be achieved and to contribute to the creation of a new waterfront for the town.
Layout and Built Form	
<ul style="list-style-type: none"> The layout of the Marina should naturally be informed by the need to front onto the dockside and the requirement to retain the listed former station buildings. The pontoons themselves should be located to be immediately adjacent to the extended Town Quay on the eastern side of the docks and the Marina Service Area to the west. Critically, the layout of the pontoons needs to be informed by the location of the deep water channel in the dock and the need to not impede the operational requirements of the port. 	<ul style="list-style-type: none"> In the new Marina Square, the layout should reinforce the enclosure of the space and provide development at a scale to fit in with the need to create a new built waterfront. With the exception of the conversion of the listed former station building (if used for this purpose), new built form should generally be 2-3 storeys in height to a maximum of 4 storeys. In the Marina Service Area, development should be located away from the dock edge to reduce the visual impact of the buildings and allow for boat storage on the waterfront. Buildings should generally be 1 storey in height to a maximum of 2 storeys.
Materials	
<ul style="list-style-type: none"> Within the Marina and associated dockside environment, locally sourced materials should be specified wherever possible to reinforce a sense of place and reduce the distance materials are transported. 	<ul style="list-style-type: none"> These materials will include red sandstone, local red brick, blue grey and green slate and timber. They should be used in a creative and contemporary way for the infrastructure, architecture and landscape.
Marina Link	
<ul style="list-style-type: none"> The Marina Link will be by way of a canal or overland travelling lock boat transfer. These engineering solutions both provide an opportunity to create a landmark and an attraction both for users and adjoining development/spectators. 	<ul style="list-style-type: none"> The Link provides an important element of the Waterfront Gateway together with the Waterfront Business Park and its design must contribute to a high quality waterfront to Walney Channel.



Artist impressions of Left: Possible overland boat lift and Right: Marina pontoons and Town Quay

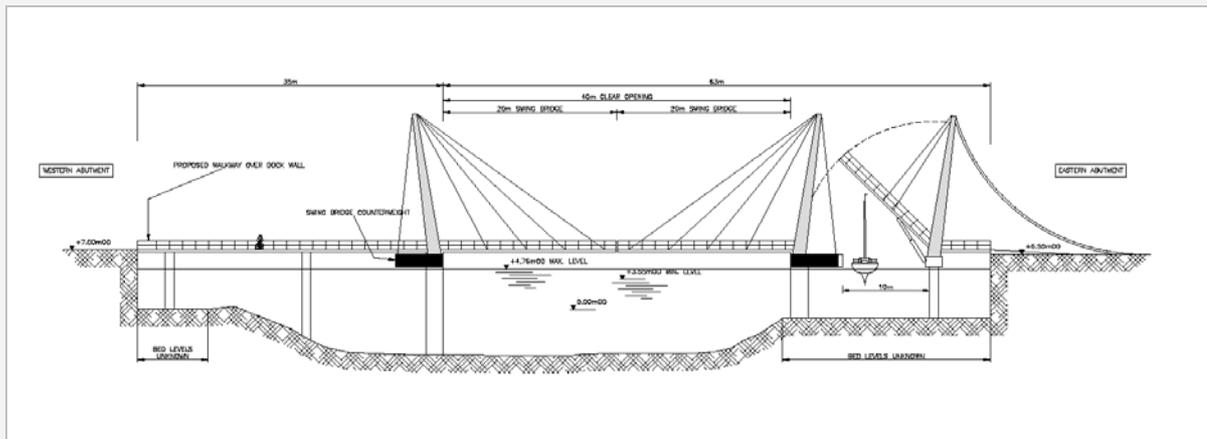
Movement

- The Marina should form an important attraction for pedestrians and cyclists as part of the extension of Town Quay. Whilst, inevitably with a facility of this type there will be areas where public access must be restricted, as a principle, public pedestrian access should be as open as possible to maximise the benefits of this facility as an attraction.
- Pedestrian access will be via (the extended) Town Quay, Cavendish Dock Road and the new Square. The successful development of the Marina facility will also rely on the ability to ensure effective pedestrian and cycle access between the Buccleuch and Ramsden Dock pontoons and the Marina Service Area via the new Barrow Island Footbridge.
- In vehicular terms, access to the main Marina pontoons and facilities will be via a reconfigured Cavendish Dock Road. For the Servicing Area, access will be via the Waterfront Business Park.
- Secure long stay car parking to serve the Marina should be located within the Marina Service Area. In addition, a short stay public car park should be provided adjacent to the new square and the Marina clubhouse and facilities.
- The Marina facility must be effectively connected with the wider cycle and footpath network to create links between the site and the nearby residential areas, and also give access to the wider town.

The Barrow Island Footbridge

- The Barrow Island Footbridge will be a landmark pedestrian and cycle bridge designed to reflect the aspiration for the future of the area and should therefore be of the highest design quality.
- Critically, this bridge will need to open to allow access between the docks, and port operations to continue unhindered. This should be a key aspect of the bridge design and expressed as such.

- The bridge will need to:
 - Have a deck level which is level with the dockside or above when closed, and be fully accessible;
 - Give unlimited headroom over a width of not less than 40m for infrequent use by larger vessels (envisaged as being for BAE vessels); and
 - Give a headroom of not less than 20 metres for frequent use (envisaged as being for marina access).
- Following the completion of the bridge option and operating study and consideration of its recommendations, and discussions with the port operator and principal dock users, the partners have concluded that a bridge with central swing sections and a smaller bascule is the preferred option as illustrated below.



Proposed Bridge Design © West Lakes Renaissance

Public Space / Landscape

- The development of the Marina will be expected to contribute to the public realm aspirations for the wider Marina Village Opportunity Area as set out in Policy BP16 of this Area Action Plan. In particular the following will be required to be provided:
 - An area should be set aside at the southern end of the Marina Service Area for potential future viewing of watersports (subject to consultation with the HSE).
 - The Marina facilities at Buccleuch Dock should be developed around a new public square.
 - The Marina should contribute to the improvement / extension of Town Quay.
- Landscaped 'green infrastructure' links must be provided, including along the Marina Service Area access road and Barrow Island footbridge approach. These should provide opportunities for incorporating biodiversity into landscaping and where possible, for example at the Marina Service Area, further areas should be set aside for biodiversity rich landscaping. In line with Policy BP14, the appropriate inclusion of public art will also be sought within proposals, particularly in the public spaces along Buccleuch Dock.

Key Site 2 – Marina Village Housing



Figure 9 : Marina Village Housing © A

Location & Character

5.2.13 The location for Marina Village Housing lies just to the south of the existing town centre and is defined by Salthouse Road to the north, Buccleuch Dock and the proposed Cavendish Wildlife Attraction to the south, and the Vulcan Road housing estate to the east.

5.2.14 The area is located within walking distance of many of the town centre's services and facilities, including shops, schools and offices. It is approximately a 15-minute walk from the heart of the site to Barrow Town Hall.

Key Features / Issues

5.2.15 The Marina Village Housing site has many positive attributes, chiefly that it is in close proximity to the existing town centre, has a waterfront to Buccleuch Dock and lies in close proximity to a second waterfront at Cavendish Dock, and much of the land is vacant and in Council ownership. Nevertheless, there are a number of issues, such as past land use, ecological sensitivity, current users and poor access which present a particular challenge.

5.2.16 The following key features and issues will be expected to be addressed through development:

- The site represents a crucial link between the town centre and the underused Port Area. It is a key gateway to the dockside waterfront. The gateway and connecting role of the site should be addressed through comprehensive development.
- The site is currently massively underutilised, with approximately 75% of the site being either vacant or derelict. This has a hugely negative impact on the image and perceptions of the area. An extensive ground investigation study was undertaken as part of the development of the Barrow Port Masterplan and this report has identified the presence of various contaminants within the site that will need to be addressed through development.

- The current limited built form on the site is generally in a poor condition and this, coupled with the nature of the uses housed, creates a negative impression and acts as a barrier between the town centre and the waterfront. These uses also mean that parts of the site are in multiple ownership which will need to be rationalised if the Council is to meet its aspirations for comprehensive development and this may require public sector intervention.
- Some areas of the site are less accessible and more difficult to develop than others. These areas should be brought forward in conjunction with the rest of the site to ensure that they do not act as a blight to, or undermine the quality of development.
- St George's Square Conservation Area lies partly within the north-western corner of the site along Salthouse Road and contains a number of listed buildings. The former railway station and the square itself are wholly within the site. These historic features should be retained and enhanced.
- Three major pieces of infrastructure and their operation on site should be noted. A freight railway line adjacent to the northern and western sides of Cavendish Dock is currently used by the BNFL facility on Ramsden Dock. Although used infrequently, it is an important element of the transport infrastructure for the port. It is partly owned by BNFL and partly by Network Rail - who own and operate the section along the northern side to Salthouse Junction where it meets the main line; a 45m high communications mast owned by United Utilities is located adjacent to the Council Depot in the east of the site; and a pumped sewer also owned by United Utilities crosses the site en route from Walney and Barrow Island to the water treatment plant to the east of Cavendish Dock. The relocation or diversion of most of this infrastructure, except perhaps for the sewer, is considered likely to be impracticable and therefore will need to be accommodated in any proposals.
- Cavendish Dock adjacent to the site is designated as a SSSI, SPA and Ramsar site, primarily for its bird interest, particularly that of moulting mute swans and wintering waterfowl. Although not actually within the site itself, the importance of Cavendish Dock in terms of ecology means that it is a significant issue for the development of Marina Village. Close liaison with Natural England has been integral to the development of the Area Action Plan with regard to the potential impact on Cavendish Dock. Prospective developers should consult Natural England prior to any planning applications and in the preparation of any Environmental Impact Assessments. The Council places a high value on the protection of these ecological features, and in considering new development will ensure that the requirements of the Habitats Directive, which seeks to protect the integrity of these sites, are met.
- The site itself, although outside the designated site(s), is known to contain Protected Species in the form of Slow Worms and Common Lizards and Priority Habitats in the form of Open Mosaic Habitat on Previously Developed Land and has a biodiversity value which needs to be recognised and addressed.
- The Strategic Flood Risk Assessment (SFRA) indicates that much of the site is at low risk of flooding (it would be flood free in a 1 in 1000 year event), and so would fall into Flood Zone 1 – Low Probability. However, as the site is larger than 1 hectare, and a small area is identified as being within Zone 2, a site specific Flood Risk Assessment will be required in line with the requirements of PPS25. The Environment Agency should be consulted prior to any planning applications.
- There is an extensive area of Japanese Knotweed present within the site, particularly at the eastern end adjacent to the railway. The Council will insist on the management of this Knotweed as a condition of any planning permission. This management will require treatment on site or removal. It should be noted that Knotweed is classified as controlled waste and must be safely disposed of at a licensed landfill site if removed.
- The existing Council owned allotments to the south of the Vulcan Road Estate have recently been closed due to low demand and contamination. In a very densely populated area where few houses have access to private gardens, allotments are an

important local resource. Upgraded and relocated/rationalised allotment provision will need to be considered.

- The Council owned depot to the north of the site is proposed to be retained for the foreseeable future and therefore no proposals for its reuse are indicated. Should this unexpectedly become available during the plan period, development proposals would be judged against the Area-wide policies in this Area Action Plan and the rest of the development plan policy framework.

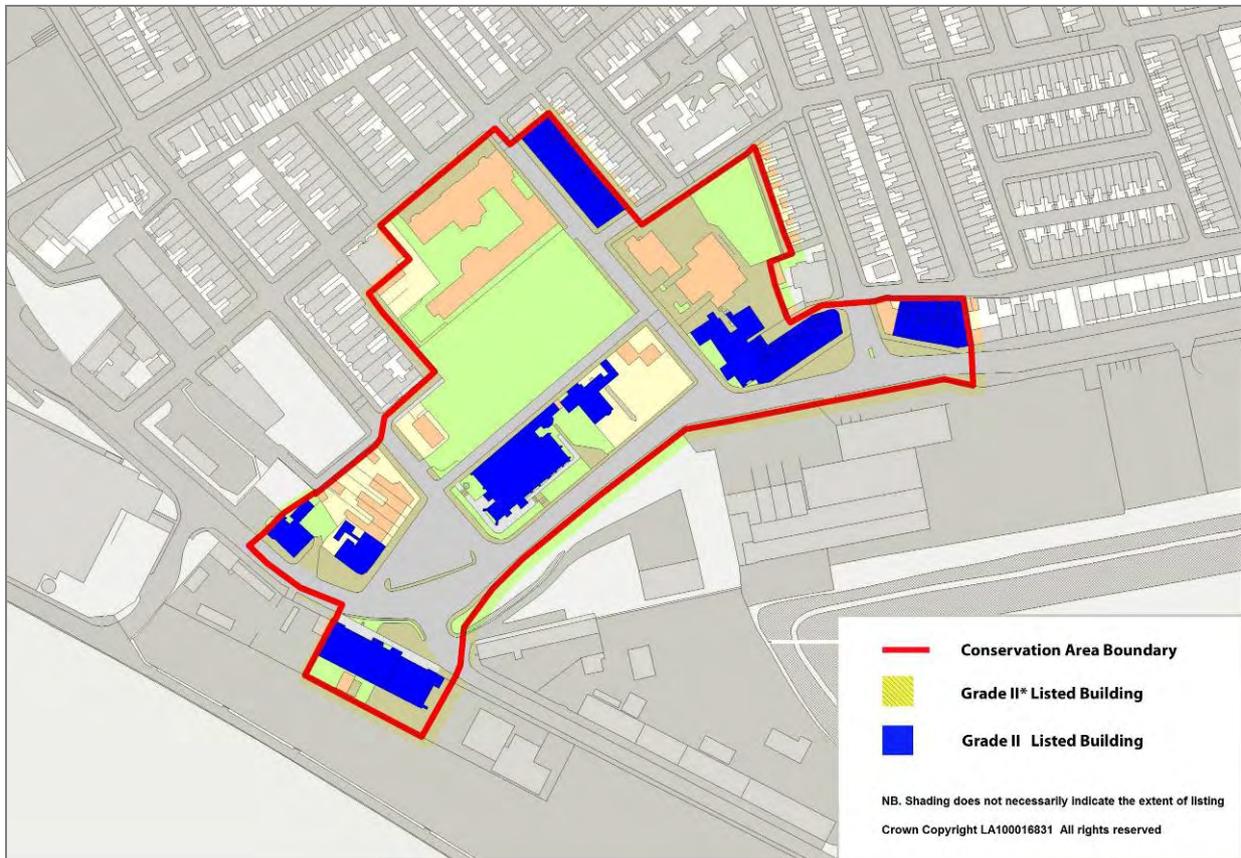


Figure 10: St George's Square Conservation Area with Listed Buildings

Development Approach

Comprehensive Development

5.2.17 The Council considers that the development of this site, incorporating all of the requirements and elements set out, is only achievable through a comprehensive, planned and fully coordinated delivery approach. The Council will refuse applications that would prejudice this fundamental principle. It is proposed that the Marina Village Housing development is delivered together with the Marina, Marina Link and the Watersports Centre, through a developer procurement process and developer agreement. Should the site be delivered by more than one party, the Council will be seeking to enter into legal agreements with all land owners and developers to ensure that the development of the site progresses in a co-ordinated manner and that development costs are shared across the site.

5.3.18 Contamination is an issue, and the satisfactory remediation of the whole site will be required. The Council considers that the only way to ensure that this is achieved is to undertake the remediation on a comprehensive basis. The costs of remediation must be spread equally across the site and this cannot be achieved if parts of the site are allowed to be developed on a piecemeal basis. If parts of the site are not remediated this would have a significant negative impact on the ability to secure a high quality development and to attract end users. It would also result in the creation of an unacceptable living and working environment on the site.

A High Quality and Sustainable Development

5.2.19 The development must reflect high standards of design quality, given the profile of the site and the scope of the opportunity. In delivering new high quality development, the character of Marina Village should build upon the unique maritime and industrial history of the site and its special waterfront location.

5.2.20 The development should be a new neighbourhood and leisure destination which will widen the existing housing offer in the town, providing a mix of types and sizes of high quality modern homes, support the development of the Marina, and take advantage of this unique waterside location. This new 'Waterfront Quarter' should be given its own distinct identity reflecting its waterside location, but one that is also an integral part of the town's urban structure. Due to its close proximity to the core of the town centre, many existing facilities are within easy walking distance of the site and therefore links to and through the site for pedestrians and cyclists will be especially important.

5.2.21 A key objective of the Community Strategy, reflected in the Vision and Objectives for the Area Action Plan, is the need to improve the quality and choice of accommodation available in Barrow. This is also reflected in national policy through PPS3 which promotes the importance of a broad mix of housing suitable for different household types being provided on larger sites.

5.2.22 The Local Plan identified 450 homes to be provided within the Marina Village site to be phased over the ten years 2006-2016. The RSS now proposes a higher housing allocation for the Borough than the Local Plan and this will necessitate the identification of further housing sites and capacity, which in any event would have been required from 2016 onwards. The Area Action Plan has identified an opportunity for an increased number of dwellings at the Marina Village Site (650), in addition to the identification of two further sites which are proposed to be phased in line with Policy BP6.

5.2.23 A mix of dwelling types and sizes will be expected at Marina Village to meet family and non-family requirements. In view of the evidence summarised in Section 2 and in view of the very high remediation, infrastructure and development costs; no affordable housing (as defined by PPS3) is proposed to be required through new development. Nevertheless, such affordable housing provision would be supported. Equally, no specific tenure is proposed to be required. It is considered that the market will provide for houses for sale and private rent, and although not specifically required, housing for rent by a Registered Social Landlord would be supported together with forms of shared ownership.

5.3.24 The development must deliver all of the key elements identified in a phased manner in accordance with Policy BP6 and Policy BP16. The general locations and standards for individual elements are set out in the accompanying design guidelines.

5.2.25 The sports and athletics facilities should include a 6/8 lane running track with floodlighting to meet the UK Athletic standards in full, with a central grassed area for field sports and a full size occasional rugby/football pitch. A small stand and a clubhouse with changing facilities should also be provided. Two squash courts are also sought and these could share clubhouse and changing facilities with the athletics facility. Three Multi Use Games Areas (MUGAs) should be located close by.

5.2.26 Space for relocated allotments should be created and provision will be required should a renewed demand be demonstrated. Should the anticipated demand not materialise, this area will revert to open space and wildlife habitat.

5.2.27 A Transport Assessment will be required in accordance with Department for Transport Guidance (see 4.8.12).

Policy BP 18: Marina Village Housing

The development of Marina Village Housing will be supported as a new sustainable waterfront neighbourhood for Barrow, with a significant proportion of the site set aside for sport/recreation uses and a leisure offer associated with the adjacent Marina providing a visible and major attraction for visitors.

The land use mix for the Marina Village Housing site will be as follows (use classes as specified):

- 1) C3 – Around 650 new homes to include a range of scale, density and design in line with the design guidelines set out in this Area Action Plan.
- 2) C1 – New hotel provision fronting onto the waterfront.
- 3) A1 – New Retail provision to be limited in line with Policy BP10.
- 4) A3/A4 – New restaurant / bar facilities to create a leisure focus at the Marina in line with Policy BP10.
- 5) D2 – New formal sports provision to include an athletics facility and sports pitches.
- 6) Public car parking, open space including public squares, parks, wildlife habitats and children's equipped play facilities.
- 7) Allotments.

The development of the Marina Village Housing site must be delivered in a coordinated and comprehensive manner in line with Policy BP1 and a phased manner in accordance with Policy BP6 and BP16 to secure:

- a) The clearance and removal of all existing buildings and incompatible uses on the whole of the site, with the exception of the listed former station building.
- b) Remediation of the whole site.
- c) Creation of a new waterfront quarter for the town and a new leisure destination in Barrow.
- d) A development which demonstrates high quality design that responds to its context in layout, scale and detail, with an integrated approach to design across the site.
- e) A development with active frontages to the main waterfront and to the town centre along Salthouse Road.
- f) Development adjacent to the waterfront which takes advantage of the unique location to create a distinctive place.
- g) Housing density across the site to an average of around 40 residential units per hectare with higher densities being accommodated on the waterfront to Buccleuch Dock.
- h) A development planned in conjunction with the Barrow Marina to create a new waterfront onto Buccleuch Dock including the new pedestrian/cycle bridge to Barrow Island.
- i) The creation of high quality pedestrian and cycle linkages with the existing town centre, the developments on Barrow Island and the wider strategic network.
- j) Development designed to include a network of high quality public realm and open space to link with adjoining public and open space in line with the requirements of Policy BP13. The Design Guidelines following this policy set out the minimum provision required. Additional open space, beyond that specified in the guidelines, is likely to be required to provide wildlife habitats. Physical connections should be provided between open spaces, within and outside the AAP area, in order to support biodiversity value. The extent, design and location of such habitats should be informed by survey work to establish the biodiversity value of the site.
- k) New and improved vehicular access to the site including a realignment of Cavendish Dock Road, a new access point as a southwards extension of Rawlinson Street and improvements to Salthouse Road.

- l) Carefully designed neighbourhood recycling facilities.**
- m) A development that is carefully designed and its construction managed to avoid any potentially adverse effects on the biodiversity value of Cavendish Dock.**
- n) Protection and enhancement of the listed buildings and important open spaces in the St George's Square Conservation Area.**
- o) The provision of appropriate measures to manage flood risk. Development should be directed to the areas of the site with the lowest probability of flooding in accordance with the sequential approach set out in PPS25.**
- p) Cavendish Dock is an important roosting site for internationally important bird populations. Light encroachment on Cavendish Dock should, therefore, be avoided and all lighting including street lighting, security lighting and sports and flood lighting must be equipped with a full "cut off" to ensure there is no upward light dispersal, glare or spill.**
- q) Construction works are likely to be subject to restrictions on working times and methods, particularly during colder periods in winter months in order to ensure there are no significant adverse effects on biodiversity, including in respect of over-wintering birds. The provision of screening and acoustic barrier fencing may also be required to minimise any potential disturbance.**

Design Guidelines

5.2.28 The following guidelines set out how proposals can meet the requirements of Policy BP18 above and the other area-wide policies of the Area Action Plan as set out in Section 4. The development of Marina Village will be expected to reflect the following key principles and design guidelines:

Design Principles

A Piece of Town

- The Marina Village Housing area should not be designed as a stand alone 'estate'. Whilst having its own identity, it should clearly be an integral part of the urban structure of the town. It will be Barrow's new 'Waterfront Quarter' reflecting both the unique maritime and industrial history and its special waterfront location.

The New Waterfront

- Buccleuch Dock should be opened up for public access and links through the Marina Village from the existing town centre established, both visually and physically. Historically cut off from the town centre by industry, this is a "once in a lifetime chance" for Barrow to make the most of its waterfront.

A Walkable & Active Neighbourhood

- It is important that the design and layout of Marina Village encourages and promotes physical activity and is accessible and easy to move around, particularly for pedestrians and cyclists. To create a permeable movement network, all streets should lead somewhere and terminate in other streets whilst having due regard to Secured by Design principles.

Quality Streets and Spaces

- The Marina Village Housing area should be more than just a collection of houses. It is the relationship between those buildings and more importantly, the spaces between, that everyone experiences to create a sense of place. The quality of that environment shapes peoples' views of that place, whether as a resident or visitor.

Working with Nature

- Through the development of the Marina Village, a creative approach to nature conservation will be required both on and off the site to protect Cavendish Dock and retain biodiversity. In addition, there is a real opportunity for residents and visitors to appreciate and enjoy the natural qualities of the site, particularly the adjacent Cavendish Dock.

The Character Areas & A Sense of Place

- | | |
|--|--|
| <ul style="list-style-type: none"> • In order to create a strong sense of place throughout Marina Village and avoid monotony, the Area Action Plan supports the development of a number of distinctive Character Areas within an overall integrated design across the site. The approximate locations are shown on Figure 11. • The key route into Marina Village should be identified by the creation of a tree-lined avenue. Off of this, there should be a series of more tranquil urban streets and a mix of hard and soft spaces. | <ul style="list-style-type: none"> • All of the Character Areas should be connected by a network of streets, squares and open spaces. The four proposed residential Character Areas are: <ul style="list-style-type: none"> ○ Marina Quays ○ St. George's ○ Park View ○ Dockside • The three other identified Character Areas are: <ul style="list-style-type: none"> ○ The Fields ○ Ramsden Dock (See Key Site 4) ○ Marina Link (See Key Site 1) |
|--|--|

<p>Marina Quays</p> <ul style="list-style-type: none"> • ‘Marina Quays’ will be the public face of a regenerated Barrow and contain a mix of uses including the onshore facilities associated with the adjacent Marina, leisure, retail provision and housing. To maximise the potential of the Buccleuch Dock urban waterfront, higher densities are encouraged within this area and residential development will therefore be predominately apartments and townhouses. Development will be expected to address the waterfront and Cavendish Dock Road. A series of public spaces along the waterfront should be linked by an extension of Town Quay. A new landmark pedestrian/cycle bridge over the Dock will link to Barrow Island. 	<p>Park View</p> <ul style="list-style-type: none"> • ‘Park View’ will be the quiet quarter of Marina Village and should focus on a central residential park or village green. A mix of family housing should be developed and townhouses should define the key routes (Salthouse Road and the extension of Rawlinson Street). Streets at the heart of the quarter should be pedestrian orientated to allow for safe play and discourage traffic and speed.
<p>St George’s</p> <ul style="list-style-type: none"> • ‘St George’s’ is adjacent to St George’s Conservation Area and sits below the historic St George’s Church. It forms the primary gateway into Marina Village. Townhouses and apartments may define the key routes (Cavendish Dock Road and the extension of Rawlinson Street). Off the key routes, a mix of family housing should be developed which responds to the character of the Conservation Area and adjacent town centre to provide a high quality gateway to Marina Village. 	<p>Dockside</p> <ul style="list-style-type: none"> • ‘Dockside’ will be the green quarter where a higher Code for Sustainable Homes rating of 4 will be encouraged. A mix of family housing should be developed along with apartments or townhouses which will allow views across Cavendish Dock. Avoiding any significant adverse environmental impact on Cavendish Dock is essential, and the latest thinking in sustainable design and construction will be a priority in this area.

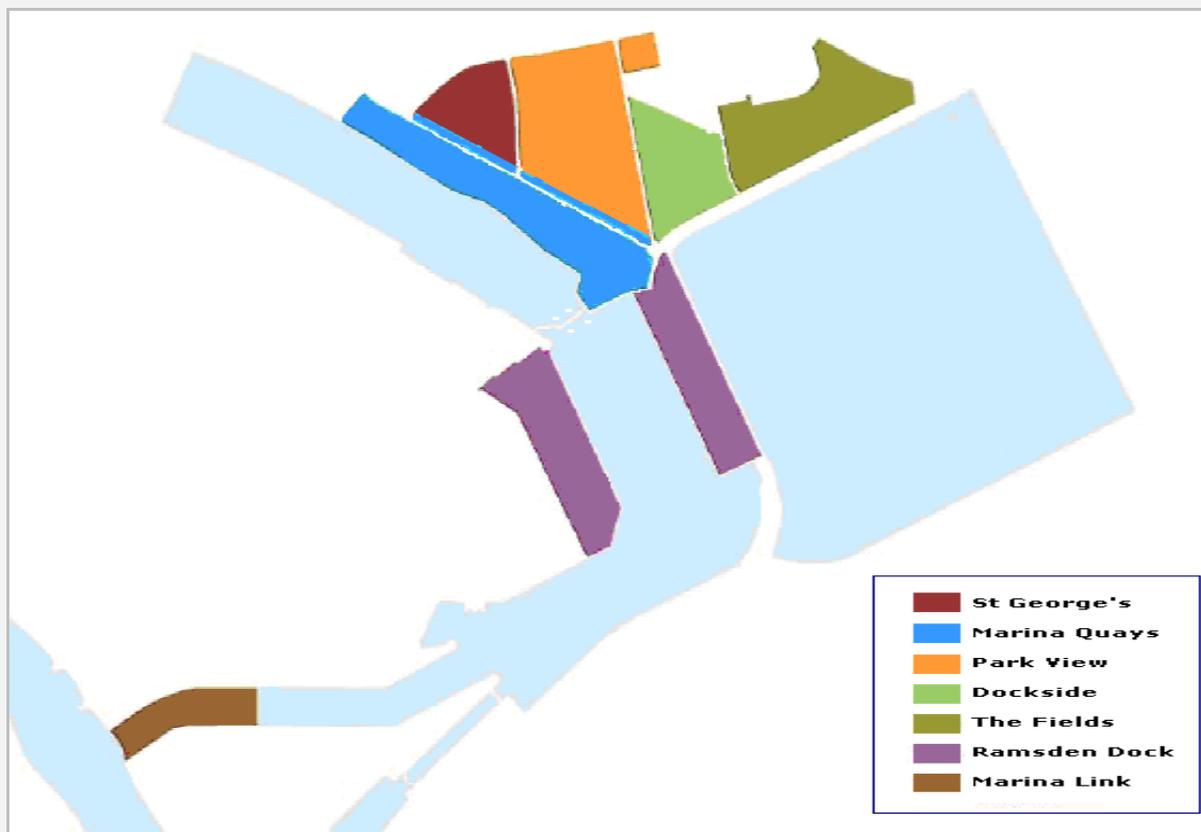


Figure 11: Marina and Marina Village Character Areas

<p>The Fields</p> <ul style="list-style-type: none"> • ‘The Fields’ will be the sport and recreation quarter for Marina Village where the new community and other Barrow residents will have space to breathe. This area will include the athletics facility, pitches, multi use games areas, squash club, allotments and open space. <p>Marina Link</p> <ul style="list-style-type: none"> • ‘Marina Link’ will be the gateway to Marina Village from the sea and its structures will provide a landmark on Walney Channel. An active space will be created where spectators will be able to watch leisure craft transferring from the Channel to the dock system. 	<p>Ramsden Dock</p> <ul style="list-style-type: none"> • ‘Ramsden Dock’ will be the focus of water based sport and leisure in Marina Village. Part of the power boat racing circuit, it will be an active place with a watersports centre, additional marina berths and servicing area. The site will interface with, and offer potential to combine facilities with, the proposals for the Cavendish Dock Wildlife Attraction.
---	---



Left: Barrow Island industrial buildings could provide the inspiration for new waterside development.
Right: New waterside apartments at Brightlingsea

Built Form

Character

- | | |
|---|--|
| <ul style="list-style-type: none"> • The appearance of the built environment defines an area’s identity and character and creates a sense of place. ‘Anywhere’ type development and standard designs duplicated and brought in from elsewhere do not create a sense of place. The design of buildings and public spaces (including streets) should respond to both the context and the emerging Character Areas of Marina Village. • This new ‘Waterfront Quarter’ should be given its own distinct identity reflecting its special waterside location and respecting the character and history of Barrow, but should also be an integral part of the town’s urban structure. Common elements or themes will help create a sense of place. • Development adjacent to the waterfront should take advantage of its location to create a distinctive place. Waterside architecture should be appropriate in scale and relate to the water in style and use of materials. Development will be expected to address the waterfront with ‘end-on’ development blocks avoided. | <ul style="list-style-type: none"> • An area should be visually interesting if people are to enjoy being there. Variety in architectural style can contribute to an area’s identity, and responding to local context should not restrict innovative or contemporary design. Equally, contemporary design and innovation can and should reflect local character and setting. • Landmarks, vistas and focal points create interest and a sense of place that enlivens and gives an area its character. Existing landmarks should be respected (e.g. the Town Hall, St George’s Church and dock crane) and new landmarks and vistas created to aid legibility and create visual links both within and outside Marina Village and help draw people along the streets. Generally, views down streets should be terminated with built form or open up into a public space. |
|---|--|

- Incorporating public art and crafts within a development can make a place memorable.
- Strong corner buildings hold an urban area together, create visual interest and act as local minor landmarks. Corners should generally be higher than the surrounding buildings and could be set slightly forward of the building line to increase their prominence.
- Modern housing often lacks the three dimensional qualities of traditional buildings – windows are often flush with external walls and lack elegance in their detailing, eaves hardly overhang, porches and balconies appear stuck on rather than integral, and changes in materials rather than richer detailing that casts shadows, create interest. As a result buildings appear ‘flat’. High quality design, whatever the architectural style, tends to have a much more sophisticated approach, for example by:
 - Designing buildings in three dimensions as a whole so that elements are not ‘bolted-on’ at the end;
 - Designing windows and doors so that they are set back from the external façade to introduce depth;
 - Incorporating three dimensional detailing, from traditional brick corbelling to more contemporary features, that again give depth to the building; and;
 - Ensuring changes of materials relate to the built form, rather than being an arbitrary way of introducing variety.



Left and Centre: Barrow Island industrial buildings could provide the inspiration for new waterside development. Right: New waterside apartments at Brighlingsea (Image Courtesy of gqdesign.com.)

Layout

- Building lines within Marina Village should be clearly defined to create a largely unbroken urban edge to the street. Projections and setbacks from this line, such as bays, foyers and entrances, should then be used to aid legibility and add variety to the townscape. All development should be at a scale, height, plot ratio, massing and alignment complementary to its Character Area within Marina Village.
- A clear separation of public and private space should be created by having buildings front onto the street. Buildings with a clearly defined front and back provide better security and privacy and help people orientate themselves. Entrances to buildings should be from the street and easily identified as such by visitors.
- Buildings should provide a high degree of overlooking of the street to ensure natural surveillance, and the use of bay windows on street elevations is encouraged. Whilst blank walls to street elevations, particularly gable ends, should be avoided, unless part of a coherent architectural design, windows in gables should be minimised.
- Although characteristic of the more dense terraced streets of the town centre, the lack of a front garden or defensible space at the front of houses should not be a feature of Marina Village. Generally all buildings should be set back approximately 2 metres to provide a small carefully designed front garden. Although this distance could be increased on main streets (e.g. Salthouse Road), it should not exceed 4 metres, to ensure the spatial enclosure of the street is not compromised.
- In-curtilage parking should be carefully designed either next to or integrated into the built form to avoid cars and garages dominating the street scene.



Left: New waterside apartments at Brightlingsea (Image Courtesy of qqdesign.com.)
Right: Barrow Island Office and Flats detail

Materials

- Locally sourced materials should be utilised wherever possible to reduce energy and transportation costs, support local industry and ensure that the character of the development relates to the locality.
- The use of local materials and colours are a key means of reinforcing an area's identity. Although local materials such as red sandstone, local red brick, green and blue grey slate and timber have been used traditionally in the area, they can also be used in a contemporary way to reinforce a sense of place without restricting innovative or contemporary design. Such materials can also be incorporated into the public realm and landscaping.
- The specification of materials with low embodied energy, from local or renewable resources (e.g. timber), recycled sources (e.g. steel, aluminium), a long life expectancy and potential for recycling will support sustainable building practices.
- Although the specification of a range of materials can support variety and character, this should not be at the expense of losing a sense of coherence. Often a limited range of carefully chosen materials will work well and the random use of materials should be avoided. A change of material will often work best if related to the three dimensional form of the building, such as rendering an entire bay rather than applying a patch of render to part of an elevation.
- Integrating local arts and crafts within a development can further add to its distinctiveness, such as in ironwork, stained glass, brickwork, masonry and paving.

Density

- Although there is a requirement for an average of 40 dwellings per hectare to be achieved across the Marina Village Housing site, higher densities of around 60 dwellings per hectare are expected along the waterfront and on primary routes within Marina Village to make the best use of land, create variety and a sense of place and aid legibility by reinforcing a hierarchy of streets and spaces.
- Lower densities will be expected elsewhere, particularly at Park View where densities in the range of 25-35 per hectare would be appropriate. At Dockside and St George's densities of 35-40 dwellings per hectare would be appropriate.
- Although achieving higher densities may result in limited private outdoor space and increased building height, high quality design should ensure adequate internal space, outlook and privacy in Marina Village. Development proposals, particularly those at a higher density, must demonstrate how the form and layout will provide all residents with a high quality living environment.

<h2>Sustainability</h2>	
<ul style="list-style-type: none"> • A sustainable and innovative approach to the development of Marina Village that makes use of current best practice to make it more energy and resource efficient will be encouraged. • In accordance with Policy BP2, all dwellings are encouraged to reach a minimum of Level 3 of the Code for Sustainable Homes. A Code 4 rating is encouraged at Dockside. In accordance with Policy BP5, on site renewable energy provision to reduce predicted CO² emissions by 10% is also encouraged (in line with the method and standards of this non-mandatory element of the Code). Non-residential buildings over 1,000 m² are encouraged to reach BREEAM 'Very Good' or better and to provide on site renewable energy provision to reduce predicted CO² emissions by 10%. • Any renewable energy provision should be 'on site' at Marina Village, but need not necessarily be on specific buildings. The comprehensive nature of the development proposed would allow the combined provision to be accommodated on residential or non residential buildings or elsewhere on the site. • In addition, or as part of the meeting the Code/BREEAM standards, the following issues will be expected to be addressed: • Wherever possible, sustainable and low embodied energy building materials and techniques should be employed during construction. • Sustainable urban drainage systems (SUDS) are encouraged to reduce the speed of surface water run-off. However, due to the location of a protected aquifer, there may be some limitations on the location and type of drainage systems employed. 	<ul style="list-style-type: none"> • To maximise the opportunity for passive solar gain and the incorporation of more active systems such as solar as photovoltaic panels, the street layout should allow a majority of buildings to be located within 15 degrees of an east-west axis. It is also envisaged, that most dwellings on this east-west axis will be 'attached', whilst dwellings on north-south streets will be detached or configured to provide some south facing fenestration or roof. However, it should be noted it is important that the overall approach to Marina Village should be urban design led and not governed by a single issue. • Important habitats should be retained and protected during construction. New landscape features and informal green spaces should provide for protection, mitigation and enhancement of the ecological value and biodiversity of the area wherever possible. • Lifetime Homes standards should also be considered. Whilst this is currently a non-mandatory element of the Code at Level 3, its achievement will help meet the Code 3 aims of Policy BP2 helping to ensure housing is able to adapt to people's changing circumstances. • A variety of building types and sizes should be incorporated to encourage a mixed and balanced community. As the Marina Village development is proposed to be delivered through a developer agreement process and will involve funding from public sector bodies, these bodies also have their own environmental and design standards.
<h2>Movement and Street Hierarchy</h2>	
<h3>Access</h3>	
<ul style="list-style-type: none"> • The principal vehicular access to Marina Village and the retained port land to the south should be via Cavendish Dock Road from around the junction of The Strand and Salthouse Road. A secondary access route should be accommodated from Salthouse Road at the junction of Rawlinson Street (as a southwards extension to Rawlinson Street), and a further secondary access is favoured at the junction of Marsh Street. • Environmental and road safety improvements to St George's Square and Salthouse Road are also expected. 	<ul style="list-style-type: none"> • Marina Village should be an easily accessible neighbourhood for residents and visitors. Due to its close proximity to all the facilities of the town centre, walking, cycling and the use of public transport for access to school, shops, entertainment and leisure facilities to and from Marina Village must be encouraged. • Although there is no school proposed within the site, there are a number of existing schools within easy walking and cycling distance for residents. Easily identifiable safe routes to school should therefore be established throughout Marina Village and beyond, with particular focus on the crossing of Salthouse Road.

<ul style="list-style-type: none"> • An extension of Town Quay and the development of the proposed pedestrian/cycle bridge from Barrow Island will be key pedestrian access routes to Marina Village. In addition, pedestrian and cycle access should be provided to and from the Vulcan Road estate and to link with the existing and proposed routes around Cavendish Dock and at Salthouse. • Traditional crossroads are a well established and significant feature of Barrow. The use of crossroads is encouraged in Marina Village and careful design with low speeds should ensure that pedestrian and vehicular movements are safe. 	<ul style="list-style-type: none"> • Street design should help reduce traffic speed and Marina Village should be considered as a 20mph zone. • Whilst most streets within Marina Village should terminate in other streets and lead somewhere thus aiding permeability and integration with the town, small mews courts would also be acceptable.
Street Hierarchy & Enclosure	
<ul style="list-style-type: none"> • A hierarchy of streets should be established throughout Marina Village. The four basic types of street envisaged in terms of urban design are: Primary, Secondary, Minor and Courtyard or Mews. • A strong degree of enclosure should be provided for all streets. Building heights should generally be scaled to the proportion of the street. This results in wider Primary Streets requiring taller buildings. 	<ul style="list-style-type: none"> • A good street height to width ratio (as measured from building line to building line) will be around 1:2.5. Below 1:1, spaces begin to feel claustrophobic and above 1:4, the sense of enclosure progressively diminishes. Street trees are an effective means of creating secondary enclosure where it is difficult to achieve it primarily with buildings. Parks and squares should have an enclosure ratio around 1:6.
<p>Primary Streets</p> <ul style="list-style-type: none"> • Primary Streets are significant traffic routes and centres of activity. Although they need to allow for the easy movement of traffic, traffic should not be allowed to dominate. Large scale development at least three storeys in height is expected on Primary Streets to reinforce their position in the hierarchy. • These will include Salthouse Road and Cavendish Dock Road and the Rawlinson Street extension. Avenue tree planting should be established on Cavendish Dock Road and explored at Salthouse Road. Fully segregated cycle lanes would be appropriate on Primary Streets. 	<p>Secondary Streets</p> <ul style="list-style-type: none"> • Secondary Streets are important routes across Marina Village, but traffic volumes and speeds should be restrained. Urban in character, development will generally be 2 storeys and rising to 3 storeys at corners. These will include any southwards extension of Marsh Street and the main east-west route across the site. Segregated cycle lanes would be appropriate on Secondary Streets. <p>Minor Streets and Home Zones</p> <ul style="list-style-type: none"> • Minor Streets should be pedestrian orientated. Development is unlikely to be more than two storeys high, although three storey developments may be appropriate on corners. The potential for designation as Home Zones should be explored. <p>Courtyard and Mews</p> <ul style="list-style-type: none"> • Courtyards or mews will be pedestrian oriented with shared surfaces.
Parking	
<ul style="list-style-type: none"> • Public car parking should be located close to the Marina and provision should be made for car and coach parking at the principal facilities. 	<ul style="list-style-type: none"> • Appropriate levels of residential parking should be provided in accordance with the guidelines contained in the saved Supplementary Planning Guidance 'Parking Guidelines in Cumbria'.

Public Realm	
Public Spaces	
<ul style="list-style-type: none"> The development of Marina Village should accommodate a network of high quality public spaces, with a minimum provision as follows: 	
<ul style="list-style-type: none"> Square 1 - a focus for the leisure offer and one of the locations suitable for the Marina and retail offer, this will be a key public space of around 0.4 ha. It will be a lively space with activities spilling out of the surrounding buildings. Reference should be made to the history of the site in the design of the square. 	<ul style="list-style-type: none"> Central Park - a sizable central park of around 0.6 ha should be located in the core of the residential area. Overlooked by family housing, this sheltered park or green should contain equipped play facilities for local children and provide a green lookout for the surrounding residents and contribute to the network of green spaces.
<ul style="list-style-type: none"> Square 2 - this square of around 0.4 ha could be the alternative location for the Marina and retail offer and should be the central public space along the dockside and located approximately where Town Quay ends today. Views should be opened up across the dock from an extended Rawlinson Street, with good views of the shipyard and proposed new Barrow Island Footbridge. 	<ul style="list-style-type: none"> Cavendish Dock Trail - the Dock Trail should provide the green buffer between Marina Village Housing and the ecologically sensitive Cavendish Dock and railway line. It will also provide part of a wider route in the area connecting to the new Barrow Island Footbridge and will offer a significant contribution to the network of green spaces. (See Key Site 3).
<ul style="list-style-type: none"> Square 3 & Viewing Area – this public space will be around 0.5 ha where the main access road terminates and the proposed Footbridge lands and is the interface between Marina Village and the Watersports Centre. It is also where the three docks come together. This space should be designed to provide a transition between the hard Town Quay and the softer landscape of the Cavendish Dock Trail. 	<ul style="list-style-type: none"> Eco Park – this small park of around 0.3 ha will provide valuable wildlife habitat featuring wetland areas and will be an ecological resource available to residents and children. This will also contribute to the network of green spaces. The Fields – this large area of leisure facilities and open space will include the athletics facility, pitches, multi use games areas, open space and wildlife habitat, allotments and possibly a squash club. Should the anticipated demand for relocated allotments not materialise, this area will also revert to open space and wildlife habitat.
<p>Figure 12: Illustrative Public Realm Layout</p>	

Design

- Overall, Marina Village's public spaces must be versatile and accommodate a diverse range of people and activities. They should feel safe and comfortable for all users and relate to surrounding buildings, with activities encouraged to spill out into the space to create vitality and interest.
- The natural surveillance of all public spaces, including streets, should be promoted with overlooking from adjacent buildings. Buildings should always address public space, with primary access to the building being made from the street.
- All public spaces in Marina Village should be clearly defined with a purpose in mind. The ownership and management of these spaces should be determined in the initial stages of the proposal to ensure adequate future maintenance and appropriate design. Spaces where ownership is unclear are often neglected and misused. A clear definition of public and private space is essential.
- The microclimate of public spaces must be comfortable if they are to be well used. Access to sunlight and shelter from wind and rain should be considered in the layout and design, particularly along the waterfront.



Left, This Anchor is a direct reference to the maritime history of this location in Liverpool and serves as an intriguing piece of public art. Right, high quality yet informal seating in a small public space in Liverpool

Surfacing

- The overall landscape of the town centre is currently often hard and bleak, particularly in many residential areas. Marina Village should set the precedent for quality in the environment in terms of both hard and soft landscape.
- Historically, Barrow's streets would have been laid with crushed and rolled stone and later paved with stone flags and setts. Unfortunately, most of these materials have been removed or covered over through time. The current hard landscape of the town centre is dominated by hot rolled asphalt, pre-cast concrete flags and kerbs, and clay brick pavements. The unrelenting use of these materials, particularly hot rolled asphalt for carriageways and pavements in the residential areas, results in a monotonous grey environment.
- Historic local detailing should be used and reintroduced where possible.
- Resin bound gravel is an alternative to hot rolled asphalt as a wearing surface and could be used in selected areas, subject to approval of the Highway Authority. Flags and larger unit pavements or setts, will provide a better contrast and neutral backdrop to the townscape than red clay brick. Where specified, large rectangular stone flags laid in a staggered or random length pattern across the pavement are most appropriate within the Conservation Area.
- Although traditional natural materials are sustainable, durable and improve with age, they tend to be more expensive than cheaper man made materials. A balance needs to be struck between achieving a long term development using traditional natural materials and using cheaper man made materials with reduced capital expenditure in the short term. Simplicity in design and good workmanship can also contribute to quality.
- The use of natural material will be expected in conservation areas and as part of the palette of material elsewhere.

Lighting	
<ul style="list-style-type: none"> • Lighting should be used to enhance Marina Village's night time environment by accentuating important buildings or structures. Improved lighting can also raise the perception of personal safety and help reduce the fear of crime. • Cavendish Dock is an important roosting site for internationally important bird populations. Light encroachment on Cavendish Dock should, therefore, be avoided and all lighting including street lighting, security lighting and sports and flood lighting must be equipped with a full "cut off" to ensure there is no upward light dispersal, glare or spill. • Luminaires with even light distribution and full cut offs should be used in order to increase visual comfort, efficiency and reduce light 'pollution'. The existing luminaires in the town centre generally utilise a combination of low and high pressure sodium. These are an efficient light source suitable for functional road lighting, but have a predominately orange biased colour which suppresses other colours, resulting in a bland, flat appearance. To improve colour rendition within Marina Village and create visual interest, warm white metal halide sources or similar should be used, particularly on the main streets and along Town Quay subject to the approval of the Highway Authority and Natural England. 	<ul style="list-style-type: none"> • Low column heights should be used in most new streets in Marina Village in order to provide a human, not vehicular scale. • The visual impact of well designed luminaires can greatly enhance the streetscape, particularly during the day. A coordinated choice of luminaire should be provided throughout Marina Village. As far as possible, luminaries and columns should be placed so as to avoid any obvious obstruction and to reduce visual clutter. It may be possible in some locations to mount luminaires on building facades. Choice of luminaire and location is important to avoid the visually poor 'scalloping' of light that can occur on building facades and disturbance to building occupants. Wiring conduits and control boxes also need to be carefully designed to avoid detracting from the building façade. • A good standard of street lighting should be provided on all streets within Marina Village. It is particularly important that car parks are carefully lit to a high standard. Pedestrian scale lighting should be provided instead of floodlighting which often has a high degree of spill which can cause excessive light 'pollution'.
Planting	
<ul style="list-style-type: none"> • Where trees are to be introduced into the design of Marina Village, cues should be taken from the type of street and the surrounding built form. Avenue street tree planting should be confined to those streets identified as primary streets. This will add considerably to their identity as key routes in Marina Village and degree of enclosure. On other streets, trees should be carefully introduced as focal points or even as traffic calming. • Robust semi-mature trees should be specified throughout Marina Village. Small weak trees may be targeted by vandals and the additional cost of providing a semi-mature specimen will be cost effective considering replacement costs. Larger size trees should be planted with a clear stem of 2m minimum. This avoids impact on pedestrians and vandalism through snapping of lower branches. Tree pits or tree root barriers should be used where appropriate to prevent damage to underground services. These can also often allow street trees to be positioned in closer proximity to these services in agreement the statutory undertakers. 	<ul style="list-style-type: none"> • To promote tree growth and successful establishment, a maintenance programme must be set up to include for regular inspections, feeding, watering and pruning of all trees planted to suit the individual needs of each tree species and which takes into consideration the location of the trees. • The introduction of areas of planting within Marina Village, particularly shrubs, must be carefully considered and designed. This has not been part of Barrow's traditional streetscape. The location and quantity of such planting can have a detrimental impact, particularly if not maintained sufficiently; on security and overall visual appearance. There should only be a limited introduction of areas of planting within Marina Village where the Council is expected to maintain it. It should have a defined purpose and be concentrated at 'pocket parks' and other open spaces. Planting should be encouraged on private property however, particularly as a device to define boundaries and increase privacy, as long as the responsibility for maintenance is clear.

Public Art

- The appropriate inclusion of public art into Marina Village Housing will be sought in line with Policy BP14. Artwork should be concentrated in the proposed squares and along the key pedestrian routes (Town Quay and Cavendish Dock Trail). This public art should be used to interpret the history of the site and its natural setting. Although there may be a number of stand alone works or pieces of sculpture in Marina Village, much of the art should be incorporated into the design of the hard and soft landscape including street furniture and signage.

Key Site 3 – Land at Cavendish Dock (CD1, CD2)



Figure 13: Land at Cavendish Dock © A

Location & Character

5.2.29 Cavendish Dock lies to the south east of Barrow town centre and the proposed Marina Village Housing area. It is a site of recognised ecological value and yet is only a 15 to 20 minute walk from heart of the town centre.

Key Features / Issues

5.2.30 Through development at Cavendish Dock, there is the opportunity to enhance the local landscape, environment and associated natural habitats of the Dock area. The following key features and issues will be expected to be addressed through development:

- Cavendish Dock is designated as part of a SSSI, a SPA and Ramsar, primarily for its bird interest, particularly that of moulting mute swans and wintering waterfowl. It supports a range of established habitats and a high level of biodiversity. The Council places a high value on the protection of these ecological features, and in considering new development will ensure that the requirements of the Habitats Directive, which seeks to protect the integrity of these sites, are met. Natural England and the Environment Agency should be consulted prior to any planning applications being made and closely involved with the development and management of Cavendish Dock.
- Salthouse Pools is designated as a County Wildlife Site for its reedbed, one of the largest in Cumbria. New development will need to ensure that proposals are not detrimental to the special interest of this site in line with the requirements of Policy BP4.
- An existing vehicular access runs along the peninsular between Cavendish and Ramsden Dock to serve the port operational land to the south. Private access roads run from Salthouse Road under the railway and on to Salthouse Mills and along the eastern edge of Cavendish Dock. These links will need to be maintained.

- The freight railway line adjacent to the northern and western sides of Cavendish Dock is active and is currently used by the BNFL facility on Ramsden Dock. Although used infrequently, it is an important element of the transport infrastructure for the port and is important to the port operator ABP and its owners BNFL and Network Rail, who own and operate the section along the northern side to Salthouse Junction where it meets the main line.
- Accessibility and infrastructure are very poor at Cavendish Dock. Some improvements to access (signing, resurfacing, improvements to roads and car parking) will be required. In addition, public access, rights of way and cycle paths should be upgraded, segregated and formalised and complete pedestrian and cycle access around the circumference of the Dock, with access to the shore where possible and practicable, achieved, through the development of the Cavendish Dock Trail.
- The Strategic Flood Risk Assessment (SFRA) identifies that the land based facilities fall predominantly within Flood Risk Zone 2 with a small area in Zone 3 (around Salthouse). Although the proposals will be classed as Water Compatible Development, a site specific Flood Risk Assessment will be required in line with the minimum requirements as set out in PPS25.
- Parts of the site lie within the Explosive Safeguarding (consultation) Areas and the Consultation Zones relating to the North Morecambe Bay Gas Terminal at Roosecote (see paragraph 2.3.7).

Development Approach

5.2.31 The sensitive development of Cavendish Dock as a wildlife attraction will add to the attractiveness of the Area, acting as a draw for both residents and visitors. This will add value to the wider regeneration of the Area, and in particular the adjacent developments within the identified Marina Village Opportunity Area, and will facilitate the interpretation of the natural environment of the Western Morecambe Bay area. Volunteering and educational opportunities connected to wildlife management/conservation will be encouraged.

5.2.32 The Wildlife Attraction will also provide important green infrastructure, linking with other such infrastructure through and adjoining the Area, to provide important habitat and wildlife corridors.

5.2.33 The Cavendish Dock Wildlife Attraction and its pedestrian and cycle routes could potentially form part of the North West Coastal Trail Regional Park or the Morecambe Bay (and Duddon) Regional Park. It could also contribute to achieving improved coastal access in line with the provisions of the Marine and Coastal Access Act 2009.

5.2.34 The challenges for development of this key site are:

- Creating a sustainable ecological site of amenity value for the residents of Barrow.
- Creating a leisure and recreational facility that will bring people to the Furness Peninsula and Barrow.
- Working to preserve and enhance the unique physical and ecological assets of the site.
- Developing the network of accessible formal routes and pathways to provide comprehensive pedestrian and cycle access, whilst retaining and managing the existing vehicular accesses.

5.2.35 The Council recognise the potential impact of development upon wildlife and the disturbance that can be caused by visitors and development. The potential of the site as a tourism and visitor resource needs to be sensitively balanced with the need conserve and enhance the unique character, appeal, and ecological value of Cavendish Dock. Proposals that would prejudice this fundamental development principle will not be acceptable.

5.2.36 Funding has been sought by the County Council to deliver significant elements of the Cavendish Dock Wildlife Attraction and Cavendish Dock Trail. Planning permission has recently been sought by the County Council for two projects. The first (6/08/9014), for which planning permission has been granted, is for a 220m section of boardwalk along the edge of the south west corner of the Dock. This has been designed for pedestrians, cyclists and wheelchair users, to avoid them having to use the carriageway of the adjacent private access road to the port retained land to the south, and to improve their experience of the Dock. The boardwalk also includes two fishing/bird watching platforms. The second (6/08/9017) is for a series of boardwalks through the United Utilities owned reedbeds to the east of the Dock. These would allow off road access along a section of the Dock shore and access to view and enjoy the reedbeds and Salthouse Pool (which lies within the County Wildlife Site). These boardwalks are intended for pedestrians, and whilst they would have wheelchair/pushchair access, in view of design constraints, this would be from certain of the directions only.

5.2.37 In addition to these works requiring planning permission, further improvements are planned. These include improvements to the private road along the eastern shore for use by pedestrians, cyclists and wheelchair users, improvements to the pathway and the provision of bespoke weather shelters along the Long Embankment, and improvements to the eastern shore of the Dock embankment. Funding will be sought for the management of wildlife habitats.

Policy BP 19: Land at Cavendish Dock (CD1, CD2)

The enhancement and development of Cavendish Dock as a wildlife attraction for visitors and tourists will be supported.

The following land uses will be supported for the site:

CD1 Cavendish Dock Wildlife Attraction (77.02 ha)

- **Enhanced public access and recreational facilities**
- **Wildlife viewing facilities**
- **Interpretation facilities and car parking**
- **Visitor centre**
- **Wildlife habitats**

CD2 Environmental Improvement Area (3.03 ha)

- **Environmental management and enhancement measures**

The development at Cavendish Dock will be expected to conform to the following:

- 1) **Any visitor centre should be located on the western peninsula between Ramsden Dock and Cavendish Dock and reflect the significance of the location through innovative environmental-led design, or be combined with the Watersports Centre (Key Site 4).**
- 2) **Other built elements should be limited to the provision of small scale viewing facilities, fishing platforms, picnic areas and appropriate structures to deliver the circular pedestrian and cycle route.**
- 3) **A network of pedestrian and cycle routes should be provided delivering access to the entire circumference of the Dock – the 'Cavendish Dock Trail', and linking into wider routes, including the new pedestrian/cycle bridge at Buccleuch Dock and the footpath and cycle routes at Salthouse.**
- 4) **Vehicular access and car parking should be focussed on the western peninsular served off the upgraded Cavendish Dock Road.**
- 5) **Development should create both a recreational and education facility for residents and a leisure/tourism asset for Barrow.**
- 6) **All development should be designed sensitively to prevent damage to the integrity of the environmental designations at Cavendish Dock.**

Design Guidelines

5.2.38 The approach to the Cavendish Dock will be expected to reflect the following design guidelines:

Character & Sense of Place	
<ul style="list-style-type: none"> Cavendish Dock is the largest wildlife habitat and largest single body of water within the Action Plan Area. The development approach will be expected to reflect and retain the 'open' character of the site. The views to the south of Roosecote Sands the Islands and towards Walney Channel should be preserved. Built development will be limited to the provision of carefully designed viewing facilities, fishing platforms and picnic and interpretation facilities, structures required to facilitate a fully accessible circular pedestrian and cycle route and a potential new visitor facility on the western peninsular. 	<ul style="list-style-type: none"> Despite being immediately adjacent to the urban area of Barrow, the current 'feel' of Cavendish Dock is of being apart from the town. The Council are keen to see the sense of tranquillity and closeness to nature retained whilst at the same time opening up parts of the site through improved access for pedestrians and cyclists. Careful consideration will need to be given to the effects on wildlife and Natural England should be consulted in developing an appropriate design response.
Built Form	
<ul style="list-style-type: none"> The approach to new built form on the site is reflective of its sensitivity. New built development should be kept to a minimum, focussing instead on the interpretation and management of the environment. Whilst built form around the Dock should be designed to be low key, blending into the natural environment and minimising visual intrusion, there is an opportunity for bespoke artwork to be incorporated into any buildings and structures. The three Second World War pillboxes (two on the site) have survived in good condition, and the Council are keen to see their potential explored to be used, for example as sheltered viewpoints, exploiting the nature observation potential of the site and the views of the wider area. The development of a visitor centre would be beneficial to realising the potential of Cavendish Dock and create an opportunity to provide important educational/interpretive facilities and a focus for tourism development, acting as a wider visitor facility for interpretation and enjoyment of the natural environment of the Western Morecambe Bay area. Volunteering and educational opportunities connected to wildlife management/conservation will be encouraged. The visitor facility should look to accommodate wildlife viewing facilities. The design of the visitor centre should respond to its sensitive context in layout and detail. 	<ul style="list-style-type: none"> Such a facility should be of a high standard of fitting out, with imaginative interpretation related to the site and wider area. The Council would welcome opportunities for a joint development approach and the integration of facilities with the adjacent Watersports Centre being explored (see Key Site 4). The Strategic Flood Risk Assessment also identified that the land based facilities for the Cavendish Dock Wildlife Attraction fall predominantly within Flood Risk Zone 2, with a small area in Zone 3 (around Salthouse). Although the development will be classed as Water Compatible Development under PPS25, a site specific Flood Risk Assessment will be required in line with its minimum requirements. In respect of the adjacent Watersports Centre, most of that site lies within Zone 2 with a small area adjacent to Ramsden Dock wall in Zone 3. Any joint visitor centre should therefore be subject to a Flood Risk Assessment in line with the provisions of PPS25 that covers the wider western peninsula of Cavendish Dock, and it must include ensuring safe means of vehicular access to the site.

Access and Movement & the Cavendish Dock Trail

- The improvement of vehicular and pedestrian and cycle access and the attraction of new visitors needs to be balanced with the sensitivity of the environment.
- A fully accessible pedestrian and cycle route should be provided delivering access around the Dock – the 'Cavendish Dock Trail', with pedestrian access to the Dock shore where possible and practicable.
- The route should be designed with a view to contributing to the North West Coastal Trail Regional Park.
- Natural England have indicated that in order to protect the ecology of Cavendish Dock, the sections (and users) of the parts of this circular route may need to be screened from the Dock, with selected access points for viewing only, including to the north (Marina Village), where the routes users will either need to be hidden from the Dock or the route designed to avoid silhouetting.
- Personal security should be carefully considered for all routes, particularly where these are to be screened from views.
- Bunding has previously been considered for the section of the Trail along the edge of Marina Village, which would allow users views over Cavendish Dock. However, to avoid silhouetting, the Trail would need to be cut into the Dock side of the bund and this would not therefore provide an adequately secure route and this would also look rather artificial.
- An appropriately landscaped strip, with the Trail visible from Marina Village is therefore preferred, which would allow glimpses through to Cavendish Dock without undue disturbance to wildlife.
- This section of the Trail, which will provide one of the main arteries of green infrastructure through the Area, should be around 20 metres wide to include:
 - Landscaped buffering towards the Dock;
 - A pedestrian, cycle and wheelchair accessible pathway;
 - Green open space adjoining Marina Village for informal recreation ; and
 - Wildlife habitat.
- All car parking for the site should be accommodated on the western peninsular, either within the area of CD1 dedicated to Cavendish Dock, where it would need to be screened from Cavendish Dock, or within Key Site 4 and shared with the Watersports Centre. Car parking elsewhere within the site will be resisted in order to protect the wildlife resource.
- The vehicular access point for visitors will be via the upgraded Cavendish Dock Road. Pedestrian and cycle access points will also be accommodated from Rampside Road, Salthouse Road and through Marina Village.
- A significant barrier to achieving the accessible network and circular route is at the north east corner of the site where the main line railway and railway spur meet alongside the Dock edge. There are four options for bridging this obstacle:
 - A bridge over the railway spur and Dock corner, accessible for wheelchair users and pushchairs and cyclists. This would involve a significant and possibly prohibitively expensive construction project. Natural England have indicated that the users would need to be fully screened from the Dock to avoid disturbance to wildlife;
 - A smaller traditional stepped bridge over the railway spur and Dock corner. Whilst likely to be of lesser cost and a less intrusive structure, this would not be accessible to wheelchair users and would be inconvenient for pushchairs and cyclists;
 - The creation of a boardwalk along the Dock wall. This would have a significant effect on Cavendish Dock and would need a detailed Appropriate Assessment to determine whether this effect was significantly adverse or could be mitigated; or
 - The creation of a section of boardwalk along the Dock wall to cross the railway spur a little further down the northern side of Cavendish Dock. This would involve a second level crossing across the railway spur.
- In view of the above constraints, the third option is preferred, but this would need to be discussed further with Natural England and the rail owners and users Network Rail and BNFL.

Materials & Sustainability

- | | |
|--|---|
| <ul style="list-style-type: none"> • Locally sourced materials should be utilised wherever possible to reduce the transport cost to the environment, support local industry and ensure that the character of the work relates to the locality. • The use of recycled materials is also encouraged. | <ul style="list-style-type: none"> • The incorporation of sustainable building practices will be expected, possibly including 'green roofs'. In addition, to lessen the impact of any associated car parking, this should use alternative materials to tarmac and incorporate sensitive landscaping. |
|--|---|

Public Space / Landscape & Habitat

- | | |
|---|---|
| <ul style="list-style-type: none"> • The Cavendish Dock Trail and associated public spaces should provide a safe, attractive and interesting accessible route/facility and should: <ul style="list-style-type: none"> ○ Include a landscape buffer on the northern edge of the Dock behind the railway line alongside Marina Village Housing. ○ Include landscaping works to the vacant land to the east of Cavendish Dock around Salthouse Pool; to enhance and protect the wetland habitats. This will contribute to a buffer the adjacent United Utilities facility and Salthouse Housing (Key Site 5). ○ Include landscaping works between Cavendish Dock and Salthouse Housing, of a design appropriate to their location adjoining Cavendish Dock and adjacent to the County Wildlife Site. ○ Incorporate a buffer on the western peninsular, including carefully deigned bunding to screen car parking and reduce noise from this and the adjacent Watersports Centre. | <ul style="list-style-type: none"> • The design of the landscaping must reflect and retain elements of the 'open' character of the site and also be designed to allow visibility to aid security. No parts of the route should be completely hidden from general view. • These landscaped areas will contribute to the network of open space and green infrastructure as envisaged in Policy BP13 and provide habitat and where possible mitigation against loss of habitat elsewhere in the Action Plan Area. The buffer on the western peninsula should be designed to provide good reptile habitat. • Small islands within the Dock itself to provide enhanced habitat and add interest would be supported, subject the full agreement of Natural England. • Incorporating public art within improvements to an area can make a place more memorable and help interpret the local environment and the appropriate inclusion of public art in will be expected line with Policy BP14. |
|---|---|

Key Site 4 – Barrow Watersports Centre



Figure 14: Barrow Watersports Centre © A

Location & Character

5.2.39 The site for the Watersports Centre is on the western peninsular between Cavendish Dock and Ramsden Dock, south of the location for the Marina Village Housing. To the south is the proposed port-retained land and the BNFL terminal where there are regularly a number of large ships moored. To the east is the access road and railway serving the BNFL terminal, beyond which are currently a series of industrial units fronting Cavendish Dock, which are in poor condition. The site has an open aspect to the dock system providing panoramic views.

Key Features/Issues

5.2.40 In developing proposals for a Watersports Centre, the following features/issues should be to be addressed:

- The site is on two levels. The south of the site is approximately 1.5m higher than the remainder of the site to the north. A full geo-technical survey has been carried out, including topographical information that should be considered in the development approach (Barrow Port Watersports Development Feasibility Study & Development Proposals, Capital Symonds for WLR).
- The site is situated in highly prominent location on the Peninsula on the eastern side of Ramsden Dock.
- The rail and road links to the operational port to the south of the site must remain open and security issues with the railway line must be considered.
- Immediately to the south of the proposed site are the sluice pipes that control water levels in Ramsden Dock and Cavendish Dock. When there is a change of water level in either dock there can be a significant movement of water through the sluice. It is imperative that the design of any new facilities minimise the risk of people being caught in the moving water.

- According to the revised Flood Risk Mapping undertaken as part of the Strategic Flood Risk Assessment, most of the site lies within Zone 2 with a small area of the site adjacent to Ramsden Dock wall in Zone 3. Although the development may be classed as Water Compatible Development, a site specific Flood Risk Assessment will be required in line with the requirements of PPS25.
- The Council fully support the use of Ramsden Dock for Watersports, building on the current activity. However it should be noted that Ramsden Dock handles specialist vessels such as nuclear fuel carriers for BNFL and condensate vessels for Centrica. It is also used to support offshore energy and infrastructure projects. Proposals for the Watersports Centre should therefore be developed in consultation with existing dock users to avoid conflict. The site also lies within the outer Explosive Safeguarding (consultation) Area (see paragraph 2.3.7).
- Immediately to the east of the site is Cavendish Dock SSSI, SPA and Ramsar site. The Council places a high value on the protection of these ecological features, and in considering new development will ensure that the requirements of the Habitats Directive, which seeks to protect the integrity of these sites are met.

Development Approach

5.2.41 The development of the Watersports Centre should form part of the comprehensive development approach to the identified Marina Village Opportunity Area. Particular regard will be paid to the relationship between this development and the neighbouring Cavendish Dock Wildlife Attraction (Key Site 3) and to the Marina and Marina Village Housing sites (Key Sites 1 & 2). The Council would welcome opportunities for a joint development approach and the integration of parking facilities with any proposed visitor centre for Cavendish Dock being explored.

5.2.42 It is important that the Barrow Watersports Centre is of a quality of design worthy of the highly prominent location.

5.2.43 Following an initial feasibility study in 2005, a further study of the potential for the Watersports Centre was prepared by Capita Symonds in January 2008. This study was prepared after extensive consultation with existing recreational dock users and potential users of the facilities. The study concluded that there is demand for new and enhanced watersports provision and recommends that this should include land and water based facilities at Ramsden Dock for:

- Canoeing and kayaking;
- Dinghy sail training and racing;
- Powerboat training and racing at club and national levels;
- Water-skiing tuition and completion;
- Sub aqua dive training;
- Windsurfing tuition; and
- Potential for meeting /conference facilities

5.2.44 The different user groups would need use the docks at different times and the preferences expressed by the potential users are for at least partly self-contained facilities within the building and site. Separate secure indoor and outdoor storage would be required and flexible meeting spaces/classrooms. The shared facilities would include; changing and drying areas, first aid facilities, reception and office facilities and any cafe/bar etc. A race control area and viewing area or terrace at first floor would complete the requirements.

5.2.45 This watersports facility will provide an important recreation, leisure and educational resource for the communities of Barrow, as well as an attraction for visitors. Operators will be expected to consider opportunities for the provision of training.

Policy BP 20: Barrow Watersports Centre

The development of the Barrow Watersports Centre will be supported. The following mix of uses is considered appropriate in order to provide for a sustainable leisure and tourism attraction that will be complementary to the wider Marina Village Opportunity Area:

- 1) D2 Leisure to accommodate shared facilities for watersports including for power boating and canoeing;
- 2) Restaurant/bar to be within the Watersports Centre and to remain ancillary to the primary D2 leisure use;
- 3) Any retail within the Watersports Centre to be ancillary to the primary D2 leisure use in line with Policy BP10.

The development of the Barrow Watersports Centre will be expected to conform to the following:

- a) Development should respond to the visually important location of the site and a landmark building of high quality design will be expected.
- b) Development should closely relate to the proposals for the Cavendish Dock Wildlife Attraction and Marina Village Housing to ensure effective integration of uses/design.
- c) A single building will be preferred to accommodate all watersports and subsidiary uses.
- d) Development and usage should not impede the operational requirements of the port.
- e) Cavendish Dock is an important roosting site for internationally important bird populations. Light encroachment on Cavendish Dock should, therefore, be avoided and all lighting including street lighting, security lighting and sports and flood lighting must be equipped with a full "cut off" to ensure there is no upward light dispersal, glare or spill.
- f) Construction works are likely to be subject to restrictions on working times and methods, particularly during colder periods in winter months in order to ensure there are no significant adverse effects on biodiversity, including in respect of over-wintering birds. The provision of screening and acoustic barrier fencing may also be required to minimise any potential disturbance.

Design Guidelines

5.2.46 The design of the Watersports Centre will be an important element in ensuring the wider benefits of regeneration. Set out below are the design guidelines that will form the basis for achieving the aspirations and requirements detailed above.

Sense of Place	
<ul style="list-style-type: none"> • A development approach that establishes this location as a destination for visitors and tourists will be sought. The benefits of the impressive frontage onto Ramsden Dock should be maximised with public access to the waterfront being accommodated where possible. • The built form should be of a quality and scale to deliver a landmark development that will make a clear statement about the ambitions for the regeneration of the Area. 	<ul style="list-style-type: none"> • An innovative and contemporary design response to this important site will be sought, but one which responds to its context and in particular the adjoining development at Marina Village. • Notwithstanding the aspiration for a high quality contemporary design, the approach to development on this site should also take account of the immediately adjacent Cavendish Dock and the sensitive habitats that it accommodates.

Layout & Built Form	
<ul style="list-style-type: none"> The site is fundamentally a large open area with very few built reference points and an important panoramic aspect. The site will be visible from either the approach from Cavendish Dock Road or from the water, as part of the open panoramic views. It is imperative that the proposed building creates a significant impression on these views. The incorporation of first floor race control and viewing facilities will assist in providing the appropriate scale and impact of development. The provision of all of the accommodation into one single footprint is preferred. This will promote the long-term viability of its use. Location and orientation of the footprint should be determined by scale of the building in relation to the width of the site and its aspect and relationship to Ramsden Dock. 	<ul style="list-style-type: none"> The potential to accommodate or integrate with the facilities for the Cavendish Dock Wildlife Attraction (Key Site 3) should also be explored. However, most watersports are unlikely to be appropriate in Cavendish Dock. The shared use of the facility by different user groups will be encouraged to ensure the viability of the development in the long term. Any conflict between uses should be resolved through the design of the building/site. The exposed marine environment will require a building which provides sufficient shelter for the activities it houses, yet has an open, outward looking relationship with Ramsden Dock and consequently the prevailing wind. In addition to the permanent built elements, it is also recognised that the development approach may also need to accommodate temporary facilities such as hospitality tents.
Materials & Sustainability	
<ul style="list-style-type: none"> The use of locally sourced materials for the Watersports Centre will be sought wherever possible, to reduce the transport cost to the environment, support local industry and ensure that the character of the development relates to the locality. Although local materials such as red sandstone, local red brick, green and blue grey slate and timber have been used traditionally in the area, they can also be used in contemporary way to reinforce a sense of place without restricting innovative design. Such materials can also be incorporated into the public realm and landscape and not restricted to the building. 	<ul style="list-style-type: none"> The specification of materials with low embodied energy, from renewable resources (e.g. timber), recycled sources (e.g. steel, aluminium), a long life expectancy and potential for recycling will support sustainable building practices. The achievement of a BREEAM rating of 'Very Good' or equivalent is encouraged for the proposed Watersports Centre in line with Policy BP2.
Movement	
<ul style="list-style-type: none"> The site will be accessed via the upgraded Cavendish Dock Road. Limited car parking and adequate disabled parking should be provided adjacent to the building. Additional car parking for events could be accommodated to the east of the railway line providing an adequate buffer is provided to Cavendish Dock. This would need to be designed in conjunction with the parking and access arrangement for the Cavendish Dock Wildlife Attraction and is further justification for a shared facility for these two attractions. 	<ul style="list-style-type: none"> New and improved links to the pedestrian and cycle network will be sought as part of the development approach. It is anticipated that the extension of the Town Quay along Ramsden Dock and Barrow Island Footbridge will provide good access to the Watersports Centre for both users and spectators.

Public Space / Landscape

- | | |
|--|--|
| <ul style="list-style-type: none">• The layout and design of the Watersports Centre must integrate effectively with the proposals for Marina Village Housing to the north. The proposed approach to public realm at Marina Village Housing includes a large public open space at the landing of the Barrow Island Footbridge, which should act as a viewing area for water sports. | <ul style="list-style-type: none">• In addition, the Council recognise the value of watersports and in particular power boat racing to bring visitors to the Area. In order to facilitate safe viewing facilities it is expected that demountable stands and other temporary structures will need to be accommodated within the main public space. |
|--|--|

Key Site 5 – Salthouse Housing



Figure 15: Salthouse Housing © A

Location & Character

5.2.47 The proposed location for the Salthouse Housing site is to the northeast of Cavendish Dock. The site is bounded to the north by the main railway line, to the east by new housing development accessed off Rampside Road (A5087), to the south by the United Utilities waste water treatment works, and to the west by Cavendish Dock.

5.2.48 The site is currently dominated by the former paper mills which are a significant built presence overlooking the Dock. In addition, the site has an open aspect to the natural environment of Cavendish Dock.

Key Features / Issues

5.2.49 Through new residential development at Salthouse, the following key features and issues should be addressed:

- Cavendish Dock is immediately adjacent to the site and is designated as an SSSI, SPA and Ramsar site, primarily for its bird interest, particularly that of moulting mute swans and wintering waterfowl. It supports a range of established habitats and a high level of biodiversity. Also, Salthouse Pool, immediately south of this site is designated as a County Wildlife Site and flows directly into the Morecambe Bay Special Area of Conservation. The Council places a high value on the protection of these ecological features, and in considering new development will ensure that the requirements of the Habitats Directive, which seeks to protect the integrity of these sites, are met. Natural England should be consulted prior to any planning applications.
- The north eastern part of the site is a former gas storage area, now redundant. This will require site investigation to determine the levels of contaminants prior to developing proposals. There are also gas pipelines immediately to the north east of

the site and an intermediate pressure pipeline running through the site. An overhead electricity line also crosses the site.

- The Strategic Flood Risk Assessment (SFRA) indicates that the site lies within Flood Risk Zones 2 and 3 and that flooding could occur in a 1 in 200 year event in this area as a result of a breach in the Long Embankment, or in a 1 in 100 year fluvial event from Mill Beck or Low Level Beck, which runs directly past the site. The flood plain would only reach its full extent if a fluvial and tidal breach occurred together. A site specific Flood Risk Assessment will be required in line with the PPS25.
- The Salthouse Mills complex (also known as Salthouse Mills Business Centre) is the most significant existing built form on the site and although partially occupied, the majority of the buildings are in various stages of dereliction. Asbestos was been found to be present in one of the buildings (now destroyed by fire), and in a boiler house where action is being taken to remove this hazard. Potential for the alternative use of the building complex is limited due to the sheer scale of the buildings; but there is potential for some reuse, although a recent series of fires and removal of structural fabric is reducing this potential. The Council considers that retaining the site for the existing uses is unlikely to bring about its remediation or a resolution of its poor condition. If demolition of the buildings is agreed to be appropriate, the buildings should be recorded. Any recording work should be carried out to a standard agreed with the County Council's Archaeologist.
- Vehicular access to the site is currently via two private access roads, one from Salthouse Road and the other from Rampside Road. Achieving a satisfactory adopted access is potentially difficult, in part due to the presence of the railway line, and this issue will require further exploration.
- Japanese Knotweed is present at this site and must be managed prior to development.
- There have been complaints of odour nuisance from residents of the adjacent housing estates in respect of the waste water treatment works. United Utilities are currently investing in phased upgrading works to the plant to address odour issues. Ongoing monitoring will determine the extent of the work required. Development will need to be designed and sited to minimise potential nuisance. However, it is unlikely that all odour emissions could be permanently prevented.

Development Approach

5.2.50 The Salthouse Housing site was examined in the Barrow Urban Capacity Study (2007) as a potential site for development. The site has a number of constraints, including the condition of existing buildings and the restricted access.

5.2.51 National and regional housing policy identifies previously developed land and the re-use of existing buildings in particular as a priority in creating sustainable development, and the RSS sets an ambitious indicative target for the Borough of at least 80% of its housing to be accommodated on previously-developed land. The Council would therefore support the retention and restoration of the better of the remaining Salthouse Mills buildings, subject to an appraisal of the buildings' condition and potential for conversion.

5.2.52 Whilst the Council are still keen to focus housing on Marina Village Housing site as the priority for the Action Plan Area (and as the saved housing allocation for the Area) on the basis that it will deliver other important regeneration elements including the Marina, and will create a critical mass; in order to help meet the Council's RSS housing targets, Salthouse Housing is also proposed to be developed in Phases 2 and 3 (2009-2017) as set out in Policy BP6.

5.2.53 Importantly, however, the Council is keen to ensure that the housing offer at Salthouse is different to that at Marina Village Housing. The key challenges for development are to:

- Create a new waterfront housing location;
- Effectively integrate with the surrounding environmental designations and proposals;
- Work creatively with the physical constraints; and
- Provide a different offer to Marina Village.

Policy BP 21: Salthouse Housing

The development of Salthouse Housing as a unique waterfront housing location for the town will be supported. In addition, a significant proportion of the site will be set aside for open space/landscaping to be complementary to the adjacent Cavendish Dock Wildlife Attraction and to act as a buffer to the adjacent waste water treatment works.

A land use mix for Salthouse Housing will be sought as follows:

- 1) Around 250 new homes to include a range of scale, density and design in line with the design guidelines set out in this Area Action Plan.**
- 2) Associated public open space, equipped play space and landscaped buffering to the waste water treatment works and Cavendish Dock; which will also provide for wildlife habitat.**

The development of Salthouse Housing will be expected to conform to the following:

- a) All development should demonstrate innovative design that clearly responds to the distinctive waterfront context and the history of the site in layout, scale and detail.**
- b) Housing density across the site should be to an average of around 40 units per hectare (net).**
- c) The future of the Salthouse Mills should be appraised and restoration and conversion will be supported subject to practicality.**
- d) Development should be carefully designed and its construction managed to avoid any potentially adverse effects on the biodiversity value of Cavendish Dock.**
- e) Carefully designed public access and open space shall be provided to Cavendish Dock in conjunction with the proposals for Key Site 3.**
- f) An extensive landscaped area of at least 100m will be required to act as a buffer to the adjacent waste water treatment works in line with the design guidelines set out in this Area Action Plan. The development should also be designed to minimise potential odour impacts. The detailed design of the development and the width and treatment of the buffer zone should be informed by odour monitoring works to be carried out by the by the developer and submitted as part of any planning application.**
- g) Development should incorporate the use of locally sourced materials wherever possible.**
- h) Prior to the granting of planning permission, the Local Planning Authority must be satisfied that the site can be properly served by an appropriate vehicular access which is acceptable for adoption by the Highway Authority.**
- i) High quality new and upgraded pedestrian and cycle linkages with the town centre and the rest of the Action Plan Area should be developed, including the Cavendish Dock Trail. These should incorporate the existing pedestrian and cycle route across the site.**
- j) Development should be phased as set out in Policy BP6 and a site phasing plan will be required to ensure the site and the associated infrastructure is delivered in an acceptable and coherent manner over the two relevant Action Plan Phases.**
- k) Cavendish Dock is an important roosting site for internationally important bird populations. Light encroachment on Cavendish Dock should, therefore, be avoided and all lighting including street lighting, security lighting and sports and flood lighting must be equipped with a full "cut off" to ensure there is no upward light dispersal, glare or spill.**

- l) Construction works are likely to be subject to restrictions on working times and methods, particularly during colder periods in winter months in order to ensure there are no significant adverse effects on biodiversity, including in respect of over-wintering birds. The provision of screening and acoustic barrier fencing may also be required to minimise any potential disturbance.**
- m) Development should be designed to include a network of high quality open spaces, including to provide wildlife habitats. Physical connections should be provided between open spaces, within and outside the AAP area, in order to support biodiversity value. The extent, design and location of such habitats should be informed by survey work to establish the biodiversity value of the site.**
- n) Housing development should be directed to the areas of the site with the lowest probability of flooding in accordance with the sequential approach set out in PPS25 and there should be no development in Flood Zone 3 unless it can be demonstrated that the development passes the exception test outlined in PPS25.**

Design Guidelines

5.2.54 The approach to the Salthouse Housing will be expected to reflect the following design guidelines:

Sense of Place	
<ul style="list-style-type: none"> The character of the new housing development at Salthouse should differ from other housing being proposed within the Action Plan Area. The site has a unique and sensitive frontage onto Cavendish Dock and the wildlife habitats associated with this. New development should reflect the sensitivity of the Dock and the surrounding natural environment. This should be achieved both through the design and layout of the built form, but also through a joint approach with the Cavendish Dock Wildlife Attraction in the creation of new open space and landscape. 	<ul style="list-style-type: none"> Clearly, the sense of place in this location currently is defined by the significant presence of Salthouse Mills. These buildings are an imposing presence, but are in a poor state of repair and an investigation into their potential re-use will be necessary. If total or partial conversion is possible, this will define the built character of the area. New build on the site should reflect the industrial heritage of the area, its waterfront location and the local wildlife habitats such as the adjacent reedbeds. A design influenced by these factors would assist in differentiating the offer from that at Marina Village. A standard suburban housing estate will not be acceptable in this location.
<div style="display: flex; justify-content: space-around;">   </div> <p>The imposing waterside mills offer potential for conversion and the creation of a unique waterside residential offer for Barrow</p>	
Layout, Scale & Density	
<ul style="list-style-type: none"> The approach to layout and design should be led by the environment in which it stands. The context is challenging due to its sensitive location. This requires a design solution that creates a building layout which strikes a balance between maximising the benefits of a waterfront location and reflecting the historic development of the site, with the potential impacts of this on the birdlife at Cavendish Dock. In view of the requirements for open space, equipped play space and landscaping, in order to accommodate 250 dwellings at an average net density of around 40 dwellings per hectare, parts of the site will need to be at higher densities. 	<ul style="list-style-type: none"> This will be achieved if the mill buildings are to be converted, or if conversion is shown to be impractical, rebuilt in a similar form and footprint. If the form and footprint is to be varied, new development will be expected to be sited further back from Cavendish Dock that the present buildings currently stand, and to achieve the required density and open space requirements, some three storey development including apartments 'blocks' will be required. This would provide an opportunity to reflect the architectural heritage the site. In achieving the stated density and numbers, the Council do not wish to see the entire site used for housing. The character shall be of development within and extensive natural landscape setting.

<p>Sustainability</p>	
<ul style="list-style-type: none"> The Council wish to see the concept of 'eco-housing' explored for new build elements of the site. The site is in a sensitive location and in differentiating its offer from other housing being provided elsewhere in the Action Plan Area, the Council feels that this is an appropriate response. At Salthouse all new housing development will be subject to a Code for Sustainable Homes assessment and all new build will be encouraged to meet a Level 3 standard in accordance with Policy BP2, with an aspiration to meet Level 4. 	<ul style="list-style-type: none"> In accordance with Policy BP5, on site renewable energy provision to reduce predicted CO² emissions by 10% is also encouraged (in line with the method and standards of this non-mandatory element of the Code). The finished floor levels of the buildings should be raised to address the issue of flood risk in line with the findings of a site specific Flood Risk Assessment in accordance with the requirements of PPS25, and informed by the Council's Strategic Flood Risk Assessment.
<p>Materials</p>	
<ul style="list-style-type: none"> Locally sourced materials should be used wherever possible to reduce the transport cost to the environment, support local industry and ensure that the character of the development relates to the locality. Dependant on the future of the Salthouse Mills buildings, the potential to re-cycle/re-use materials from these buildings should be considered. Local materials can also be used in contemporary way to reinforce a sense of place without restricting innovative design. Such materials can also be incorporated into the public realm and landscape and not restricted to buildings only. 	<ul style="list-style-type: none"> The specification of materials with low embodied energy e.g. the reuse of the existing building or their materials, the use of materials from renewable resources (e.g. timber), recycled sources (e.g. steel, aluminium), and the use of materials with a long life expectancy and potential for recycling, will support sustainable building practices.
<p>Movement and Access</p>	
<ul style="list-style-type: none"> The Council acknowledge that vehicular access to the site is a major constraint. One of the current accesses is via an unadopted private lane under the railway from Salthouse Road. This route is unlikely to be acceptable as the main access to the site due the potential for flooding and the implications for emergency services as a result of the restricted height under the railway bridge. The other current access is also via private road from Rampside Road which also serves the waste water treatment works. All vehicle access options will be expected to be explored, particularly those from the east via Rampside Road. An appropriately designed access which is acceptable for adoption by the Local Highway Authority must be provided and this must also be acceptable in terms of its impact on any adjoining land users. 	<ul style="list-style-type: none"> There are currently two public footpaths across the site, one of which is also part of an important recreational cycle route which links with the Westfield Trail. These will need to be retained and upgraded (diverted as necessary) to link with the new foot and cycle paths, including the Cavendish Dock Trail.



Aerial View of Salthouse Mills and the Wastewater Treatment Works

Public Space / Landscape

- Substantial areas of landscaped open space will be required, to supplement and complement the proposals for Cavendish Dock and to provide buffering to the Dock and the adjoining County Wildlife Site at Salthouse Pool, and to the adjacent wastewater treatment works. These should also provide habitat for wildlife.
- In conjunction with the proposals for Cavendish Dock, a landscaped buffer of a minimum width of 100m should be provided to the wastewater treatment works.
- Adequate public open space for residents to enjoy must also be provided, and an equipped play space.
- The design of landscaping and public realm works should take inspiration from the industrial heritage of the site, its waterside/coastal location and the adjoining reedbeds.
- In designing green spaces into residential development adjacent to a sensitive landscape such as Cavendish Dock, there is a positive opportunity to maintain and enhance the ecological value and biodiversity of the area by:
 - Retaining important existing vegetation where possible;
 - Using native plants and trees;
 - Designing new open space to link with existing or proposed open spaces, so providing continuous green corridors;
 - Creating new habitats for wildlife; and,
 - Integrating sustainable urban drainage features such as retention ponds and swales into open spaces.

5.3 The Waterfront Gateway Opportunity Area



Figure 16: The Waterfront Gateway Opportunity Area © A

5.3.1 For the successful regeneration of the Action Plan Area and wider Borough, the creation of new high quality waterfront development is considered essential.

5.3.2 The Council want to ensure that the potential of this location is maximised by high quality new development, landscaping and public realm, and by investment in infrastructure to create a gateway to Barrow and Cumbria from the sea. The Council also want to ensure that access to the new development from and through the town is also of a high quality to act and an incentive for investment, and that the waterfront can also be enjoyed by residents and visitors to the town.

5.3.3 The Waterfront Gateway Opportunity Area comprises the Key Sites of the Waterfront Business Park and Barrow Island Housing. The Marina Link in Key Site 1 is also an important element of this Waterfront Gateway. The Council expect these sites to deliver the following benefits as a result of a co-ordinated approach:

- A major new gateway for Barrow and Cumbria.
- Enhanced vehicular and pedestrian connections.
- Significant new employment opportunities.
- Remediation of derelict and underused land.
- High quality new built frontage facing Walney Channel.
- Enhanced residential environments and housing choice.
- New high quality and accessible waterfront public realm.
- Enhanced open space and leisure facilities to serve local communities.

5.3.4 If the aspirations for the new waterfront development are to be achieved, then a co-ordinated development response is required.

Policy BP 22: Barrow Waterfront Gateway Opportunity Area

In order to maximise the benefits of the sites allocated in Policy BPSV2, and in line with Policy BP1 of this Area Action Plan, a comprehensive development approach to the Barrow Waterfront Gateway Opportunity Area will be expected as follows:

- 1) The development of the Waterfront Business Park should help ensure a high quality waterfront and gateway for the town;**
- 2) The Waterfront Business Park should be planned to ensure effective access to neighbouring residential areas, enhanced community allotments and facilitate the creation of the pedestrian and cycle link across Buccleuch Dock required in line with Policy BP11;**
- 3) Proposals for the identified access improvements set out in Policy BP11 should be planned in conjunction with highway improvements to the Barrow Island Housing Area; and**
- 4) Public access to the waterfront should be as comprehensive as is practicable.**

5.3.5 Further specific policies and guidance are set out in relation to each of the Key Sites for this Opportunity Area in the remainder of this section of the Area Action Plan.

Key Site 6 – Waterfront Business Park



Figure 17: Waterfront Business Park © A

Location & Character

5.3.6 The site for Waterfront Business Park is located at the southern end of Barrow Island, to the north and west of Anchor Line Basin and immediately to the south of the Barrow Island Housing area. To the east is the Gas Condensate storage facility. The site is predominantly vacant, although to the eastern end adjoining the Barrow Island residential area are the former Associated British Ports (ABP) allotments. As part of the reclaimed man-made structure of the dock system, the site sits at a lower level than the residential area of Barrow Island and is highly exposed to the prevailing winds.

5.3.7 The Waterfront Business Park, together with the Marina Link will form part of a comprehensive approach to the Barrow Waterfront Gateway Opportunity Area, albeit phased over different timescales.

Key Features / Issues

5.3.8 Whilst the proposed site for Waterfront Business Park boasts an impressive location overlooking Walney Channel, there are a number of issues that will be expected to be addressed through development:

- The site includes the former ABP (Now County Council owned) allotments. In a densely populated area where few houses have access to private gardens, the allotments are an important local resource. These are to be relocated and upgraded in accordance with the planning consent being currently implemented (see 5.3.10), and the reconfigured allotments should be retained within the site.
- Access to the site is currently via Ramsden Dock Road which connects with Michaelson Road. A number of traffic assessments and access appraisals have been carried out which have shown that this road is unlikely to be suitable to accommodate

the nature and scale of traffic from the existing port and the proposals advanced through the Area Action Plan. Planning permission has been granted for a new access road (see 5.3.11).

- The site is adjacent to an SSSI, SAC, SPA and Ramsar site. The Council places a high value on the protection of these ecological features, and in considering new development will ensure that the requirements of the Habitats Regulations, which seek to protect the integrity of these sites, are met.
- Although outside any designated areas, the site itself has a recognised biodiversity value and is known to house Protected Species in the form of Slow Worms and Common Lizards and potentially a Barn Owl; together with UK BAP species including the Dingy Skipper Butterfly.
- The area falls within the established Flood Zones 1, 2 and 3 identified by the Environment Agency. Further detail has been provided in the Strategic Flood Risk Assessment (SFRA) which indicates that site is flood free for a 1 in 200 year event, but partially inundated for a 1 in 1000 year event and would therefore be classified as Zones 1 and 2. A small section of the waterfront access road would remain within Zone 3. The SFRA concludes that the proposed uses are appropriate in line with PPS25.
- Ground levels across part of the site are currently being raised as part of the approved planning consents. The Environment Agency should be consulted prior to any further planning applications and a site specific Flood Risk Assessment will be required in line with the requirements of PPS25.
- The development approach to the site will need to accommodate vehicular access to the Marina Service Area (see Key Site 1) and continued vehicular service access to the operational Gas Condensate facility. This facility, and the Explosive Safeguarding (Consultation) Areas associated with the port facilities, will need to be considered in terms of restrictions on the levels of use that may be placed on adjacent development as a result of HSE requirements (See 2.3.7).
- Impact on adjacent residential areas is an important consideration in the development of proposals and the design of the Business Park must take into account the amenity of nearby residents and maximise the positive effects of the development on the existing Barrow Island community.

The Current Planning Position

5.3.9 The site of the proposed Waterfront Business Park formed part of a larger allocation for restricted B1, B2 and B8 use in the (currently saved) Local Plan.

5.3.10 In 2007 the County Council granted themselves full planning permission for approximately a third of the Waterfront Business Park site, for an area described as Ramsden Business Park. The consent was for remediation works, raising of ground levels and construction of new access roads, drainage works, public realm landscaping and for the relocation of the existing allotments to the north east corner of the site. Work on this development is well underway (application 6/06/9027).

5.3.11 A further County Council application has recently been approved for a second phase of works at the Waterfront Gateway Opportunity Area, including the new Western Dock Access Road from Michaelson Road, a further section of the internal Central Spine Road at the Waterfront Business Park and landscaping and infrastructure works (application 6/08/9010).

5.3.12 In March 2009 an outline application for the development of Phase 1 of the Waterfront Business Park (Ramsden Business Park) site for B1, B2 and B8 uses submitted to Barrow Borough Council by West Lakes Renaissance was approved (application 2006/1495).

5.3.13 The design and route of the Western Dock Access Road, the detailed design for the main access roads within the Waterfront Business Park site and the design and layout of the reconfigured allotments have now been approved. No approval has yet been granted in respect of the design or siting of any buildings, or for the remainder of the site.

Development Approach

Creating a New Waterfront

5.3.14 The Council are committed to the principle of creating a new, designed waterfront gateway for Barrow. The Business Park and Marina Link will form the new waterfront gateway for Barrow and as such the Walney Channel frontage is key. As the arrival point for water-borne visitors, this is an important element for the regeneration and development of the site.

Protecting the Town Centre

5.3.15 The relationship between the Waterfront Business Park and Barrow town centre is an important one. The Council will seek to ensure that the development does not cause an unacceptable displacement of business uses from the established town centre. In particular, the Council do not propose to allow for any A2 uses within the use mix. In addition, Policy BP23 states that permitted development rights will be removed for use changes from B2 to B1 use. Consent for B1 use will only be granted up to the maximum floorspace specified in Policy BP23.

Improved Connectivity

5.3.16 The Waterfront Business Park presents an opportunity to effectively re-connect this part of Barrow Island with the remainder of the Action Plan Area and the wider town. Development should provide open space and pedestrian and cycle links for existing residents and workers as well as for new users of the site and future employees. Travel planning will be a consideration for all developments that will generate large volumes of employees.

5.3.17 The Business Park should be seen and planned as part of a mixed-use future for Barrow Island and not as a stand-alone industrial estate.

5.3.18 In addition, the Waterfront Business Park will require the development of the new Western Dock Access Road. This will allow the opportunity to maximise the business potential of the Waterfront Business Park and wider Waterfront Gateway Opportunity Area and remove the existing industrial traffic from Ramsden Dock Road. This will be of significant benefit to residents and provide the opportunity for public realm enhancement.

A Unique Business Location

5.3.19 This is an opportunity to create a unique business location that takes advantage of, and responds to, the views and qualities of the surrounding natural and man-made environment. The site should be developed as a high quality business and employment location that will diversify and expand the economy of the area and facilitate the re-use of a significant area of derelict land in line with Policy BP5. A high quality design will be required in line with the requirements of Policy BP2.

5.3.20 The site will represent a Regionally Significant Economic Development site in accordance with Policy W2 of the Regional Spatial Strategy and will act as a catalyst for the regeneration of the wider area, raise the profile of businesses and enhance investment and recruitment into Barrow. This development should help transform the image of Barrow.

Policy BP 23: Waterfront Business Park

The development of the Waterfront Business Park will be promoted and supported as a key component of the Barrow Waterfront Gateway Opportunity Area and as a Regionally Significant Employment Site. A mix of commercial uses to a maximum of 65,000m² of floorspace will be expected as follows (use classes as specified):

- 1) B1 – Business. This will be restricted to 20% of (65,000 m²) floorspace.
- 2) B2 – General Industrial
- 3) B8 – Storage and Distribution

The development of the Waterfront Business Park will be expected to conform to the following:

- a) Development should contribute positively to the creation of a new waterfront through:
 - i) Ensuring a prominent frontage with buildings addressing the waterfront as a gateway;
 - ii) Delivering public access to available areas of the waterfront; and
- b) A minimum BREEAM rating of Very Good is encouraged for all development.
- c) Development should provide and retain 3.55 ha for the relocation and enhancement of the existing allotments as a key community resource.
- d) Access shall be provided for pedestrians and cyclists in line with the design guidelines set out in this Area Action Plan.
- e) Development will be expected to contribute to enhanced vehicular access in the form of the Western Dock Access Road (Policy BP11).
- f) Permitted development rights for changes of use from B2 to B1 of the Use Classes Order use will be removed in order to maintain the proposed development mix, to reduce potential adverse impacts on Barrow town centre.
- g) Change of use from B2 to A2 of the Use Class Order will not be permitted for the above reasons.
- h) Where practicable, plans for training should be provided, in particular to facilitate links between business and education in Barrow.
- i) Development should be directed to the areas of the site with the lowest probability of flooding in accordance with the sequential approach set out in PPS25.

Design Guidelines

5.3.21 The approach to the Waterfront Business Park will be expected to reflect the following design guidelines:

Character & Sense of Place	
<ul style="list-style-type: none"> The appearance of the Business Park will be a defining element of the Action Plan Area's character. Whilst it would be straightforward to develop a standard business park, development at Barrow's Waterfront Business Park should avoid this approach to create a bold new image for Barrow's business community. All buildings and public spaces should respond to the unique waterside context as part of the emerging character, and high quality building design, layout and landscaping will be required in line with Policy BP2. 	<ul style="list-style-type: none"> In creating a strong sense of place, the Action Plan supports the development of a number of distinctive character areas. All of the character areas should be connected by a network of high quality public realm. The four proposed character areas are: <ul style="list-style-type: none"> Waterfront Dockside Inner Park Allotments
<p>Waterfront – Walney Channel Outlook</p> <ul style="list-style-type: none"> The Waterfront will be the main visual and physical gateway to the Business Park. This area is dominated by its currently open aspect to Walney Channel and frontage to the proposed Western Dock/Waterfront Access Road. To maximise the benefits of this prominent location, a higher proportion of B1 office uses will be encouraged here, with buildings of a quality and scale to reflect its gateway role. Active frontage onto the waterfront will be key and public access links to the waterfront should be provided. 	<p>Dockside - Anchor Line Basin</p> <ul style="list-style-type: none"> Whilst this area will not act as a gateway in the same way as the Waterfront, development will be visible from the Marina Link and from Anchor Line Basin immediately inside the dock system. The area between the Anchor Line Basin and the Business Park is proposed to be retained for port related use and development, which is considered to be likely in the longer term. In the short to medium term, the buildings in this character area will represent the main presentation to the dock system. Although the approved road layout in this area dictates that buildings will be orientated to face and be accessed off a Central Spine Road through the development, they should not ignore the dock to the south and should therefore take measures to screen servicing, loading, and industrial activities from the water. A mix of predominantly B2 and B8 commercial buildings should be developed in this area.
<p>Inner Park</p> <ul style="list-style-type: none"> The Inner Park is located away from both Walney Channel and the Dockside and forms the key boundary of the Business Park with the Barrow Island residential area and allotments to the north. A mix of primarily B2 and B8 commercial users should define the Central Spine Road and the key secondary routes. Landscaping, and environmental enhancement works should be provided. 	<p>Allotments</p> <ul style="list-style-type: none"> Whilst in poor condition and under-used, the former ABP (now County Council) allotments, like the Jeff Fullard Allotments above Cavendish Park Playing Fields, are very much valued by the local population and must be retained with the development of the Waterfront Business Park. The reconfigured allotments should be immediately adjacent to the residential area and well connected to the new pedestrian and cycle routes.



Figure 18: Waterfront Business Park Character Areas

Layout

- The layout of the site will be expected to address its waterfront location to create a new high quality frontage and create a gateway for the town and Cumbria.
- The approved layout is an informal one focussed on a Central Spine Road leading from a new roundabout in a central position along the frontage of the site along the proposed Western Dock Access/Waterfront Access Road. A central area along the Central Spine Road (The Central Hub) features a public space with small seating areas, a waterfall and artwork. From the Central Spine Road will be entrances to access/parking areas serving a number of business units.
- Whilst the basic road layout is now approved, the layout of individual areas and buildings is not. The layout of the remaining internal accesses and building siting should follow the advice set out in these design guidelines.
- Frontage buildings should be orientated towards the waterfront and high quality architecture is essential on the frontage to reflect its strategic gateway role and to screen more functional uses and car parking behind. Frontage buildings will afford views over the water and towards the Islands and will provide the façade to the business park as viewed from the Western Dock Access Road and from the Channel and beyond.
- New buildings adjoining the proposed pedestrian/cycle route and landscaped areas adjacent the Barrow Island Housing area, should also provide some overlooking to these spaces to aid their supervision and security.
- Waterfront built frontage should be at scale to help address and buffer the issues of exposure to wind and sea; and buildings generally should be sited and orientated to reduce the impact of the wind.
- Plots should be laid out with servicing and parking to the rear, away from the main access roads and views from Walney Channel; and away from or screened from Anchor Line Basin and the users of the Marina Link. There will be a requirement for a high level of soft landscaping to areas visible from the road or water to complement the landscaping of the public realm.

- All buildings should be designed/orientated to take advantage of passive solar gain, which will help reduce energy consumption by reducing the need for heating and artificial lighting and ventilation, and ensure that working environments make the most of the building locations.
- Maximising an east to west building alignment and ensuring that there is building glazing within 30 degrees of due south, are elements that can contribute towards this.



Figure 19: Aerial View of Waterfront Business Park Spine Road under construction

Built Form

- A holistic approach to the design of built form on the site will be sought. The response to built form should reinforce a sense of place and unity for the Business Park. At the same time unity should not be taken to mean uniformity, and individual architectural responses will be appropriate whilst responding to local character.
- As the existing built environment on Barrow Island reflects a diverse history, with prominent landmarks ranging from relatively ornate Victorian industrial buildings and tenement blocks to monolithic modern industrial structures (such as Devonshire Dock Hall); it may be difficult to draw from this context a recommended built form and detail treatment. The most important aspect will therefore be the quality of design, and ensuring that the design of buildings and public realm works reflect their context as a waterfront development in Barrow.
- The sites facing out over Walney Channel will be predominantly B1 office buildings. These buildings should be dual aspect with presentation both to the Business Park and to the Channel. This might be best achieved with the 'wings' of a building extending from a central atrium and circulation area that could provide access to the building and service the office units within.
- The entrances to buildings should not only serve the car parking area associated with that building, but should also be orientated towards the main route along which the building will be seen. This helps create a sense of cohesion by ensuring that buildings interact with their surroundings. For the majority of buildings in the Business Park, apart from those along the main Western Dock/Waterfront Access Road, this will be to address the Central Spine Road.



Dual aspect office building with central atrium using both high quality modern and traditional materials

Scale and Massing

- The B1 office buildings will generally be two storeys in height. However, the office buildings facing the Waterfront Access Road and featuring views out over Walney Channel could be up to three storeys in height in view of the gateway role they serve and to reflect the scale of existing built form on the waterfront such as Egerton Court and the port buildings. The overall building height for a three storey office building is expected to be 11 to 12 metres in height to the eaves.
- The B2 and B8 buildings will generally be single storey due to the industrial and storage nature of their intended use. However, the single storey will, by necessity, be taller than the height for a conventional business or residential development, having a minimum eaves height of 4.5 metres but with a height up to a maximum of 8 metres. This height could accommodate an office area to the front of the building over two stories or a single storey including a mezzanine level. Greater height would result in greater potential for visual intrusion to the Barrow Island residential area.
- Buildings along the Central Spine Road through the site should reflect its prominence in the design approach taken. Where possible, a building height of two storeys should be developed, although the emphasis should be on reinforcing a sense of place and high quality of built form. Development off the Central Spine Road should be designed to reduce visual impact on adjacent uses such as the Barrow Island residential area to the north and Anchor Line Basin/Ramsden Dock to the south.
- Breaking up a façade into a number of bays and set-backs, reducing the size of the roof area, or creating a more pedestrian-scaled reception area can be an effective means of reducing the scale of a very large building. Quality and detailing is very important, particularly in the buildings visible from the access roads and waterfront. Entrances should be easily identifiable for visitors. This can be articulated in different ways, such as through different façade treatments for an entrance area or with a different canopy. This helps ensure that some of the larger industrial buildings on the Business Park remain legible to the user and that they function on a pedestrian scale.



Left, right, and centre, examples of the use of modern materials in business park buildings to create high quality detailing and provide a light and spacious working environment.

<h3>Materials & Appearance</h3>	
<ul style="list-style-type: none"> Traditional and locally sourced materials should be utilised within Waterfront Business Park wherever possible. However, the Council are also keen to see innovative and creative design reflecting the importance of the location and context. The materials used for buildings in the Waterfront Business Park must be high quality and feature local materials where appropriate to the design of the building. Barrow features a number of prominent local buildings that utilise locally sourced St Bees red sandstone. Burlington Blue and Westmorland Green Slate are also used and quarried locally. These high quality and distinctive materials can add quality and longevity to buildings and can also be used in the public realm. The use of such locally sourced materials will be expected wherever possible. 	<ul style="list-style-type: none"> Whilst the exposed coastal location should be taken into account in the choice of materials, including for windows and doors, these should be high quality, durable and carefully detailed and profiled, particularly on the waterfront and other prominent elevations. Utilising natural light in workshops and small industrial units on the Business Park is encouraged through the use of diffuse light-transmitting panels in walls or ceilings. Light and neutral coloured building cladding helps reduce the overall visual impact of larger workshop or storage/distribution buildings. Darker materials such as brick or stone can also be effective in horizontal bands as detailing around corners, walls and doorways.
<h3>Sustainability</h3>	
<ul style="list-style-type: none"> In line with Policy BP23, a BREEAM rating of Very Good or higher will be encouraged for all commercial development at Waterfront Business Park. The use of recycled materials within building or landscaping works can also contribute to sustainability. 	<ul style="list-style-type: none"> Green roofs can help lower the visual, noise, and environmental impact of a building, and also in some cases provide additional wildlife or biological habitat.
<h3>Movement & Connectivity</h3>	
<ul style="list-style-type: none"> The Waterfront Business Park should be a highly accessible development in line with Policy BP11, in order to create a sustainable employment location. Improvements to, and extension of the existing pedestrian and cycle routes will be expected. An off-road cycle and pedestrian route is to be provided along the former railway to the northern edge of the site which will link with the existing routes at Island Road and across to Marina Village and the Cavendish Dock Trail via the Barrow Island Footbridge (Policy BP11). Further off-road routes within the Business Park will link with this main off-road route. In addition, the main Waterfront Access Road will feature colour surface-marked on-carriageway cycle lanes on both sides for part of its length (from Ramsden Dock Road to the main waterfront roundabout). These will link with the off-road route. The scheme granted planning permission, however, does not feature segregated or marked cycle lanes along the Central Spine Road or along the final section of the Waterfront Access Road to the Marina Link and port operational land. The safety and security of all pedestrian, cycle routes and open spaces must be carefully considered, especially the off-road routes, which may be unsuitable for some users, particularly after dark. It is vital therefore that these off-road routes are well lit and that adjoining development is arranged to encourage natural surveillance. If these routes do not feel safe, cyclists will be forced onto the carriageways or footways. The Waterfront Access Road and Central Spine Road will have footways separated from the carriageways by grass verges; and planting strips will demarcate the boundary with development plots. 	

<p>Western Dock Access Road (or Waterfront Access Road)</p>	
<ul style="list-style-type: none"> Following an options appraisal process, a preferred route was identified for a new Western Dock Access Road as an essential element of the Waterfront Gateway Opportunity Area (see Policy BP11). This will serve traffic from the Waterfront Business Park, Marina Link and Marina Service Area, as well as accommodating the existing operational requirements of ABP, BAE Systems and Centrica. 	<ul style="list-style-type: none"> The Western Dock or Waterfront Access Road will serve as a primary access road, eliminating the need for servicing and industrial traffic to use Ramsden Dock Road. It must be of a quality design to act as a 'gateway' to the new developments with a similar boulevard feel to Michaelson Road and Ramsden Dock Road.
<p>Central Spine Road</p>	
<ul style="list-style-type: none"> Access into the Business Park will be by the new Central Spine Road that will run off the Western Dock/Waterfront Access Road via the new roundabout. The Central Spine Road will also allow the potential access to serve any future expansion on the site now occupied by the Gas Condensate facility. 	<ul style="list-style-type: none"> The Marina Service Area would also be accessed using the Central Spine Road. Incidental public spaces will be located along the Central Spine Road to provide seating and artwork features for pedestrians and users of the Business Park. The design of Central Spine Road will allow public transport access into the site.
<p>Access for All</p>	
<ul style="list-style-type: none"> The car parking area of each plot should contain parking provision in accordance with regional planning guidance, including for the mobility impaired. All ramps proposed must be no more than a 1 in 20 slope to aid movement by the mobility impaired. All development must be carried out to correct standards in line with the relevant provisions of the Disability Discrimination Act (DDA). 	<ul style="list-style-type: none"> Throughout the site, dropped kerbs and tactile paving will be used to provide safe and visible pedestrian crossing points. Contrasting materials will be used to highlight potential obstacles to public movement such as stepped paving or walls. Any such obstacles should be removed where possible or minimised in the first instance. Where practicable, all footpaths and off-road routes should be wheelchair and pushchair accessible in line with Policy BP2.
<p>Travel Plan</p>	
<ul style="list-style-type: none"> Occupiers pursuing a site at Waterfront Business Park will be encouraged to develop and implement a Travel Plan once they are located at the site. 	<ul style="list-style-type: none"> This will be specific to the development built, and be a commitment by the occupier that will include green travel measures on site, links to alternative modes of transport, and the identification of key players and the role they may play.

Public Realm

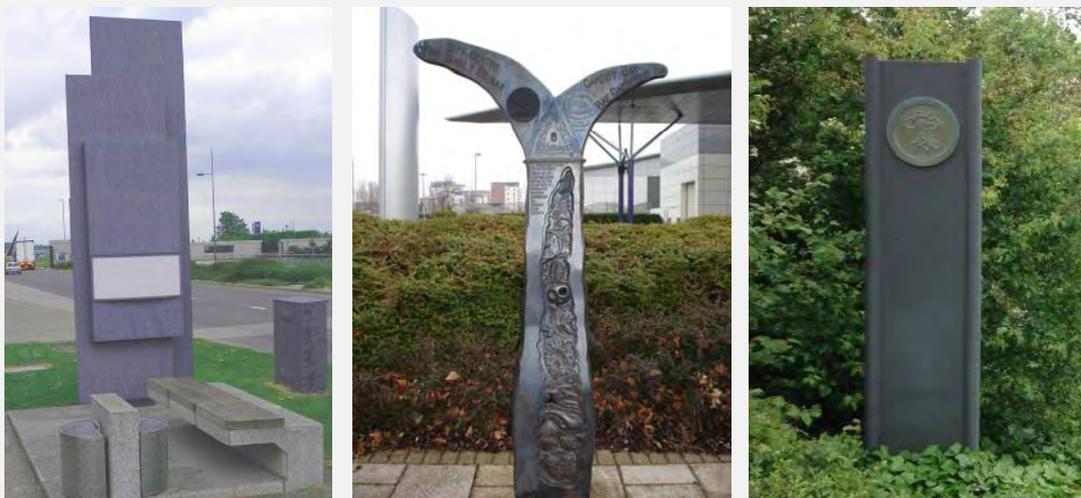
- Due to the access requirements of commercial vehicles, security concerns and extensive parking areas, business parks can sometimes be unfriendly places and difficult to navigate, especially for pedestrians. This could be avoided at Waterfront Business Park through the design, layout, and location of public space and landscaping. The public realm in the Waterfront Business Park should create a pleasant working environment and legible environment for visitors and users of the Business Park.
- Elements of the public realm have already been approved as part of the recent planning consents, including those for the Waterfront Access Road and Central Spine Road and the off-road pedestrian and cycle links. The public realm works beyond these, including within Key Site 7 - Barrow Island Housing, have not yet been agreed and these must reflect the design guidelines for Key Site 7. Although some details of these were indicated as 'illustrative' on the recent planning applications, the Council indicated concerns over their design, which was not considered to respect the character and appearance of Barrow Island and its Conservation Area. Nor do they form part of a wider public realm enhancement proposal for Barrow Island, which is expected and which the County Council has previously indicated would be forthcoming.

Hard Landscape Materials

- The palette of materials for the main access roads has been approved as part of the recent planning consent.
- Further materials, for example for the internal accesses, will therefore need to complement these, although the use of locally sourced high quality natural materials will be encouraged and will be particularly important on development frontages.

Street Furniture

- All street furniture, including seating, lighting and items such as bollards, railings and walls should be of a consistently high quality, robust and low maintenance design.
- Other elements such as signage can help provide an overall sense of cohesion and quality. Building address signs, road signs, street signs, and incidental signage should all be of a consistent and high quality.
- Cycle storage areas should be designed to offer appropriate protection to cycles and be located close to the entrances to the building. Bespoke designs are welcomed and consistency with other street furniture contributes greatly to the overall quality of the public realm.
- Elements of the street furniture have been approved as part of the recent consents and further furniture will therefore need to be consistent with the established theme.



Bespoke business park and street signage, the signage on the left also incorporates street furniture

Lighting

- Lighting can have an important influence on the character of streets and spaces, enhancing important buildings and structures, responding to pedestrian scale, increasing perceptions of safety and also fulfilling basic security requirements.
- The highway lighting for the main access roads and foot/cycle paths has been included as part of the recent planning consents. Further lighting, for example for the internal accesses and to illuminate buildings will therefore need to be complement the approved design, and the luminaires selected for location adjacent to a navigable waterway must achieve required lighting standards; whilst incorporating glare control so that there is no upward light dispersal or spill.
- Due to the sensitive coastal location, lighting must also be equipped with a full cut off to ensure that there is no light pollution.
- Lighting columns can have a visual impact that greatly enhances a streetscape, especially during the daytime, and the choices of luminaire should be coordinated to be in scale with their setting, and where possible be integrated into existing or proposed columns or other street furniture to avoid undue clutter. Feature lighting can supplement the basic street lighting by the inclusion of floodlighting, low level lighting, and up-lighting.

Public Art

- Art in the public realm can be diverting, inspiring, and informative. It can help further urban regeneration, encourage interest in the public realm, and stimulate inward investment. Public art does, however, require high quality architecture and public spaces to be truly successful.
- In adding to the uniqueness of the business location, public art will be promoted through the development of the Waterfront Business Park in line with Policy BP14 and the Barrow-in-Furness Port Art & Landscape Strategy.
- There will be a hierarchy of art elements in the public realm, from large commissioned pieces down to incidental artworks in public spaces and temporary artworks. Art installations must be appropriate in complementing the architecture, history and geography of the area and reflect the industrial/maritime heritage of the area, in defining a unique sense of place for the Business Park.
- Some public art proposals for the public realm have already been approved as part of the recent planning consents and these include a number of location for sculptures, at:
 - The roundabout at the main junction of the Central Spine Road with the Waterfront Access Road.
 - The Central Hub along the Central Spine Road.
 - The roundabout at the end of the Central Spine Road.
 - The gateway to Ramsden Dock Road where it is being stopped up.
- The design of these sculptures has not yet been agreed.
- In addition to the sculptures, contributions will be sought, as appropriate, for the artwork within the public realm; and may be sought to commission or develop the art proposals for the Barrow Island Housing Area as set out in Key Site 7.



Examples of Public Art

Landscape Character	
<ul style="list-style-type: none"> • The existing landscape character is of a flat open area set above the dock level, but located around 6 metres below the residential areas of Barrow Island. The site has potential views of Walney Channel and Walney Island to the south and west. Development of the site would not unduly interfere with the Channel views afforded from the 'old' Barrow Island. • The landscape approach must be carefully detailed to be appropriate to the coastal location. Planting should be based on arrangements of shrubs, grasses and herbaceous plants reflecting a more naturalistic approach utilising local species, reflecting local ecology, and providing habitat where possible, including for reptiles. Larger trees, for example, would only be appropriate in more sheltered areas. • The Western Dock/Waterfront Access Road should provide a high quality landscape in keeping with its gateway status, with soft landscape appropriate to the coastal edge adjacent to the Morecambe Bay SAC/SPA and other national and international environmental designations. 	<ul style="list-style-type: none"> • The approved scheme shows pedestrian routes either side of the Western Dock/Waterfront Access Road and the Central Spine Road separated from the carriageway by a verge. • Each building plot should also have an external planted strip which could, if needed, be designed to screen more unsightly activities within, such as fabrication, loading, refuse/recycling or storage areas. This will be particularly important in areas where visual sensitivity is a key issue, such as the presentation of the Business Park onto the Dockside and the adjacent housing areas. • The soft and hard landscape in all plots must be designed to complement and reflect the design of the public realm.
Maintenance and Safety	
<ul style="list-style-type: none"> • All maintenance issues from the public realm and circulatory spaces must be planned for. Applicants submitting planning applications must therefore supply a maintenance plan to ensure the ongoing and thorough maintenance of the hard and soft landscaping • Developments should be safe and practical for visitors and those working at the Business Park, and the buildings should be in accordance with Secured by Design principles. • Ensuring safety for users of the Business Park does not just include specific design details and specifications, but also extends to the visibility afforded to and from buildings. For example, all car parking areas should be overlooked by the buildings to which they are associated, or be directly visible from the access road. 	<ul style="list-style-type: none"> • Bin storage areas, recycling areas, servicing, and storage areas associated with the operation of the building should all be carefully screened to ensure that bins are not open to vandalism and that such items associated to the servicing of a building are not left open and in plain view to users of the Business Park. • Such structures should include some form of screening either through the use of appropriate panelling in line with the materials used in the main building to which it serves, or by using vegetation. Climbing plants can be effective in screening servicing and loading areas and should be considered in association with other materials.

Key Site 7 – Barrow Island Housing (BIH1, BIH2, BIH3)



Figure 20: Barrow Island Housing © A

Location & Character

5.3.22 The Barrow Island Housing area is located in the west of the Action Plan Area, immediately adjacent to the BAE Systems facilities. To the south is the proposed site for the Waterfront Business Park and to the north east is the BAE land and facilities that front onto Buccleuch Dock.

5.3.23 The area is predominantly residential and includes local shopping facilities serving Barrow Island and the local workforce, centred around Anchor Road. The area also includes some community, religious and industrial buildings. Whilst the area is close to the town centre and its facilities, the community facilities within the area include:

- Barrow Island Community Primary School
- Bram Longstaffe Nursery School
- Cavendish Park Playing Fields including football pitches and a bowling club
- Jeff Fullard and former ABP Allotments
- Children's (Junior and Toddler) Play Facilities at Farm Street and currently at Egerton Court (The facilities at Egerton Court are to be closed in 2009)
- St John's C of E Church
- St Patrick's Catholic Church
- Social clubs, pubs and a hotel
- Local shops including a Co-op 'Welcome' with cashpoint facility and two other convenience stores, a Post Office and a pharmacy
- Local library (open part-time)

5.3.24 The Barrow Island Housing area includes part of the Barrow Island Conservation Area, which is centred on the crossroads of Bridge Road and Michaelson Road and stretches from the 'gateway' at High Level Bridge on Michaelson Road, to the southernmost buildings of the 'old' island. A number of buildings in this Conservation Area are Grade II and II* listed.

Key Features / Issues

5.3.25 There are a number of important issues and considerations that new development proposals will be required to take account of:

- The housing vacancy rate in Barrow Island Ward is the highest in the Borough, with vacancy being a particular issue in the tenement flats.
- The condition and appearance of many residential and commercial buildings in the area is relatively poor.
- The Barrow Island Housing Area was the subject of a community participation project carried out for West Lakes Renaissance in June 2005. This was primarily aimed at identifying public realm improvements and the enhancement of the allotments.
- Development and public realm improvements will be required to respect the character and appearance of the Conservation Area, and the setting and appearance of the listed buildings in particular; but also the general character of Barrow Island. Reference should be made to the Barrow Island Conservation Area Appraisal in developing any proposals.

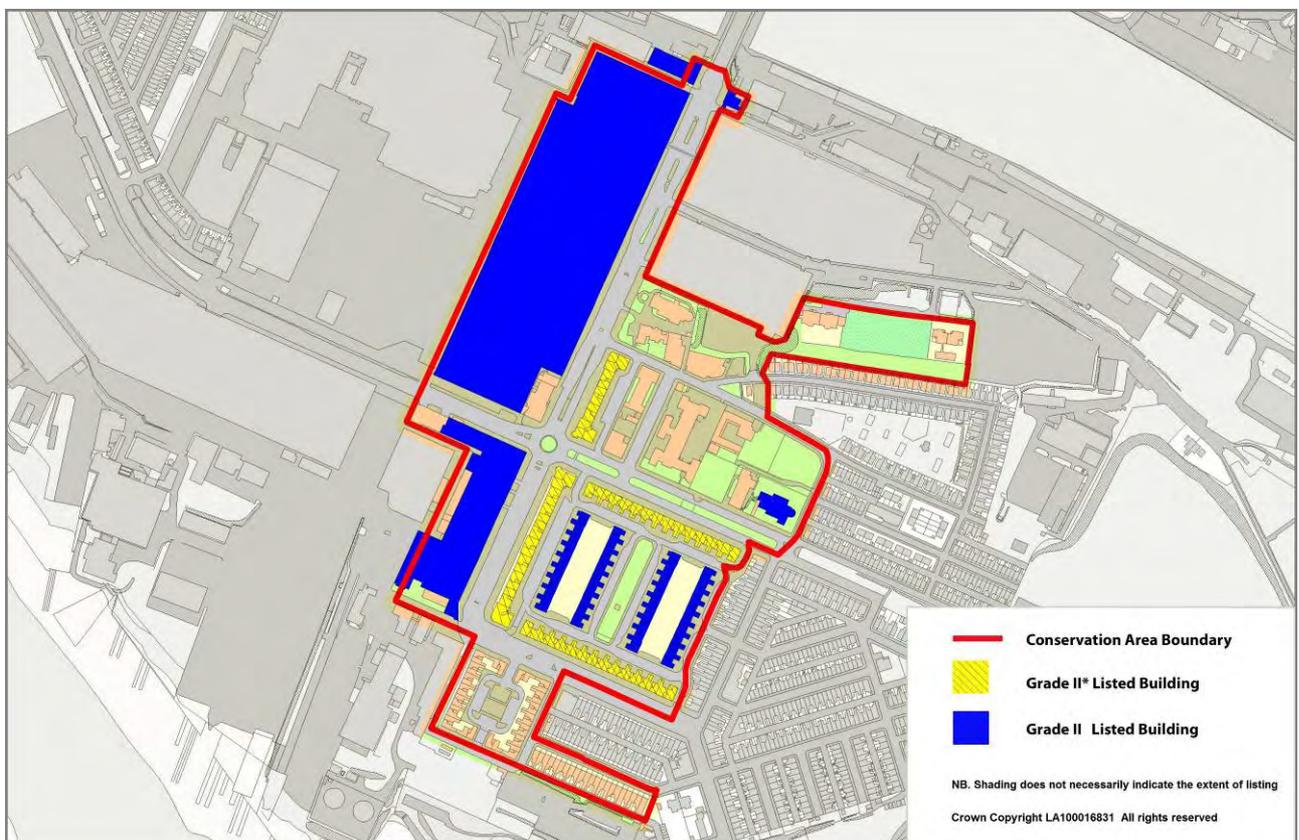


Figure 21: Barrow Island Conservation Area

Development Approach

5.3.26 As set out earlier, a key objective of the Community Strategy, reflected in the Vision and Objectives for the Area Action Plan, is to improve the quality and choice of accommodation available in Barrow. The need for housing market renewal in the Borough is identified in the RSS; and Policy L3 in particular, points out the importance of this renewal being part of a comprehensive regeneration strategy, and one which makes best use of existing stock in addition to new build and conversion activity.

5.3.27 The living environment of Barrow Island should be improved through a combination of improvements to the existing stock, public realm enhancement and high quality new build, to

broaden the mix of dwelling types within Barrow Island to meet family and non-family requirements.

5.3.28 The key challenges for the area are to:

- Create a sustainable residential neighbourhood.
- Radically enhance the quality of the public realm.
- Sensitively reflect the historic importance and unique character of the area.
- Maximise the positive effects of the adjacent new development on the existing Barrow Island community.
- Improve the quality and appearance of the area as a gateway to and from the Waterfront Business Park.



Island Road Tenement Block and the Devonshire Buildings

5.3.29 In view of the unique architectural and historic character of the area and as a sustainable approach to development, the Council will seek to retain and facilitate the refurbishment of as many of the residential tenement flats and terraced houses as possible, within the powers and resources available.

5.2.30 In respect of the tenement properties, and Egerton Court in particular, the Council would support radical intervention measures providing these are justified and of a quality compatible with the buildings' architectural and historic importance.

5.3.31 In respect of the terraced housing, the Council will support and facilitate the restoration or refurbishment, within available resources.

5.3.32 The Council will support and facilitate the retention and improvement of the local shopping facilities centred around Anchor Road, including through the repair, restoration and improvement of shopfronts, signage and through accessibility improvements. Improvements will complement the planned public realm enhancement works and provide an opportunity to promote arts and crafts involving local people, supported by the Council and its partners.

5.3.33 In order to help create a sustainable community in the area and to broaden the housing mix beyond the current predominance of terraced and tenement properties, a small site is identified for new housing development at Farm Street (BIH2). This site will provide an opportunity to develop family housing with gardens, and to provide modern adaptable and fully accessible housing to broaden choice. In the longer term, and beyond the life of the Area Action Plan, other opportunities for new residential development may also emerge.

5.3.34 The development of site BIH2 should be delivered in accordance with the timetable set out in Policy BP6 – Phasing of New Housing; which allocates this housing development to

be completed in Phase 3, running from April 2013 to March 2017. Development on site BIH2 will be required to meet the following requirements:

- Vehicular access to the site must be provided from an adopted highway. This is envisaged to be via a single point of access off Farm Street and adequate turning space must be provided for vehicles within the site.
- Other than the necessary access, the development should be designed to minimise any adverse impact on the amenity of existing residents at Farm Street and Dunoon Street.
- The orientation of buildings on the site could be to face inwards to a courtyard, or to take advantage of the close proximity of Cavendish Park and be orientated to take advantage of any available views.
- Proposals should respond to the topography of the adjacent Cavendish Park and not result in undue visual intrusion for residents.
- At present, the site is used for industrial purposes and houses electricity infrastructure. There is a strong likelihood that the site will require remediation before development can take place, and this must be assessed and the requisite remediation works implemented, before it is redeveloped. If the electricity substation is to be retained, measures should be taken to ensure that this is adequately screened.
- A contribution to the enhancement or upkeep of existing play and public open space to serve residents of the development will be expected as a minimum developer contribution in line with Policy BP15.

Policy BP 24: Barrow Island Housing (BIH1, BIH2, BIH3)

The Barrow Island Housing area will be supported as a sustainable urban residential community with an improved quality and choice of housing.

- 1) Within Site BIH1, the physical environment of the area will be improved. The improvements will include:**
 - a) Improvements to the quality and appearance of the public realm:**
 - b) A shopfront improvement scheme incorporating arts and craft signage centred around Anchor Road; and**
 - c) Support for radical intervention measures in respect of the tenement buildings, providing these are justified and are of a quality compatible with the buildings' architectural and historic importance.**
- 2) Within Site BIH2 (0.74 ha), the housing mix will be broadened through the provision of around 25 homes phased in accordance with Policy BP6 of this Area Action Plan. These homes should embody the principles of Lifetime Homes.**
- 3) Within Site BIH3, the identified areas of public open space will be retained for open space and appropriate outdoor leisure use.**
- 4) New development and public realm works should respect and enhance the character and appearance of Barrow Island, including in particular the Conservation Area and the setting and character of listed buildings.**

Design Guidelines

5.3.35 The approach to Barrow Island Housing area will be expected to reflect the following design guidelines:

Sense of Place	
<ul style="list-style-type: none"> Barrow Island Housing area has a unique sense of place created by the imposing tenement buildings and terraced houses laid out in a traditional grid pattern. The historic importance of the area is reflected in the Conservation Area designation and the listing of a number of the tenement blocks and other buildings. The design of all new buildings and the refurbishment of existing buildings and the public realm will be expected to respond to both the context and the established character of Barrow Island. Key architectural features of the area should be incorporated into new development wherever possible. 	<ul style="list-style-type: none"> However, high quality contemporary and innovative design that responds to its historic context in layout and detail, will be supported. Importantly, the Barrow Island Housing Area acts as a gateway both for visitors arriving in Barrow by sea and also as a gateway to the proposed new developments at the Waterfront Business Park. This gateway role should be enhanced and any new development opportunities adding value in this sense.
Scale & Built Form	
<ul style="list-style-type: none"> Whilst the emphasis of the approach at Barrow Island will be on the creation of an improved public realm and the sensitive re-use and improvement of existing housing, new built form should reflect the character of the Area and its location and where appropriate, preserve and enhance the character of the Conservation Area and the setting of its listed buildings. There are a number of building details and characteristics shared between the housing types on Barrow Island. For example, James Watt Terrace features decorative brickwork and chimney details, in common with details on the Island Road tenement block and to a lesser extent the other terraced properties on the Island. In considering new housing, common details such as these will be expected to be emulated in the design and detailing of new buildings. Responding to the local context should not restrict innovative or contemporary design. Whilst it is traditional for many terraced properties to be located immediately at the back of the pavement with no set back or front garden; this reduces privacy and can create a very hard streetscape. New housing on site BIH2 will therefore be expected to be set back at least 2 metres from the pavement to provide an opportunity to create front gardens. Any in-curtilage parking should be carefully designed in relation to the built form to avoid cars dominating the street scene. 	<ul style="list-style-type: none"> Most original windows and doors in the terraced and semi-detached houses have been lost (many having been sliding sashes), together with other details - in particular window mullions. The listed tenements still retain many of their original windows and doors. This loss of detail has contributed to a loss of quality of the built form. New development should respect the original character of the Barrow Island and efforts to restore lost character will be supported. Many of the buildings on the Island are of significant scale, and are comparable with the major civic building projects of the 19th Century elsewhere in Barrow in their form and use of materials. The tenement buildings are 4 storeys tall and create a robust frontage to the wide boulevards of Island Road, Ramsden Dock Road and Michaelson Road. The Devonshire Buildings on Michaelson Road stand even taller in parts, due to their basements and turreted corners. It is this sense of scale that gives the area much of its inherent character, and any new development in this location should relate well to its immediate context. Site BIH2 adjoins high density two storey terraced and semi-detached housing and a modern industrial building. Development would be expected to be two storeys in height, with the possibility of some third storeys to corners, particularly towards the north east corner and eastern boundary.



Barrow Island semi and terrace with and without original sash windows and mullions

Materials

- The use of local materials and colours are a key means of reinforcing an area's identity. Integrating local arts and crafts within a development can further add to its distinctiveness and relate to elements such as ironwork, stained glass, brickwork, masonry and paving. Locally sourced traditional materials can also be used in a contemporary way to reinforce a sense of place without creating pastiche.
- Local walling materials include local red brick and St Bees sandstone - a distinctive dark red Permo-Triassic rock with a fine grain, which is prevalent within the Barrow Island Conservation Area. Render is also used in the two storey housing areas and some brick terraces have simply been rendered over entirely, generally to the detriment of their character and appearance.
- Roofing materials include Westmorland Green and Burlington Blue/Grey slate - materials quarried locally. It is not only appropriate for roofing, but can be used widely as cladding, boundary treatment and as paving. The use of such locally sourced quality materials within Barrow Island Housing Area will be expected wherever possible. Other roofs are finished in Welsh Slate with a small number of roofs having been replaced with thinner natural blue slates and concrete tiles.

Movement

- The new Western Dock Access Road is proposed to be formed by an extension of Michaelson Road to serve the existing port and the new Waterfront Business Park. This provides an opportunity to enhance the character and appearance of the Conservation Area and significantly improve amenity levels for a number of the residents of Barrow Island.
- Effective linkage between the communities of Barrow Island and the opportunities and facilities at Marina Village and the Waterfront Business Park is essential. The Barrow Island Footbridge and pedestrian and cycle links, must be effectively connected into the Housing Area.
- Links to the town centre, to schools, shopping, work, and leisure facilities, through walking, cycling and public transport, should be improved.
- Traffic circulation and parking provision within the area should be rationalised to generate space for streetscape enhancements, as part of a package of wider public realm improvements.



Figure 22: Aerial View of Site BIH2 © A

Public Open Space

- The creation of new and enhanced public spaces, grass verges, and where opportunities arise, 'pocket parks', will be sought within the area.
- Public open space provision will also be enhanced by the proposals for the Waterfront Business Park with its reconfigured allotments, pedestrian and cycle routes, landscaped open spaces and waterfront access; to help provide an improved urban living environment for existing residents, and for new and existing workers. In particular, modest areas of public open space are to be provided in the vicinity of Ramsden Dock Road Bridge, at the end of St Andrew's Street and adjoining the waterfront south of Egerton Court. (See proposals for Key Site 6.)
- Cavendish Park Playing Fields off Island Road include a bowling club and rugby pitches, and there are two allotments areas. The Jeff Fullard Allotments are located to the north of Cavendish Park Playing Fields and are proposed to remain. The former ABP allotments are proposed to be partially relocated and upgraded as part of the Waterfront Business Park proposals. These facilities are important in serving the wider community.
- There is an existing children's play facility at Farm Street. The underused facility at Egerton Court is proposed to be closed and the area landscaped.
- There are grassed banks between Ship Street and Schooner Street which are gated and privately owned, although leased back to the Council. These are valuable open green spaces and should be retained, with any works proposed reflecting the historically significant buildings adjacent to them.
- The green spaces along Island Road also provide valuable open space and greenery for Barrow Island and should be retained. There is an opportunity to enhance those to the west of Anchor Road.
- The large car park at Brig Street presents a harsh and uninteresting townscape which would benefit from even modest enhancement and landscaping works.
- Developers within the Waterfront Opportunity Area will, where appropriate, be expected to contribute to the upkeep or improvement of the existing open space and recreational facilities, through contributions in line with Policy BP15.

Streetscape

- A noticeable characteristic of the Barrow Island Housing Area is the wide pavements, which help define the distinctive boulevards in this area. There are street trees located on the wide pavements on Michaelson Road, the presence of which dates back to the construction of the factory buildings and tenement blocks.
- Infrastructure and streetscape improvement works should be carried out in line with Policy BP4: Conservation and Enhancement of the Natural and Built Environment, which requires high quality schemes that respect and enhance the historic character of the area, and in particular the designated Barrow Island Conservation Area.
- The community participation project carried out in 2005 focussed on addressing the issue of environmental improvements. The planning applications for the Waterfront Business Park indicate that enhancement works will be carried out by the County Council to Michaelson and Ramsden Dock Roads as part of a Barrow Island public realm/highway improvement scheme, although this did not form part of the relevant applications and the details were not approved.
- The design of this public realm enhancement scheme should address the identified issues and be informed by the Barrow Island Conservation Area Appraisal.
 - The works should utilise a limited palette of carefully selected materials, including natural materials.
 - Pavements on Michaelson Road should be resurfaced with high quality materials, appropriate in colour and quality to the surrounding buildings.
- The carriageway of Michaelson Road should be surfaced using a red aggregate to match the northern section of the road. This warm colouring lends a texture and softness to the carriageway, appropriate for the character of this historic boulevard.
- Walking routes should be defined and tactile paving for crossing points and quality street furniture such as tree grilles and seating integrated, to create a complete and coordinated streetscape.
- Works to the public realm should retain the historically open character of the boulevards.
- Highway engineering works should respect and reinforce the historic and characteristic street lines.
- Historically, a tramway ran along Michaelson Road from the town centre, and industrial railway tracks ran within the Island area. The central reservations of both Michaelson Road and Ramsden Dock Road still retain the original tracks within a setted surface. The existing tracks and setts must be retained and improvements to the central reservation should highlight these historic features.
- Traffic calming works should generally avoid raised speed tables or speed humps, which would be unacceptable in the Conservation Area. Any raised tables elsewhere should incorporate high quality natural materials such as granite setts.



The limited use of carefully chosen high quality natural materials, simple designs, street trees and elegant street furniture can radically improve the appearance of urban streets, particularly when period details are retained.

Street Furniture, Street Lighting & Highway Signage

- At present, much of the street furniture in the area is of a poor quality and state of repair. New street furniture should be of a consistent, uniform high quality and constructed of appropriate materials to complement the listed buildings and Conservation Area.
- To help create a sense of cohesion across the whole of the Barrow Island Housing area, street and highway signage should be consistent in quality and overall style (both inside and outside the Conservation Area). Signage should be kept to a minimum to avoid street clutter.
- As with the other street furniture, street lighting should be of a consistent style across the whole area, and wherever possible should be incorporated with other elements of street furniture to avoid street clutter.
- Street lighting should correspond to the street hierarchy of the area, with lighting columns that accord to the scale of the roads and the buildings alongside.
- Lighting columns should respond to the pedestrian scale required in this residential area, and must avoid upward light dispersal and spill. As vehicular access to the site also provides through access for industrial and commercial traffic, care should be taken to avoid excess light dispersal in the residential area.
- The high density of the area means that arrangements for bin storage and recycling are more difficult to integrate into the public realm. Bin storage and recycling areas must be adequately screened so that they hold bins securely and so that they do not detract from the wider public realm.



Left, inset fish motif in paving is a subtle but appropriate effect for this coastal location in Whitehaven. Centre, this anchor is a direct reference to the maritime history of this location in Liverpool. Right, quirky signage provides interest and an opportunity for expression, Penrith

Public Art & Anchor Road

- The opportunity exists for more coordination between different elements of street furniture, and for the incorporation of public art into street furniture and signage.
- Art work should generally reflect the prominent industrial and maritime heritage of the area.
- The appropriate inclusion of public art will be sought in line with Policy BP14. Particular emphasis will be placed on the installation of art works along:
 - Michaelson Road,
 - Ramsden Dock Road, and
 - Island Road.
- In addition, arts and craft signage will be supported and encouraged through the Anchor Road shopfront improvement project, with design and manufacturing input from the local community encouraged.
- This scheme, which should be complemented by the high quality public realm works, should include:
 - Repairing or restoring historic shopfronts - a suitable approach where the original shopfront remains in part or can easily be restored and where evidence, for example from old photographs, exists.
 - Insertion of new, but traditionally styled high quality shopfronts appropriate to the age, character and scale of the building.
- Traditional shopfronts can be given a modern twist and can support a range of business and corporate images by the use of colours and signage.

Trees

- There are a number of street trees on Michaelson Road, Island Road and Ramsden Dock Road. The majority of these trees are semi-mature, and whilst there have historically been trees located on Michaelson Road and Ramsden Dock Road since the factory and tenement blocks were constructed, they are universally of a small scale, being usually no more than 5-6 metres in height, with some up to 10 metres.
- Street tree location is at present restricted to the pavements along Michaelson and Ramsden Dock Roads and to the central grassed areas along Island Road, reflecting the location of these road's central historic tramways.
- New tree positioning would need to reflect:
 - The potential wide load requirements of the port area and the BAE facility nearby.
 - The presence of the remains of the historic tramways and associated setts.
 - Parking and local access requirements.
- Due to the heavy salt content of the air and high winds along these wide boulevards at this coastal location, street trees tend to suffer at this location and can be difficult to establish and thrive. To aid the chances of survival against the salt and wind, future tree planting on Michaelson Road should involve careful selection of species that will cope best with the environment.
- Tree grilles must be chosen to be of a consistent quality and be in keeping with other street furniture in this area, especially in the designated Conservation Area. Other planting should also be designed to complement the hard landscaping elsewhere in the public realm. In the Ramsden Dock Road and Michaelson Road area it must be in keeping with the gateway status of this area.

Section 6: Implementation & Monitoring

6.1 Implementing the Area Action Plan

6.1.1 The regeneration of the Port Area is key to achieving the aims of the Sustainable Community Strategy and the Council's Regeneration Strategy. The Area Action Plan will play a full role in achieving a dramatic change in the fortunes of the Area and the wider Borough. The pace at which change occurs will be influenced by the prevailing market conditions, particularly the duration and depth of the current recession, and inevitably there is greater certainty about delivery in the earlier part of the Plan period than in the later part, with some elements of the work having now commenced. With this caveat, the framework attempts to set out how the Area Action Plan's policies and proposals will be delivered, by whom and when. The delivery of the Area Action Plan projects is very much dependent on the required levels of funding being resourced from both the public and private sectors, and the Council will seek to work closely in partnership with both public and private sector interests to achieve the identified Vision and Objectives.

6.1.2 The Area Action Plan contains both area-wide and site specific policies and proposals. The area-wide policies are largely reactive, setting out the approach to be taken when planning applications are received. Area based and site specific policies are more dynamic in nature in that they propose the development and use of particular sites as well as setting the required development standards. Site specific policies are proposed to be implemented in accordance with the programme set out in Table 6.1. The effectiveness of all these policies will be assessed through monitoring.

Project Delivery

6.1.3 Table 6.1 also indicates the proposed delivery agent(s) related to the individual proposals contained within the Area Action Plan. There is a good track record of partnership working between public sector organisations in Barrow; West Lakes Renaissance in particular has had a key role in championing the regeneration of the Area in public sector funding rounds, and in providing technical support for projects.

Funding

6.1.4 The implementation of the Area Action Plan is dependent on public and private sector funding coming forward at the right time. There is considerable private sector interest emerging for the Area, and support for the project at regional, sub regional and local policy levels, is also in place.

6.1.5 Funding has already been made available and committed by the public sector partners, including Barrow Borough Council, Cumbria County Council, and the North West Regional Development Agency through West Lakes Renaissance.

6.1.6 The commitments to date include: ERDF and North West Regional Development Agency funding for land acquisition and infrastructure works at the Waterfront Business Park; North West Regional Development Agency contributions to land acquisition at Marina Village; Barrow Borough Council commitment to contribute its land at Marina Village, Cumbria County Council Land Reclamation Programme funding for works at Cavendish Dock; and North West Regional Development Agency, Barrow Borough Council and Cumbria County Council funding for feasibility and evidence base studies.

6.1.7 Table 6.1 indicates the main source(s) of funding related to individual policies and proposals contained within the Area Action Plan.

Delivery Mechanisms

6.1.8 It is not possible to present a standard model for the delivery of the Key Sites due to timescale, funding, prevailing market conditions and the scale of the project in question.

6.1.9. In respect of 'Marina Village' i.e. the Marina, Marina Service Area, Marina Link, Marina Village Housing (including the commercial and sports and leisure facilities), that part of the Cavendish Dock Trail/Wildlife Attraction along the north west shore of the Dock and the Watersports Centre; these proposals are intended to be delivered through a two stage developer procurement process using a competitive dialogue process. Stage 1 of the process commenced in October 2007 with Expressions of Interest being invited. A shortlist of bidders were then invited to submit Stage 2 bids in February 2008. In March 2009 a preferred developer was selected to refine their proposals, with a view to entering into a formal legal 'development agreement' to deliver the project. West Lakes Renaissance and Barrow Borough Council are to lead on delivery of this project.

6.1.10 Should the 'Marina Village' development ultimately be delivered by more than one party, the Council will be seeking to enter into legal agreements with all land owners and developers to ensure that the development of the site progresses in a co-ordinated manner and that development costs are shared across the site.

6.1.11 In respect of the Barrow Island Footbridge, delivery will be public sector led, with contractors being directly selected to design and deliver the bridge. West Lakes Renaissance are to lead on the commissioning of this project.

6.1.12 The Cavendish Dock Wildlife Attraction and Cavendish Dock Trail will not be delivered as a single project, but as individual elements delivered partly by adjacent developers and with the cooperation of landowners; with other works commissioned and implemented directly by the public sector through Cumbria County Council. As set out in Key Site 3, the delivery of significant elements of this project are well advanced, with work on site likely to start in Spring/Summer 2009.

6.1.13 In respect of 'Ramsden Business Park', the first phase of the Waterfront Business Park, the procurement of a private sector developer commenced in October 2007 and has not proved successful. The infrastructure and land remediation works have already been partly delivered by the public sector (Cumbria County Council and West Lakes Renaissance). It is now proposed that the delivery of the first phase of Ramsden Business Park will be public sector led with contractors being directly selected to design and deliver the first phase of units. The remaining development is proposed to be private sector led, but with the Local Planning Authority ensuring the scheme meets the policy requirements and quality required by the Area Action Plan.

6.1.14 The delivery of Salthouse Housing is anticipated to be led by the private sector. The Barrow Island Housing enhancement proposals will be largely public sector led, with the public realm enhancement works led by Cumbria County Council in consultation with Barrow Borough Council and the local community; whilst the development of Site BIH2 is anticipated to be led by the private sector.

6.1.15 Most of the key projects have been the subject of feasibility studies and financial appraisal, and it is clear that some key projects, especially those in early phases of the process, will require subsidy to ensure that the resultant development is sustainable and in accordance with the Area Action Plan.

6.1.16 Ensuring cooperation between stakeholders and landowners to realise the vision set out in the Area Action Plan will be a key role for the public sector partners and will be fundamental to the successful delivery of the policies of the Area Action Plan.

6.1.17 Where land acquisition needs to take place to meet the aims of the Area Action Plan, the Council will consider the use of compulsory purchase powers. This is not the preferred route, however, and will only be considered if negotiations prove unsuccessful.

Developer Contributions

6.1.18 The Council will seek, and developers will be required to provide, obligations, measures and/or contributions where they are needed to prescribe or control aspects of the development; to ensure that the redevelopment of the area is brought forward in a comprehensive manner so as to deliver the anticipated benefits; to mitigate any impacts of the development, and to bring forward public realm and facilities. It is envisaged that such obligations, measures and contributions will be secured through agreements and undertakings under Section 106 of the Town and Country Planning Act 1990. However, under the Planning Act 2008 the Council may introduce a Community Infrastructure Levy which would seek to mitigate the impact of development and to ensure that development is brought forward in a sustainable way. At the time of the production of this document, the Council is yet to decide whether or not to introduce such a Community Infrastructure Levy, but in the event that it does, it is possible that development in the area covered by this Area Action Plan will be required to pay sums pursuant to the levy.

6.1.19 In addition to the above, developer agreements will include commitments to deliver the relevant proposals in a comprehensive manner, including the identified infrastructure and community benefits, the value of which will be assessed through a detailed financial appraisal which will identify the extent of any gap funding required.

6.2 Targets, Monitoring & Evaluation

6.2.1 The Council have prepared this Area Action Plan for the period to 2021 having had regard to the likely resources available, the likely costs to be incurred and a realistic, if aspirational view of the future.

6.2.2 Upon adoption, the performance of the Plan and the effectiveness of its Policies in delivering the Vision and Objectives, together with the consistency of the Policies with national guidance, will be reviewed through the Annual Monitoring Report (AMR). This is a statutory element of the Local Development Framework which is required to be published in December each year.

6.2.3 Test of soundness ii) as set out in PPS12 requires DPDs to be 'effective' and to be considered effective they must be deliverable, flexible and able to be monitored. Targets and Indicators have therefore been identified for the Plan and these are set out in Table 6.2.

6.2.4 As an Area Action Plan, the policies set out in this document are necessarily site specific and detailed. However, many of the policies have been worded to set the acceptable standards of development which can accommodate changes in the nature of the proposals forthcoming, such as the detailed design and layout of Marina Village; whilst policies relating to specific projects such as infrastructure developments, have been worded to accommodate a number of possible scenarios of how the infrastructure can be acceptably provided, where this is realistic and foreseeable, for example the precise nature of the Marina Link. However, any fundamental changes in circumstances, either through changes to legislation, national and regional policy or resulting from major and unforeseen events in the Borough, may necessitate a formal review of the Area Action Plan.

Table 6.1 Implementation Strategy/Timetable

Policy Ref.	Policy/Proposal	Phasing/Timeframe																Delivery Partners	Funding
		Phase 1			Phase 2				Phase 3				Phase 4						
	LDF Phase	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21			
Infrastructure																			
BP11	Western Dock Access Road																CCC/WLR	NWDA via WLR	
BP11 & BP17 M4	Barrow Island Footbridge																WLR/PR/CCC/ABP	NWDA via WLR/PR/BBC	
Marina Village Opportunity Area																			
BP17 (M1)	Marina and associated facilities																PR/WLR/BBC/ABP	PR/WLR	
BP17 (M2)	Marina Service Area																PR/WLR/BBC/ABP	PR/WLR	
BP17 (M3)	Marina Link																PR/WLR/BBC/ABP	PR/WLR	
BP18	Marina Village Housing inc Athletics Facility																PR/WLR/BBC	PR/ NWDA via WLR/BBC	
BP19 (CD1)	Cavendish Dock Wildlife Attraction																CCC/PR/ABP	LRP/ NWDA/PR	
BP19 (CD2)	Cavendish Dock Environmental Improvement Area																CCC	LRP/ NWDA/PR	
BP20	Barrow Watersports Centre																PR/WLR/BBC	PR/WLR/ BBC	
BP21	Salthouse Housing																PR	PR	
Waterfront Gateway Opportunity Area																			
BP23	Waterfront Business Park																CCC/WLR/PR	NWDA via WLR/ERDF/PR	
BP24 (BIH1 & 3)	Barrow Island Housing Area Improvement																BBC/CCC/WLR	WLR/CCC/PR	
BP24 (BIH2_)	Barrow Island Housing																PR	PR	

Timing

-  Feasibility, site assembly
-  Detailed design & approvals
-  Construction

Partners

- BBC Barrow Borough Council
- WLR West Lakes Renaissance (now known as Barrow Regeneration)
- CCC Cumbria County Council
- ABP Associated British Ports
- PR Private Sector

Funding

- PR Private Sector
- LRP Land Reclamation Programme
- ERDF European Regional Development Fund
- WLR West Lakes Renaissance (now known as Barrow Regeneration)
- NWDA North West Regional Development Agency

Table 6.2 Policies and Related Targets & Indicators and Objectives

AAP Policies	Associated Targets	Indicators
BPSV1 – Strategic Vision for Barrow Port Area	Provision of mixed–use development including: - Barrow Marina including Marina Link & Barrow Island Footbridge Marina Village Housing including athletics and sports facilities Cavendish Dock Wildlife Attraction Watersports Centre Salthouse Housing Waterfront Business Park Barrow Island public realm improvements and new housing.	Completed projects: - Barrow Marina including Marina Link & Barrow Island Footbridge Marina Village Housing including athletics and sports facilities Cavendish Dock Wildlife Attraction Watersports Centre Salthouse Housing Waterfront Business Park Barrow Island public realm improvements and new housing. Borough Rank in Indices of Multiple Deprivation Total Population of the Borough Borough Population aged 15-29 Gross Annual Pay - All Workers Number & % of Incapacity Benefit Claimants Jobs by sector within the Borough, including manufacturing, finance, IT, and other businesses activities and tourism-related (Nomis).
Relevant Objectives: 1, 2, 3, 4, 5 & 7		
BPSV2 – Spatial Strategy for Barrow Port Area Action Plan	Provision of mixed–use development including: - Barrow Marina including Marina Link & Barrow Island Footbridge Marina Village Housing including athletics and sports facilities Cavendish Dock Wildlife Attraction Watersports Centre Salthouse Housing Waterfront Business Park Barrow Island public realm improvements and new housing.	Completed projects: - Barrow Marina including Marina Link & Barrow Island Footbridge Marina Village Housing including athletics and sports facilities Cavendish Dock Wildlife Attraction Watersports Centre Salthouse Housing Waterfront Business Park Barrow Island public realm improvements and new housing. Progress with regard to the implementation of proposals will be monitored against the timescales set out in Table 6.1
Relevant Objectives: 1, 2, 3, 4, 5, 6 & 7		
BP1 – Promoting Comprehensive Development	Provision of mixed–use development including: - Barrow Marina including Marina Link & Barrow Island Footbridge Marina Village Housing including athletics and sports facilities Cavendish Dock Wildlife Attraction Watersports Centre Salthouse Housing Waterfront Business Park Barrow Island public realm improvements and new housing.	Completed projects: - Barrow Marina including Marina Link & Barrow Island Footbridge Marina Village Housing including athletics and sports facilities Cavendish Dock Wildlife Attraction Watersports Centre Salthouse Housing Waterfront Business Park Barrow Island public realm improvements and new housing.
Relevant Objectives: 1, 2, 3, 4, 5, 6 & 7		

AAP Policies	Associated Targets	Indicators
<p>BP2 – Development Quality & Sustainability</p>	<p>Non-residential development with a floor space above 1,000 square metres to have a BREEAM rating of Very Good or better</p> <p>900 new dwellings constructed to Level 3 of the Code for Sustainable Homes by 31 March 2021</p> <p>Appropriate levels parking having regard to: - the standards set out in the Regional Spatial Strategy for non-residential developments; - the standards set out in the saved Supplementary Planning Guidance 'Parking Guidance in Cumbria' for residential developments.</p>	<p>Amount and proportion of non residential floorspace to BREEAM Very Good or better</p> <p>Number and proportion of new dwellings constructed to Level 3 of the Code for Sustainable Homes per annum and per phase in line with Policy BP6</p> <p>Density of completed housing development</p> <p>Number of new and converted dwellings on previously-developed land (Core Indicator H3)</p> <p>Parking spaces per dwelling in the Action Plan Area</p> <p>Building for Life Assessment Score for completed residential development</p>
Relevant Objectives: 3, 4 & 6		
<p>BP3 – Removal of Permitted Development Rights</p>	<p>No specific target has been identified</p>	<p>No specific indicator has been identified.</p>
Relevant Objectives: 3 & 6		
<p>BP4 – Conservation & Enhancement of the Natural & Built Environment</p>	<p>Enhancement and preservation of: Designated Conservation Areas; sites of international, national, and local conservation importance.</p>	<p>Residential vacancy rates in the Borough and in Barrow Island Ward</p> <p>Number of Listed Buildings (Entries) in the Action Plan Area</p> <p>Number of Listed Building demolished in the Action Plan Area</p> <p>Number of Conservation Areas in the Action Plan Area</p> <p>Quality of Sites of Special Scientific Interest - % area attaining PSA targets</p>
Relevant Objectives: 3 4 & 6		
<p>BP5 – Environmental Management</p>	<p>Residential development of 30 units or more to incorporate on site renewable energy equipment to reduce predicted CO² emissions by at least 10%</p> <p>Non-residential development of 1000 m² floorspace or over to incorporate renewable energy equipment to reduce predicted CO² emissions by at least 10%.</p>	<p>Area of derelict and underused land remediated and/or brought into beneficial use. (Ha)</p> <p>Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds (Core Indicator E1)</p> <p>Quality of SSSIs - % area attaining PSA targets</p> <p>Number of homes incorporating on site renewable energy equipment to reduce predicted CO² emissions by at least 10%</p> <p>Amount of non-residential development incorporating renewable energy equipment to reduce predicted CO² emissions by at least 10%.</p>
Relevant Objectives: 6		

AAP Policies	Associated Targets	Indicators
BP6 – Phasing of New Housing	Provision of 925 residential units by 31 March 2021: 193 by 31 March 2013; a further 482 by 31 March 2017; and a further 250 by 31 March 2021.	Net additional dwellings across Borough (Core Indicator H2(a)) Number of completed dwellings within the Action Plan Area per annum and per phase Borough-Wide Affordability Ratios:- Mean Income: Mean House Price Median Income: Median House Price Lower Quartile Income: Lower Quartile House Price House Prices by Ward: Barrow Island Central Roosecote
Relevant Objectives: 2, 3, 4 & 7		
BP7 – Supporting & Relocating Business	To assist in the relocation of businesses from the Area where necessary, to elsewhere in Barrow Borough	No measurable indicator has been identified
Relevant Objectives: 1, 2, 3		
BP8 – Economic Viability of Port Operations	Retention of port related land use	Amount of floorspace developed on port retained land for port-related and non-port related uses.
Relevant Objectives: 1, 2, & 5		
BP9 – Tourism/Leisure Facilities	No specific target is identified in the Policy but its support for appropriate tourism-related industries is to help diversify the local economy is implicit	Amount of completed retail A1, office A2 & B1(a) and leisure D2 development (Core Indicator BD4) Jobs by sector within the Borough, including manufacturing, finance, IT, and other businesses activities and tourism-related (Nomis). Amount of completed floorspace developed for employment uses by type, B1 B2 B8. (Core Indicator BD1) Amount of completed floorspace developed for employment uses by type, which is on previously-developed land. B1 B2 B8. (Core Indicator BD2)
Relevant Objectives: 1, 2, & 3		
BP10 – Retailing Opportunities	Completed Projects:- Provision of new retail units: Independent retail - 4 units with a maximum of 100m ² floorspace each	Amount of completed retail A1, office A2 & B1(a) and leisure D2 development (Core Indicator BD4) Jobs by sector within the Borough, including manufacturing, finance, IT, and other businesses activities and tourism-related (Nomis) Proportion of vacancies of commercial properties within the town centre's main shopping streets of Dalton Road and Portland Walk
Relevant Objectives: 1, 2, 4, 5 & 7		

AAP Policies	Associated Targets	Indicators
BP11 – Improving Connectivity	<p>Improvement to vehicle infrastructure, public transport, pedestrian and cycle access:</p> <p>BP16 Target - Extension to Town Quay by 31 March 2013 Western Dock Access Road BP16 Target - Creation of Marina Link by 31 March 2013 BP16 Target - Barrow Island Footbridge by 31 March 2013 BP16 Target - Cavendish Dock Trail by 31 March 2013 Provision of new pedestrian/cycle route to north of Waterfront Business Park.</p> <p>Improved road safety within the Area with specific emphasis on preventing serious child road casualties: - Reduction in road casualties - No children killed or seriously injured</p>	<p>Completed projects:</p> <p>Extension to Town Quay Western Dock Access Road by 31 March 2010 Creation of Marina Link Barrow Island Footbridge Cavendish Dock Trail Provision of new pedestrian/cycle route to north of Waterfront Business Park</p> <p>Amount of new residential development within 30 minutes public transport, cycling or walking time of key services in Borough and Action Plan Area</p> <p>Road Casualties: overall Road Casualties: people killed or seriously injured Road Casualties: children killed or seriously injured</p>
Relevant Objectives: 1, 2, 3, 4, 5 & 7		
BP12 – Access to Community Facilities	All Port Area population to be within a reasonable distance of a range of community facilities	Amount of new residential development within 30 minutes public transport, cycling or walking time of key services in Borough and Action Plan Area
Relevant Objectives: 5 & 7		
BP13 – Public Realm/Open Space	<p>New public realm including:-</p> <p>New open space at Marina Village New play space provision at Marina Village and Salthouse Extension to Town Quay by 31 March 2013 Relocation and enhancement of allotments Public realm enhancements at Barrow Island</p>	<p>Completed Projects:-</p> <p>Central Park Town Quay extension New play space provision at Marina Village and Salthouse Amount of enhanced allotment provision (Ha) Public realm enhancements at Barrow Island by 31 March 2014</p>
Relevant Objectives: 3, 4, 5 & 7		
BP14 – Promoting the use of Public Art	No specific target has been identified	No specific indicator has been identified
Relevant Objectives: 3 & 4		
BP15 – Developer Contributions	Developer contributions for delivery and maintenance of infrastructure/facilities where appropriate	Number of planning approvals with Obligations or attracting contributions under the Community Infrastructure Levy
Relevant Objectives: 3 & 7		

AAP Policies	Associated Targets	Indicators
<p>BP16 – Marina Village Opportunity Area</p>	<p>Provision of mixed-use development including: -</p> <p>Barrow Marina Marina Link by 31 March 2013 & Barrow Island Footbridge by 31 March 2013 Marina Village Housing including athletics and sports facilities Cavendish Dock Wildlife Attraction by 31 March 2013 Watersports Centre by 31 March 2013 Salthouse Housing</p> <p>With BP6 Target of: 193 dwellings completed by 31 March 2013; a further 482 by 31 March 2017; and a further 250 by 31 March 2021.</p>	<p>Completed projects: -</p> <p>Barrow Marina by 31 March 2014 Marina Link & Barrow Island Footbridge Marina Village Housing including athletics and sports facilities Cavendish Dock Wildlife Attraction Watersports Centre Salthouse Housing</p> <p>Number and % of housing completions in line with Policy BP6</p>
<p>Relevant Objectives: 1, 2, 3, 4, 6 & 7</p>		
<p>BP17 – Barrow Marina</p>	<p>Completed Projects: -</p> <p>Development of first phase of Marina & Marina Service Area by 31 March 2013, Marina Link by 31 March 2013 and Barrow Island Footbridge by 31 March 2013</p>	<p>Completed Projects: -</p> <p>Marina, Marina Service Area, and Marina Link and Barrow Island Footbridge</p> <p>Number of moorings at Barrow Marina</p>
<p>Relevant Objectives: 1 & 4</p>		
<p>BP18 – Marina Village Housing</p>	<p>BP6/18 target: Provision of 650 residential units:</p> <p>115 by 31 March 2013; a further 285 by 31 March 2017; and a further 250 by 31 March 2021.</p> <p>BP18 targets:</p> <ul style="list-style-type: none"> - Provision of athletics facilities and sports pitches - Provision of retail units Independent retail - 4 units with a maximum of 100m² floorspace each - Provision of hotel - Provision of an equipped play area 	<p>Completed projects:</p> <ul style="list-style-type: none"> - Athletics facility and sports pitches - Retail units - Hotel - Equipped play area <p>Number and % of housing completions per annum and per phase in line with Policy BP6</p> <p>Amount of completed retail A1, office A2 & B1(a) and leisure D2 development (Core Indicator BD4)</p> <p>Building for Life Assessment Score for completed residential development</p>
<p>Relevant Objectives: 1, 2, 3, 4 & 7</p>		
<p>BP19 – Land at Cavendish Dock</p>	<p>Development of access, viewing, interpretation, and visitor facilities at Cavendish Dock and environmental enhancement and management measures in place with BP16 target of completion of Cavendish Dock Wildlife Attraction by 31 March 2013</p>	<p>Completed projects: -</p> <p>Cavendish Dock Wildlife Attraction</p> <p>Cavendish Dock Visitor Centre</p>
<p>Relevant Objectives: 4 & 6</p>		

AAP Policies	Associated Targets	Indicators
BP20 – Barrow Watersports Centre	BP16 target of completion of Watersports Centre by 31 March 2013	Completed projects: Watersports Centre
Relevant Objectives: 4 & 7		
BP21 – Salthouse Housing	BP6/21 target: Provision of 250 residential units: 78 by 31 March 2013; and a further 172 by 31 March 2017. Provision of equipped play area	Number and % of housing completions in line with Policy BP6 Completion of equipped play area Number of complaints of odour nuisance from residents Building for Life Assessment Score for completed residential development
Relevant Objectives: 1 & 3		
BP22 – Waterfront Gateway Opportunity Area	Provision of mixed use development including: - Waterfront Business Park Western Dock Access Road Public Realm Enhancement works in accordance with Policy BP24	Completed projects: - Waterfront Business Park Western Dock Access Road by 31 March 2010 Barrow Island Housing public realm improvements and new housing by 31 March 2014 Jobs by sector within the Borough, including manufacturing, finance, IT, and other businesses activities and tourism-related (Nomis). Amount of completed floorspace developed for employment uses by type; B1 B2 B8 (Core Indicator BD1) Amount of completed floorspace developed for employment uses by type, which is on previously-developed land; B1 B2 B8 (Core Indicator BD2)
Relevant Objectives: 1 2 & 3		
BP23 – Waterfront Business Park	Development of Waterfront Business Park Non-residential development to have a BREEAM rating of Very Good or better Provision of 3.55 ha of enhanced allotments	Completed projects: - Waterfront Business Park 3.55 hectares of allotments completed Jobs by sector within the Borough, including manufacturing, finance, IT, and other businesses activities and tourism-related (Nomis). Amount of completed floorspace developed for employment uses by type; B1 B2 B8 (Core Indicator BD1) Amount of completed floorspace developed for employment uses by type, which is on previously-developed land; B1 B2 B8 (Core

AAP Policies	Associated Targets	Indicators
		Indicator BD2) Amount and proportion of non-residential development with a BREEAM rating of Very Good or better
Relevant Objectives: 1, 2 & 3		
BP24 – Barrow Island Housing	BP6/24 Target: Provision of 25 residential units by 31 March 2017 in line with BP6 Public Realm Enhancement works in accordance with Policy BP24 Establishment of shopfront improvement scheme	Completed projects: - Barrow Island Housing public realm improvements BIH1 by 31 March 2014 Number and % of housing completions in line with Policy BP6 at site BIH2. Building for Life Assessment Score for completed residential development Vacancy Rates within the Action Plan area Number of shopfront improvement grants offered, accepted and paid
Relevant Objectives: 1 & 7		

Appendices

Appendix 1: Glossary & Abbreviations

Affordable Housing

PPS3 defines affordable housing as including “social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should:

- Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices.
- Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.”

AA Appropriate Assessment

An Appropriate Assessment falls under the EU Habitats Directive (92/43/EEC) and is conducted by or on behalf of a Local Authority if a plan or project is likely to individually or cumulatively impact on a site protected for nature conservation under European legislation. Where significant negative effects are identified, alternative options should be examined to avoid any potentially damaging effects. The AA process is required for all Regional Spatial Strategies, Development Plan Documents, and Supplementary Planning Documents that may impact on a designated European site.

BAE Systems

BAE Systems is one of the World’s biggest defence contractors and aerospace manufacturers. Much of the BAE estate in Barrow has been in use for shipbuilding and armaments since the 19th Century, particularly the old sheds on Michaelson Road. The Barrow Shipbuilding Company as it was then known was purchased by Vickers in 1897, before eventually becoming part of the British Aerospace organisation. BAE Systems was formed in 1999 from the merger of British Aerospace and Marconi Electronic Systems.

Biodiversity

The whole variety of life encompassing all genetic, species and ecosystem variations.

BREEAM

The Building Research Establishment’s Environmental Assessment Method is widely acknowledged by the United Kingdom’s construction and property industry as the standard measure of best practice in environmental design and practice. It involves the assessment of a wide range of environmental issues, which developers and designers are advised to consider at the earliest opportunity. Credits are awarded in relation to a building’s performance, resulting in the overall rating of the building. There are BREEAM rating systems for most building types, and the building is rated on a scale of ‘Pass’, ‘Good’, ‘Very Good’, and ‘Excellent’

Brownfield Land

Annex B of PPS 3 states: ‘Previously-developed land is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.’

The definition includes defence buildings, but excludes:

- Land that is or has been occupied by agricultural or forestry buildings.
- Land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures.
- Land in built-up areas such as parks, recreation grounds and allotments, which, although it may feature paths, pavilions and other buildings, has not been previously developed.
- Land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time (to the extent that it can reasonably be considered as part of the natural surroundings).

There is no presumption that previously developed land (brownfield) is necessarily suitable for housing or that the whole curtilage should be developed.

CABE Commission for Architecture and the Built Environment

The government’s advisor on architecture, urban design and public space. CABE is a statutory body established in 1999, sponsored by the Department for Culture, Media and Sport but also funded by Communities and Local Government.

Contaminated Land

Defined in The Environment Protection Act Part IIA, Section 78A(2) as 'any land which appears to the local authority in whose area it is situated to be in such a condition, by reason of substances in, on or under the land, that:

- a) significant harm is being caused or there is a significant possibility of such harm being caused, or;
- b) pollution of controlled waters is being, or is likely to be, caused.'

Conservation Areas

Areas designated by the local planning authority which are considered of special architectural or historic interest, the character of which it is desirable to preserve or enhance.

DCLG or CLG Department for Communities and Local Government

'Communities and Local Government' sets policy on local government, housing, urban regeneration, planning and fire and rescue. It has responsibility for all race equality and community cohesion related issues in England and for building regulations, fire safety and some housing issues in England and Wales. The rest its work applies only to England.

Density

Density can be defined as the floorspace of a building, or another unit of measure in relation to a given area of land. High density is a term applied to development that makes a more efficient use of the land, whilst low density would provide less development over a specific area.

'Net dwelling density' is defined in PPS3 as calculated by only including site areas that will be developed for housing and directly associated uses, including site access roads, private garden spaces, car parking areas, incidental open spaces and landscaping and children's play areas, where provided.

Development Plan

As set out in Section 38(6) of the Act, an authority's development plan will consist of the relevant Regional Spatial Strategy and the Development Plan Documents contained within its Local Development Framework. In the transitional period it also includes the saved policies of the Structure and Local Plan.

DPD Development Plan Document

These set out the Council's policies for new development in the District and have the status of being part of the 'development plan' under the Act. Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. This Area Action Plan is a Development Plan Document

Green Infrastructure

Green infrastructure is a term used to describe a network of multi-functional open spaces, including formal parks, gardens, woodlands, green corridors, waterways, street trees and open countryside.

HMR Housing Market Renewal

Housing Market Renewal is a Government initiative aimed at improving housing in the United Kingdom through the allocation for funds for improvements, additions and replacements to housing areas. There are 9 HMR 'Pathfinder' areas around the Country, and Barrow does not fall into any of them. In 2005 the ODPM (now DCLG) made available resources to the North West Regional Housing Board to tackle issues outside of the region's Housing Market Renewal Pathfinder areas. Furness and West Cumbria was allocated as an enhanced priority for market renewal.

Listed Buildings

The Secretary of State for Culture, Media and Sport is responsible for compiling the statutory list of buildings of special architectural or historic interest. English Heritage provides expert advice on which buildings meet the criteria for listing, and administer the process. Buildings are graded to indicate their relative importance.

LDD Local Development Documents

The collective term for Development Plan Documents, Supplementary Planning Documents and the Statement of Community Involvement.

LDF Local Development Framework

The LDF is a portfolio of LDDs which will provide the local authority's planning policies for meeting the community's economic, environmental and social aims for the future of their area.

LDS Local Development Scheme

The LDS sets out the programme for preparing the LDDs.

LTP Local Transport Plan

A 5-year strategy prepared by the local highway authority for the development of local, integrated transport, supported by a programme of transport improvements. It is used to bid to Government for funding transport improvements.

PPG Planning Policy Guidance

Government statements of national planning policy, gradually being superseded by Planning Policy Statements.

PPS Planning Policy Statement

Government statements of national planning policy, being phased in to supersede Planning Policy Guidance notes.

Ramsar Sites

Designated by the UK Government under the Ramsar Convention to protect wetlands that are of international importance, particularly as waterfowl habitats. All Ramsar sites are also SSSIs.

RES Regional Economic Strategy

The North West Regional Development Agency (NWDA) has a responsibility to develop the Regional Economic Strategy on behalf of the region and ensure that the region's and the NWDA's priorities are based on a strong evidence base. Regional Economic Strategy sets out a twenty-year economic strategy, together with the specific actions required in the next three years. It sets a framework for regional, as well as sub-regional and local action. The current RES was launched in March 2006.

RPG Regional Planning Guidance

Regional Planning Policy Guidance was issued for each region in England by the Secretary of State. The RPG for the North West became the Regional Spatial Strategy by virtue of the provisions of the Planning and Compulsory Purchase Act 2004 and has now been replaced by a revised RSS.

RSS Regional Spatial Strategy

The RSS, incorporating a regional transport strategy, provides a spatial framework to inform the preparation of local development documents, local transport plans and regional and sub regional strategies and programmes that have a bearing on land use activities. The current RSS was adopted on 30 September 2008.

SSSI Sites of Special Scientific Interest

A site notified under the Wildlife and Countryside Act (1981) and designated by Natural England as being of special value for nature conservation or geological or physiographic interest and represents the best examples of the nation's heritage of wildlife habitats, geological features and landforms.

SAC Special Area of Conservation

Designated by the UK Government under the European Community Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora. SACs are designated to protect internationally important natural habitats and species listed in Annex 1 and 2 of the Directive. All SACs are SSSIs and, in combination with special protection areas (SPA), these sites contribute to the Natura 2000 network.

SPA Special Protection Area

Areas designated by the UK Government under the European Community Directive on the Conservation of Wild Birds to safeguard the habitats of birds, particularly migrating species. All SPAs are also SSSIs. In combination with special areas of conservation (SAC), these sites contribute to the Natura 2000 network.

SCI Statement of Community Involvement

A document explaining to stakeholders and the community, how and when they will be involved in the preparation of the LDF and the development control system and the steps that will be taken to facilitate this involvement.

SEA Strategic Environmental Assessment

A term used to describe a formal assessment of the environmental impacts of the certain policies, plans and programmes under the European Directive (2001/42/EC)

SPD Supplementary Planning Documents

These elaborate upon the policy and proposals in DPDs but do not have their status. They are however, material considerations in the determination of applications. These are now replacing SPGs.

SPG Supplementary Planning Guidance

These guidance documents elaborate upon the policy and proposals in Local Plans but do not have their status. They are however, material considerations in the determination of applications. They are being replaced gradually by SPDs

SA Sustainability Appraisal

Assessment of the social, economic and environmental impacts of the policies and proposals contained within the LDF.

The Act

The Planning and Compulsory Purchase Act 2004.

Use Classes

The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories. A 'Use Class' is a grouping together of similar land uses. For example, shops are grouped as class A1, restaurants and cafés as A3, hotels as C1. In many cases involving similar types of use, a change of use of a building or land does not need planning permission. Planning permission is not normally needed when both the present and proposed uses fall within the same 'class', or if the Town and Country Planning (General Permitted Development) Order 1995 (as amended) says that a change of class is permitted to another specified class.

Appendix 2: List of Background Documents

National planning guidance

- PPG's, PPS's, Circulars & other Government Guidance

See Department for Communities and Local Government website:

<http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance>

Regional planning guidance

- The North West of England Plan: Regional Spatial Strategy to 2021 (Adopted September 2008)

See documents at North West Regional Assembly website – Regional Planning Guidance – Regional Planning <http://rpg.nwra.gov.uk/planning/spatial.php>

County Planning Documents

- Cumbria and Lake District Joint Structure Plan 2001-2016 (Adopted April 2006) – some policies remain saved, others have been cancelled.

See Cumbria County Council's structure plan website Planning Cumbria: Your Guide to the Structure Plan: www.planningcumbria.org

Borough Planning Documents

- Barrow-in-Furness Borough Council Local Plan Review 1996-2006
- Barrow-in-Furness Borough Council Local Plan Review 1996-2006 – Housing Chapter Alteration (2006)
- Parking Guidelines in Cumbria 1997 (Supplementary Planning Guidance)
- Barrow-in-Furness Local Development Framework:
 - Local Development Scheme: March 2005, June 2006 & August 2007
 - Annual Monitoring Report 2007/8: December 2008
 - Statement of Community Involvement: July 2007
- Sustainability Appraisal Scoping Report. White Young Green for Barrow Borough Council (January 2006)
- Sustainability Report of the Barrow Port Area Action Plan. White Young Green for Barrow Borough Council (July 2007)
- Addendum to the Sustainability Report. Barrow Port Area Action Plan. White Young Green for Barrow Borough Council (April 2009)
- Barrow Port Area Action Plan (Proposed Submission Document) Appropriate Assessment. Royal Haskoning for West Lakes Renaissance and Barrow Borough Council. 30 April 2009

See further information on the Council's website at: www.barrowbc.gov.uk/Planning/Planning_Policy

Other Barrow Borough Council Documents

- The Community Plan. Barrow-in-Furness Borough Council. 2005 (Now Superseded)
- A Sustainable Community Strategy for Barrow and Furness. Barrow-in-Furness Borough Council. October 2008
- Barrow-in-Furness Peninsula Task Force Action Plan. Final Report. Genecon for Barrow Borough Council and others. February 2008
- Urban Capacity Study. White Young Green for Barrow Borough Council. (2007)
- Retail Capacity Study. White Young Green for Barrow Borough Council. (2006)
- Furness and West Cumbria Housing Renewal Prospectus. DTZ Peda Consulting for Barrow-in-Furness Borough Council and Others. November 2005
- Barrow-in-Furness Housing Needs Study 2006. Northern Housing Consortium Ltd for Barrow Borough Council
- Barrow Strategic Housing Market Assessment. Northern Housing Consortium Ltd for Barrow Borough Council. (Forthcoming)
- Barrow Island Conservation Area Appraisal. Gillespies for Barrow Borough Council (2007)
- Barrow-in-Furness Port Art & Landscape Strategy Final Report. Gillespies for Barrow-in-Furness Borough Council and West Lakes Renaissance. March 2006

- Barrow Marina Village Final Masterplan Report. Gillespies with Donaldsons, Mott McDonald and Hope London Morris for Barrow-in-Furness Borough Council and West Lakes Renaissance. March 2006
- Strategic Flood Risk Assessment - Phase 1. ABP MER for Barrow Borough Council 2005
- Strategic Flood Risk Assessment - Phase 2. ABP MER for Barrow Borough Council 2006
- Barrow Sport and Physical Activity Strategy 2006-2011. Barrow Borough Council and Others 2006
- Barrow Borough Council Executive Committee Report - Provision of Play Areas. 21 May 2008

Other Documents

- Port of Barrow Land Quality Assessment. Associated British Ports (June 2002)
- North West Ports Economic Trends & Land Use Study. North West Regional Development Agency. October 2005.
- Barrow Port Master Plan. White Young Green for Cumbria County Council. 2004
- Port of Barrow Redevelopment Public Consultation Survey. Resource Marketing for West Lakes Renaissance. December 2003
- A Plan for Developing Cumbria Cruise Ship Terminals. Genecon for Cumbria Tourist Board and Cumbria Inward Investment Agency. August 2005
- West Lakes Renaissance. Barrow Cruise Terminal Concept Design - Summary Presentation Drawings. Royal Haskoning for West Lakes Renaissance. 9 Feb 2006
- The Reception of Large Cruise Vessels in Barrow-in-Furness. Study Report. Draft. Marin for ABP November 2006
- Marina Link - Port of Barrow, Economic Appraisal. Final Draft. Genecon for West Lakes Renaissance. May 2006 [Includes: Assessment of the Marina Village Development of Barrow in Furness. Donaldsons LLP with Genecon & Gillespies (September 2005)]
- A Strategy for Tourism in England's Northwest 2003-2010. North West Regional Development Agency. 2007
- Northwest Regional Economic Strategy. North West Regional Development Agency. 2006
- The Tourism Strategy for Cumbria 2008-2018. Cumbria Tourism 2008
- Destination Cumbria. Growth Marketing Strategy for Cumbria 2008-2012. Cumbria Tourism 2008
- Cruise Marketing Development – Marketing Objective, Strategy & Tactics 2007/08 to 2009/10. Cumbria Tourism. May 2007
- Barrow Port Water Sports Development Feasibility Study and Development Proposals. Capita Symonds for West Lakes Renaissance
- Proposed Watersports Centre, Waterfront Marina Village, Barrow-in-Furness, Developer's Brief. Capita Symonds for West Lakes Renaissance. January 2008
- Proposed Athletics Complex Facilities, Waterfront Marina Village Barrow-in-Furness, Developer's Brief. Capita Symonds for West Lakes Renaissance January 2008
- Athletics Facilities Planning and Delivery 2007-2012. UK Athletics
- The Waterfront, Barrow: Pedestrian Bridge Option and Operating Study. White Young Green for West Lakes Renaissance. March 2007
- Barrow Island Public Participation Project - Revision 1 Capita Symonds for Cumbria County Council. June 2005
- Cumbria Biodiversity Action Plan. Cumbria Biodiversity Partnership. April 2001
- Cavendish Dock Feasibility Study. Capita Symonds for Cumbria County Council August 2005
- Northwest Regional Economic Strategy. North West Regional Development Agency. 2006
- Cumbria Sub-Regional Spatial Strategy 2008 to 2028. Cumbria Strategic Partnership 2008
- Cumbria Housing Strategy 2006/2011 by Cumbria Sub-Regional Housing Group. Adopted October 2006
- Egerton Court, Barrow-in-Furness: PPG15 Building Study Summary Report. White Young Green with Gillespies and Donaldsons, for West Lakes Renaissance. August 2007
- Cumbria Local Transport Plan 2006-2012. Cumbria County Council. April 2006
- Barrow Marina Traffic & Transportation Advice, Result of Junction Assessment based on Improved Barrow Saturn Model, Updated Modelling (August 2006). Mott McDonald
- Regional Strategic Housing Market Assessment. North West Regional Assembly. September 2008
- Strategic Management Group: Memorandum of Understanding for the Development of land at Barrow Port (July 2004)

Appendix 3: Relationship to Other Plans and Strategies

Area Action Plan Objectives (Section 3.2)	North West of England Plan: The Regional Spatial Strategy (RSS)	Cumbria and Lake District National Park Joint Structure Plan (saved policies)	Sustainable Community Strategy 2008 (SCS)	Area Action Plan (AAP) response to these other Plans
<p>1 - The Council will work with its partners to ensure that the Area is developed as the primary comprehensive mixed-use regeneration project for Barrow</p>	<p>Policy RDF1 –Spatial Priorities identifies Barrow as a fourth priority settlement for growth, with investment encouraged in the town to address regeneration and worklessness. Emphasis should also be on housing market renewal and restructuring, and development should be focused in and around the centre of the town.</p> <p>Policy RDF3 - The Coast identifies the need to diversify the maritime economy and enable regeneration associated with former docks and other adjacent industrial areas.</p> <p>Policy CNL2 – Sub-area Development Priorities for Cumbria identifies Furness as a Regeneration Priority Area within which development should be concentrated in Barrow to facilitate diversification of the local economy, and enable development and regeneration opportunities to be brought forward. Efforts should be made to exploit specialist marine engineering skills and opportunities and to develop the area's potential for tourism.</p> <p>Policy DP1 – Spatial Principles promotes sustainable communities, economic development and environmental quality.</p>	<p>Policy ST5: New Development and key service centres outside the Lake District National Park New development will be focused on the 'key service centres' with a supply of new housing, employment land a high level of transport accessibility and high speed communication technology. Barrow is identified as a key service centre and 'regional town' for 'major development' and 'regeneration'.</p>	<p>Priorities: The Furness Partnership are committed to delivering: 1) more and better jobs for local people; 2) improved health and life expectancy; 3) a more attractive place to live; 4) higher quality housing choices; 5) reduced crime and the fear of crime; 6) ensuring young people have the start in life they deserve; 7) better education for people at all levels; and 8) extra help for those areas in the greatest need.</p>	<p>This AAP builds on the position set out in the RSS that Barrow will be a focus for new development in the Cumbria and North Lancashire sub-region along with Carlisle, Workington/Whitehaven and Lancaster.</p> <p>The scale and quality of the development proposed in the AAP complements the status of Barrow as a key regional town and will contribute significantly to fulfilling the regeneration aims of regional policy and the SCS. The AAP Strategic Vision (BPSV1), Spatial Strategy (BPSV2) and Policy BP1, will promote a high quality, sustainable and comprehensive mixed use development.</p> <p>Conclusion The Area Action Plan objectives and policies are considered to be in general conformity with the RSS, consistent with the key themes and priorities of the SCS and reflect also the saved Structure Plan and the non-statutory Cumbria Sub Regional Spatial Strategy.</p>

Area Action Plan Objectives (Section 3.2)	North West of England Plan: The Regional Spatial Strategy (RSS)	Cumbria and Lake District National Park Joint Structure Plan (saved policies)	Sustainable Community Strategy 2008 (SCS)	Area Action Plan (AAP) response to these other Plans
	<p>Policy L4 – Regional Housing Provision and Table 7.1 and the supporting text identify the targets for new housing provision to support housing market restructuring and regeneration, and an ambitious 80% target for residential development on brownfield land.</p>			
<p>2 - Fostering economic diversification and creating a more sustainable economy</p>	<p>The Vision of the RSS includes support for sustainable development, reduced social, economic and environmental disparities and the improvement of the economy in Cumbria.</p> <p>Policy DP1 - Spatial Principles sets out how plans and strategies should promote sustainable economic development.</p> <p>Policy DP3 - Promote Sustainable Economic Development supports and promotes improved productivity and sustainable economic growth that closes region's the gap with other parts of the UK and reduces economic, environmental, educational, health and other social inequalities between parts of the region .</p> <p>Policy CNL2 – Sub-area Development Priorities for Cumbria identifies Furness as a Regeneration Priority Area and encourages plans and strategies to concentrate development in Barrow to facilitate diversification of the local economy, and enable development and regeneration opportunities to be</p>	<p>Policies to encourage economic initiatives to improve Cumbria's economic performance include:</p> <p>Policy EM14: Development of employment land for other purposes which identifies the need to evaluate the potential of employment sites and premises for non-employment or mixed uses where they are likely to remain unsuitable for employment purposes. The supporting text states these uses within urban areas could include housing or mixed uses, particularly on previously developed land.</p> <p>Port related employment land provision is set out in</p>	<p>Priority 1 – Providing more and better jobs for local people The Partnership will work with the private and public sector to create and safeguard jobs, and to make sure that local people have the skills and expertise to access jobs created.</p> <p>Key aims:</p> <ul style="list-style-type: none"> • Increase levels of employment in Barrow through strategies to create new jobs; • Improve the employability of local people; particularly in the areas of greatest need; • Support new and existing local businesses; and encourage the use of local skills and expertise wherever possible. Develop and promote Barrow Borough as a leisure destination, so that it is recognized by people from outside the area as an attractive and interesting place to visit and stay. • Encourage inwards business 	<p>The Area Action Plan has at its heart the need to provide a comprehensive, sustainable and mixed use development of the area. The redevelopment of previously developed sites and the promotion of new and the protection of existing and traditional employment, is a part of the vision and objectives. The Action Plan seeks to optimise the use of its port and waterway assets for the widest possible regeneration benefits.</p> <p>New economic opportunities are provided through the allocation of Waterfront Business Park as a regionally significant employment site (BP SV2 & BP23), and through the creation of a range of tourism opportunities (BP9). The plan also recognises the importance of existing jobs and seeks to safeguard these through re-location as necessary (BP7). These opportunities are designed to be accessible to the widest population (BP11).</p> <p>The port and the BAE Systems are the major economic drivers in the</p>

Area Action Plan Objectives (Section 3.2)	North West of England Plan: The Regional Spatial Strategy (RSS)	Cumbria and Lake District National Park Joint Structure Plan (saved policies)	Sustainable Community Strategy 2008 (SCS)	Area Action Plan (AAP) response to these other Plans
	<p>brought forward. Efforts should be made to exploit specialist marine engineering skills and opportunities and to develop the areas potential for tourism.</p> <p>Policy RT6 – Ports and Waterways states that the region will optimise the use of its port and waterway assets for trade and leisure, whilst at the same time protecting the environment and the integrity of their biodiversity, and that land for future operational requirements needs to be protected.</p> <p>Policy W1 - Strengthening the Regional Economy requires the promotion of opportunities for economic development and realizing the opportunities to regenerate the economy of the Furness peninsula in Barrow.</p> <p>Policy W2 – Locations for Regionally Significant Economic Development identifies Barrow as a location for regionally significant economic development within its urban area.</p>	<p>Policy EM13: Employment Land Provision in which LDFs will ensure sufficient supply of land for employment purposes. If land still remains available after a five year period it will count towards the following period where there are no other opportunities to bring forward alternative sites and the test identifies that this is of particular importance in relation to port related land in Barrow where no other opportunities to bring forward alternative sites exist.</p>	<p>investment in Barrow by improving the Borough's transport and technology based communication links, so that the Borough may realise its potential as a location for investment, growth and prosperity.</p>	<p>Port Area and the protection of port operational land and existing operational requirements is set out in Policy BP8.</p> <p>Conclusion The Area Action Plan objectives and policies are considered to be in general conformity with the RSS, consistent with the key themes and priorities of the SCS, and reflect also the saved Structure Plan and the non-statutory Cumbria Sub Regional Spatial Strategy.</p>
<p>3 - Redressing local, regional and national image perceptions</p>	<p>The Vision of the RSS includes support for sustainable development, reduced social, economic and environmental disparities, and the improvement of the economy in Cumbria.</p> <p>Policy DP3 - Promote Sustainable Economic Development supports and promotes improved productivity</p>		<p>Priority 1 Providing more and better jobs for local people</p> <p>A key aim is to ensure that Barrow is recognised by people from outside the area as an attractive and interesting place to visit and stay.</p>	<p>The plan will radically alter the image of Barrow through the redevelopment of brownfield land, and the creation of new high quality development that reflects the significance of the coastal location and the scope of the opportunity.</p> <p>The strategic vision and spatial</p>

Area Action Plan Objectives (Section 3.2)	North West of England Plan: The Regional Spatial Strategy (RSS)	Cumbria and Lake District National Park Joint Structure Plan (saved policies)	Sustainable Community Strategy 2008 (SCS)	Area Action Plan (AAP) response to these other Plans
	<p>and sustainable economic growth that closes the region's gap with other parts of the UK and reduces economic, environmental, educational, health and other social inequalities between parts of the region.</p>		<p>Priority 2 – Improving health and life expectancy The vision is of a healthy life for all, including equal access to active recreation and the key aims include support for the development of new and enhanced sports and leisure facilities.</p> <p>Priority 3 – Delivering a more attractive place to live A quality living environment is vital to attracting people to live and work in Barrow.</p> <p>Key aims include;</p> <ul style="list-style-type: none"> • Promote a new identity for Barrow Borough, within the region and beyond. • Promote the sustainable regeneration of the Borough's built environment. • Encourage high quality design and the use of high-quality, sustainable materials in all developments. • Raise the profile of the Borough to enhance tourism and encourage inwards investment. <p>Priority 4 -Delivering higher quality housing choices A choice of good quality housing, appropriate to local needs and aspirations, is vital to encouraging inward</p>	<p>strategy (BPSV1, BPSV2) seek to strengthen, revive and redevelop the area as a sustainable working, living and leisure location. By securing comprehensive redevelopment (BP1) across a range of sites (BP16-25) a critical mass will be achieved that will fundamentally redress perceptions and reduce deprivation and inequality.</p> <p>In addition, the plan will seek to make more of the protected marine environment of the Area as a unique selling point, by promoting access and interpretation (BP9, BP11, and BP19) and ensuring its effective conservation and management (BP4 and BP5).</p> <p>Similarly, the Plan will seek to preserve and enhance the two Conservation Areas (BP4).</p> <p>The plan also seeks to enhance the image of the Area through targeted investment in public art (BP14) and new public realm/open space (BP13).</p> <p>Conclusion The Area Action Plan objectives and policies are considered to be in general conformity with the RSS, consistent with the key themes and priorities of the SCS, and reflect also the saved Structure Plan and the non-statutory Cumbria Sub Regional Spatial Strategy. The comprehensive</p>

Area Action Plan Objectives (Section 3.2)	North West of England Plan: The Regional Spatial Strategy (RSS)	Cumbria and Lake District National Park Joint Structure Plan (saved policies)	Sustainable Community Strategy 2008 (SCS)	Area Action Plan (AAP) response to these other Plans
			<p>investment and attracting and retaining a high quality workforce.</p> <p>Key aims:</p> <ul style="list-style-type: none"> • Ensure the sustainability of Barrow's housing market, through housing market renewal and regeneration activities. • Improve the quality and choice of accommodation available, including providing for people with special needs. <p>Priority 5 - Delivering reduced crime and fear of crime</p> <p>Key aims:</p> <ul style="list-style-type: none"> • Reduce rates of violent crime, burglary, drug related crime, anti-social behaviour, and youth crime and disorder, • Reduce fear of crime, as measured by an annual survey into the attitudes of local people. • Reduce the number of road, home, and leisure accidents in the Borough. 	<p>mixed-use regeneration of the Area represents perhaps a once in a lifetime opportunity to attract significant new investment and wealth to Barrow.</p>
<p>4 -To develop and encourage leisure/tourism and embrace coastal renaissance</p>	<p>Policy DP1 - Spatial Principles sets out how plans and strategies should make the best use of existing resources and infrastructure.</p> <p>Policy RDF3 – The Coast states that plans and strategies should enhance the economic importance of the coast and the regeneration of coastal</p>	<p>Policy EM16: Tourism New tourism facilities will be directed towards key service centres and locations that enable the economic and physical regeneration of an area where they bring benefit to the</p>	<p>Priority 1 – Providing more and better jobs for local people</p> <p>Key aims include the development and promotion of Barrow Borough as a leisure destination, so that it is recognised by people from outside the area as an</p>	<p>The strategy for the Area has coastal renaissance at its heart. The Strategic Vision and spatial strategy (BP SV1 and BP SV2) and Policy BP1 seek to create a sustainable waterfront location through a comprehensive mixed use response to living, working, leisure and visiting.</p>

Area Action Plan Objectives (Section 3.2)	North West of England Plan: The Regional Spatial Strategy (RSS)	Cumbria and Lake District National Park Joint Structure Plan (saved policies)	Sustainable Community Strategy 2008 (SCS)	Area Action Plan (AAP) response to these other Plans
	<p>communities. This includes support for regeneration based around opportunities for sustainable growth in coastal tourism and recreation, opportunities associated with reuse of developed coast and former docks, and the diversification of economic activity in coastal communities and rural coastal areas.</p> <p>Policy W6 – Tourism and the Visitor Economy states that plans and strategies should seek to deliver improved economic growth and quality of life through sustainable tourism activity in the North West, including wherever possible, tourism development close to the National Parks thus spreading the economic benefits of tourism.</p> <p>Policy EM3 - Green Infrastructure and EM4 –Regional Parks support the delivery of new and improved multi-functional green infrastructure and Regional Parks, and identify Morecambe Bay and the North West Coastal Trail as potential projects (both of which are likely to include parts of Barrow Borough).</p> <p>Policies L1 - Heath, Sport, Recreation, Culture and Education Services Provision supports the development of new and enhanced accessible sport and recreational facilities.</p>	<p>local community.</p> <p>The supporting text explains that the Regional Economic Strategy stresses that tourism development can aid the regeneration of West Cumbria and Furness and that Key Service Centres provide excellent and accessible locations for new tourism facilities.</p>	<p>attractive and interesting place to visit and stay.</p>	<p>The Community Strategy recognises that leisure and tourism development offers a clear potential to create new jobs within Barrow and the RSS recognises the leisure and tourism opportunities offered by the Port, the coastal location and the area’s maritime heritage.</p> <p>The RSS also supports the delivery of Regional Parks and identifies Morecambe Bay and the North West Coastal Trail as potential projects, both of which are likely to include parts of the Borough and aims to support the development of new and enhanced sports and leisure facilities and promote the benefits of a healthy diet and regular exercise. There are direct and tangible benefits to health, longevity and quality of life from this approach and the Area represents an important opportunity to accommodate new provision of benefit to the widest population.</p> <p>The Plan seeks to maximise the potential role for leisure and tourism in the Area by promoting a range of new facilities (BP9, BP17, BP18, BP19 and BP20) that maximise the benefits of the natural and man-made elements of the coastal location. This is carefully balanced against the recognised importance of protecting both the economic future of the operational port (BP8) and the natural assets of the coast (BP4, BP5 and BP9).</p>

Area Action Plan Objectives (Section 3.2)	North West of England Plan: The Regional Spatial Strategy (RSS)	Cumbria and Lake District National Park Joint Structure Plan (saved policies)	Sustainable Community Strategy 2008 (SCS)	Area Action Plan (AAP) response to these other Plans
				<p>In addition, the approach recognises the importance of Barrow as a potential coastal gateway to the sub-region and seeks to promote this through new development and design (BP22 and BP23).</p> <p>Conclusion The Area Action Plan objectives and policies are considered to be in general conformity with the RSS, consistent with the key themes and priorities of the SCS, and reflect also the saved Structure Plan and the non-statutory Cumbria Sub Regional Spatial Strategy.</p>
<p>5 - Improving accessibility and managing travel demand</p>	<p>Policy DP1 - Spatial Principles sets out how plans and strategies should manage travel demand, reduce the need to travel and increase accessibility.</p> <p>Policy RT2 – Managing Travel Demand seeks to ensure that major new developments are located where there is good access to public transport backed by effective provision for pedestrians and cyclists to minimise the need to travel by private car.</p> <p>Policy RT9 - Walking and Cycling sets out how plans and strategies should support high quality integrated provision for pedestrians and cyclists which can contribute towards the achievement of wider regional objectives, including enhancing</p>	<p>Policy T30: Transport Assessments This policy sets out the requirement for Transport Assessments for development proposals in accordance with national guidance. They are used to ensure that due consideration is given to the accessibility of sites proposed by all modes of transport.</p> <p>Policy T31: Travel Plans These apply to significant developments over certain thresholds</p>	<p>Priority 1 – Provide more and better jobs for local people A key aim is to improve transport and technology links to enable Barrow to realise its potential as a location for investment, growth and prosperity.</p> <p>Priority 8 – Help for those areas in greatest need seeks to ensure a joined up approach at the local level to deliver meaningful change in areas of the Borough in the greatest need.</p> <p>Priority 6 - Ensuring our young people have the start in life they deserve</p>	<p>The AAP includes policies on improving connectivity and access to community facilities (BP11 and BP12).</p> <p>The Plan seeks to ensure that the benefits of regeneration are felt as widely as possible, not only through improved transport links, but also by providing direct benefits to local communities. The Plan seeks to promote a sustainable response to accessibility both within the Area and in ensuring wider connectivity including access from the sea in a holistic transport response (BP11).</p> <p>In helping to creating a sustainable community in the Area and promoting sustainable development, the Plan also requires access for residents to a</p>

Area Action Plan Objectives (Section 3.2)	North West of England Plan: The Regional Spatial Strategy (RSS)	Cumbria and Lake District National Park Joint Structure Plan (saved policies)	Sustainable Community Strategy 2008 (SCS)	Area Action Plan (AAP) response to these other Plans
	accessibility for all to a range of facilities and improving community health	including employment development in excess of 2500m ² and are aimed at reducing traffic growth.	Key aims include living a healthy lifestyle, being safe from harm and neglect, achieving economic wellbeing, being involved in the community and developing skills for adulthood.	range of community facilities in line with sustainable principles (BP12). Conclusion The Area Action Plan objectives and policies are considered to be in general conformity with the RSS, consistent with the key themes and priorities of the SCS, and reflect also the saved Structure Plan and the non-statutory Cumbria Sub Regional Spatial Strategy.
6 - Prudently using, and ensuring protection and enhancement of the natural & built environment	<p>Policy DP1 - Spatial Principles sets out how plans and strategies should make the best use of existing resources and infrastructure.</p> <p>Policy RDF3 – The Coast seeks protection and enhancement of the region’s coastal landscapes and seascapes and undeveloped coast.</p> <p>Policy EM1 – Integrated Enhancement and Protection of the Region’s Environmental Assets states that plans, strategies, proposals and schemes should deliver an integrated approach to conserving and enhancing the landscape, natural environment, historic environment and woodlands of the region.</p> <p>Policy EM3 – Green Infrastructure supports the delivery of new and improved multi-functional green infrastructure, with a key aim of maintaining and improving biodiversity.</p>	<p>Structure Plan Policies covering enhancement and protection of the natural environment include:</p> <p>Policy E35: Areas and Features of nature conservation interests other than those of national and international conservation importance which states that these resources require careful management, and where possible, measures secured to enable their enhancement</p> <p>Policy E37: Landscape character, proposals will be assessed in relation to</p>	<p>Priority 3 – Delivering a more attractive place to live Key aims include;</p> <ul style="list-style-type: none"> • Promote the sustainable regeneration of the Borough’s built environment. • Encourage high quality design and the use of high-quality, sustainable materials in all developments. <p>The Furness Partnership also recognises that the protection and enhancement of the landscape and natural environment will contribute to achieving the vision for the future of Barrow.</p>	<p>The protection and enhancement of the built and natural assets of the Area is an important part of the Plan proposals. The significant natural and built assets of the area are specifically addressed in terms of both development and management (BP4 and BP5). In addition, the enhancement of these assets through the comprehensive regeneration approach being adopted is set out in the Strategic Vision (BP SV1) and in relation to specific sites (BP16 to BP24).</p> <p>As well as seeking to protect and enhance the existing assets, the Plan is providing an approach that will ensure that sustainable practices are integral to new development (BP2 and BP5). Given the coastal location and the fact that much of the land is reclaimed, that plan also responds directly to the issue of flood risk (BP5).</p>

Area Action Plan Objectives (Section 3.2)	North West of England Plan: The Regional Spatial Strategy (RSS)	Cumbria and Lake District National Park Joint Structure Plan (saved policies)	Sustainable Community Strategy 2008 (SCS)	Area Action Plan (AAP) response to these other Plans
	<p>Policy EM6 – Managing the North West’s Coastline states that plans and strategies should take a strategic and integrated approach to the long term management of flood and coastal erosion risk.</p> <p>Policy DP4 - Make the Best Use of Existing Resources and Infrastructure sets out a sequential approach to sites and prioritises developments which build on existing concentrations of activities and infrastructure where consistent with the sub-regional spatial frameworks of RDF1 - which encourages investment in Barrow to address regeneration.</p> <p>Policy DP7 - Promote Environmental Quality seeks to maintain and enhance biodiversity and to protect and enhance the historic environment whilst maximising opportunities for the regeneration of derelict or dilapidated areas.</p> <p>Policy DP9 – Reduce Emissions and Adapt to Climate Change requires plans and strategies to contribute to reducing CO² and greenhouse gas emissions through the location, design and management of development.</p>	<p>criteria including the character of the built and natural environment.</p> <p>Policy E38: Historic environment and reaffirms national policy and the importance of preserving and enhancing conservation areas and the character and setting of listed buildings.</p>		<p>Conclusion The Area Action Plan objectives and policies are considered to be in general conformity with the RSS, consistent with the key themes and priorities of the SCS, and reflect also the saved Structure Plan and the non-statutory Cumbria Sub Regional Spatial Strategy.</p>
<p>7 - Facilitating social inclusion and the creation of a sustainable community</p>	<p>Policy DP1 - Spatial Principles sets out how plans and strategies should promote suitable communities.</p> <p>Policy DP2 - Promote Sustainable Communities supports and defines</p>		<p>Priority 4 – Delivering higher quality housing choices Furness Partnership will support transformational activity to ensure that the</p>	<p>Through its policies and proposals the Plan seeks the creation of a sustainable community within the Area, and also to contribute to a more sustainable Barrow. The Plan seeks to fundamentally address identified</p>

Area Action Plan Objectives (Section 3.2)	North West of England Plan: The Regional Spatial Strategy (RSS)	Cumbria and Lake District National Park Joint Structure Plan (saved policies)	Sustainable Community Strategy 2008 (SCS)	Area Action Plan (AAP) response to these other Plans
	<p>sustainable communities in line with the UK Sustainable Development Strategy 2005. The delivery of sustainable communities is a key aim throughout the RSS.</p>		<p>housing market remains sustainable, and that the quality of the housing stock is improved.</p> <p>Key aims:</p> <ul style="list-style-type: none"> • Ensure the sustainability of Barrow's housing market, through housing market renewal and regeneration activities. • Improve the quality and choice of accommodation available, including providing for people with special needs. 	<p>housing issues through improvements to existing areas (BP24) and by adding to the range and quality of housing available in Barrow (BP18, BP21 and BP24).</p> <p>The mixed use response will ensure that the Plan directly affects the quality of people's lives. New leisure and recreational opportunities will improve the health of residents and provide a much needed attraction for younger and older people (BP9, BP17, BP18, BP19, and BP20). The population will also be well connected to new assets and community facilities (BP11, BP12), and the regeneration of the area will provide new employment opportunities through the development of key sites, in particular (BP8, and BP23) and improve the image of the area, thus generating further investment.</p> <p>Conclusion The Area Action Plan objectives and the policies are considered to be in conformity with the RSS, consistent with the key themes and priorities of the SCS and reflect also the saved Structure Plan and Sub Regional Spatial Strategy.</p>

Appendix 4: List of Superseded Policies

The Barrow in Furness Borough Council Local Plan Review 1996-2006 (the Local Plan) was adopted in August 2001. Following the introduction of the Planning and Compulsory Purchase Act 2004 (the Act), the policies in the Local Plan were automatically saved for a three year period from the commencement of the Act. In order to ensure that the existing policies did not expire before they were replaced or revoked, a Direction to save the majority of the Local Plan policies indefinitely was made by the Secretary of State in September 2007.

The Barrow in Furness Borough Council Local Plan Review 1996-2006 Housing Chapter Alteration 2006 (the Housing Chapter Alteration) was adopted in June 2006 and was automatically saved under the provisions of the Act until June 2009. A Direction to further save all but one of these policies for an indefinite period was made by the Secretary of state on 3 February 2009.

One of the policies contained within the saved Local Plan is superseded by a policy contained within the Barrow Port Area Action Plan (Action Plan) and this is therefore cancelled and no longer forms part of the Development Plan.

Some Local Plan Policies are partially superseded by the AAP, although they will remain part of the development plan. Since the AAP is a more recent development plan than the Local Plan, the relevant AAP policies will take precedence, including in the determination of planning applications. The AAP, therefore, supersedes all Local Plan allocations within the AAP area, with the exception of the 'Groundwater Protection Area Relating to Major Aquifer' and these will no longer be shown on the Proposals Map. An up to date list of the status of all saved policies is set out in the Council's Annual Monitoring Report.

Barrow in Furness Borough Council Local Plan Review 1996-2006 Policies:	Housing Chapter Alteration 2006 Policies:	Replaced by Barrow Port Area Action Plan Policies:	Notes
A15		BP8	

**Director of Regeneration & Community
Services
Barrow-in-Furness Borough Council
Town Hall
Duke Street
Barrow-in-Furness
Cumbria LA14 2LD**

