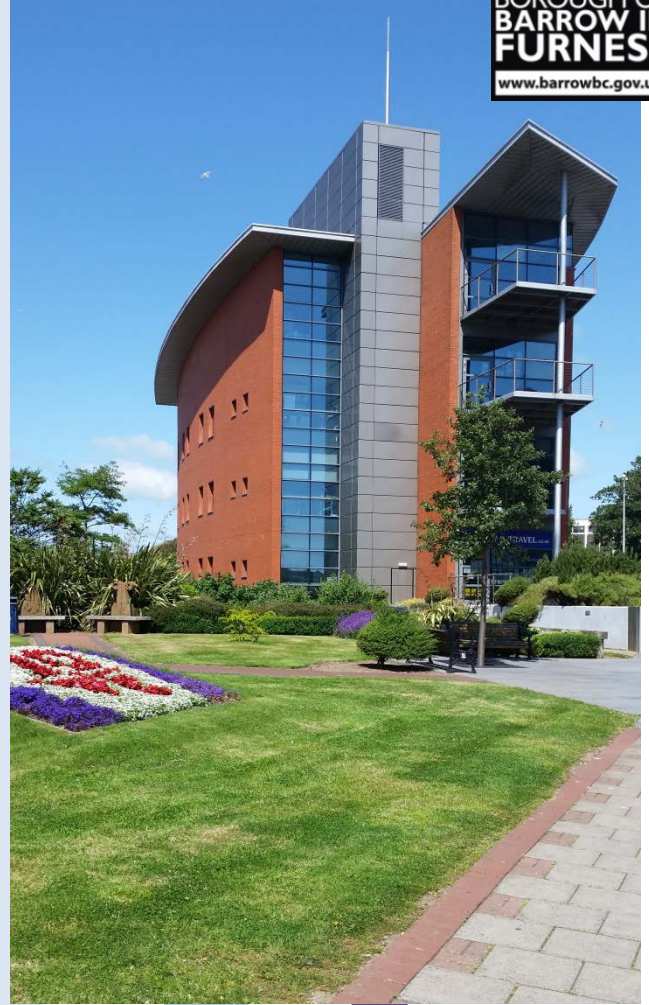
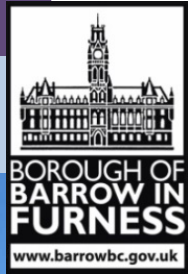


Employment Land Review



**Updated
November 2017**



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EXECUTIVE SUMMARY

1. Barrow Borough Council is producing a new Local Plan that will guide development in the Borough to 2031. The main purpose of the Employment Land Review is to provide a robust and credible evidence base of the demand and supply of land for employment which in turn will inform the production of the Local Plan.

Economic Overview – Cumbria and Barrow

2. The Travel to Work Area (TTWA) is a Tier 2 Assisted Area and is largely self-contained, although there are important links to neighbouring Copeland Borough outside of the TTWA. Cumbria's biggest sector by a considerable margin is manufacturing, and this is concentrated in the Furness area including major companies such as BAE Systems and GlaxoSmithKline that specialise in advanced manufacturing.
3. Between 2005 and 2015, Cumbria had an overall growth rate of 51.1% in GVA, which is significantly higher than the national growth rate of 34.2% over the same period. Much of this growth was driven by West Cumbria (Allerdale, Barrow and Copeland), where manufacturing performance has been particularly strong due to the stability of major manufacturing operations. Younger businesses in Cumbria were more likely to report increased levels of investment during 2015/16 than more established businesses. However, the likelihood of experiencing turnover growth increases with business size.
4. The highest proportion of employees in the Borough are employed in the manufacturing sector although this is set to change after 2023 when 'government services' is set to be the sector with the most employees. Employee projections show that employment is relatively weak in other sectors such as 'financial and business services' and 'information and communications', therefore highlighting the lack of diversity in the local economy.
5. A total of 292 companies were formed in Barrow in 2014, and this total is 3.9% lower than in 2013 and compares poorly to the UK figure of a 10% growth compared to the previous year. There is opportunity to foster a more entrepreneurial spirit in the area and to facilitate the start-up of new businesses, including modern facilitated business space.
6. The proportion of residents who are economically inactive in Barrow is higher than the Cumbria, North West and national rates. The proportion of job seekers claimants is higher in the Borough than the regional and national average, and significantly higher than the Cumbria average. The proportion of residents in Barrow qualified with NVQ4 or above is significantly lower than the regional and national averages. 14% of businesses with employees in Cumbria identify skills gaps in their business or organisation. This proportion increases to 24% of those with 25 or more employees. These factors emphasise the need for opportunities for training and skills along with a diversity of job opportunities.

Strategic Planning Context

7. The Strategic Economic Plan (Four Pronged Attack) sets out the Cumbria LEP's strategic economic priorities and drivers for Cumbria. The Plan is designed to attract growth funding for specific projects that will deliver maximum returns to UK plc. Manufacturing has a significant concentration on the Furness peninsula. This includes the investment of £525m at Barrow Shipyard in connection with the Dreadnought submarine programme, which is expected to generate £4 billion of GVA for Barrow and £7 billion for the rest of the UK. 'Advanced Manufacturing Growth' is a strategic priority in the Plan.
8. A Local Enterprise Zone will be established at Waterfront Business Park. This will be a key site for new development, in particular supply chain growth and advanced manufacturing in connection with major investment programmes. BAE Systems has been secured as the anchor tenant, and their Strategic Bulk Store is now complete. Cumbria Infrastructure Fund and Local Growth Funding is being used to undertake ground works and servicing for the next phase of development on a further 12ha of land. Infrastructure is also being provided to service new housing at Marina Village. A Local Development Order will be prepared to facilitate development at the Local Enterprise Zone.
9. The Strategic Economic Plan states that there is a need to ensure greater certainty in securing and delivering key investment programmes. The LEP is supporting large manufacturers in Cumbria by seeking ways to secure and support their continued operation in the County, and where possible, their expansion. In Barrow, the Plan has been successful in facilitating an Advanced Technology Training Centre at Furness College and site preparation works at the proposed Local Enterprise Zone. It has also secured infrastructure improvements at the Marina Village site.
10. Economic inactivity rates in Cumbria are above average and there are currently issues around attracting and retaining graduates and people with higher level skills. This needs to be addressed through providing more and better jobs for local people, which includes retaining and expanding existing businesses; attracting new and diversified businesses; and encouraging a greater entrepreneurial spirit.
11. The Cumbria Skills Investment Plan highlights the skills gap issue in the County and sets out targets for improvements. It also sets a county-wide employment rate target of at least 78%. The Furness Economic Delivery Plan's key priority is to home grow the skills base and attract the talent required to underpin and support the growth that will take place. There is a need to remove barriers to accessing employment, create new jobs and retain existing ones and encourage new business start-up and inward investment.
12. There is a need to create a more diversified economy and to remove barriers to business start up, empowering local residents to start successful new enterprises. The Cumbria Business Plan states that the LEP will ensure that businesses, and in particular the small and medium-sized enterprises (SMEs), are inspired and supported to achieve their potential. Fundamental to business competitiveness and growth in Cumbria is

provision of the appropriate communications, road and rail infrastructure to support current and future needs. This is a critical issue emphasised in a number of plans and strategies.

13. The National Cradle for Advanced Manufacturing document states that for Furness to be able to meet the demands that new investment will place on it, the area's housing stock needs significant improvement and expansion. The Marina Village site will be a key site to deliver such housing.

Drivers of Change and Employment Land Requirements

14. The GVA wealth of the Furness area is driven by advanced manufacturing. BAE Systems in Barrow is the TTWA's largest employer and work has started on a new generation of Dreadnought ballistic submarines. The programme will deliver £4.2bn of additional GVA into Barrow by 2037 and is expected to create 2,000 new jobs. The programme is expected to generate supply chain growth, and a Local Growth Zone is being proposed at the nearby Waterfront Business Park which will be key to facilitating such growth.
15. In 2012, GSK announced that its £350m biopharmaceutical project would locate at Ulverston. However, in 2017 GSK announced that it is pulling out of its planned investment and as a result the future of the site is now uncertain. The Cumbria LEP has stated that it will work with GSK to help safeguard the existing jobs of its Ulverston workforce.
16. A nuclear power plant is proposed at Moorside near Sellafield, by NuGen. National Grid is required to connect the new power station along with other energy projects into the electricity transmission network. This will present opportunities to deliver high value jobs and supply chains, although the project is currently delayed due to financial issues with Toshiba, who own NuGen.
17. The nuclear sector in West Cumbria provides employment and opportunities in Barrow with between 300 and 500 people currently travelling to work in Sellafield each day from Barrow and Furness, with many more employed in companies transporting nuclear waste from the plant via Barrow Port. A nuclear technology innovation gateway is planned for West Cumbria, which will be an innovation and support centre for the nuclear industry.
18. The Furness area is the landfall for processing East Irish Sea gas. Centrica, Stag Energy and Hoegh are all developing major schemes. Furness College provides specialist training for Centrica, and the college is also working with Centrica to develop an on-site facility for apprentices. These projects could create further supply chain opportunities.
19. The construction of the operations and maintenance base to support the Walney Extension wind farm could take place at Waterfront Business Park, and there could be opportunities for supply chain firms to be involved in the construction phase of the wind

farm. The Community Benefit Fund will provide opportunities to support training and education initiatives to equip people for working in the industry.

20. The Association of British Port's (ABP) land holdings at the Port of Barrow was significantly reduced as part of the sale of port land in 2006 to facilitate the regeneration proposals set out in the Barrow Port AAP. However, the demand for land at the port has significantly increased, particularly where there is direct access to the Walney Channel.
21. The LEP are leading on proposals for infrastructure improvements in Cumbria to support economic objectives. The Cumbria Infrastructure Plan and the West of M6 Strategic Connectivity Study both identify priority schemes for investment, and Strategic Outline Business Cases are currently being prepared for the A590 and A595/A66. The Cumbria Infrastructure Plan also includes schemes for rail improvements. The delivery of the proposals would support the major investment that is taking place in Furness.

Local Property Market

22. The relative isolation and access constraints of Barrow have meant that the area is considered as a secondary development and investment location by the majority of the private sector property industry. Consequently, the public sector has led the role in meeting employment demand over the last 25 years. There is no evidence to suggest that the characteristics of the commercial property market will significantly change in the near future.
23. The demand for employment land and premises in Barrow is diverse. The principal demand comes from multinational and national businesses already present in the Furness area; other such companies seeking to take advantage of areas with Assisted Area status, which are seeking to grow, rationalise or modernise; and companies seeking to service exploitation of energy and natural resources.
24. The focus for business development since the 1980s has been at Furness Business Park in Barrow. This is now almost built-out, therefore there is a need for alternative sites. The Waterfront Business Park has been identified as the priority for employment development over the Local Plan period.
25. Development has already taken place at Waterfront Business Park, notably BAE Systems' Strategic Bulk Store / Logistics Facility and development in connection with the offshore windfarms. Further development in connection with energy projects is expected, and the Waterfront Business Park along with the identified Energy Uses Opportunity Area will be key locations for such development.
26. In terms of enquiries to the FEDF, there is consistent demand for small office suites in the size 50-150 sq m with on site parking outside of the congested streets of the town centres. The majority of office space available on the market (May 2017) is for smaller floorspace. However, with the exception of the managed Business Centres, little of the available office accommodation could be described as being appropriate for the needs of employers in the growth and technology sectors that the Council is seeking to attract to the town. Overall, there is a lack of choice in employment land and premises in the

Borough, including for new businesses that have successfully started-up and are seeking to expand.

27. There is an identified demand for additional managed business space. Demand normally emerges from companies once the facilities have been created and opened for business, rather than through a substantial number of pre-lets having been secured before a facility is completed. New modern facilitated business space would encourage contractors, particularly corporate and blue chip companies and manufacturers, to the area, as well as providing space for businesses that are starting-up.
28. The major projects / investment that is taking place in Furness, particularly in relation to defence and energy, present opportunities for supply chain growth. There has been a pattern of one or more large industrial developments occurring in the TTWA every decade since the late 1940s. With Furness Business Park effectively built-out, the Waterfront Business Park will be the main location for business development over the plan period. Waterfront Business Park, and particularly the Local Enterprise Zone within the Business Park, provides opportunities for supply chain growth and the creation of jobs in advanced manufacturing in connection with the major investment taking place.

Employment Land Forecasts

29. Four methodologies have been used to forecast the amount of employment land is required over the Plan period. The first two are the “Job-Growth Based Forecast” and the “Labour Supply Forecast.” These use economic forecast data when calculating the employment land requirement for the Plan period, as recommended in government planning guidance in the NPPG.
30. The “Job-Growth Forecast” is considered to be the preferable of the two options. Investment is taking place to increase the number of skilled employees in the area, and it therefore assumed that the jobs forecast in Option 1 could potentially be filled. On the other hand, the Labour Supply Forecast figure used in Option 2 would result in a negative employment requirement over the Plan period.
31. The third option was based upon historic land take-up. This option is not recommended to be taken forward as it assumes that the future will be the same as the past. It is also considered that a projection based on past trends should be from over a longer period, in particular to reflect the long term changes in employment at BAE Systems. This option also doesn't take account of economic forecast data as recommended in the NPPG.
32. In consideration of the three options, it was decided that a fourth methodology would be developed based upon Option 1. This is to take account of additional factors that will affect growth in the Borough over the Plan period, namely the identification of the Local Enterprise Zone as a ‘buffer site’. This results in a total employment land requirement of **19.4 ha**.

Assessment of Potential Employment Sites

33. The Borough needs a balanced portfolio of land that maximises the economic potential of the area within an uncertain economic climate. Sites have been considered for employment uses using a number of different sources. The Local Plan should be careful not to limit the choice of good quality sites that are available, whilst ensuring that the priority for business development over the Plan period is Waterfront Business Park.
34. The current Local Plan (2010) allocates 28.1 ha of employment land. As of 31st March 2017, 16.1 ha of these allocations have yet to be developed. The Barrow Port AAP allocates 24.5 ha of employment land at Waterfront Business Park, with 18.5 ha yet to be developed. All these allocations have been included in the site assessments for the forthcoming Local Plan. Six additional sites have also been identified for assessment.
35. Of all the assessed sites, ten have been considered appropriate for employment development. The five Opportunity Areas have also been assessed and these have been considered suitable for some employment development.
36. Between 2009/10 and 2015/16 the distribution of net employment completions in the Borough was 92% in Barrow and 8% in Dalton. Projecting this distribution throughout the Plan period would result in 17.8 ha of employment development in Barrow and 1.6 ha of employment development in Dalton. It is considered appropriate that employment development is concentrated in Barrow, particularly due to the location of the port and existing large manufacturing activities, along with access to the sea. A comparatively modest amount of development is considered appropriate at Dalton. Two sites have been identified for allocation: EMR11 Ulverston Road, 0.4 ha; and EMR12 Land at Billings Road, 1.4 ha. All of the proposed employment allocations are shown in Table 1 below.

Table 1: Suitable Employment Sites

Site	Area Remaining	Role
EMR1 Remaining Part of Furness Business Park, Barrow	0.4 ha	Represents the only significant part of Furness Business Park yet to be developed.
EMR3 Waterfront Business Park	18.5 ha	With Furness Business Park effectively built out, this site should represent the next strategic phase of business development over the Plan period.
EMR5 Land East of Park Road, Barrow	7.0 ha	Sowerby Woods Business Park is now fully developed. An extension to the business park would allow existing businesses to expand if required. There has been previous interest in an established employer on the business park to

Site	Area Remaining	Role
		expand.
EMR6 Land West of Robert McBride, Park Road, Barrow	6.4 ha	Development has taken place to the North of the site at the rear of Gyrodata's existing unit. The site is also considered to be important for any potential future expansion of the Robert McBride factory complex.
EMR7 Land South of Kimberley Clark, Park Road, Barrow	4.9 ha	High quality greenfield site which should be considered favourable for employment development. Could potentially be used for any potential future expansion of Kimberley Clark.
EMR8 Land West of County Park Industrial Estate, Park Road, Barrow	1.5 ha	High quality greenfield site which should be considered favourable for employment development. Two industrial units have already been developed at the South of the site.
EMR11 Ulverston Road, Dalton	0.4 ha	This is a small site adjacent to Crooklands Business Park on a gateway into Dalton, and should be considered favourable for employment development.
EMR12 Land at Billings Road, Dalton	1.4 ha	High quality brownfield site that forms an extension to the existing Long Lane Industrial Estate, and should be considered favourable for employment development.
EMR13 Former Training Centre, NorthScale	0.5 ha	This is small brownfield site on Walney, where there is limited industrial land. The site should be considered favourable for employment development.
EMR15 Land opposite Phoenix Court, Barrow	0.5 ha	This is a small brownfield site within Furness Business Park and should be considered favourable for employment development.
Total	41.5 ha	

Recommendations

37. In accordance with the findings of this study, the key recommendations are summarised as follows:

- The Waterfront Business Park is promoted as the Borough's Strategic Employment Opportunity Area.

- It is proposed that a minimum of 19.4 ha of employment land should be planned for over the Plan period.
 - Employment development should continue to be concentrated in the town of Barrow, with modest growth at Dalton.
 - The Local Plan should adopt the flexible approach of including a criteria based policy to manage new employment development in the Borough, in addition to allocating the specific sites in the Local Plan, in order to allow maximum flexibility whilst ensuring development is sustainable.
 - The Local Plan should allocate for development the ten sites identified in this Study, collectively providing 41.5 ha of land for development for employment uses. This is significantly greater than the 19.4 ha required over the Plan period, in order to allow for flexibility to allow for a choice of sites over the Plan period.
 - There is demand for managed business space in the Borough. Opportunities should be taken to identify land and / or buildings that are suitable for high quality, modern, managed business space. The forthcoming Central Barrow Masterplan will provide an opportunity to identify development possibilities and to promote such development within Barrow town centre.
 - The Council supports proposals for accessible, high quality educational facilities that improve higher level skills and qualifications. This will contribute towards “home-growing” the skills base and attracting the workforce that is required to underpin and support growth that is expected to take place.
 - There is greater scope for new independent studios in the Borough that are available for rent for short periods. The forthcoming Central Barrow Masterplan will provide an opportunity to identify development possibilities.
 - It is recommended that the Local Plan includes a strategy to improve the choice and quality of the housing market to meet the needs of industries and to attract the highly skilled workers that the Borough requires. It is also recommended that the Local Plan be supportive of proposals that improve external transport links.
38. This study should be reviewed and monitored regularly and the study as a whole should be refreshed every five years to provide an up to date assessment of employment land requirements in the Borough.

1.0 Introduction

- 1.1 Barrow Borough Council is producing a new Local Plan that will guide development in the Borough to 2031. The main purpose of the Employment Land Review is to provide a robust and credible evidence base of the demand and supply of land for employment which in turn will inform the production of the Local Plan.

This document updates and replaces the Employment Land Review July 2016 and the Employment Land Review – Addendum May 2017.

- 1.2 The Study comprises seven main elements:

- Economic overview of Cumbria and Barrow, identifying some of the key economic trends of the local area and the sub-region.
- The strategic planning context, which highlights specific economic issues in Barrow and Cumbria and identifies the key priorities of the Council, the Cumbria Local Enterprise Partnership (LEP) and other organisations along with the major interventions that are planned or are taking place.
- Drivers of change and employment land requirements, summarising the current characteristics of the Travel to Work Area's (TTWA's) major employment sectors along with anticipated future plans and their potential impacts.
- Local property market, identifying the demand for employment land and premises in the TTWA.
- Employment land forecasts, identifying the recommended employment land requirement that should be planned for over the Plan period.
- Assessment of potential employment sites for their suitability for employment uses.
- Recommendations on suitable employment sites and local policy, taking account of the overall findings of the study.

- 1.3 The Study has taken account of national policy and guidance as set out in the National Planning Policy Framework and the National Planning Practice Guidance. The key principles are summarised below.

National Strategy and Guidance

National Planning Policy Framework (CLG, 2012)

- 1.4 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It sets out a presumption in favour of sustainable development, which has three dimensions: economic, social and environmental. In terms of the economic dimension, the NPPF states that the planning system has a role in...

"...contributing to building a strong and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to

support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure.” (Paragraph 7)

1.5 This relates to the social and environmental roles of the planning system, including supporting strong, vibrant and healthy communities; and protecting and enhancing the natural, built and historic environment.

1.6 One of the core planning principles of the NPPF is that planning should...

“proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving places that the country needs” (Paragraph 17).

It then states that every effort should be made to objectively identify and then meet the business needs of an area, and respond positively to wider opportunities for growth. It adds that plans should take account of market signals and set a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities.

1.7 The NPPF sets out the government’s commitment to securing economic growth and ensuring that the planning system does everything it can to support sustainable economic growth. Paragraph 21 states:

“Investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing. In drawing up Local Plans, local planning authorities should:

- *Set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth;*
- *Set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the Plan period;*
- *Support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances;*
- *Plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries;*
- *Identify priority areas for economic regeneration, infrastructure provision and environmental enhancement; and*

- *Facilitate flexible working practices such as the integration of residential and commercial uses within the same unit.”*

1.8 Paragraph 22 states:

“Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.”

1.9 Although the Borough is predominantly urban in nature, there are also rural areas that need to be considered. Paragraph 28 of the NPPF states that...

“...planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development.”

Paragraph 23 states that to ensure the vitality of town centres, local planning authorities should...

“allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres.”

To inform the Local Plan, paragraphs 160 of the NPPF states:

“Local planning authorities should have a clear understanding of business needs within the economic markets operating in and across their area. To achieve this, they should:

- *Work together with county and neighbouring authorities and with Local Enterprise Partnerships to prepare and maintain a robust evidence base to understand both existing business needs and likely changes in the market; and*
- *Work closely with the business community to understand their changing needs and identify and address barriers to investment, including a lack of housing, infrastructure or viability.”*

1.10 Paragraph 161 states:

“Local planning authorities should use this evidence base to assess:

- *The needs for land or floorspace for economic development, including both the quantitative and qualitative needs for all foreseeable types of economic activity over the Plan period, including for retail and leisure development;*

- *The existing and future supply of land available for economic development and its sufficiency and suitability to meet the identified needs. Reviews of land available for economic development should be undertaken at the same time as, or combined with, Strategic Housing Land Availability Assessments and should include a reappraisal of the suitability of previously allocated land;*
- *The role and function of town centres and the relationship between them, including any trends in the performance of centres;*
- *The capacity of existing centres to accommodate new town centre development;*
- *Locations of deprivation which may benefit from planned remedial action; and*
- *The needs of the food production industry and any barriers to investment that planning can resolve.”*

1.11 The Council's regeneration ambitions will be aided by the production of proactive delivery tools such as the Central Barrow Masterplan and site specific development briefs.

National Planning Practice Guidance (CLG, 2014)

1.12 The National Planning Practice Guidance (NPPG) is a web-based resource that brings together planning practice guidance for England, replacing many previous national planning guidance documents. It includes the recommended methodology for assessing economic development needs, as set out in the “Housing and Economic Development Needs Assessment” section.

1.13 Paragraph 2 of the above section states:

“The primary objective of identifying need is to:

- *Identify the future quantity of land or floorspace required for economic development uses including both the quantitative and qualitative needs for new development; and*
- *Provide a breakdown of that analysis in terms of quality and location, and to provide an indication of gaps in current land supply.”*

1.14 Paragraphs 3 & 4 state that...

“assessing development needs should be proportionate and does not require local councils to consider purely hypothetical future scenarios, only future scenarios that could be reasonably expected to occur.” (Paragraph 3)

“plan makers should not apply constraints to the overall assessment of need, such as limitations imposed by the supply of land for new development, historic under performance, viability, infrastructure or environmental constraints.” (Paragraph 4)

- 1.15 Paragraph 5 strongly recommends the use of the standard methodology for assessing needs, as set out in the guidance, as this will ensure that the assessment findings are transparently prepared. It states that local planning authorities may consider departing from the methodology, but they should explain why their particular local circumstances have led them to adopt a different approach where this is the case.
- 1.16 As part of the duty to cooperate, paragraph 7-9 state that local planning authorities should work together with other local authorities in the functional economic market area, as needs often cross administrative boundaries. These needs should be assessed in relation to the relevant functional economic area, or area of trade drawn in relation to main town centre uses. Authorities are advised to draw on numerous sources for their information.
- 1.17 Paragraph 30 sets out the considerations for plan makers when undertaking an assessment of economic development needs:

“In understanding the current market in relation to economic and main town centre uses, plan makers should liaise closely with the business community to understand their current and potential future requirements. Plan makers should also consider:

- *The recent pattern of employment land supply and loss to other uses (based on extant planning permissions and planning applications). This can be generated through a simple assessment of employment land by sub-areas and market segment, where there are distinct property market areas within authorities.*
- *Market intelligence (from local data and discussions with developers and property agents, recent surveys of business needs or engagement with business and economic forums).*
- *Market signals, such as levels and changes in rental values, and differentials between land values in different uses.*
- *Public information on employment land and premises required.*
- *Information held by other public sector bodies and utilities in relation to infrastructure constraints.*
- *The existing stock of employment land. This will indicate the demand for and supply of employment land and determine the likely business needs and future market requirements (though it is important to recognise that existing stock may not reflect the future needs of business). Recent statistics on take-up of sites should be consulted at this stage, along with other primary and secondary data*

sources to gain an understanding of the spatial implications of ‘revealed demand’ for employment land.

- *The locational and premises requirements of particular types of business.*
- *Identification of oversupply and evidence of market failure (e.g. physical or ownership constraints that prevent the employment site being used effectively, which could be evidenced by unfulfilled requirements from business, yet developers are not prepared to build premises at the prevailing market rents)."*

Study Area

1.18 The study area for this assessment is Barrow Borough, although consideration has been given to the wider Travel to Work Area which extends to the North into the Lake District National Park and includes parts of the South Lakeland administrative area to the East. Barrow is the second largest settlement in Cumbria and is situated at the tip of the Furness Peninsula in the South West corner of Cumbria. Surrounded by a rural hinterland, the Borough is remote from other centres of population and services, and the sole direct link to the motorway network is via the A590. At 78km², the Borough is the smallest area of any district in Cumbria, yet is the most densely populated.

Fig 1: Location of Barrow



 Borough of Barrow-in-Furness

- 1.19 The town of Barrow is the main commercial, retail and cultural centre for South West Cumbria. It is home to the most current and largest knowledge base in the UK for the design, testing and commissioning of submarines and naval service vessels, and is a Centre of Excellence for nuclear powered submarine building. It is also the gateway to Britain's Energy Coast, and Walney Offshore Wind Farm is currently one of the biggest wind farms in the world. Major expansion in the form of the Walney Extension wind farm is currently underway.
- 1.20 Dalton is a small town but is the second largest settlement in the Borough. The town provides employment at local shops and services in the town centre, and also employment at the outskirts of the town including Long Lane Industrial Estate and Crooklands Business Park.

Methodology

- 1.21 Research methods in compiling this report have included:
- Engagement with Furness Enterprise (and Furness Economic Development Forum) and utilising market demand information prepared by Furness Enterprise in 2013 and updated by the Furness Economic Development Forum in 2016 and 2017).
 - Engagement with the Phoenix Business Centre to gain further information on employment demand.
 - Engagement with a local business that is seeking to expand.
 - Engagement with Council officers involved with economic growth in the Borough.
 - ONS data, Cumbria Business Survey, Cumbria Local Economy Forecasting Model and Duport data.
 - Information provided by infrastructure and service providers and Associated British Ports.
 - Economic plans and strategies for Cumbria and Furness.
 - Plans and strategies of neighbouring local planning authorities.
 - Two surveys issued to commercial and property agents that operate in the Furness area.
 - Barrow Borough Council planning permissions and completions data.
 - Web-based search of land and premises currently on the market.
 - Site visits of the sites identified for consideration for potential employment use.
- 1.22 All the information gathered from the above sources was brought together to identify the proposed policy recommendations, including the employment land requirement, for the forthcoming Local Plan.

2.0 Economic Overview – Cumbria and Barrow

- 2.1 ONS data (2013) shows that Barrow is England's 20th largest coastal town and its 9th most deprived coastal town.¹ It is the principal commercial, retail and cultural centre for South West Cumbria with a catchment population of over 130,000. Barrow Borough forms part of a wider Travel to Work Area (TTWA) which extends to the North into the Lake District National Park and includes part of the South Lakeland administrative area to the East (see Fig 2).
- 2.2 The TTWA is home to a number of successful commercial sectors including naval shipbuilding, defence, energy, oil and gas, fast moving consumer goods and electronic systems integration. Although outside the Travel to Work area, there are also important economic links between the Borough and neighbouring Copeland to the Northwest.

Fig 2: Barrow-in-Furness Travel to Work Area



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- 2.3 The TTWA is largely self-contained and has been designated as a Tier 2 Assisted Area given the high levels of worklessness and its remote location away from areas

¹ Barrow is the 9th most deprived coastal town in comparison to 'larger' coastal towns

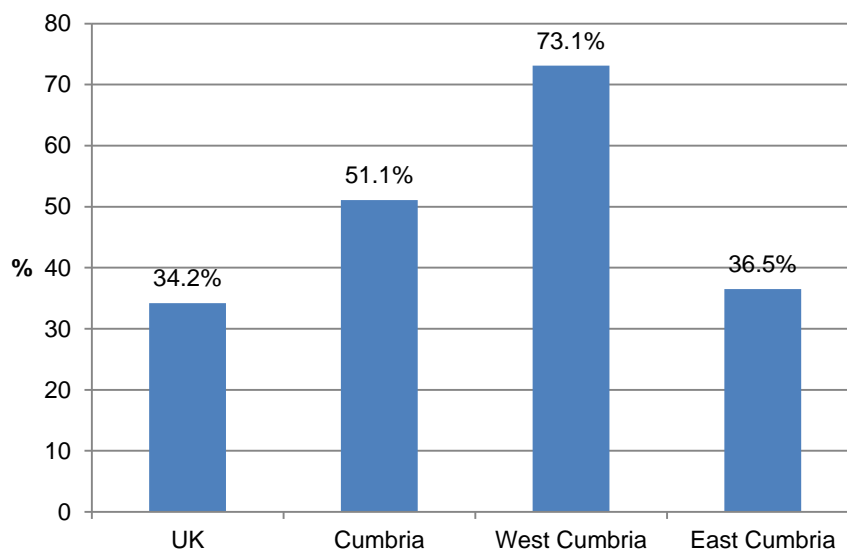
of major growth. Tier 2 Assisted Areas are parts of England that have relatively low levels of economic activity and high and persistent unemployment.

Economic Performance

2.4 The 2015 sub-regional Gross Value Added (GVA) statistics released by the Office for National Statistics (ONS) show that over the past decade (2005-2015) Cumbria had an overall growth rate of 51.1% in GVA compared to 34.2% nationally.

2.5 Fig 3 shows that much of this growth has been driven by West Cumbria (Allerdale, Barrow and Copeland), where manufacturing performance has been particularly strong due to the stability of major manufacturing operations.

Fig 3: Total GVA – Change 2005-2015
(Source: ONS)



2.6 However, there is a very mixed picture when GVA growth is assessed over five years and ten years. Between 2005 and 2010, Cumbria’s growth outstripped national growth, but between 2010 and 2015 growth slipped below national levels (see Figs 4 and 5 below). The most likely reason for this change in relative growth is that the first five-year period includes the peak recession which did not impact on Cumbria as significantly as other areas of the country. This is due in part to the contribution to output from Sellafield and BAE Systems which are subject to different market forces than other sectors of manufacturing.

Fig 4: Total GVA – Change 2005-2010
(Source: ONS)

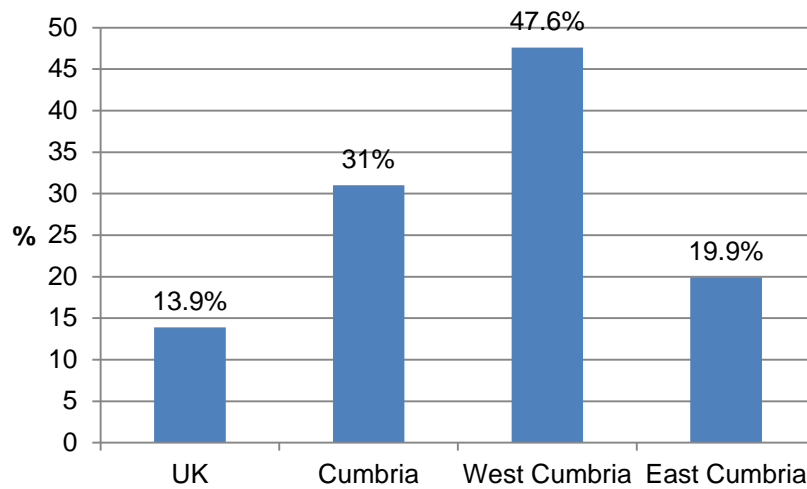
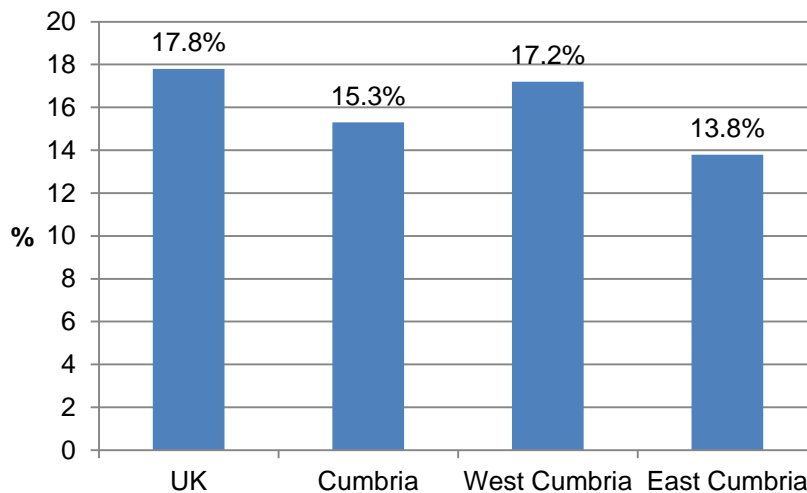


Fig 5: Total GVA – Change 2010-2015
(Source: ONS)



2.7 Cumbria’s total GVA in 2015 was £11,200m, a rise of 1.9% from the previous year compared to a rise nationally of 2.6%. This places Cumbria 30th out of 40 NUTS2 (county type) areas in the UK for one year growth.

2.8 Fig 6 shows that between 2014 and 2015 the West / East split continued. Similarly, Fig 7 shows that GVA per hour worked in East Cumbria was less than West Cumbria, and that GVA per hour worked in Cumbria was lower than the national average.

Fig 6: Total GVA – Change 2014-2015
(Source: ONS)

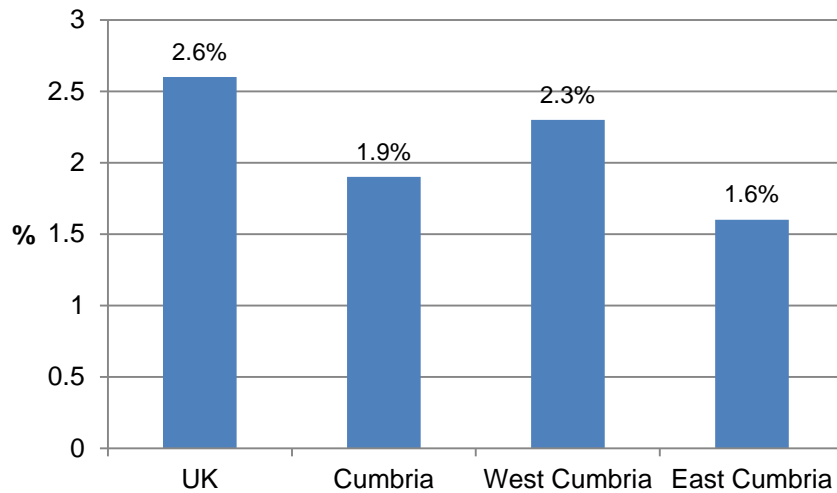
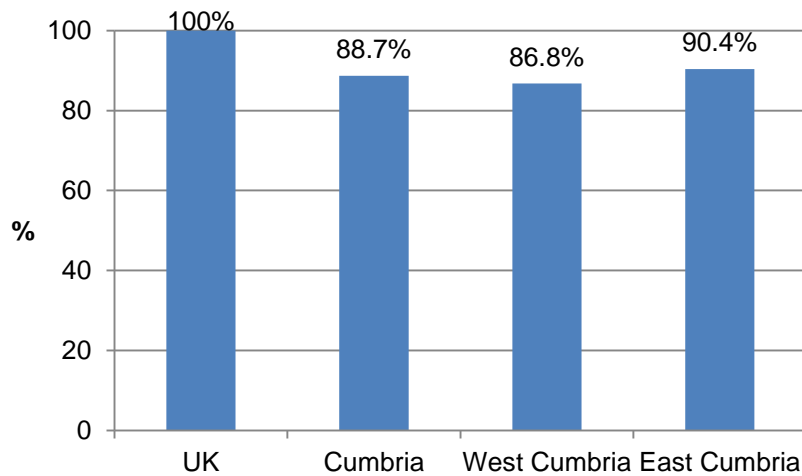
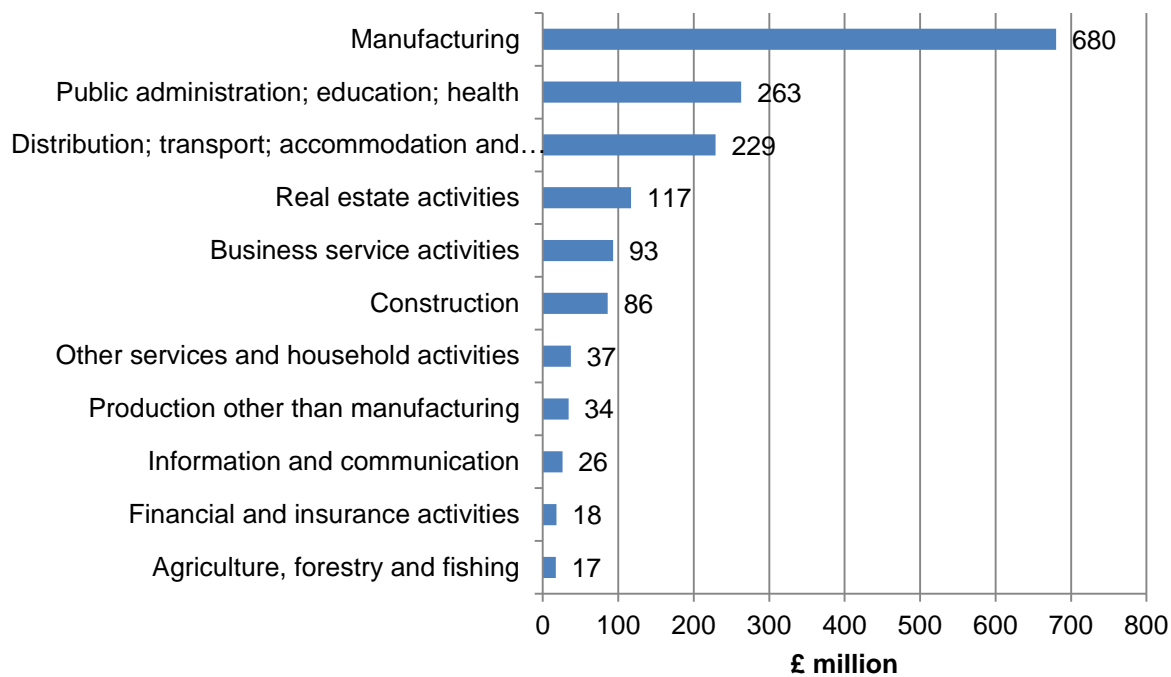


Fig 7: GVA Per Hour Worked Index 2015 (UK=100)
(Source: ONS)



2.9 Fig 8 shows that Cumbria’s biggest sector by a considerable margin is manufacturing, with GVA of £680m. Advanced manufacturing in Cumbria is concentrated in the Furness area. There is potential to protect and build on high value manufacturing, along with associated supply chain development opportunities in the area.

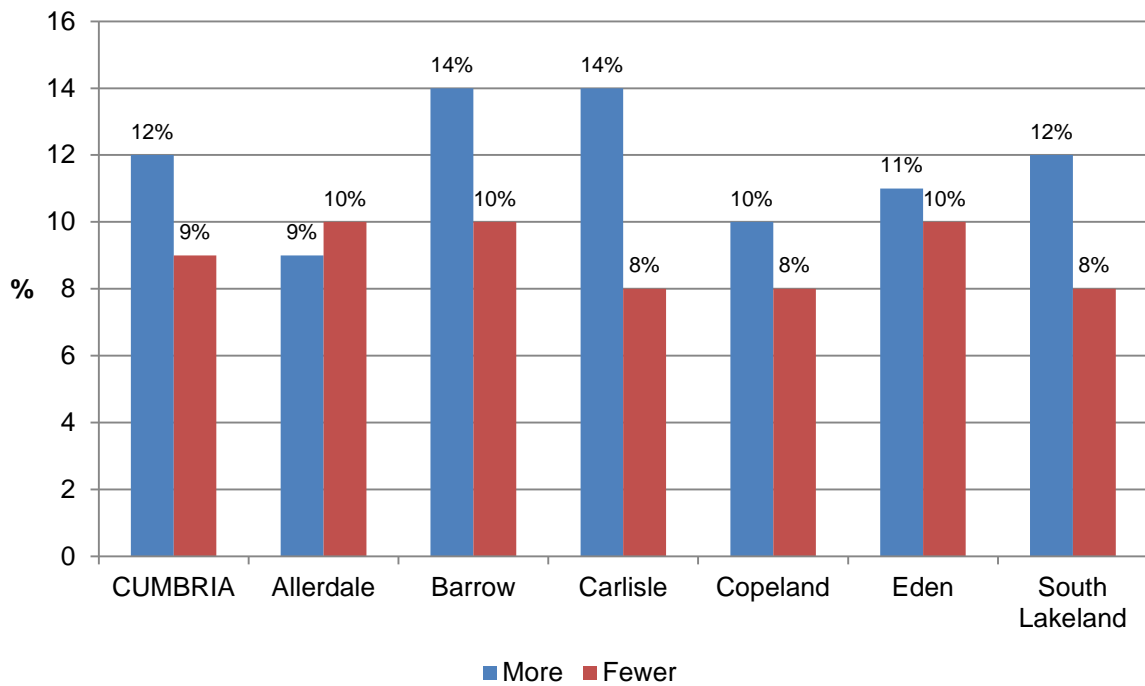
Fig 8: GVA by Industry in Cumbria (£m), 2015
 (Source: ONS)



Changes in Workforce

2.10 The findings of the Cumbria Business Survey indicate that there is evidence of a turnaround in the labour market in Cumbria. Fig 9 shows that the proportion of businesses that reported an increase in the size of their workforce in 2015/16 was more than those that reported a reduction. In Barrow, the proportion of businesses reporting an increase in the size of their workforce was the joint highest in Cumbria.

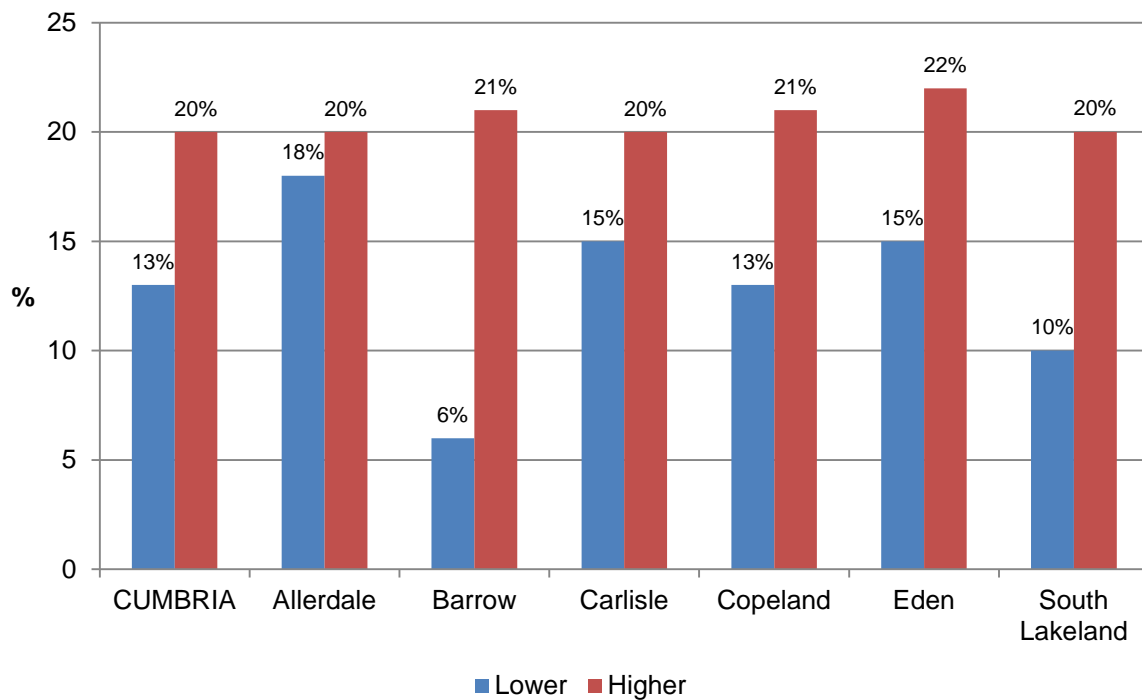
Fig 9: Change in Employment at Establishment 2015/16 (all respondents)
 (Source: Cumbria Business Survey)



Investment Trends

- 2.11 Fig 10 shows that in Cumbria, a higher proportion of private sector businesses reported increased investment levels in 2015/16 than those that reported reduced levels. Younger businesses (those established for less than four years) are more likely to report increased levels of investment over the last year than more established businesses.
- 2.12 The proportion of businesses reporting lower investment in 2015/16 in Barrow was the lowest of all the districts in Cumbria. The Borough was also higher than the County average in terms of the proportion of businesses reporting higher investment.

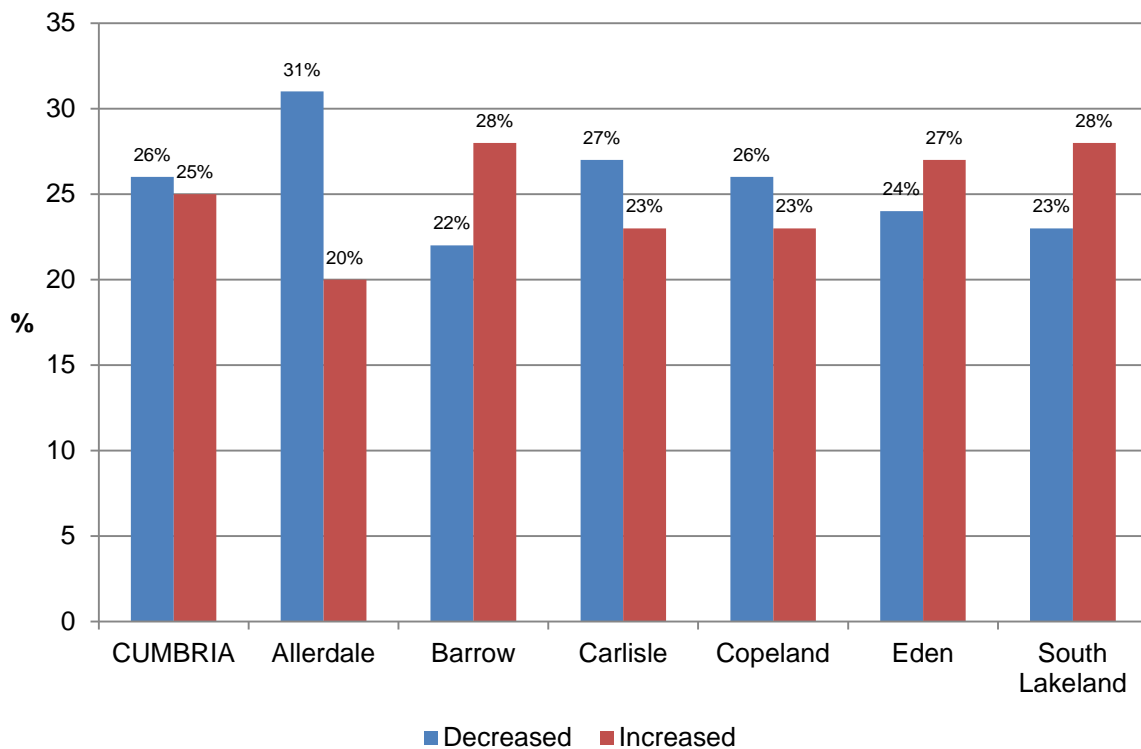
Fig 10: Investment Trends in 2015/16 (all private sector respondents)
 (Source: Cumbria Business Survey)



Changes in Turnover

- 2.13 As part of the Cumbria Business Survey, respondents within private sector businesses (that have been established for at least a year) were asked if their turnover had changed in 2015/16 compared with the previous year. In response, a higher proportion of businesses reported an increase in turnover in Barrow as a whole over this period, as shown in Fig 11.
- 2.14 The survey states that the likelihood of experiencing turnover growth in Cumbria increases with business size, with 37% of businesses with more than 25 employees reporting an increase, compared with 24% of businesses with up to nine employees.

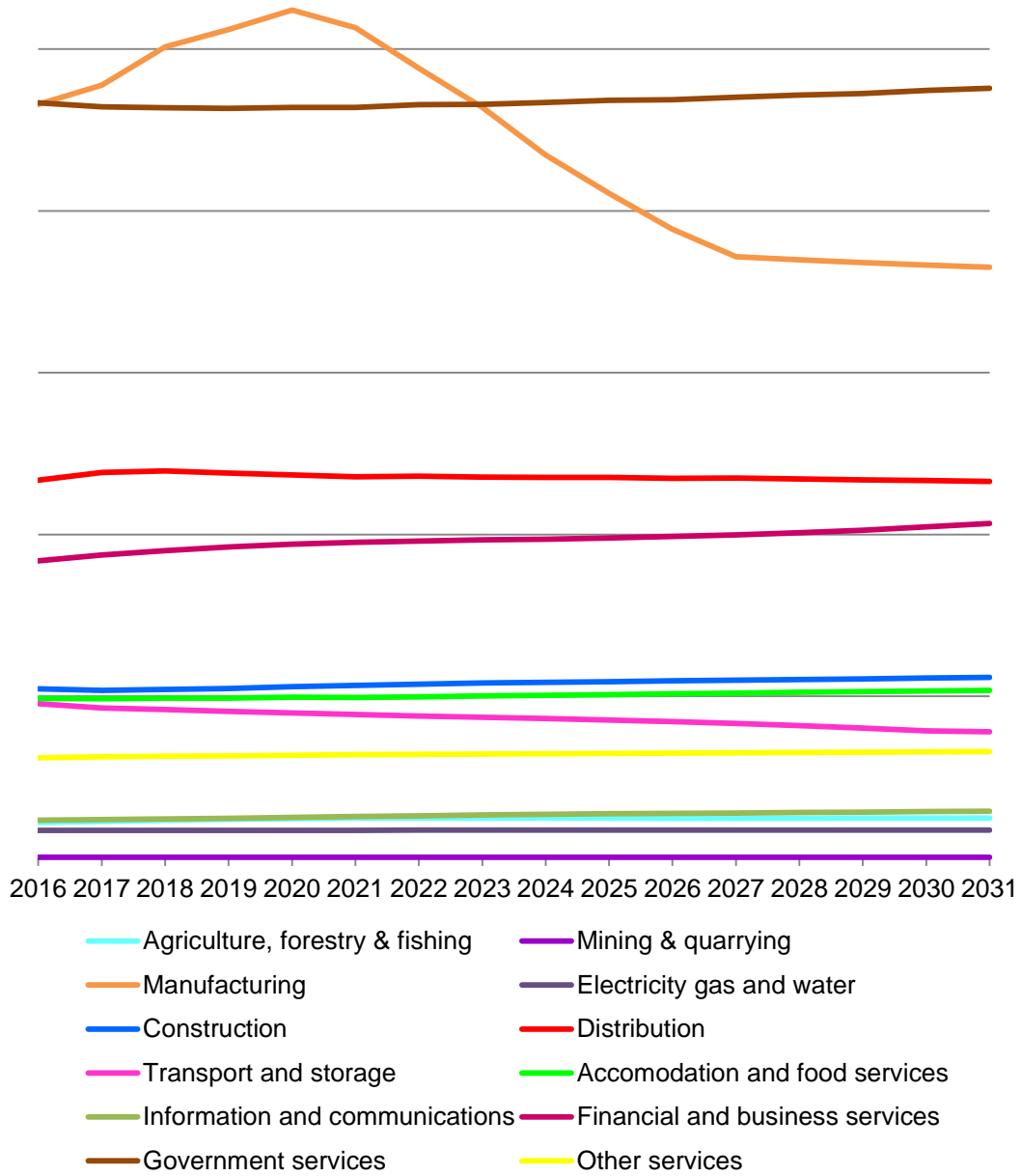
Fig 11: Change in Turnover at Establishment in 2015/16
 (Source: Cumbria Business Survey)



Employee Projections

- 2.15 The Borough's economy is built upon manufacturing and service businesses which serve global markets. There are a number of internationally significant employers in West Cumbria, with a number of supply chain firms linked to these major employers, although the impact of the employers spreads much wider than their supply chains. Nevertheless, the Cumbria Strategic Economic Plan shows that small and medium-sized enterprises provide the backbone of the Cumbria economy, with 99.7% of businesses across the County employing fewer than 250 people.
- 2.16 Fig 12 shows that towards the beginning of the Plan period the highest proportion of employees in the Borough are employed in the manufacturing sector. However, from 2024 Government Services is projected to be the sector with the highest number of employees, with the number steadily rising over the Plan period. Manufacturing, on the other hand, rises steeply to 2020 before declining throughout the remainder of the Plan period.
- 2.17 The number of Financial and Business Services employees is projected to steadily rise over the Plan period, whilst the number of Transport and Storage employees is set to steadily decline. The other industries sectors are projected to remain relatively consistent over the Plan period.
- 2.18 Employee projections also show a significant gap between Manufacturing / Government Services and the other sectors. Therefore opportunities should be maximised to diversify the economy, so as to boost some of the other sectors such as 'Financial and Business Services' and 'Information and Communications'.
- 2.19 It should be noted that the model assumes that people will be available to fill the projected jobs.

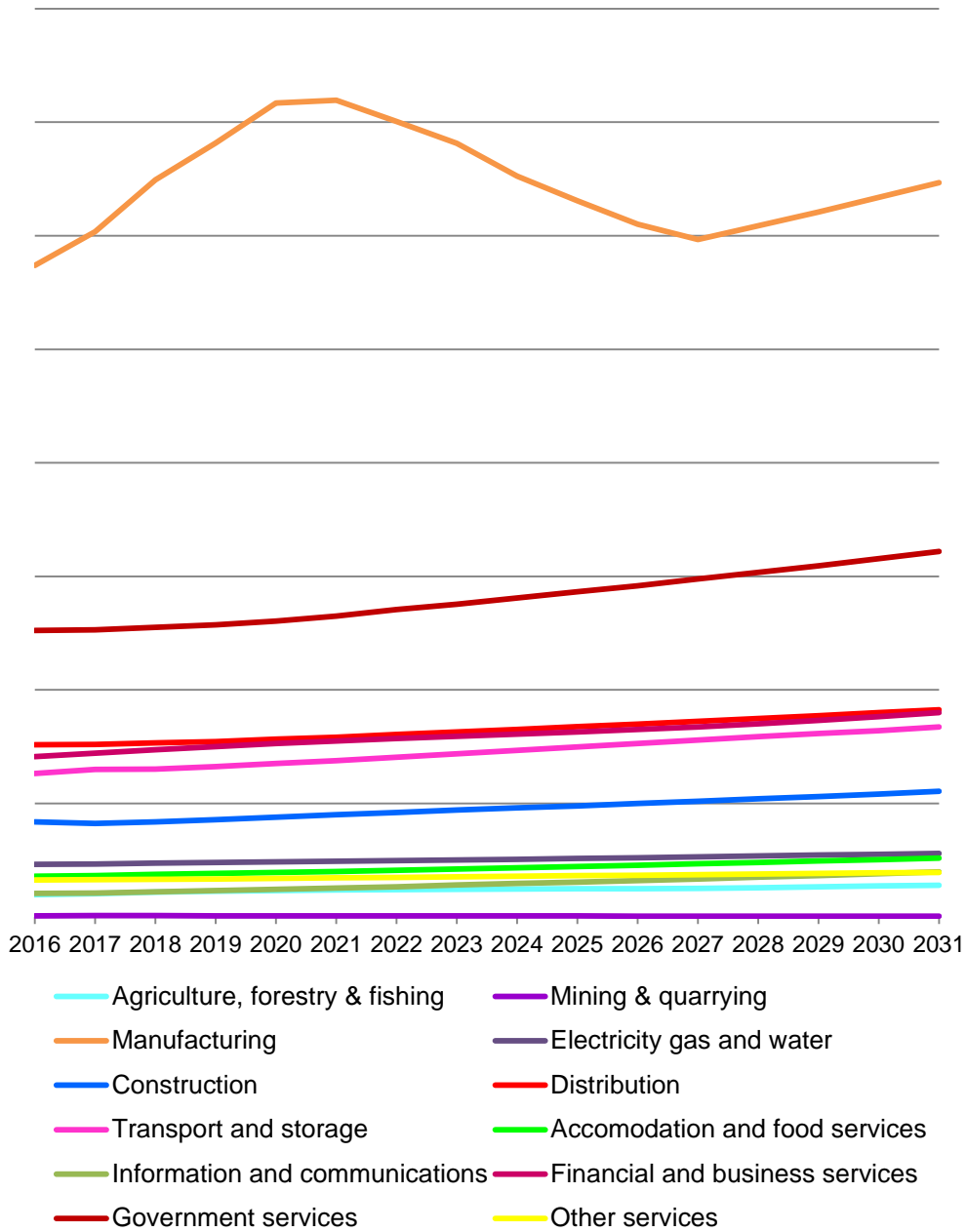
Fig 12: Total Employees in Barrow (2016-2031) by Sector
 (Source: Local Economy Forecasting Model and Cumbria LEP/Cumbria County Council)



2.20 Fig 13 shows that the economic output of manufacturing is projected to remain significantly higher than any other sector over the plan period.

Fig 13: CVM £m (2012) in Barrow by Sector 2016-2031

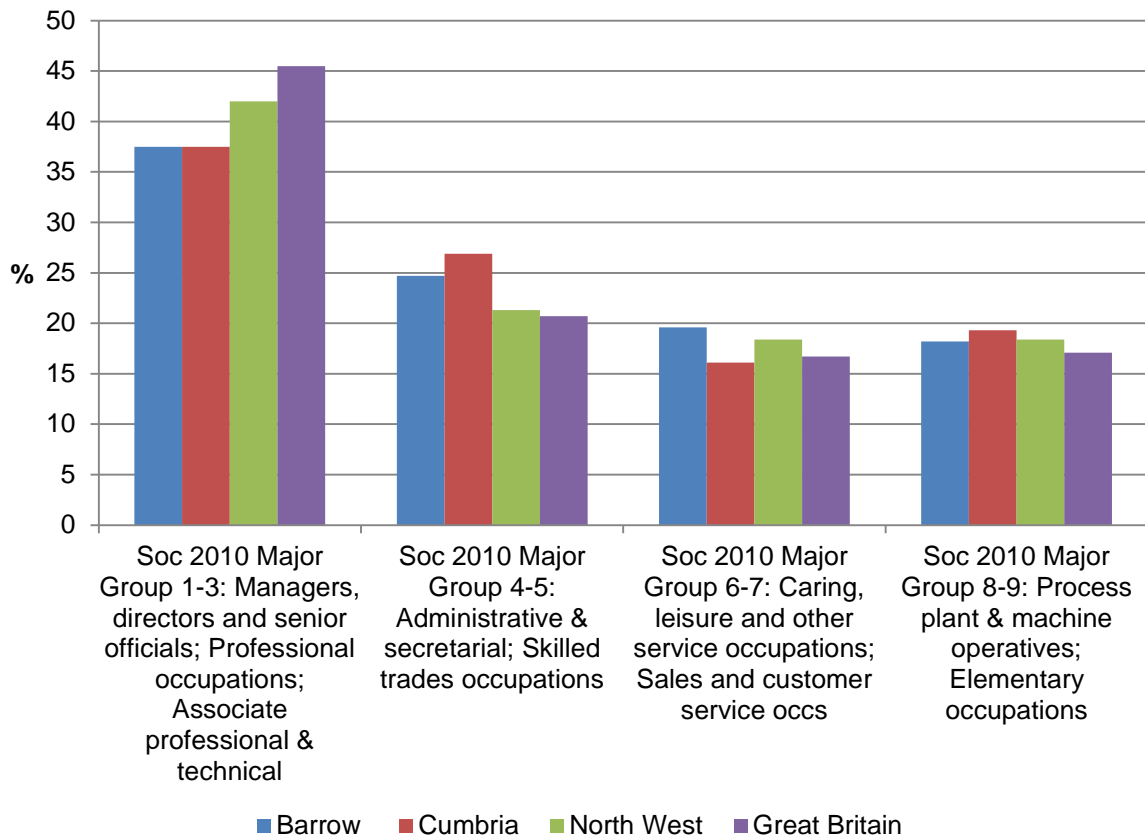
(Source: Local Economy Forecast Model and Cumbria LEP/Cumbria County Council)



Employee Roles

2.21 Fig 14 shows that the proportion of people employed in professional and managerial roles in Barrow is on a par with the County but lower than the North West and nationally. Conversely, there is a higher proportion in the caring, leisure, sales and customer service occupations in Barrow. The proportion of employees in the other categories is higher than the national average.

Fig 14: Employment by Occupation (Apr 2016-Mar 2017)
(Source: ONS Annual Population Survey)

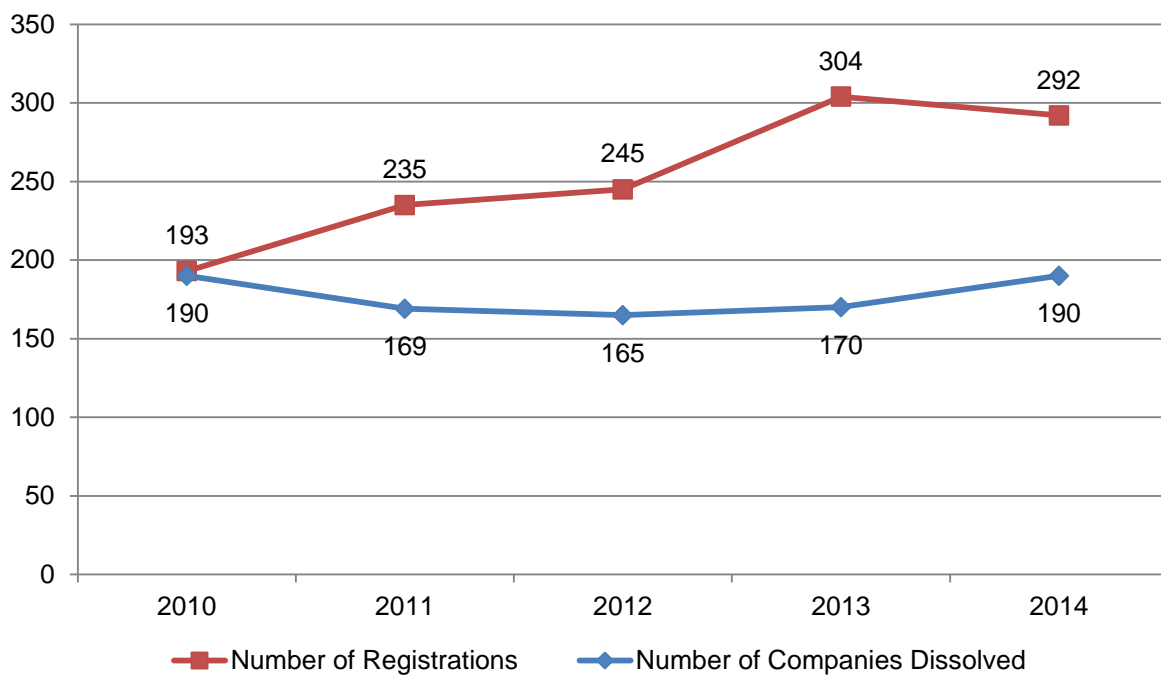


Companies Registered and Dissolved

2.22 A total of 292 companies were formed in Barrow in 2014, and this total is 3.9% lower than in 2013 and compares poorly to the UK figure of a 10% growth compared to the previous year.

2.23 A total of 190 companies were dissolved in Barrow in 2014 (Duport, 2014). This total is 11.8% higher than in 2013 and compares favourably to the UK figure of 10.8% growth compared to the previous year.

Fig 15: Companies Registered and Dissolved in Barrow 2010-2014
(Source: Duport)



Economic Inactivity

2.24 Fig 16 shows that the proportion of residents who are economically inactive in Barrow is higher than the Cumbria, North West and national rates. Fig 17 shows that the proportion of job seekers claimants is higher in the Borough than the Cumbria and national average, but is on par with the regional average.

Fig 16: Economic Inactivity Apr 2016 – Mar 2017²
(Source: ONS Annual Population Survey)

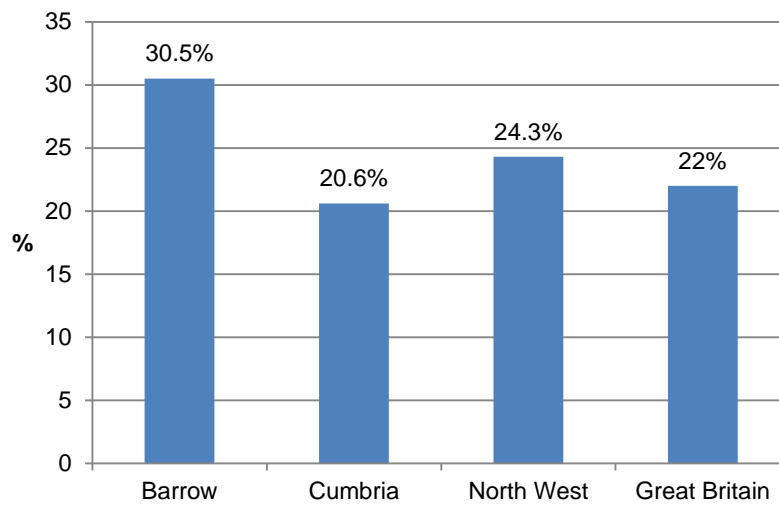
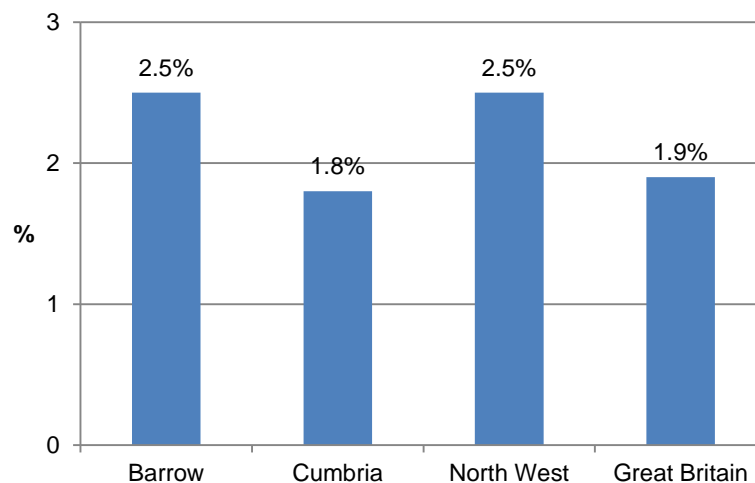


Fig 17: Claimant Count August 2017³
(Source: ONS Claimant Count)



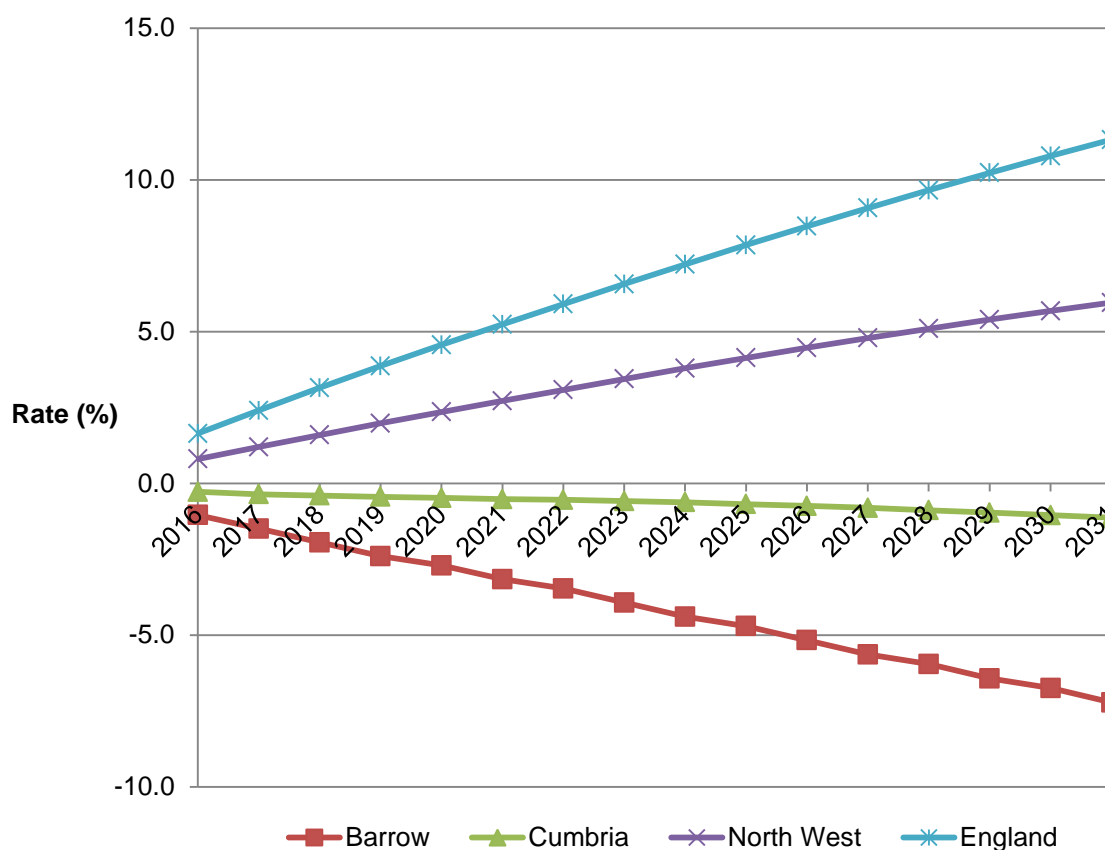
² Based on 16-64 year olds who are economically inactive, April 2016 to March 2017.

³ % is the number of claimants as a proportion of resident population of area aged 16-64.

Population Trends

- 2.25 The population of the Borough reached a peak of 76,619 in the 1951 Census. After this, the population declined gradually in the 1950s and 60s, more sharply in the 1970s to 72,645 in 1981, rallied in the 1980s to reach 73,704 in 1991 and fell again in the 1990s and 2000s.⁴ The decline of the population is largely attributed to the reduction of the workforce associated with Barrow’s traditional industries.
- 2.26 The estimated population of the Borough in 2015 was 67,515 (ONS), and this is concentrated in the principal settlement of Barrow and the market town of Dalton, with smaller populations in the outlying villages and rural areas. The population of the Borough is predicted to continue to fall, and this contrasts markedly with the regional and national projections.

Fig 18: Population Projections (%) to 2031
(ONS 2014-based Subnational Population Projections)

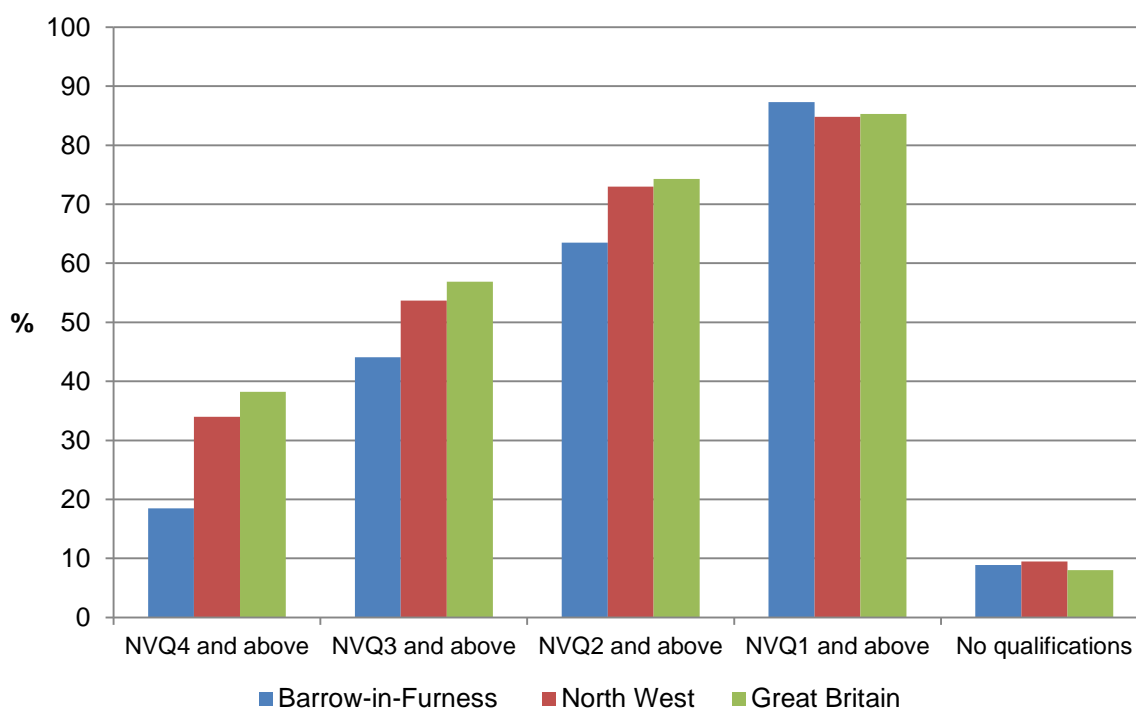


⁴ Source: ONS, based on mid-year population estimates 2012

Skills and Qualifications

- 2.27 Fig 19 shows that the proportion of residents in Barrow qualified with NVQ4 or above is significantly lower than the regional and national averages. The proportion of people with qualifications 2 and 3 is less than the regional and National averages. The proportion of residents with NVQ1 or above is slightly higher than average. The absence of a university in the area is likely a significant factor in these statistics, although Furness College does offer some degree level courses.
- 2.28 The proportion of residents in Barrow with no qualifications is broadly in line with County and National averages.

Fig 19: Qualifications (Jan 2016 to Dec 2016)⁵
 (Source: ONS Annual Population Survey)

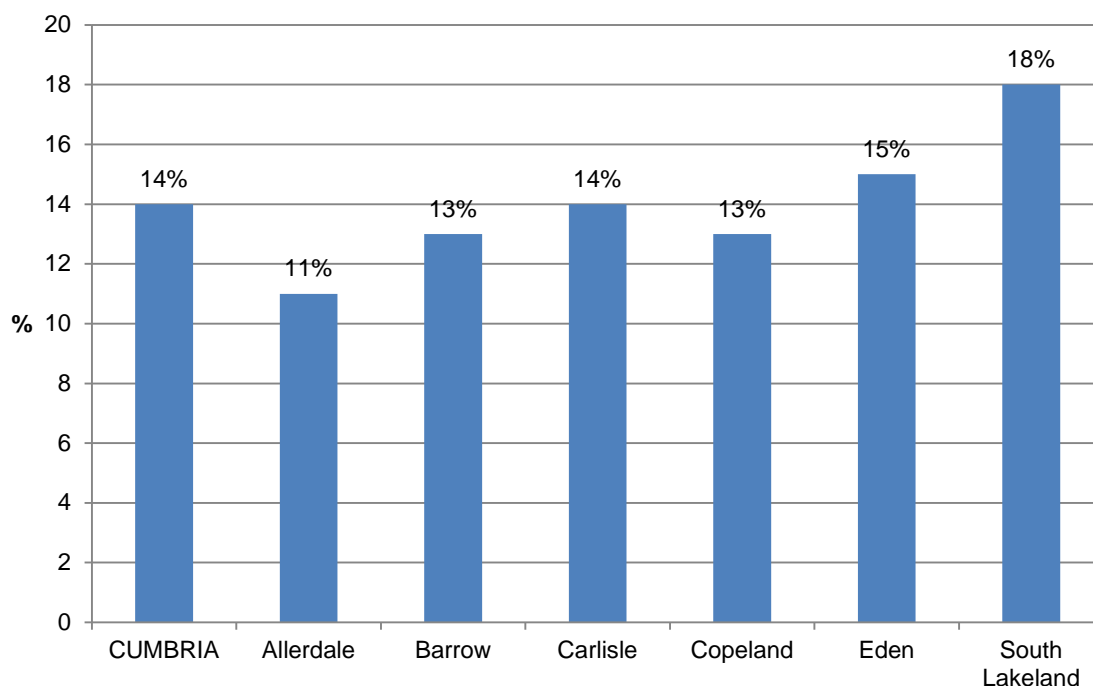


- 2.29 14% of businesses with employees in Cumbria identify skills gaps in their business or organisation. This proportion increases to 24% of those with 25 or more employees. Skills gap is defined in the Cumbria Business Survey as “people working in the business / organisation at any level who are not as wholly skilled or competent as you would like.” Skills gaps are most likely to be experienced within the manufacturing and the accommodation and food services sectors. The most frequently cited skills lacking are technical and practical / specialist to the sector skills; and advanced IT or software skills.

⁵ % is a proportion of resident population of area aged 16-64

2.30 Fig 20 shows that the proportion of employers reporting skills gaps in Cumbria is highest in Eden and South Lakeland.

Fig 20: Proportion of Employers that Report Skills Gaps 2015/16
(Source: Cumbria Business Survey)



Key Points

- The TTWA is largely self-contained and has been designated as a Tier 2 Assisted Area given the high levels of worklessness and its remote location away from areas of major growth.
- The TTWA is home to a number of successful commercial sectors including naval shipbuilding, defence, energy, oil and gas, fast moving consumer goods and electronic systems integration.
- There are also important economic links between the Borough and neighbouring Copeland, outside the TTWA.
- Cumbria's biggest sector by a considerable margin is manufacturing, with GVA of £680m. Advanced manufacturing in Cumbria is concentrated in the Furness area.
- Over the past decade (2005-2015) Cumbria had an overall growth rate of 51.1% in GVA compared to 34.2% nationally.
- Much of the above growth has been driven by West Cumbria (Allerdale, Barrow and Copeland), where manufacturing performance has been particularly strong due to the stability of major manufacturing operations.

- Between 2010 and 2015 growth slipped below national levels.
- Younger businesses (those established for less than four years) are more likely to report increased levels of investment over the last year than more established businesses.
- The likelihood of experiencing turnover growth in Cumbria increases with business size, with 37% of businesses with more than 25 employees reporting an increase, compared with 24% of businesses with up to nine employees.
- The highest proportion of employees in the Borough are employed in the manufacturing sector. However, after 2023 the highest proportion is projected to be employed in Government Services due to the projected decline in manufacturing.
- Employee projections also show that employment is relatively weak in the 'financial and business services' and 'information and communications' sectors. Opportunities should be maximised over the Plan period to diversify the economy, such as through facilitating the start up of new businesses.
- A total of 292 companies were formed in Barrow in 2014, and this total is 3.9% lower than in 2013 and compares poorly to the UK figure of a 10% growth compared to the previous year.
- The proportion of residents who are economically inactive in Barrow is higher than the Cumbria, North West and national rates. The proportion of job seekers claimants is higher in the Borough than the regional and national average, and significantly higher than the Cumbria average.
- The proportion of residents in Barrow qualified with NVQ4 or above is significantly lower than the regional and national averages.
- 14% of businesses with employees in Cumbria identify skills gaps in their business or organisation. This proportion increases to 24% of those with 25 or more employees.

3.0 Strategic Planning Context

3.1 There are a number of sub-regional and local strategies that have been published by various organisations that are focussed on maintaining the area’s key economic strengths whilst also addressing the key economic issues facing the area. These strategies are considered below.

The Four Pronged Attack: Cumbria Strategic Economic Plan 2014-2024 (Cumbria Local Enterprise Partnership, 2014)

3.2 The Strategic Economic Plan identifies strategic economic priorities and drivers for Cumbria, and is designed to attract growth funding from 2014-2024 for specific projects which will deliver the maximum returns to UK plc. The Plan focuses on maximising Cumbria’s economic potential, and concentrates on four strategic priorities with intervention through four economic drivers, as shown below:

Fig 21: Strategic Economic Priorities and Drivers
(Source: Cumbria Strategic Economic Plan 2014-2024)



3.3 The four strategic priorities are summarised below:

1. Advanced Manufacturing Growth

The Plan highlights that although manufacturing is important across the whole County, the sector has a significant concentration in the Furness peninsula. Investment proposals from major international blue-chip companies are set to create 3,000 jobs in the area. This includes the investment of more than £525m at Barrow Shipyard in the Dreadnought Programme, which is expected to generate £4billion of GVA for Barrow and £7 billion for the rest of the UK. Despite of this, there remain significant barriers to growth for manufacturing, in particular access to the M6 via the A590.

Considerable public investment has already been made at Waterfront Business Park in Barrow and the plan seeks to build upon that by working with BAE Systems, their supply chain and other manufacturing business to unlock private sector investment and job growth. The combination of investment in employment, housing and skills are the key elements for securing manufacturing growth in Barrow. Barrow Waterfront will be established as a Local Enterprise Zone and will involve the following key activities:

- Secure BAE Systems as an anchor tenant at Barrow Waterfront, developing 5.0ha of vacant employment land.⁶
- Use Cumbria Infrastructure Fund and Local Growth Funding to undertake ground works and servicing for the next phase of development. The overall site area being released is 12 ha and can accommodate over 1,600 jobs through investment from supply chain businesses.
- Deliver infrastructure to stimulate private sector investment to deliver new high quality housing.
- Prepare a Local Development Order.

2. Nuclear and Energy Excellence

West Cumbria is home to diverse and experienced centres of nuclear expertise. It is also at the forefront of the country's energy security, including the generation of low carbon energy and clean energy products. The Strategic Economic Plan has been successful in securing a new £26.5m facility in West Cumbria to showcase UK excellence in fuels, computing, reprocessing and remote engineering.

3. Vibrant Rural Visitor Economy

The Strategic Economic Plan seeks to maximise the potential of Cumbria's outstanding landscape and environment. The Strategic Economic Plan has been successful in obtaining funding for a package of improvements designed to improve sustainable travel and access to visitor destinations within Cumbria.

⁶ This development is now completed.

4. Strategic Connectivity of the M6 Corridor

Providing the gateway into Cumbria, the M6 corridor and West Coast mainline provides East Cumbria with excellent inter-regional links. The Strategic Economic Plan has been successful in obtaining funding for projects for economic development at Carlisle, Kendal and Longtown.

- 3.4 The Strategic Economic Plan states that there are four essential areas Cumbria needs to focus on to create the conditions for growth and deliver its Four Pronged Attack in advanced manufacturing, the nuclear and energy sector, the rural and visitor economy and the strategic connectivity of the M6 corridor. Investment will be required in these areas to underpin the plan and deliver economic growth:

Fig 22: Investment to Underpin the Strategic Economic Plan
(Source: Cumbria Strategic Economic Plan 2014-2024)

Business Support	Infrastructure Improvements
<p>Cumbria’s economy is becoming significantly less inward looking, with business increasingly taking advantage of opportunities to expand sales nationally and internationally. Interest in exporting is continuing to grow among both exporters and non-exporters.</p> <p>The LEP recognises the economic contribution of large employers such as BAE Systems and Sellafield, however, the majority of the growth will come from small and medium-sized enterprises (SMEs), so it is important that the right support, advice and finance is available to those SME businesses with growth potential.</p> <p>Cumbria Business Growth Hub will be the focus of business support in the county, encompassing a range of private and public sector partners and a spread of activities supporting SMEs in particular, through a range of co-ordinated initiatives from business start-up through every growth opportunity, inspiring and enabling them to achieve their huge potential.</p>	<p>To grow, businesses need the appropriate communications, road, seaport and rail infrastructure to support current and future needs, as well as appropriate workspace and housing.</p> <p>There are a number of sites with significant potential as business or housing locations, however, many of these need investment in infrastructure to unlock the development opportunities. To bring this to fruition, the private and public sector need to work together to ensure the right public infrastructure is provided that will unlock private sector investment.</p> <p>The County Council has strategic responsibility for public infrastructure services across Cumbria and as such will take the infrastructure lead on behalf of the LEP. The County Council is already developing the programme of devolved major transport schemes agreed by the Local Transport Body and is administering the Cumbria Infrastructure Fund on behalf of the LEP.</p>
Skills Development	Environmental Sustainability
<p>It is important that employers have access to a workforce that has the required skills and the ability to adapt to changes such as rapidly changing technology. To that end, Cumbria LEP has established an employer-led</p>	<p>Cumbria is renowned for its high quality environment. The LEP appreciates the economic value of the landscape and green infrastructure. It will work with the Cumbria Local Nature Partnership to promote and safeguard</p>

<p>Employment & Skills Commission to ensure that local education and skills provision meets the aspirations and ambitions of both learners and businesses alike. The Skills Plan is in development and will be overseen by the Employment and Skills Commission, ensuring delivery of the work programme for skills activity across the county to support the LEP’s economic priorities.</p>	<p>the inherent value of Cumbria’s environmental assets for the benefit of the economy.</p>
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3.5 The Delivering the Four Pronged Attack (2016) document identifies key indicators and these update the ambitions in the Four Pronged Attack (2014). These indicators are being used to monitor progress of the SEP and are set out in Table 2 below:

Table 2: Key SEP Indicators
 (Source: Delivering the Four-Pronged Attack – Cumbria Strategic Investment Plan 2016)

Key Indicator	Earlier Ambition	What we can achieve
Employment	15,000 more Full Time Equivalent Jobs by 2024	31,500 more Full Time Equivalent Jobs by 2024
Superfast Broadband Coverage	100% by 2024	100% by 2024
% of UK electricity generated in Cumbria	7% by 2024	10% by 2024
GVA of Cumbria’s Economy	Boost economy by £600m more than baseline projections (7.0% above baseline)	Boost economy by £1.3bn more than baseline projections (13.0% above baseline)
Proportion of firms facing skills gap	3% reduction in proportion of businesses facing skills gaps	4% reduction in proportion of businesses facing skills gaps
Proportion of businesses reporting growth	5% increase in businesses reporting growth in employment or turnover	7% increase in businesses reporting growth in employment or turnover

3.6 The Plan is underpinned by a full assessment of Cumbria’s economy. To summarise Cumbria’s current situation in terms of its key economic assets, the strengths and weaknesses of the local economy are summarised in the Plan in Fig 23:

Fig 23: SWOT Review of Cumbria's Economy
(Source: Cumbria Strategic Economic Plan 2014-2024)



Delivering the Four-Pronged Attack: Cumbria's Strategic Investment Plan (Cumbria Local Enterprise Partnership, 2016)

- 3.7 This document demonstrates how the LEP are working collaboratively to deliver the Strategic Economic Plan (SEP) along with their track record of delivery. In particular, it establishes the role of the growth deal in supporting growth and Cumbria's contribution to the UK economy.

- 3.8 The Plan again states that manufacturing has potential for further significant growth throughout the County. It states that by 2024, advanced manufacturing growth will include the following successes:
- Across the County there will be at least 7,300 more people employed in advanced manufacturing.
 - The County will be globally known as a world-class research and development and innovation base which will support new start-ups and continue to attract highly skilled workers.
 - More component parts will be made in Cumbria, with established clusters of supply chain businesses that can support a range of businesses.
- 3.9 The Plan acknowledges that Barrow is an advanced manufacturing success story, home to firms such as BAE Systems and Kimberly Clark. To build upon established businesses and workforces, the delivery of new investments at Barrow Waterfront will be essential. Proposals contain two related elements: Waterfront Business Park which will provide “ready to go” employment land adjacent to the commercial Port of Barrow; and Marina Village which will deliver high-quality housing and amenities that will complement both Barrow town centre and the business park. Delivering these schemes would support the town’s existing strengths in engineering, maximising supply chain opportunities and the ability to utilise investment all enhancing wider economic vitality and attractiveness.
- 3.10 The Plan states that development in Barrow can face viability challenges and there will need to be continuing work to ensure both these schemes can be brought forward to align with the opportunities being created by the Dreadnought investment programme, the delivery of a major extension to Walney Windfarm and the North West Coast Connections project with its proposals to create a tunnel beneath Morecambe Bay. To maximise this potential the LEP consider it critical to enhance the accessibility of Barrow while also enabling delivery of critical sites.
- 3.11 To date, the Strategic Economic Plan has been successful in securing the following projects under the economic driver of “advanced manufacturing growth” in Barrow:
- Advanced Technology Training Centre at Furness College: This project has been completed. The centre provides a purpose-built training facility to service the demand for skills training, supporting the advanced manufacturing sector. The majority of the funding was provided by Furness College, whilst a further £1.2m was provided through the Local Growth Fund.
- High-tech supply chain base at Barrow Waterfront: This project will establish a Local Enterprise Zone at Barrow Waterfront, with BAE Systems as an anchor tenant to act as the catalyst for attracting additional investment from supply chain firms and manufacturing businesses. The majority portion of the bid to the Local Growth Fund has been met, with £5.5m being provided during 2015/16 – 2016/17.

Infrastructure to Support Marina Village: Funding is being used to support the delivery of essential site access which will facilitate housing development.

Business Plan: Key Priorities (Cumbria Local Enterprise Partnership, 2014)

Fig 24: Key Priorities and Cross-Cutting Themes for Cumbria
(Source: Cumbria Business Plan, 2014)



3.12 The Business Plan allows all economic stakeholders to be able to understand the issues, barriers and opportunities that will underpin successful development of Cumbria’s business economy and the LEP to determine its key priorities. The plan includes an underpinning evidence base that has been developed through engagement with around 1,000 businesses, and has taken account of work done by other economic stakeholders in the County.

3.13 The key priorities and cross-cutting themes are set out in Fig 24 above. A summary of the key priorities is set out below:

1. Business

The Plan states that Cumbria’s businesses, existing and future, offer huge potential to grow the County’s economy and jobs. To maximise this, the LEP will ensure that businesses, and in particular the small and medium-sized enterprises (SMEs), are

inspired and supported to achieve their potential. Some of the key actions to deliver this are:

- Through partners, facilitating access to finance by developing awareness and understanding of the funding options, supporting businesses to prepare and present their business cases effectively and facilitating access to investors and lenders.
- Working with partners to support large manufacturers, seeking ways in which to secure and support their continued operation in the County and, where possible, expansion.
- Where appropriate, working with businesses to support them to exploit the opportunities to grow their sector through supply chain development and/or collaboration and joint marketing for mutual benefit.

2. Skills

The Plan states that the availability of motivated and skilled people, able and willing to be effective employees and vibrant entrepreneurs, should underpin the County's growth. Some of the key actions to deliver this are:

- Establishing an employer led Skills and Employment Group, including and engaging with appropriate stakeholders, to identify detailed skills and training needs and barriers to training and employment, and encourage provision which meets these and the needs of businesses.
- Consider the issues around attracting and retaining graduates and people with higher level skills and implement actions to address these, including development of alternative routes locally.

3. Infrastructure

Fundamental to business competitiveness and growth in Cumbria is provision of the appropriate communications, road and rail infrastructure to support current and future needs, as well as appropriate workspaces and housing. Some of the key actions to deliver this are:

- Working with partners, including through Connecting Cumbria, to stimulate demand and create relevant business cases for private sector superfast (and faster) broadband investment and universal and enhanced mobile phone coverage.
- Working with local areas, identifying priority strategic development sites, and gaps in infrastructure provision, that will be prioritised and championed by the LEP to unlock private sector investment and job creation.
- Lobbying for maintenance and improvement of existing infrastructure and services.

4. Environment

Cumbria's environment offers significant potential for growth across a range of sectors – and protecting that environment is vital to the success of many of its businesses. Some of the key actions to deliver this are:

- Working with partners to encourage and facilitate use of low carbon and renewables to support sustainability and growth of Cumbria's businesses.
- Through partners, exploiting the significant opportunities offered by expanding the appeal of Cumbria as a tourism and leisure destination and place to live and work.

Skills Investment Plan 2016-2020 (Cumbria Local Enterprise Partnership, 2016)

- 3.14 The LEP is committed to ensuring that Cumbria has a vibrant skills system that offers excellent learning environments and opportunities and is able to respond to the current and future needs of the economy. The Skills Investment Plan for 2016-2020 has a key role to play in the achievement of the LEP's vision for skills.
- 3.15 The Plan states that an estimated 80,300 jobs will need to be filled in Cumbria 2016-2021, and that as things stand, Cumbria is not well placed to meet this challenge. Cumbria needs more residents of working age to sustain current levels of economic performance and to provide the foundation for growth. There is also a skills issue. An estimated 41% of the replacement demand jobs in Cumbria between 2016 and 2021 (c. 27,500 jobs) are expected to be at Level 4 or above. The Plan states that the County currently only has 28% of its working age population qualified to this level.
- 3.16 The plan highlights that approximately 29,000 people currently claim working age benefits in Cumbria. The activities proposed in the Plan are in place to help more people that are out of work to access employment opportunities.
- 3.17 In terms of small and medium-sized enterprises, the Plan states that 99.7% of businesses in the County employ fewer than 250 people and 89% employ fewer than ten. Some small businesses will lose staff to new infrastructure projects and the plan has included proposals to help them backfill and retrain.
- 3.18 Many businesses say that they struggle to recruit because they don't have enough applicants and because of issues relating to public transport. The message is therefore once again that skills is a major issue in Cumbria and that through the Plan demonstrable improvements can be made. However, steps must also be taken to address other wider issues if opportunities that lay ahead are to be maximised.

Revenue Investment Priorities

3.19 The LEP's priorities for revenue investments in the skills system between 2016 and 2020 are structured into the four themes below, and the skills plan sets out actions under these themes. The themes and associated actions have been informed by labour market information and by direct input from employers and skills providers:

1. Future Skills, Careers and Enterprise
2. Developing the Skills of the Existing Workforce
3. Addressing Unemployment and Underemployment
4. Advanced and Higher Level Skills for the Local Economy.

Targets

3.20 The LEP's Employment and Skills Commission has set the following six targets, each of which is to be achieved by 2020. The targets have been informed by assessments of need (in the context of Cumbria's future employment and skills challenge) and achievability. Progress against each of the targets can be measured through publicly available data sources. The targets are:

1. 76% of the working age population will be qualified to Level 2 or above.
2. 57% of 19-year-olds will be qualified to Level 3 or above.
3. 32% of the working age population will be qualified to Level 4 or above.
4. The number of apprentices in Cumbria will have increased by 20% from 2015.
5. The proportion of businesses in Cumbria reporting skills gaps will be below the national average.
6. The county-wide employment rate will be at least 78% (with a focus placed on improving the employment rate in those wards and districts where it is currently lowest).

A National Cradle for Advanced Manufacturing – Towards a New Economic Vision for Furness, Revised June 2013

(John Woodcock, Member of Parliament for Barrow, in partnership with a number of agencies)

3.21 The strategy states that although few areas of Britain have the growth potential in advanced manufacturing as the Furness peninsula, a number of barriers and challenges must be identified and overcome if the area is to deliver key developments successfully. A joined-up approach from the public and private sectors is essential to deliver a successful economic strategy for the area. The overall aim of the strategy is to draw all partners together to agree a co-ordinated plan for economic growth in Furness, and identifies actions under the following themes:

- **Delivering the jobs already in the pipeline – overcoming challenges we face**
The strategy seeks to ensure greater certainty in securing and delivering key investment programmes, highlighting that the economic future of the Furness area remains the subject of political or financial uncertainty.

- **The skills and education challenge**
The strategy sets out a need to addressing the quality and scope of the education offer in Furness and to identify where skills gaps will come in future years.
- **Reaching our full potential – diversifying our economy**
The strategy outlines the need to create a more diverse economy and to remove barriers to business start up, empowering local residents to start successful new enterprises.
- **Making Furness an even better place to live, attracting new talent, investment, skills, visitors and residents**
The strategy seeks to remove perceptions of Furness being remote or in decline.
- **Transport and communication links**
The strategy states that there needs to be continued investment in road, sea and rail links to the Furness area to reduce journey times and improve safety and reliability.
- **Housing**
For Furness to be able to meet the demands that new investment will place on it, the strategy states that the area’s housing stock needs significant improvement and expansion.
- **Batting for Furness, boosting Cumbria: how best to structure the area’s economic discussions**
There is a need for ongoing dialogue with stakeholders to come together so as to be clear on economic priorities.

Furness Economic Delivery Plan 2014-2017: Sustaining a National Cradle for Advanced Manufacturing (Furness Economic Development Forum)

- 3.22 The Delivery Plan identifies challenges facing the economy, and a rolling set of priority proposals for maximising real opportunities for jobs and company growth. The Plan sets out a Vision for the Furness economy by Furness Economic Development Forum partners. The Vision is for Barrow and Furness over the coming decade to have:

“A resilient, robust, balanced economic structure, serviced by high quality infrastructure. This will enable the community to prosper, retain and attract a world class workforce and inspire young people to optimise their skills. It seeks to enable businesses to operate effectively in the UK and global supply chain markets in a sustainable way.”

- 3.23 The Delivery Plan is a means of quickly implementing the Cumbria Local Enterprise Partnership’s ‘*The Four Pronged Attack, Cumbria Strategic Economic Plan 2014 to 2024*’. It leads the way in delivering the SEP’s vision for growth in 3 of its 4 priorities, shown in bold type below:

- **Advanced Manufacturing Growth**
- **Vibrant rural and visitor economy**
- **Nuclear & Energy Excellence**
- **Strategic connectivity and the M6 corridor**

- 3.24 The Plan envisages delivery of key actions listed within the Cumbria Strategic Economic Plan, namely facilitating an Advanced Manufacturing Technology Centre at Furness College, supply chain strengthening in existing, new and incoming businesses and by creating a supplier park at Barrow Waterfront. Costings, job outputs and GVA forecasts for these projects have been identified.
- 3.25 The Delivery Plan's key priority for the Furness area is to "home grow" the skills base and attract in the talent required to underpin and support growth that will take place. Its interventions will focus on four economic drivers. These are:
- Skills development
 - Business growth
 - Infrastructure improvements, including meeting housing needs
 - Environmental quality
- 3.26 Resources and governance are both designed to ensure there is co-ordinated and effective delivery of the investment priorities. Each of the priorities will have a dedicated Action Plan which will outline the full range of planned and proposed activities. The Delivery Plan will be sufficiently flexible to be able to respond to emerging opportunities and challenges.

Barrow Area Plan 2014-17 (Cumbria County Council, 2014)

- 3.27 This is the County Council's Plan for Barrow 2014-2017. The Plan states that the County Council want to attract new and diversified businesses to the area, building on the fact that advanced manufacturing in Barrow and the Furness peninsula is a key area of strength to build upon and the current Government commitment to the Astute programmes for BAE Systems. The County Council want people to be able to access well paid employment; and for young people to choose to return to the area following university to contribute to the economy.
- 3.28 The plan states that geographical isolation needs to be addressed through the radical improvement of Barrow's communication links of rail, road and sea; and that there is a need to encourage greater entrepreneurial spirit and support the start-up of new businesses in the local area. The plan also states that the County Council needs to support initiatives to improve and diversify Barrow's housing offer.

Barrow Borough Local Plan 1996-2006 (Barrow Borough Council, 2001)

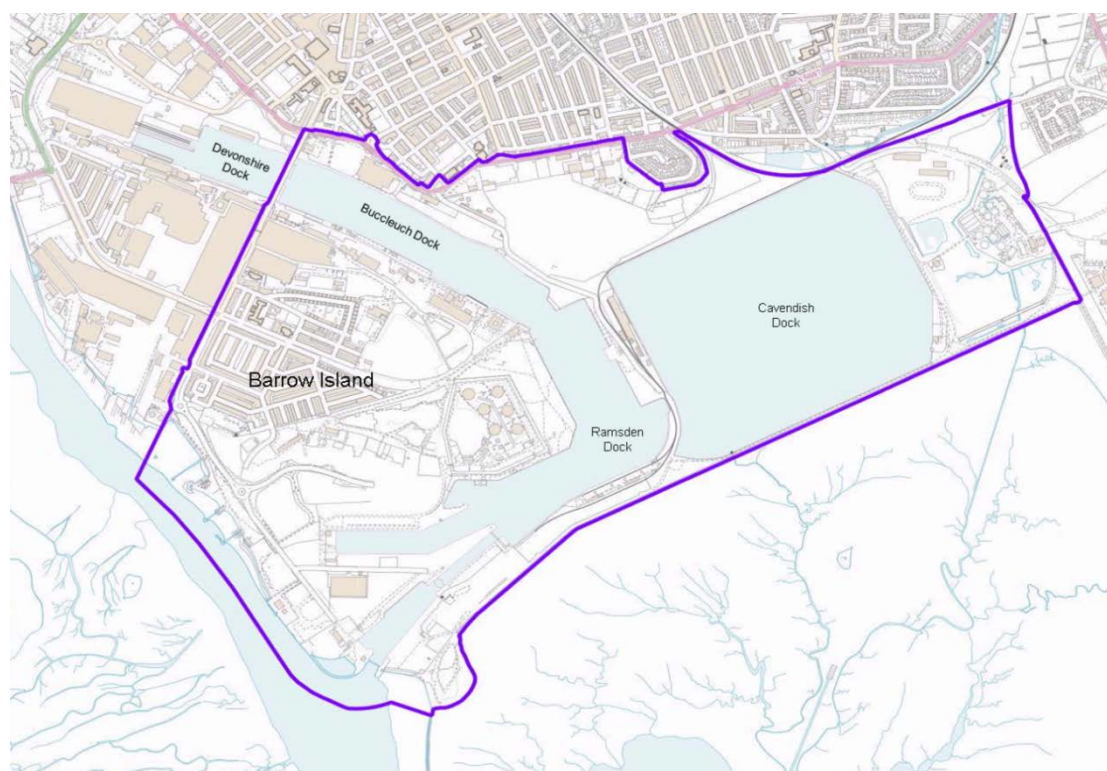
- 3.29 The Local Plan is a statutory document that sets out policies guiding the development and use of land. It consists of the Barrow Local Plan Review 1996-2006 (Adopted 24th August 2001); and the Housing Chapter Alteration 2006 (Adopted 2nd June 2006). One of the main principles of the Local Plan is that a range of sites and

locations will be provided which will assist the broadening of the local economy and stimulate employment growth. Development progress on the allocated sites is summarised in chapter 7. It is anticipated that a new Local Plan will be adopted in 2018, and this will replace the current Local Plan.

Barrow Port AAP (Barrow Borough Council, 2010)

- 3.30 The Area Action Plan sets out policies to guide the future development and use of land in the Action Plan Area until 2021. Fig 25 shows the boundary of the AAP area. The AAP is identified as a primary regeneration opportunity for Barrow, responding to issues in the AAP area including loss of employment, significant areas of vacant and underused land, a decaying built environment and poor accessibility.
- 3.31 The Area Action Plan:
- Sets out the issues, needs, natural resources and constraints facing the area.
 - Includes a vision, objectives and spatial planning framework for the area.
 - Identifies opportunities to deliver change.
 - Guides future development and regeneration, including the allocation of land.
 - Identifies short, medium and long term approaches to effectively manage this transformation.
- 3.32 The AAP includes the identification of Waterfront Business Park as a key site within the action plan area. It states that the site presents 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. It also requires a high standard of design. The site 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.
- 3.33 The Plan also identifies two key housing sites (Marina Village and land at Salthouse Mills).⁷ The Plan seeks to ensure housing is developed and improvements are undertaken to help meet local housing needs and aspirations and improve the quality and choice of homes available, particularly for town centre residents. This will also help to attract and retain a high quality workforce.

⁷ The Salthouse Mills site is now identified as an Opportunity Area for a mix of uses in the Local Plan Submission Draft.

Fig 25: Barrow Port AAP Area

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Key

— Barrow Port AAP boundary

3.34 The AAP states that 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.

Key Points

- The Strategic Economic Plan (SEP) identifies strategic economic priorities and drivers for Cumbria, and is designed to attract growth funding from 2014-2024 for specific projects which will deliver the maximum returns to UK plc.
- Advanced manufacturing in Barrow and the Furness peninsula is a key area of strength to build upon. Major investment programmes, includes the investment of more than £525m at Barrow Shipyard for the Dreadnought Programme, will create additional employment opportunities, in particular supply chain strengthening.

- A number of projects have been identified to unlock private sector investment and job growth through the SEP, including the establishment of a Local Enterprise Zone at Waterfront Business Park, and the delivery of high-quality housing and amenities at Marina Village that will complement both Barrow town centre and the business park.
- Development in Barrow can face viability challenges and there will need to be continuing work to ensure the above schemes can be brought forward to align with the opportunities being created by major investment programmes.
- Cumbria's businesses, existing and future, offer huge potential to grow the County's economy and jobs. To maximise this, the LEP will ensure that businesses, and in particular the small and medium-sized enterprises, are inspired and supported to achieve their potential.
- There is an identified need to create a more diverse economy and to remove barriers to business start up, empowering local residents to start successful new enterprises.
- Geographical isolation needs to be addressed through the radical improvement of Barrow's transport and connection links, in order to reduce journey times and improve safety and reliability.
- Cumbria needs more residents of working age to sustain current levels of economic performance and to provide the foundation for growth.
- There is a need to address unemployment and underemployment and to reduce the number of people claiming working age benefits.
- There is also a need for more skilled employees, with identified skills and training needs being met. This includes developing the skills of the existing workforce.
- A greater entrepreneurial spirit should be encouraged and the start-up of new businesses supported.
- For Furness to be able to meet the demands that new investment will place on it, the area's housing stock needs significant improvement and expansion. The Marina Village site will be a key site to deliver such housing.

4.0 Drivers of Change and Employment Land Requirements

- 4.1 The Furness and wider West Cumbria area is experiencing unprecedented growth with emerging projects resulting in an estimated £20-40bn of new investment. This will have a significant impact on the economic prosperity of the area. It is also anticipated that such investment will help attract additional supply chain firms to the area and allow existing firms to expand.
- 4.2 This chapter analyses the future prospects of the key business sectors in Furness, including existing and planned investment in advanced manufacturing and energy developments. It is anticipated that such investment will open up opportunities for supply chain firms to grow or set up at the Local Enterprise Zone on Barrow Island, where incentives will be provided to attract firms, particularly in support of advanced manufacturing. This chapter also reviews the various available financial incentives for growth across the Furness area, including the Cumbria Growth Deal, Coastal Communities Fund and the Assisted Area status of Furness.
- 4.3 In planning for growth, account needs to be taken of the economic prospects of neighbouring Boroughs to ensure that the employment strategies of each Borough are aligned. This chapter therefore sets out the key issues in the plans and strategies of neighbouring districts. It also summarises the key infrastructure constraints and the work that is taking place to overcome these.

Advanced Manufacturing

- 4.4 The GVA wealth generation of the Furness area is driven by advanced manufacturing, which is concentrated in Barrow and Ulverston. A number of manufacturing expansion projects related to the growth of multinational and local-based firms are anticipated over the Plan period and these open up significant opportunities to build on such investment and associated expertise.

BAE Systems

- 4.5 BAE Systems (BAE) is based in Barrow and is the Travel to Work Area's (TTWA's) largest employer. National security and the subsequent requirement for submarines is a major driver for the continued success of BAE, which designs, builds and commissions nuclear powered submarines and weapons systems. BAE also supports numerous businesses and jobs through a supply chain of companies that have established in and around Barrow.
- 4.6 BAE is currently responsible for delivering four further Astute class submarines for the Royal Navy through its Submarine Solutions division and land-based armaments through its Global Combat Systems division. BAE has also started building a new generation of Dreadnought class submarines to carry the UK's independent nuclear deterrent. These submarines are intended to replace the current Vanguard class

Trident submarines, which will reach the end of their life in 2028. This is a substantial part of the Government's Defence Equipment Plan's £44bn submarine programme.

- 4.7 Investment is taking place to modernise Barrow shipyard to enable it to deliver the Dreadnought submarine programme. BAE's build programme requires £525m⁸ of new site investment in new buildings processes and infrastructure. This programme alone will deliver £4.2bn of additional GVA into Barrow by 2037. 2,000 new jobs are expected to be created and the strategy will support over 1,200 companies worldwide.⁹
- 4.8 A Local Enterprise Zone (LEZ) will be established at Waterfront Business Park. In support of this, BAE has been secured as the anchor tenant through the development of its Strategic Bulk Store, which is now completed. This is being used as a logistics facility for warehousing and kitting that is required to support the Dreadnought Submarine programme, and is expected to act as the catalyst for attracting additional investment from supply chain firms and manufacturing businesses at the LEZ.
- 4.9 The Cumbria Infrastructure Fund and Local Growth Funding is being used to undertake site reclamation and improvement works for the next phase of development at the LEZ, which now amounts to 12ha. The work has included site clearance and levelling, decontamination work, the removal of industrial debris, provision of utilities, landscaping and raised earthworks for flood protection measures. This is a flagship site within Cumbria's Strategic Economic Plan (Four Pronged Attack) and development will nurture the County's advanced manufacturing capabilities, creating more jobs and business opportunities for Barrow. It is set to provide up to 408,000 square feet of new business space and could help to create as many as 1,600 jobs.¹⁰
- 4.10 The masterplan for the development of the work has been put together by the Cumbria LEP and the County Council, with consultancy services from Capita Property and Infrastructure Ltd. In addition, infrastructure is also being provided nearby at Marina Village to stimulate private sector investment to deliver new high quality housing to support economic growth.
- 4.11 An Advanced Manufacturing Technology Centre has been constructed at Furness College, supported by funding secured by the Cumbria LEP through the Cumbria Growth Deal. The Centre is designed to equip local people with the skills for local advanced manufacturing, including the high skills required for employees at BAE and for the formerly proposed investment at GlaxoSmithKline in Ulverston. Also, a Central Training Facility is being constructed at BAE to provide a bespoke learning environment for almost 1,000 craft and technical apprentices that are currently in training. It will also serve as a training centre for its workforce.

⁸ Source: FEDF

⁹ Source: Cumbria Strategic Economic Plan

¹⁰ Source: Cumbria LEP 2017 Annual Report

GlaxoSmithKline

- 4.12 Global demand for new and improved antibiotics and life-saving drugs was set to provide a second major opportunity for the area. In 2012 GlaxoSmithKline (GSK) announced its £350m biopharmaceutical project would locate at Ulverston, in the neighbouring District of South Lakeland. Development on the site started in January 2015 after extensive site clearance and preparatory design work throughout 2013 and 2014. The production facility was planned to have a life of 50 years and a demand for 300-500 skilled people supported by a UK and global supply chain and support capability linked with Universities and the NHS. A phased development was planned related to the progression of GSK's new product pipeline. The new factory was anticipated to become fully operational around 2021.¹¹
- 4.13 However, in July 2017 GSK announced that it is pulling out of its planned investment, and as a result the future of the current site is now uncertain. The Cumbria LEP has stated that it will work with GSK to help safeguard the existing jobs of its Ulverston workforce. Following the announcement and a meeting of the board of Cumbria LEP, GSK has been looking at its spending commitments, as well as any practical measures it can take to support the existing site in terms of both current and future potential owners. They stated that this will also entail engaging with local authorities, local MPs and other stakeholders and playing an active role in trying to secure a viable long-term future for the site.
- 4.14 The LEP have stated that if GSK decides to sell the site, the investments being made in and around Ulverston will help to make it more attractive to prospective new owners, in terms of infrastructure, housing and transport connectivity. The LEP is investing £4.5m in South Ulverston for infrastructure improvements, and a further £5m in flood resilience measures in and around the town. Road improvements include the new £1.7m Cross-a-Moor junction to accelerate the delivery of 900 new homes. The LEP has also committed £4.5m to implement junction improvements in the town.

Energy

- 4.15 Global demand for energy is rising. This is driving the development of technologies for exploiting oil and gas, and for the growth of renewable energy generation. The Furness area is exploiting these opportunities through designing and manufacturing directional drilling, sub-sea survey, power and extraction technologies. These are being developed within a cluster of specialist companies.
- 4.16 The Furness area is the gateway to Britain's Energy Coast. The Furness Economic Development forum, along with the Council and other partners, are working to promote the Port of Barrow and the adjacent Waterfront Business Park as a supplier park servicing offshore energy and local firms. Work is taking place to attract and strengthen supply chain activity servicing global energy markets, including re-shoring

¹¹ Source: GlaxoSmithKline

activity into UK / Furness. The Furness Economic Development Forum will act as a mechanism for funding to be allocated.

- 4.17 As part of Britain's Energy Coast, Barrow is already experiencing more investment in nuclear, gas, oil and renewable energy along and off the coast, adding to around 100 energy service businesses already based there. In the wider sub-region, West Cumbria is home to a diverse and experienced centre of nuclear expertise, and a new nuclear power station is proposed at Moorside in the neighbouring Borough of Copeland.

Nuclear

- 4.18 Barrow is involved in nuclear reactor build for the UK Royal Navy. BAE Systems in Barrow uses defence related nuclear steam raising plant expertise in design, build and operation of civil nuclear power. Other companies based within Furness are involved in the civil nuclear power industry, defence nuclear industry and nuclear decommissioning industry. The principal companies operating in these industries are:

- BAE Systems – nuclear submarine building and support
- International Nuclear Services – nuclear fuel transport
- James Fisher – decommissioning and nuclear fuel transport.

- 4.19 Another driver of growth is the continuing challenges and demands of nuclear fuel reprocessing at Sellafield, where there is predicted to be long-term job contraction. However, Growth Funding has been secured for the creation of a nuclear technology innovation gateway, which will be an innovation and support centre for the nuclear industry housing world-class research facilities, test bed facilities and technology demonstrators, enhancing Cumbria's role as a global leader in the energy sector.¹² Whilst this project will be based in Copeland Borough, the nuclear sector in West Cumbria provides employment and opportunities in Barrow with between 300 and 500 people currently travelling to work in Sellafield each day from Barrow and Furness.¹³ Many more are employed in companies transporting nuclear waste from the plant via Barrow Port.

- 4.20 NuGen are proposing a new nuclear power plant at Moorside next to Sellafield (in the neighbouring Borough of Copeland). This presents an opportunity to deliver high value jobs and supply chains. The project includes connecting the new power station, along with a number of other energy projects, into the electricity transmission network, and it is the role of National Grid to deliver these connections. When complete, Moorside will account for 7% of the UK's future electricity requirement.¹⁴

- 4.21 Work has been ongoing since 2009 with the anticipation that a planning application would be submitted in 2017. In 2017, NuGen announced that it is conducting a strategic review as a result of financial issues affecting Toshiba (who are the owners of NuGen), and are therefore pausing work on their development consent order for

¹² Source: Delivering the Four-Pronged Attack: Cumbria's Strategic Investment Plan

¹³ Source: Furness Enterprise

¹⁴ Source: Delivering the Four-Pronged Attack: Cumbria's Strategic Investment Plan

Moorside. In light of this, National Grid has also decided to pause work so as to understand NuGen's programme and make sure their (National Grid and NuGen) projects are aligned. National Grid have stated that despite the pause, they are confident that the connection will still be ready when NuGen requires it and are continuing to work closely with them.¹⁵

Gas and Electricity

4.22 The Furness area is the landfall for processing East Irish Sea gas. The main gas assets in the area are operated by Centrica Energy. Barrow has the largest and most complex gas processing facility in the UK and there are now plans to extend Barrow's role by using its facilities for gas storage and LNG import. Centrica, Stag Energy and Hoegh are developing schemes:

- Centrica has proposed a new gas-fired power station on the site of the former Roosecote plant that was demolished in 2015. The power station would be capable of producing 49MW, which is enough electricity to meet the needs of 50,000 homes.
- Centrica are also planning to build an energy storage unit to store up to 44MWh of power which is able to start returning this to the local network in less than a second to ensure energy demand is met.
- Stag Energy plans to build an underground natural gas storage facility approximately 15 miles offshore, south west of Barrow. Storage caverns will be developed in a natural salt structure below the seabed and will enable gas to be delivered, stored and then returned to the UK's national transmission system. When completed, the caverns will add nearly 30% to the current UK gas storage capacity.¹⁶
- Hoegh Port Meridian deepwater port is a proposed LNG project consisting of a floating storage and regasification unit (FSRU), a subsea pipeline, and onshore facilities that will connect to the national grid at Barrow. LNG will be received offshore by the FSRU, stored, regasified onboard, and the processed gas will be transferred onshore via a subsea pipeline to an interconnection with the national grid.¹⁷

4.23 Specialist training is provided for Centrica by Furness College. The college is also working closely with Centrica to develop an on site process facility, to provide apprentices with access to a real work environment before progressing to work on the Centrica sites.

Offshore Wind Energy

4.24 A number of wind farms have been completed and are in operation off the South Cumbria Coast as set out in Table 3. The wind farms support a large number of local

¹⁵ Source: North West Coast Connections website www.northwestcoastconnection.com

¹⁶ Source: Gateway website: <http://www.gatewaystorage.co.uk/>

¹⁷ Source: Furness Enterprise / Furness Economic Development Forum

jobs through servicing at Barrow Port, and also supported jobs during the construction phases. Between 2006 and 2017, phase one of the Waterfront Business Park development was focused on accommodating wind farm construction, particularly through the construction of operations and maintenance bases. Orsted owns offices and a warehouse at Ramsden Dock, and these support the offshore wind farms which it also owns. Siemens and Repower UK also have bases in Barrow, adding to those established by GAC, Wildcat Marine and CWind.

- 4.25 The Walney Extension offshore wind farm is currently under construction and will consist of 207 new wind turbines in the Irish Sea between Cumbria and the Isle of Man. The construction of the operations and maintenance base for the wind farm could take place at the Port of Barrow, and there could be opportunities for supply chain firms to be involved in the construction phase of the wind farm.
- 4.26 The Walney Extension Community Benefit Fund is making available £100k for each year the wind farm is in operation. This is a skills fund to support a range of a range of educational and training initiatives designed to equip people for working in offshore industries. Barrow Borough is included as one of the funding areas.

Table 3: Offshore Wind Farms

Wind Farm	Capacity (MW)	Turbines
Barrow	90	30
Ormonde	150	30
Walney (phases 1 & 2)	367	102
West of Duddon Sands	389	108

- 4.27 Orsted has submitted two planning applications for a heliport: one at Cavendish Dock Road and the other at the former Partylite factory at Sandscale Park. The two planning applications give Orsted flexibility in establishing their preferred site. The heliport will be used to transfer wind turbine technicians to the offshore windfarms.

Public Sector

- 4.28 Educational provision is being rationalised and improved in the Borough. In Barrow, Chetwynde School became a free school in September 2014 and increased its pupil size. Furness Academy has combined what was previously three schools onto one site. Cumbria County Council policy to create *better places for work* is leading to consolidation of its operations at fewer locations in Barrow. Also, there has been investment at Walney School and four primary schools have been either rebuilt or extensively refurbished in the Borough.

- 4.29 The Borough Council has downsized its operations with greater sharing of space with other organisations. Web based technologies are also making public services able to be accessed more easily in one place. LEFM job forecast data projects that the number of government service jobs is forecast to increase in the Borough over the Plan period.¹⁸
- 4.30 A new £12 million NHS health centre is being developed at the former Alfred Barrow School site. The health centre will support wider economic regeneration in Barrow and provide the local community with easy access to a wide range of health and wellbeing facilities delivered from modern, high quality premises. The building will become the main 'hub' in Barrow for patients and professionals in delivering care to achieve better health outcomes. A number of organisations will be working together from one central base:
- Three GP practices (These will move from Abbey Road Surgery, Atkinson Health Centre and Risedale Surgery).
 - A response base for North West Ambulance Service.
 - NHS Cumbria Clinical Commissioning Group.
 - Community Services (e.g. Community and specialist nursing, mental health, physiotherapy, podiatry, diabetes, retinal screening).
 - Integrated Children's Services.
 - A pharmacy.
 - Occupational Health services for BAE Systems.
 - An information point for Third Sector organisations.

Other Industries

- 4.31 Furness has a group of electronic companies which together employ an estimated 500 people.¹⁹ Electronics capabilities include project management design, 3D simulation to manufacturing and through life support, systems integration skills and techniques supporting the naval shipbuilding and submarine building activities in the Barrow shipyards. The design and manufacturing of solid state lighting is a key capability of local companies.
- 4.32 In Ulverston within the Travel to Work Area, in the neighbouring District of South Lakeland, there are several companies within the electronics sector. Forge Europa, manufacturer of optoelectronic components and LED lighting, launched its new £1 million building in 2012. A four storey expansion has been built at the back of existing premises and is expected to bring a gradual expansion of the business and, ultimately, more jobs. Other companies making up Ulverston's LED cluster include Marl International, McGeoch, Chromatechnic and Oxley Developments.
- 4.33 The Furness area has two major companies involved in fast moving consumer goods manufacture for UK and European customer markets. Barrow Mill is the largest

¹⁸ Source: Experian UK Local Economy Model and Cumbria LEP / Cumbria County Council (2015)

¹⁹ Source: Furness Enterprise (2013)

tissue Mill in Europe and currently employs over 400 people.²⁰ The mill supports two Kimberley Clark businesses: KC Professional, which makes industrial wipes and other products; and Consumer, which produces family care products including for brands such as Andrex and Kleenex.

- 4.34 The Robert McBride Group makes dishwasher tablets and detergents in powder, tablet and liquid form, and employs over 200 people.²¹ Other niche manufacturing operations are driven by the needs of the education and leisure industries, including Playdale Playgrounds and CGP Books.
- 4.35 The service sector supports mainly local needs, although there are a modest number of niche operations servicing UK markets such as Barrhead Travel, who deliver cruise travel services, and also a BT call centre. There has been growth in the financial services sector, particularly at Liberata, which provides financial services to local authorities across the UK. This employs 420 people in Barrow, compared to 155 in 2006.²²

Port of Barrow

- 4.36 The Port of Barrow is key to the operation of both the advanced manufacturing and energy sectors. The Port of Barrow comprises of Buccleuch Dock, Cavendish Dock, Devonshire Dock and Ramsden Dock, as well as associated port land located primarily to the North and South of Ramsden Dock (see Fig 26 for the location of the docks). The information set out below has been provided by BNP Paribas Real Estate, on behalf of the Association of British Ports, and this shows that there is demand at the Port for further development.

BNP Paribas Real Estate, on behalf of the Association of British Ports, Oct 2016

Associated British Ports (ABP) is the UK's leading port operator. The Port of Barrow land holding extends to approximately 56 ha, the majority of which is occupied by a number of port related operators on a leasehold basis, in addition to warehousing and quay side occupied by ABP.

The role of the port as a short sea shipping port is expected to increase going forward.

The port is linked to the M6 by the A590 and also has a direct connection to the national rail network. Vehicular access to the land north of Ramsden Dock at the Port of Barrow is provided by Harding Rise / Ramsey Way which was improved as part of the Waterfront Business Park development.

Vehicular access to ABP's land to the south and east of Ramsden Dock via Cavendish Dock Road is, however, much inferior in comparison. ABP is keen to see the construction of a new road along the existing route as part of the Marina Village

²⁰ Source: Furness Enterprise (2013)

²¹ Source: Furness Enterprise (2013)

²² Source: Furness Enterprise (2013)

development, so as to help attract new investment by improving access to the southern and eastern areas of the Port of Barrow, the proposed Marina Village development and the other businesses accessed via Cavendish Dock Road.

The Port of Barrow is also expected to play an important role in the following projects going forward:

1. BAE System's proposed Successor (Dreadnought) nuclear submarine deterrent programme, including the following to facilitate the programme:
 - a) The import of materials and equipment through the port;
 - b) Short term lease agreements for overflow car parking and storage; and
 - c) Works to increase the depth of the water to in order to facilitate the movement of the new submarines.
2. The proposed new Moorside Nuclear Power Station adjacent to Sellafield, with materials and equipment expected to be imported via the port to facilitate construction.
3. National Grid's North West Coast Connections Project to service the proposed new Moorside Nuclear Power Station, with the importation of materials and equipment through the port anticipated in connection with National Grid's proposed route for new power cables at Morecambe Bay in connection with this project.
4. The handling of construction materials for the Walney 3 and 4 Offshore Wind Farms.

Notwithstanding the above, ABP's land holdings at the Port of Barrow were significantly reduced following the sale of port land in 2006 to facilitate the regeneration proposals set out in the Barrow Port AAP. More specifically, approximately 29.6 ha was sold to Cumbria County Council for the development of the Waterfront Business Park, with a further 7 ha sold to Barrow Borough Council to facilitate the Marina Village development proposals.

ABP excluded land which provided deep water access to the Walney Channel, as well as Ramsden Dock, from the 2006 sale, in order to accommodate future port related development at the Port of Barrow. Since 2006, however, there has been a significant increase in development at the Port of Barrow, particularly in connection with the offshore wind farm developments in the Irish Sea e.g. Operations and Maintenance bases and Construction and Storage bases. This has resulted in land take up which is considerably more than anticipated at the time of the 2006 land sale, creating increased pressure in terms of accommodating future development needs on the land that remains at the Port of Barrow.

As a result of the above, demand for land at the Port of Barrow with direct deep water access to the Walney Channel (rather than through the Ramsden Dock entrance gates) has increased significantly, and is anticipated to continue to do so going forward. This is due to the 24/7 access provided to the Irish Sea, which is particularly important for Operations and Maintenance bases, in order to facilitate

the unrestricted access necessary for the emergency repair and regular maintenance work required in connection with the off shore wind farms in the Irish Sea.

ABP state that the land at the Port of Barrow with existing, or the potential to create, direct deep water access to the Walney Channel is of increasing strategic importance. Much of the land at the Port of Barrow with existing direct deep water access to the Walney Channel has, however, now been developed, principally to provide Operations and Maintenance bases to serve the offshore wind farms.

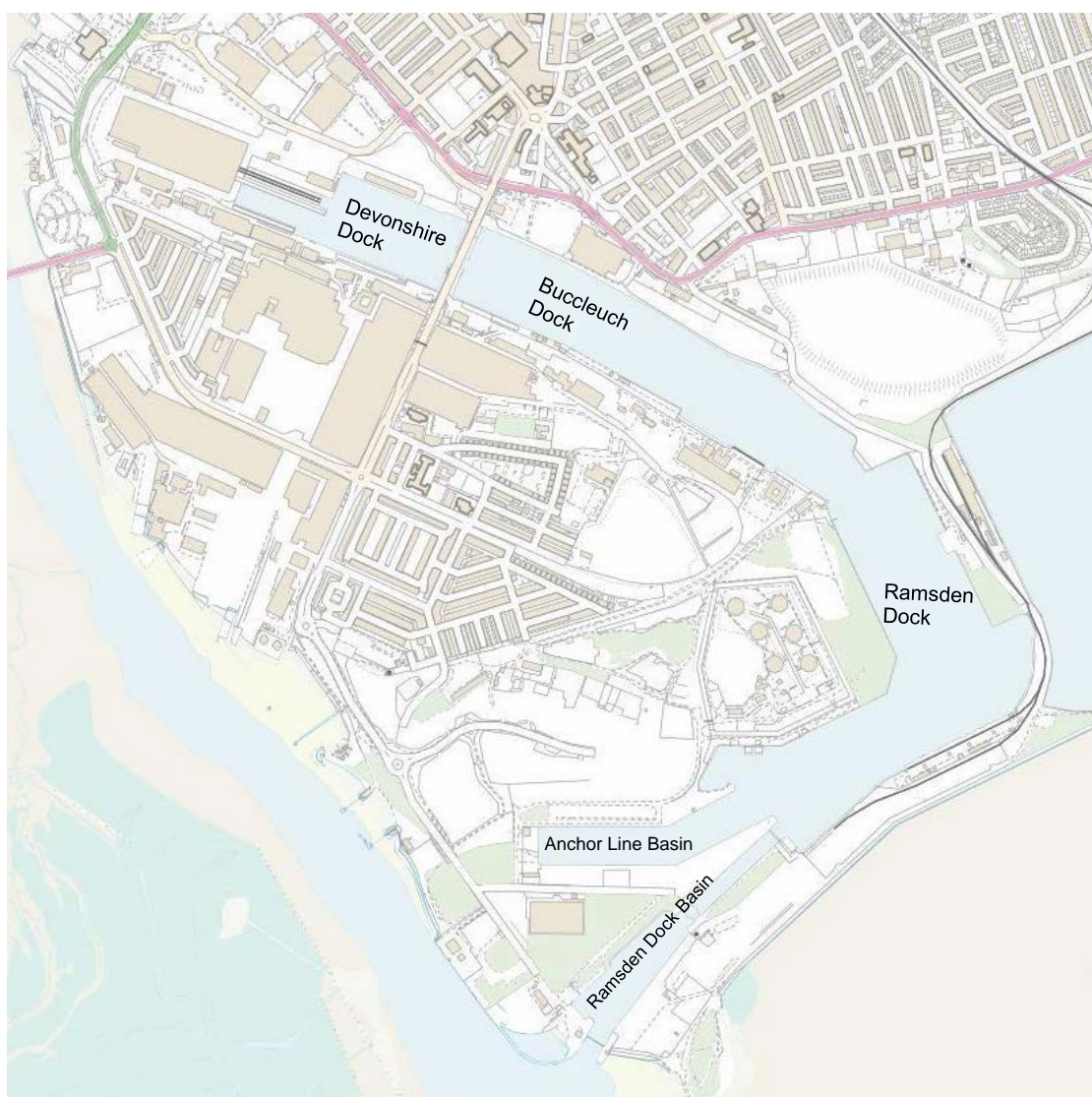
Accordingly, ABP is currently exploring the development potential of all its remaining port land which offers direct deep water access to the Walney Channel. These principally relate to the following:

1. Deep water facilities to support large scale construction requirements.
2. Channel side pontoon facilities to support both servicing and commissioning, as well as the long term operation and maintenance requirements associated with the anticipated growth in the burgeoning offshore energy sector.

Therefore, ABP state that demand for the use and development of the land within the Port of Barrow for port and energy related uses is likely to remain high in the short, medium and potentially the longer term, particularly for the land fronting the Walney Channel.

Not foregoing this and subject to it's priority, ABP state that it is happy to work with the Council and other partners to investigate and evaluate the opportunity for a Marina Link to the Port over the longer term, subject to funding sources being identified and a scheme being physically and financially deliverable.

- 4.37 The Barrow Port AAP makes reference to the port being in an ideal location for easy access to the Lake District National Park and there is a berth available to accommodate vessels up to 160 m length. There are currently no regular passenger services that operate from the port.

Fig 26: Port of Barrow - Docks

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Incentives for Growth

4.38 Furness is a Tier 2 Assisted Area. Tier 2 Assisted Areas are parts of England that have relatively low levels of economic activity and high and persistent unemployment. This is often the result of the decline in traditional manufacturing industries, but they have the potential to benefit from new investment and employment opportunities. Assisted area status gives businesses access to extra funding and tax breaks to invest and create jobs. The sections below outline other incentives for growth in the Travel to Work Area.

Cumbria Growth Deal

4.39 The Cumbria Growth Deal is building on the existing strengths of the County across manufacturing, tourism, agriculture and logistics. The Growth Deal supports further

growth through improving key infrastructure and bring sites forward for housing and commercial development. As a combined and coherent package the Cumbria Growth Deal is providing people in the County with more training opportunities, new and better jobs, more local housing and better transport to access the opportunities being developed by international and local businesses.

- 4.40 The Growth Deal brings together local, national and private funding to focus on the four key priority areas as identified in the LEP's Strategic Economic Plan (Four Pronged Attack):
- Advanced manufacturing growth
 - Nuclear and energy excellence
 - A vibrant rural and visitor economy
 - The strategic connectivity of the M6 corridor.
- 4.41 In July 2014 the Cumbria LEP secured £26.8m from the Government's Local Growth Fund to support economic growth in the area over the period 2015 to 2021 (Growth Deal 1). In January 2015 a further £20.9m of funding was awarded between 2016 and 2021 (Growth Deal 2). In January 2017, Cumbria was awarded a further £12.7m funding (Growth Deal 3).²³
- 4.42 For Barrow, Growth Deal funding is helping to deliver key projects, including an Advanced Manufacturing Technology Centre at Furness College to equip local people with the skills to take up the expanding opportunities at BAE and within the supply chain for manufacturers (now completed); and the remediation and improvement of the Local Enterprise Zone at Waterfront Business Park (in progress).
- 4.43 Over the lifetime of the Growth Deal (2015-2021) its programmes are set to deliver 4,420 new homes, 4,091 new jobs and 4,231 new learning opportunities in Cumbria.²⁴

Coastal Communities Fund

- 4.44 In January 2015 the government announced that it would offer Furness Enterprise a grant towards supply chain strengthening and transforming skills in Furness, Millom and East towards Grange-over-Sands. The project will capitalise on opportunities in life sciences electronics civil and defence nuclear sub sea oil and gas energy and fast moving consumer goods. It also aims to capture more spend from an estimated £40bn of investment planned in Furness and West Cumbria.

Plans and Strategies of Neighbouring Districts

- 4.45 Cumbria consists of six district authority areas: Allerdale, Barrow, Carlisle, Copeland, Eden, and South Lakeland. These are in addition to the Lake District National Park Authority and the Yorkshire Dales National Park Authority. The commercial property

²³ Source: Cumbria LEP

²⁴ Source: Cumbria LEP Annual Report 2017

market within Cumbria is dominated by four locations at Whitehaven/Workington, Kendal, Barrow and Carlisle.

South Lakeland

- 4.46 The Lake District and Yorkshire Dales National Park authorities both overlap the South Lakeland District administrative area. Outside of the two National Parks where the economy is based principally on the tourism and agricultural sectors, the District has a diverse economy, focused primarily around the two principal areas of Kendal and Ulverston. Kendal has a tradition of industry and is home to a variety of businesses including engineering, paper making and food production companies.
- 4.47 Ulverston is a centre for specialist manufacturing including LEDs, lighting, oil and gas industry and light manufacturing and is increasingly renowned for specialist shops and festivals. The town is home to an important supply chain linked to BAE Systems shipbuilding in Barrow and is also the home of GlaxoSmithKline. The town also has a good technological base and has growing links to the offshore oil and gas industry.

Core Strategy

- 4.48 The South Lakeland Core Strategy (Oct 2010) states that there has been a relatively low take up of land for employment uses in the District, and that the evidence shows this is likely due to the lack of suitable sites in appropriate locations rather than a lack of demand. Policy CS7.1 of the Core Strategy seeks to ensure that 60 hectares of employment land is allocated per annum between 2010 and 2025, which equates to around four hectares per annum. The policy also seeks to maintain a rolling provision of five years' worth of high quality, unconstrained land for each employment land market sector that is ready for development at any one time.
- 4.49 The Core Strategy includes a particular allocation relating to high quality office / research and development / light industrial space (i.e. for B1 use only). There has been a decline in B1 use in South Lakes over recent years, although business leaders involved in the industry have suggested that this is likely to increase again. The Core Strategy states that particular opportunities arise from the M6 corridor and that there is potential for substantial high value knowledge-based allocation, likely to be B1, arising from the ability of Kendal to cater for the needs of Lake District residents.

Employment Land Review

- 4.50 The South Lakeland Employment Land Review (Feb 2012), para 7.1, states the following key themes or opportunities are viewed as key drivers of future job and wealth creation for South Lakeland over both the short and longer term:
- Opportunities in energy and the low carbon economy (and other areas of specialist manufacturing);
 - The continued growth of the tourism sector; and

- Supporting the role of the two Principal Service Centres (Kendal and Ulverston).
- 4.51 Para 7.4 states that the study's employment forecast assumptions are underpinned by a number of key principles, which include:
- The area's increasing population, and subsequent increasing demand for more jobs particularly in service and knowledge based sectors;
 - The focus on a number of key priority sectors, including higher value manufacturing and the low carbon economy; and
 - Regeneration priorities which are focused on the continued development of the Principal Service Centres of Kendal and Ulverston.

Land Allocations

- 4.52 More recently, the Land Allocations DPD (Dec 2013) contains revised employment land figures, based on the Employment Land Review. This concludes that, on the basis of existing take-up rates, around 36 ha across the District would be needed between 2010 and 2025, and this equates to an annual target of 2.40 ha per annum. The study stated that there is no site capable of attracting or accommodating major employment development in the Local Plan area.
- 4.53 The DPD states that new employment allocations are needed:
- To provide a supply of land and premises to meet the demand indicated by the very low vacancy rates currently experienced in South Lakeland;
 - To provide high quality, unconstrained employment sites;
 - To provide an adequate choice of sites for development over the longer term in order to respond to demand;
 - To enable Kendal to act as an employment zone for residents of the Lake District National Park;
 - To ensure that Ulverston remains an important contributor to the District's economy and to balance the relative economic vitality of the Eastern part of the District; and
 - To align the employment land offer with the pro-active economic vision of the District.
- 4.54 In distributing the employment land requirements, the Land Allocations DPD plans for a requirement of 33% in Kendal and 22% in Ulverston. In terms of Ulverston, the DPD allocates Land at Canal Head – Phase 1 as a strategic employment site (2.1 ha) and land at Lightburn Road at a Business and Science Park (3.1 ha).

Copeland

- 4.55 The energy sector is the key driver in economic terms in Copeland, and is likely to become more so. The *Britain's Energy Coast* Master Plan sets out how Copeland and Allerdale could take advantage of the potential of nuclear, wind, and water energy to become important players in this strategy.

- 4.56 Whilst there is predicted to be long-term job contraction at Sellafield, there will also be possibilities deriving from the proposed nuclear power station at Moorside, plus other nuclear-related development possibilities. Copeland Council's strategy is to "plan for success", in terms of making plans which allow for the growth potential of the 'Energy Coast' to be realised. The Copeland Local Plan (2013-2028) policies for economic development reflect this. The Council is planning for a future where the new potential employment replaces that which is inevitably going to go from manufacturing, leaving at least as many jobs as at the start of the Plan period, but with substantial economic growth as well.
- 4.57 The Borough has expressed an interest in hosting a long-term High Level Waste Repository. Decisions on this and the Moorside project will be taken on grounds of national policy by the National Infrastructure Directorate rather than Copeland Borough Council. The Council's aim is that the outcomes of this process should be positive and should benefit residents and businesses, including with improved infrastructure.
- 4.58 The spatial development strategy, as set out in the Local Plan, includes providing for and facilitating growth in the local economy, particularly in the energy sector, accompanied by net growth in jobs and an associated increase in demand for housing and services. The Copeland Economic Land Review Update (2012) indicates a need for 24.84 ha of business park (B1) land, and 8.28 ha industrial (B2) land giving 33.12 ha in total.
- 4.59 The Local Plan states that there is an apparent supply of employment land, and this is dominated by land with potential for uses important to the achievement of the spatial development strategy:
- Westlakes Science and Technology Park
 - Whitehaven Commercial Park
 - A group of sites in Whitehaven, previously identified in the 2006 Local Plan, representing the town's best opportunities for developing an office market, for which there is a latent demand from the nuclear sector.
- 4.60 The Local Plan states that Copeland needs to be able to respond to the needs of major infrastructure projects, especially the proposed nuclear power station and its associated development. It also states that the Council also need to make allowance for businesses that are likely to grow, or move into Copeland, as a result of nuclear-related development; and for the supply additionally to cater for other businesses diversifying the economy, as well as the needs of other local businesses. Thus, the Local Plan states that maintaining an apparent surplus of employment land is important to retain capacity to accommodate extra demand.
- 4.61 Therefore, the Local Plan provides for, and the Site Allocations and Policies Plan will bring forward, a supply in excess of recent levels of demand in locations consistent with Copeland's spatial strategy.

Lake District National Park

- 4.62 The National Park has a high dependence on the 'Distribution, hotels and restaurants' sector for employment. The Core Strategy (Oct 2010) shows that almost 50 percent or more of all economic activity in the National Park area is directly or indirectly linked to tourism. Agriculture remains a significant source of employment (8 percent), but a much less important source of income. Whilst agriculture and tourism are important industries, the National Park Authority recognises the need to diversify into other areas to balance the economy.
- 4.63 There is a high level of entrepreneurship and home working, creating the potential to grow high technology and high skill businesses. The Core Strategy encourages additional growth in high value economic sectors such as information and communication technology (ICT), and financial services in order to increase the range of employment opportunities available and improve per capita incomes. Future growth is likely to come from the 'Other services' and 'Banking, finance and insurance' sectors.

Infrastructure Constraints

- 4.64 There are significant infrastructure constraints that could impact upon economic growth in the Borough. The principal issues are summarised below.

A595 and A590

- 4.65 Both the A590 and A595 are of strategic importance in delivering access to the M6 and West Cumbria, however there is a need for significant improvements and continued enhancement on both routes. Journey time reliability is a major issue on the A590 between Barrow and the M6 Motorway and also on the A595 and A5092 towards West Cumbria. This acts as a brake on the local economy, hampering access to markets, the movement of freight and the ability of supply chains and clusters to become embedded and grow. Growth in Barrow and Ulverston is expected to increase pressure on the road network.
- 4.66 Improvements to the existing highway infrastructure are integral to the successful delivery of the Cumbria Strategic Economic Plan. The Plan states that infrastructure improvements will support the anticipated economic growth and unlock development interest in employment and housing sites.

Cumbria Infrastructure Plan

- 4.67 Infrastructure schemes have been identified as priorities for investment by the Cumbria LEP in the Cumbria Infrastructure Plan. These represent new investment over and above existing Growth Fund priorities. The projects are those that have the most potential to address Cumbria's infrastructure needs, support the imminent demands that will arise from major private sector investment projects and maximise

Cumbria's contribution to the northern economy. The following highway schemes are most relevant to Barrow:

Table 4: Cumbria Infrastructure Plan – Medium / Long Term Priorities 5-15 years
(Source: Cumbria Infrastructure Plan)

Proposed Scheme	Description
A590 Road Enhancements	Package of schemes which seek to enhance capacity and reliability on the A590. The package includes junction and capacity improvements and measures to improve safety. Improvements would provide improved links across the south of the County and with the M6. This would support access to markets, the development of supply chains and travel to work areas.
Ulverston Bypass	A bypass of Ulverston to accommodate future growth along the A590 Corridor. The scheme would help to unlock employment and housing sites and support the future investment plans of key businesses. This improvement would therefore support the continued growth of Ulverston and the wider Furness area.

- 4.68 The Cumbria Infrastructure Plan states that the priorities need to deliver against Cumbria LEP and Government objectives to maximise positive impacts for the County. Given the competition and relative scarcity of finance there is a need to demonstrate that projects respond to real and evidenced demand within individual project proposals and business cases. Continued engagement between Highway's England, the County Council and the Borough Councils along with the Cumbria LEP will be important in delivering the Cumbria Infrastructure Plan.

West of M6 Strategic Connectivity Study

- 4.69 The West of M6 Strategic Connectivity Study, undertaken on behalf of the Cumbria LEP and Highways England, examines the route capability, resilience and reliability of the A595, A590 and A66 to the west of the M6. The findings show that there are a number of schemes that could be delivered to improve connectivity from the M6 to West Cumbria and to provide economic, environmental and resilience benefit. The list of prioritised schemes for the A590 and A595 that are most relevant for Barrow are set out in the Council's Infrastructure Delivery Plan. Strategic Outline Business cases are now being prepared for the A590 and A595/A66.

Delivery

- 4.70 There is a range of possible funding sources and funding mechanisms to fund identified schemes, including the following:
- Government agencies (e.g. central government, Highways England)

- Local Growth Fund
- Local Infrastructure Fund
- Growing Places Fund
- European Structural Investment Funds
- Developer Contributions
- Third-party grant funding opportunities such as the Coastal Communities' Fund.

Cumbrian Coast and Furness Lines

- 4.71 The Cumbrian Coast Railway Line links Carlisle to Barrow via the Cumbrian coast. It passes through all the main West Cumbrian towns and major nuclear employment sites. The line carries significant volumes of rail freight, including the transportation of nuclear materials to Sellafield and the Low Level Waste Repository at Drigg. Connections to the West Coast Main Line and other parts of the national rail network at Carlisle and Lancaster enable freight to be transported to and from West Cumbria from all regions. The line is vital to meeting the freight demands of forthcoming construction projects at Moorside (Nuclear New Build), Drigg (Low Level Waste Repository) and Sellafield (Hazard Reduction Programme).²⁵
- 4.72 The Furness Railway Line links Barrow and West Cumbria to the West Coast Main Line and is a continuation of the Cumbria Coast Line. Although the Furness Line is important for commuting to work and education, particularly in Barrow, Lancaster and Preston, the line has a relatively low proportion of commuters, with the line being particularly important for leisure and tourism traffic. However, the line is also important for longer distance services to Manchester and beyond, including connections with West Coast inter-city services to London, the West Midlands and other major urban centres.
- 4.73 The network is characterised by a number of critical factors, including poor journey times; infrequent services; poor timetabling; no comprehensive weekend schedule on the Cumbria Coast line; poor quality rolling stock and passenger facilities; and inadequate infrastructure.
- 4.74 Addressing the various issues affecting the rail network are vital to sustainable transport and economic growth in Cumbria. They would bring significant benefits for Cumbria by increasing the network's capacity to support major investment projects, the movement of workers and visitors to the County and the development of supply chains. The Cumbria Infrastructure Plan shows that the improvements required include increases in the number of services to support nuclear development along the Cumbria Coast line; investment in rolling stock; an increase in services between Barrow and Manchester Airport and along the Cumbrian Coast Line; and additional evening and weekend services across the County.

²⁵ Source: Cumbria Strategic Economic Plan: Technical Annex

Services to Manchester

- 4.75 A high quality of connectivity between Barrow and Manchester and its airport will be an important factor to the future economic success of the Furness area. Many industrial companies in Furness are global, meaning that senior staff and visiting business partners need good transport links with Manchester Airport as the international airport for the area. Good connections will also contribute to the success of the South Lakes tourist trade.
- 4.76 Electrification of the West Coast Mainline has resulted in reductions to the number of services between Barrow and Manchester, including Manchester Airport. This is because the diesel trains that operate on the Furness line cannot join the electric services on the West Coast Mainline, as they are not compatible. Since May 2014, these changes have seen a reduction in through services between Barrow and Manchester from six to four, and reduction in the Manchester to Barrow direction from ten to six. In order to ensure that through services at key times of the day are maintained, some of the services will join with Blackpool to Manchester trains at Preston. The overall level of train service between Lancaster and Barrow will remain the same and some of the smaller stations along the line will benefit from a slightly improved service.

Refranchising

- 4.77 On the 1st April 2016, Arriva launched the new Northern franchise, and this will contribute towards alleviating some of the current concerns. According to Northern, “rail passengers across the North will soon benefit from new trains, a 37% increase peak time capacity and revamped ticketing.” The new trains are expected to join the Northern fleet in 2018. £1 billion will be injected over nine years, including:
- Within three years, Arriva will introduce 281 new carriages, fully refurbish the remaining fleet and remove all pacer trains. All trains will have free WiFi by 2019.
 - A 12% increase in the number of services by 2019, giving passengers greater choice with over 2,000 more services each week.
 - With more and longer trains, there will be a 37% increase in peak time capacity within the next three years.
 - Significant station improvements.²⁶
- 4.78 ‘In-Cumbria’ report that Arriva plan “to have new 100 mph trains operating on a network of fast Northern Connect services from Barrow-in-Furness and Manchester Airport by 2019.” Also, “there will be eight services per day between Barrow-in-Furness and Manchester Airport and four services a day between the airport and Windermere.”²⁷
- 4.79 The Cumbria Infrastructure Plan states that more needs to be done to improve Cumbria’s rail services and network over and above the enhancements planned via

²⁶ See <https://www.northernrailway.co.uk/> for more information.

²⁷ See <http://www.in-cumbria.com/> for more information.

refranchising. These are needed so that projects of national significance can be delivered on time and their impacts effectively managed.

Strategic Priorities for Investment

- 4.80 The Cumbria Infrastructure Plan sets out the strategic infrastructure schemes that have been identified as priorities for investment in the County. They have been selected as they have the most potential to address Cumbria's infrastructure needs, support the imminent demands that will arise from major private sector investment projects and maximise Cumbria's contribution to the northern economy. The following schemes are most relevant to Barrow:

Table 5: Short Term Priorities – Cumbria Infrastructure Plan Priorities

(Source: Cumbria Infrastructure Plan)

Proposed Scheme	Description
Critical	
Cumbria Coastal Railway Enhancements	Package of measures to enhance the Cumbrian Coastal railway between Carlisle and Carnforth via West Cumbria and Barrow. Measures include line speed and infrastructure improvements, signalling changes, station upgrades and improved access. These enhancements are required to provide increased capacity, usage and resilience to support economic, supply chain and employment growth across Cumbria while also supporting the delivery and operation of new investments in the west of the county. This improvement can also support the growing importance of the Port of Workington. The measures would also help to address issues of line efficiency and vulnerability to flooding and coastal erosion.
Rail Station Improvements	A fund to support packages of measures at rail stations across Cumbria. The nature of improvements at each station will vary at each location but could include improved parking, station access, ticketing and platform improvements. This will help to address issues of congestion on the roads by encouraging journeys by train.

- 4.81 The Cumbria Infrastructure Plan states that there will be a need to continue to work with the Department for Transport and Transport for the North to secure further additional infrastructure improvements to the strategic railway network. A further scheme is proposed as set out below:

Table 6: Further Scheme – Cumbria Infrastructure Plan
(Source: Cumbria Infrastructure Plan)

Proposed Scheme	Description
<p>Electrification of Furness Line, Lakes Line and Hadrian's Wall Country / Tyne Valley Line in addition to improvements to Cumbrian Coast Line</p>	<p>The lack of electrification has resulted in a number of connectivity shortfalls. In particular the Furness Peninsula has infrequent direct train connection to Manchester / Manchester Airport (e.g. four direct services a day), impacting on interregional and international connectivity. Electric trains are not able to traverse the Tyne Valley connection between the electrified East and West Coast Main Lines, reducing resilience for major north-south electrified rail arteries and interregional connectivity between the North East and southwest and central Scotland via Cumbria. Passenger services are limited to diesel multiple units running mostly between Carlisle and Newcastle. The shortfall impedes business-to-business connectivity for the advanced manufacturing sector in South Cumbria and between North City Regions West Cumbria and central Scotland.</p>

- 4.82 The Barrow Transport Improvement Study recommends that improvements are made to station facilities (parking, cycle parking and waiting facilities) to encourage longer journeys to be made via rail. Frequency of rail services should be assessed and an improvement to the quality of facilities at stations.
- 4.83 The SEP Technical Annex states that scaleable infrastructure enhancements would be of huge benefit for rail capacity, adding that the ultimate aim is for full re-signalling of the Cumbria Coast Line along with infrastructure enhancements and doubling of track throughout. Improving street-side access to the railway for travel-to-work, education and leisure users is also vital through better pedestrian and cycle links and adequate off-street car parking.

Delivery

- 4.84 The Cumbria Infrastructure Plan identifies several funding sources and delivery mechanisms. Such mechanisms will be important in taking forward the infrastructure priorities outlines in the plan. These include:
- Government agencies, including central government and Network Rail
 - Local Growth Fund
 - Growing Places Fund
 - European Structural Investment Funds
 - Developer Contributions
 - Third-party grant funding opportunities such as the Coastal Communities' Fund.

Superfast Broadband

- 4.85 Cumbria County Council and BT have been rolling-out Superfast Broadband across the County as part of the Connecting Cumbria project between 2013 and 2015. Superfast Broadband is defined as access to speeds of at least 25 megabits per second (Mbps). Superfast Broadband brings many benefits, including easier and more efficient ways to do business, better communications, different ways of receiving public services, being able to work from home or access education, and more online shopping and entertainment options.
- 4.86 The value of the contract between Cumbria County Council and BT is £51m. BT is contributing £15m to the project with £17.1m coming from Broadband Development UK (BDUK), £13.7m from the European Regional Development Fund (ERDF) and £5m through the Performance Reward Grant (PRG) from all councils in Cumbria. On top of this, additional ERDF and PRG funding will contribute to the roll-out and marketing of fibre broadband in Cumbria.²⁸

Housing

- 4.87 There are long-standing issues facing Barrow's dwelling stock include stock condition, overcrowding, residents ability to maintain their homes, and the longer-term goals of regeneration and addressing the lack of variety in the housing offer. The Local Plan has an important role in facilitating the improvement of the housing offer, particularly given the relatively self-contained nature of the housing market. The 2011 Census showing that 72% of the workforce population who work in the Borough also live in the Borough. However, it is uncertain at this stage how the increase in employees at BAE Systems is impacting on commuter flows.

Key Points

- GVA wealth in the Furness area is driven by advanced manufacturing, concentrated in Barrow and Ulverston.
- £525m investment at BAE Systems and the delivery of the Dreadnought submarine programme is expected to deliver 2,000 jobs and add £4.2bn to Barrow's GVA by 2037.
- A Local Enterprise Zone at Waterfront Business Park close to BAE Systems will provide opportunities for employment development for advanced manufacturing and supply chain growth in connection with BAE and other major projects.
- A number of major energy projects in the area and offshore is expected to deliver additional jobs and will provide further opportunities for supply chain growth.
- Furness is a Tier 2 Assisted Area, giving businesses extra, giving businesses extra access to funding under the Cumbria Growth Deal to support economic growth. This has helped to deliver key projects including an Advanced Manufacturing Centre at

²⁸ Source: Cumbria County Council

Furness College and the remediation and improvement of the site of the Local Enterprise Zone.

- The nuclear sector in West Cumbria provides employment and opportunities in Barrow, particularly those who commute to Sellafield each day. A nuclear technology innovation gateway is planned for West Cumbria, which will be an innovation and support centre for the nuclear industry.
- A new nuclear power plant at Moorside in the neighbouring Borough of Copeland is proposed and this will present an opportunity to deliver high value jobs and supply chains.
- Other industries in Furness include a group of electronic companies which together employ an estimated 500 people, including several companies in Ulverston. Barrow has two major companies involved in fast moving consumer goods manufacture for UK and European customer markets: Robert McBride Group and Kimberley Clark.
- GSK in Ulverston is a major employer providing jobs in advanced manufacturing. However, the company has recently pulled-out of £350m investment at the site and as a result the future of the site is now uncertain.
- The LEP are leading on proposals for infrastructure improvements in Cumbria to support economic objectives, including improvements to rail and the A590 / A595. The delivery of the proposals would support the major investment that is taking place in Furness.
- The forthcoming Local Plan will have a key role in supporting the delivery of new housing to support economic growth.

5.0 Local Property Market

- 5.1 This section is based upon information provided by Furness Enterprise and the Furness Economic Development Forum (FEDF). Furness Enterprise closed at the end of 2014 due to delays in government grant funding. However, for nearly twenty years prior to its closure, Furness Enterprise had the role of helping to facilitate:
- Company growth
 - Inward investment
 - Supply chain strengthening
 - Innovation, product and process improvement
 - Individuals accessing jobs
 - Entrepreneurial new businesses to start ups.
- 5.2 Since the closure of Furness Enterprise, the FEDF has been the main source of support for economic growth in Furness. The FEDF is a public, private sector partnership that works closely with the LEP to facilitate economic growth through the LEP's Strategic Economic Plan and the Government's Growth Deal for Cumbria.²⁹

The Local Property Market

- 5.3 The market for commercial property/land is localised and clearly defined by the geography and transport infrastructure of the Furness Peninsula. According to Furness Enterprise (2013), locationally Barrow is perceived as a secondary development and investment location by the majority of the private sector property industry. Although the property sector recognises the very significant investments being made in the Barrow economy associated with the civil and military nuclear sector and offshore engineering, these investments have not been reflected in improvements in commercial property development/investment values to a point where development becomes viable. Consequently recent commercial development schemes in Barrow have either been brought forward by the public sector (direct development) or have utilised gap funding/grant to the maximum level permissible within state aids limitations.
- 5.4 Historically, employment land demand trends within the Barrow Travel to Work Area (TTWA) display some specific characteristics that need to be taken into account in identifying land for employment development over the Plan period. These are summarised below:

²⁹ In an initial attempt to identify the level of employment demand, the Council contacted commercial land and property agents to seek evidence on current demand for employment land and premises in the Borough in April 2014. However, no responses were received to this consultation. In June 2014, the Council again contacted commercial property agents and this included a questionnaire seeking information on employment demand in the Borough. However, only two responses were received, neither of which completed the questionnaire nor indicated any demand for employment land or premises. The letters and questionnaire, along with the list of agents contacted can be found in Appendices 4-6 of this report. Although these efforts have been unsuccessful, demand has been identified through both Furness Enterprise, and more recently, the FEDF who have provided the Council with an overview of the main sources of demand within the Barrow TTWA.

Characteristics of employment demand in the Barrow TTWA:

- A pattern of one or more large industrial developments occurring in the TTWA every decade since the late 1940s.
- Significant scale re-investment by established national/international businesses either on large landholdings they already have in their possession or on new sites locally.
- Relatively few newly-formed businesses going on to deliver rapid growth, defined as many as 1-5 people in year one to 50-100 people in their first 5-10 years.
- Emergence of sites providing energy support infrastructure since 1979.
- Distinct demand since the early 1990s from branches of multinational businesses, through to small local operations and local offices of public sector agencies to locate in managed business centres.
- Emergence of two distinct indigenous business clusters based electronics expertise – electronic LED / communication systems firms and subsea electronic companies.
- Relatively few large scale business closures.
- Most new development being concentrated in the town of Barrow.
- Only since 2008 has there been a resurgence of new investment in Ulverston.
- The important role Furness Business Park has played in accommodating 25 years of growth in Furness since 1987.
- The capacity of existing companies to accommodate growth within their existing land holdings.
- The public sector leading the role in meeting demand over the past 25 years.
- Local property entrepreneurs concentrating on meeting demand for small scale workshops ready to walk into.

(Source: Furness Enterprise, September 2013)

Main Sources of Demand

- 5.5 Major investment is taking place in Furness in connection with the modernisation of the shipyard and development relating to major energy projects. Demand has been identified through both Furness Enterprise, and more recently, the FEDF who have provided the Council with an overview of the main sources of demand within the Barrow TTWA. This is summarised below:

The main sources of demand for employment land and premises in Barrow:

- Branches of multinational and national businesses already having a presence in Furness which foresee opportunities to attract growth in competition with other parts of their group located elsewhere in UK or overseas.
- Multinational and national companies with 'mobile' projects seeking a new

location and having an initial preference to take advantage of locations with Assisted Area status where discretionary incentives may be available.

- Established local companies embarking on their next phase of growth, rationalisation or modernisation.
- Companies seeking to service exploitation of energy and natural resources in the East Irish Sea.
- New businesses and/or smaller branches of businesses seeking 'start-up' premises or offices and workshops located or managed business centres.
- Demand also comes from changes in availability of premises within the TTWA.
- Significant growth led by multi-national companies already based in Furness may generate demand from suppliers wishing to be site closer to Tier 1 companies delivering defence, life sciences, oil and gas, renewable energy sector and other products.
- Trends for specialist operations of large multi-national firms to locate in business centres, e.g. SERCO and Jacobs Construction.

FEDF have taken as a baseline companies expressing demand for space in the size range 5-600ft² to 1,500ft² or combinations thereof. This demand came from newly formed technical consultancies, several IT service operators, technical documentation specialists, small scale call centres, training providers, office suppliers, lottery scheme managers, defence software developers, leisure services operators, electrical product manufacturers. It is expected future demand will come from a similar range of activities.

(Source: FEDF, July 2016)

Enquiries for Land and Premises

5.6 A meeting with the FEDF in March 2016 (with updates provided in July 2016 and May 2017) provided more detail of the current employment demands facing the Borough, as follows:

- **Office accommodation:** There is an emerging demand from firms seeking office accommodation in Barrow and Ulverston, in particular to service IT software and construction needs. There is consistent demand for small office suites in the size 50-150 sq m with on-site parking located outside of the congested streets of the three main town centres in Furness.
- **Industrial space:** There is demand from downsizing firms and firms servicing government contracts. A number of enquiries have been received by Furness Enterprise / FEDF for a niche requirement of 500-1,500 sq ft. There is a company at Sowerby Woods Business Park who have a scheme for expanding eastwards of its current site, and land is proposed here in the forthcoming Local Plan for employment allocation.
- **Storage:** There is demand for both open and covered storage space on a large scale on a temporary basis (i.e. 1-2 years), particularly in connection with BAE Systems

and offshore wind farm developments. Open storage has traditionally been located on Ironworks Road (East and West of the A590), Sowerby Woods Industrial Estate and at the Port of Barrow on the South side of Ramsden Dock.

- **Robert McBride / Kimberley Clark:** On Park Road, Both Kimberley Clark and Robert McBride are likely to be able to service their future needs within their land ownership footprints. There is land behind the Robert McBride's factory that is allocated for employment uses in the Saved Local Plan, and this land is retained for any potential future expansion of the factory in the forthcoming Local Plan.
- **Energy:** Eon and Port Meridian have schemes at the gas terminal. Centrica may along with Sirius drill for more gas which could lead to landfalls in the Local Plan timeframe. In the meantime, Centrica has proposed a new gas-fired power station on the site of the former Roosecote plant that was demolished in 2015, capable of producing 49MW. Centrica are also planning to build an energy storage unit to store up to 44MWh of power.

National Grid's new infrastructure in connection with the proposed nuclear power station at Moorside may lead to new investment opportunities post 2025. Stag Energy and Hoegh are also developing schemes.

- **Port of Barrow / Waterfront Business Park:** Orsted may choose to develop the last remaining part of the Waterfront facing Walney Channel between its Barrow windfarm base and the BAE SMITE water intake pumping station. This development would be in support of the offshore Walney Extension wind farm, and if it goes ahead the new base could be developed for 2019.

The Local Enterprise Zone at Waterfront business park could potentially be used to support Orsted and other wind developers, in addition to the development of supply chain firms requiring plots to service the needs of large companies in the area and for BAE Systems. It will be 2018 at the earliest before building can take place on the remaining part of the Local Enterprise Zone as remediation and site preparation works continue to progress.

In order to assess local occupier demand for the Local Enterprise Zone (Waterfront Business Park Phase 2), Keppie Massey has been instructed by the Council to:

1. Identify appropriate businesses to occupy Phase 2 of the Waterfront Business Park
2. Engage with these businesses to understand their detailed requirements
3. Raise the profile of the Barrow Waterfront Phase 2 with businesses.

- **Short term needs:** Whilst the remaining part of the Local Enterprise Zone is being prepared for development, FEDF have stated that short term needs can likely be facilitated by current reshuffling of businesses in other areas which is making available existing units. For example, Gyrodata will have a much smaller space requirement, circa 4,000 sq ft which means that their building plans have halted. This has made available 7.5 acres of land and an existing industrial unit of 33,725 sq ft. Several units on Furness Business Park have also recently become available to let.

- **Ulverston:** There have been enquiries from companies in Ulverston to find sites in the Borough. Marl Hub Business Centre has been successful after achieving full letting of 1,200 sq m in 12 months. Currently Ulverston Business Centre is seeing demand from fledgling firms seeking office space instead of owners working from home.

Provision and Takeup of Space

- 5.7 FEDF (July 2016) stated that provision of new space has generally occurred in advance of anticipating demand, and take-up occurs quickly. Another feature is that where void periods have been forecast to last up to 18 months, these have been superseded by high take up rates in advance of that timeframe. For example at Waterside House in Barrow, 850 sq m of floor space became available when the facility opened in October 2006. By February 2007 it was 40% let, leaving around 406 sq m available for lease which was filled in 12 months.
- 5.8 There are occasional enquiries for larger space. Recent approaches have been received from new health authorities and others including one group which needed 150 sq m within a four week timeframe. Also, Barrow Borough Council organised conversion of a 300 sq m space at a competitive rent over three years.

Demand for Managed Business Space

- 5.9 There is a particular demand for managed workspace. Furness Enterprise in 2013, and more recently FEDF in 2016, have both provided information on the demand for managed business space in the Borough. Furness Enterprise has also previously identified the demand for managed business space as one of the characteristics of the Furness area. More details are provided below:

Furness Enterprise, September 2013

Managed workspace in the TTWA is in the form of existing converted buildings or new bespoke facilities.

Conversions

Since 1993, conversions have been delivered as a means of gathering new uses for disused or underused buildings, and conversions have delivered larger industrial units in Barrow. Occupiers have tended to include parts of the NHS, Cumbria County Council, Trading Standards Offices, Jobcentre Plus and call centres. The Cooke's Building in Abbey Road is occupied by digital and creative businesses.

New Build

New build managed workspace in the TTWA has usually been delivered using Government and / or European Funding as a response to the emergence of major economic shocks affecting the whole of the Barrow TTWA. The exception to this is

Haverthwaite, which is a wholly private initiative.

Demand for Managed Workspace

Local historic evidence shows that demand for managed workspace normally emerges from companies once the facilities have been created and opened for business rather than through a substantial number of pre-lets having been secured before a facility is completed. Demand type comes from a wide range of sources drawn across virtually all types of businesses and sectors, including the following:

- New locally formed companies
- Businesses setting up branches in Furness to fill gaps in the market or to service larger Tier 1 company supply chains
- International companies requiring a modest local presence
- Expanding locally based businesses
- New trade counter / service businesses
- Charity organisations
- Private sector organisations delivering government contracts
- NHS services.

On average, around 100 firm enquiries each year were generated through Furness Enterprise. Furness Enterprise's direct contact with companies and intermediaries such as accountants, developers and property advisers has been the main resource unearthing new demand. Cumbria Growth Hub will be another source of enquiries in the future. Demand also comes from changes in availability of premises within the TTWA.

- 5.10 The shortage of managed business space was highlighted as a key demand issue in the area by the Director of the Phoenix Business Centre at Furness Business Park. The discussions also indicated that there is a shortage of creative studios in the area. A summary of the discussion is provided below:

Director of Phoenix Business Centre, April 2015

There is a shortage of modern facilitated office space in the Borough. New modern facilitated business space would encourage contractors, particularly corporate and blue chip companies and manufacturers, to the area. The Phoenix Business Centre is a converted premises that facilitates the setup of small businesses, including those that are just starting up. However, the Business Centre is currently booked-out and current businesses are remaining at the business centre because of the limited amount of alternative facilities. New premises are required and these should be run as a business with a business model where premises are put out to tender so that they can be managed by an independent contractor.

New premises need to be clean, concise and geographically well-placed. They must be bright and modern with Wi-Fi access and other modern technologies that businesses require. Accessibility is important to attract businesses, therefore it is

preferred that both car parking and premises are flat. Sites also need to be easily accessible from a main road.

It was also emphasised how businesses benefit from a communal entrance with a central reception desk and that there should be easy access to meeting and training rooms close to the reception. In addition, in-house facilities such as a gym and café would make units more attractive to potential businesses and would contribute towards quality of life within the workplace. Facilitated business centres are able to meet all these needs.

The cost of managed business centres that are modern and that incorporate many of the features set out above do not necessarily make such development unviable. Rather, a key to success is good design, and incorporating the features set out will contribute towards attracting businesses quicker and many features could result in extra revenue being generated within the premises. There are also cost effective ways of building premises, and Media City is an example of business premises that use alternative construction materials. In some cases there may be opportunities for existing buildings to be converted into business centres.

It was emphasised that it is imperative that simple yet modern facilities are provided. This forms a positive first impression and encourages businesses to move with the times, compete and network with other business users, and more importantly encourage an awareness of businesses in Barrow and surrounding areas. Providing business space does create jobs.

There is a shortage of art studios and studios for photography and graphic design in Barrow. Whilst there are some studios in the Cookes Building on Abbey Road, there are no available small independent units that can be rented for a short period of time. This means that many people who would be interested in such space are often required to work from home. Therefore, new studio development would contribute towards meeting an unmet need whilst diversifying the economic base in the area.

- 5.11 Some established businesses are remaining within business centres. A meeting with an independent privately-owned engineering company based at the Phoenix Business Centre in May 2015 showed that there is a lack of choice of land and premises for businesses that are expanding. The company was in its fourth year and started with four employees at the business centre, but has grown to more than 20 employees with a significant increase in turnover during this short period. The company was continuing to grow and required significant office space alongside a small workshop.
- 5.12 Phoenix Business Centre is mainly intended for start-up businesses who once established and are growing then move on to new premises. However, the company has not been successful in finding suitable land or premises. Good quality offices are required that are modern and professional with air conditioning, wi-fi and modern facilities. However, they stated that there is currently little choice in the Barrow area. They would prefer their own premises, although rented accommodation could be suitable.

- 5.13 The competitive position of a new business centre has been examined by FEDF, who have stated that need could be met by providing sizes between those in College House and those in Trinity Enterprise Centre. Provision could also offer similar space size to the Phoenix and Trinity Centres as part of a policy to increase provision.

Supply of Land and Premises

- 5.14 The Borough's major employment locations are mostly located either side of the A590 County Road up to the Park Road roundabout. The major employment locations are situated at the following sites:

Waterfront Business Park

- 5.15 The Council's priority for economic development in Barrow over the Plan period is the development of the Waterfront Business Park. The business park provides space for local firms' expansion and inward investment by companies from other parts of the UK or overseas. It is also suitable for firms keen to expand their supply chain presence serving either manufacturers in Cumbria or UK and global markets.
- 5.16 A 32,100 sq m Strategic Bulk Store / Logistics Facility has been developed as part of Phase 2 of the Waterfront Business Park, and this represents the first phase of BAE Systems' site redevelopment programme for the Dreadnought Programme. It is anticipated that this facility will act as the anchor development that will create demand for more plots to be provided on the Local Enterprise Zone, which also forms part of Phase 2 of the Business Park.
- 5.17 12 hectares of land is remaining the Local Enterprise Zone. The site is owned by Cumbria County Council and seeks to build on BAE Systems' investment to create jobs in advanced manufacturing and to support the supply chain for Furness and national companies. A programme of site preparation is taking place with the aim of completing plots ready for use in 2018.

Ramsey Way, Barrow

- 5.18 There is port-related development along the waterfront at Ramsey Way in connection with the offshore windfarms, with development having taken place by Orsted and Ormonde Energy. Orsted could develop a further operations and maintenance base at the last remaining part of the waterfront which has deep water access into Walney channel. This base will be in connection with the Walney Extension offshore windfarm.

Barrow Town Centre

- 5.19 The FEDF have stated that there are development possibilities and opportunities in the town centre of Barrow. The former police station on Market Street has been acquired and planning permission is in place for a hotel development. Other premises could become vacant in the town centre, including the Atkinson Health

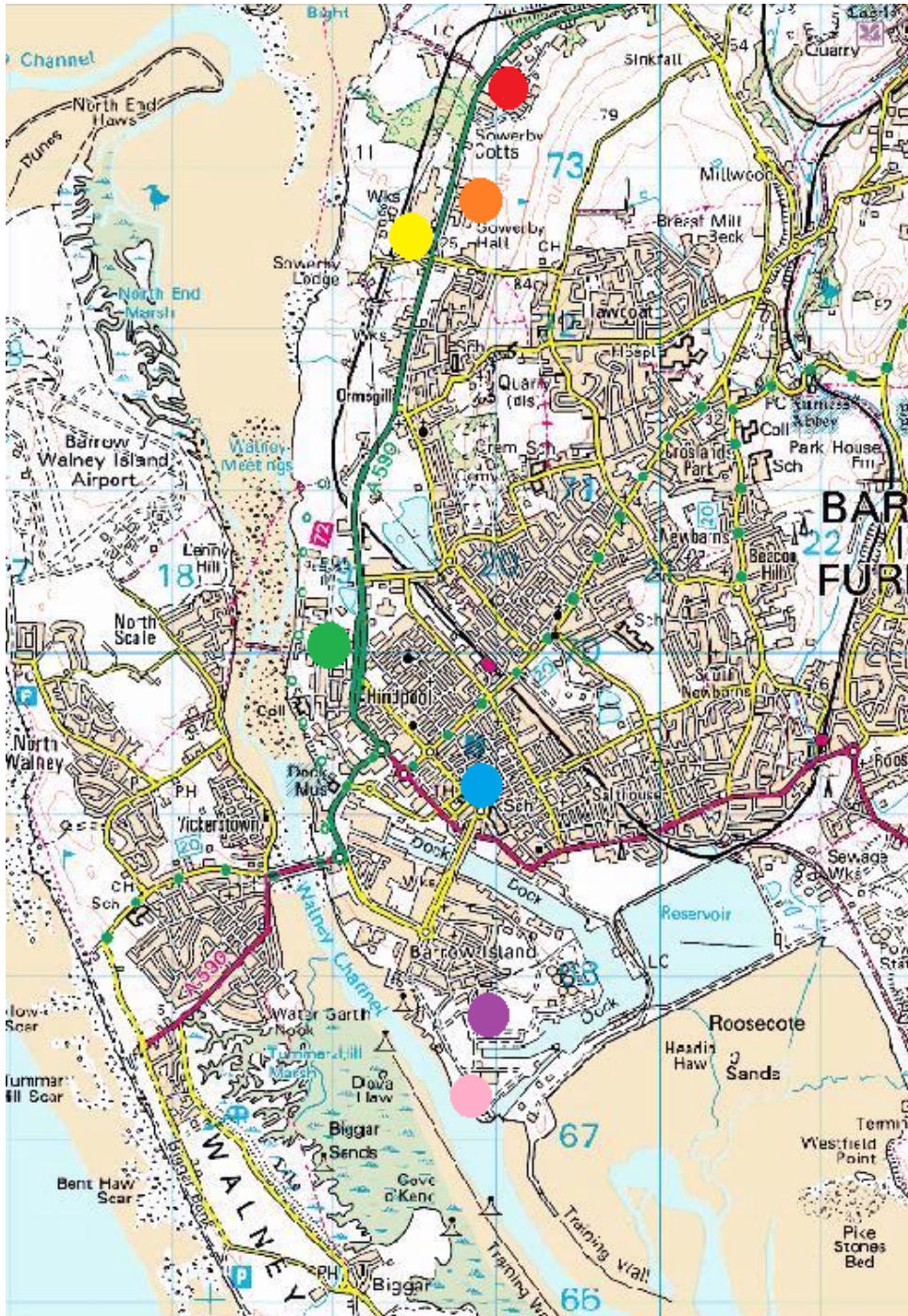
Centre / Ambulance Station on Market Street, which is expected to relocate to the new Health Centre to be developed on the former Alfred Barrow School site.

- 5.20 Space in excess of 1,300m² is available at Furness House, although office user / customer access to office space here is poor through very limited ground and first floor space and the accommodation is dated (1960s). The vehicle access is via the Forum Rooftop car park. With modernisation and better access straight from the multi-storey car park, this location could be ideal for a mix of office sizes.
- 5.21 The Alfred Barrow development at Duke Street, Barrow could open up opportunities for office development in connection with the health centre on the Southern side of the town centre.
- 5.22 The Market Street, Lawson Street, Cornwallis Street (“Town Hall Horseshoe”) area could provide opportunities for office and hotel uses, including examination of whether there is scope for offices on part of Market Street car park.
- 5.23 Cumbria County Council is looking at the feasibility of the Nan Tait Centre being adapted for business use and for greater use of the first floor of Barrow Library.
- 5.24 There could be potential for converting space above shops to offices and for developing managed business units. Gerald Eve have stated in the past that there is a funding gap for small, modern office space. The forthcoming Central Barrow Masterplan will provide an opportunity to maximise development opportunities in the town centre.

Sowerby Woods Business Park

- 5.25 This Business Park site lies three miles to the North of Barrow town centre on the East side of the A590. Occupiers include a concentration of waste handling and construction related firms including Shanks MBT plant, Wicks, Steeles Removals and Storage together with more sophisticated manufacturing by Oil States MCS, Furness Plastics and Yarl Hydracentre. By 2013 the location was fully occupied, but there is potential for the site to be extended arising from construction of a new access road to serve the Shanks facility which could to open up land East of it for employment use. Sowerby Woods Business Park is not considered to be comparable to the Waterfront Business Park in respect of either the businesses / occupiers they seek to attract, or the quality of environment offered.

Fig 27: Major Employment Locations in Barrow



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- Sowerby Woods Business Park
- Park Road East
- Park Road West
- Furness Business Park
- Barrow Town Centre
- Waterfront Business Park
- Ramsey Way

- 5.26 An extension to the Business Park is recommended in Chapter 7 of this report. This extension would allow existing businesses and operations on the industrial estate to expand where required, in addition for the relocation or expansion of other businesses or the setup of new businesses.

Park Road West

- 5.27 This linear industrial estate fronts the A590 and is occupied by multinational companies serving global markets, including Kimberley-Clark, Builders Supply Barrow and Robert McBride. There are also smaller workshops that accommodate local firms. There is land currently allocated in the Local Plan behind the McBrides factory which would likely to be required by the owners of Robert McBride if there was potential for expansion of the existing premises. Further land is currently allocated to the South of McBrides (West of County Park Industrial Estate) and South of Kimberley Clark. Chapter 7 of this report recommends the retention of these allocations in the Local Plan.

Park Road East

- 5.28 This linear industrial estate fronts the East side of the A590 on the approach into Barrow opposite Park Road West. The plots are occupied by a mix of local firms such as Handmark Engineering and Wicks, and branches of national companies serving global markets, such as Sovereign Chemicals and Waite Pressings.

Furness Business Park

- 5.29 Since the late 1980s, this area has functioned as South Cumbria's main business park and is where the main industrial and business park growth in Barrow has occurred. The 49 ha area fronts onto the A590 and benefits from Furness College being situated at its core. It is also located adjacent to the northern side of BAE Systems enabling companies to operate supply chain links, such as Ametek and Optech Fibres. The park is now almost fully developed, therefore the nature and extent of available accommodation is determined by occupier turnover and vacancies within the existing property stock on the park.
- 5.30 Furness Enterprise stated that growth on the park has been stimulated originally by public sector discretionary gap funding grants of around 46% and direct development by the public sector. This is due to the private sector not having confidence in delivering a commercial return from its own direct development in an area so remote from engines of growth and dependant on a small number of large companies for its economic success.

Dalton, Askam and Rural Areas

- 5.31 There is a need to facilitate a strong rural economy which contains a mix of viable agricultural, tourism and business enterprises, including those which feature home-working. The main concentrations of business activity in Dalton, Askam and the rural areas are as follows:

Table 7: Business Activity in the Dalton, Askam and the Rural Areas

Area	Business Activity
Dalton	<ul style="list-style-type: none"> • Long Lane Industrial Estate • Dalton Town Centre • Crooklands Business Park • South Lakes Safari Zoo • Goldmire Quarry
Askam and Ireleth	<ul style="list-style-type: none"> • Paradise – Furness Cars and Commercials • Duddon Road – Urofoam Ltd • Askam Brick Works • Greenscoe Quarry
Lindal	<ul style="list-style-type: none"> • Duerden’s Abattoir • London Road Business Park – Wax Lyrical

- 5.32 The success of the Dalton Crooklands site in attracting expanding local companies has led to a mix of local services, and high technology LED lighting Research and Development activity. There is an outline planning approval for the development of four new business units adjacent to the site, and a further outline approval for an additional five units. This area benefits from good access to the A590, and there is clear developer interest in this area. Also, South of Dalton at Long Lane Industrial Estate, the closure of Cape plc’s factory has created an opportunity to attract new development. The Council owns a piece of land adjacent to this factory which provides a further potential development opportunity, and Chapter 7 of this chapter recommends the allocation of this site for employment uses.
- 5.33 For over 25 years the main source of employment in Askam has been the Urofoam factory plant. However, this has greatly reduced in recent years and part of their site has now been developed for housing. The factory site is proposed to be allocated for housing in the Local Plan.
- 5.34 At Lindal, there is a need to facilitate continued growth of existing businesses located at the Duerden’s Abattoir, London Road Business Park and Pennington Lane/Diamond Buildings. Wax Lyrical is set to invest £1m at its candle factory in order to increase the production rate to meet a growing demand in the market, with the potential for the investment to create more jobs in the future.³⁰

Ulverston

- 5.35 In Ulverston in the neighbouring South Lakeland District area (but within the Barrow TTWA), a key regeneration initiative involves the redevelopment of the Canal Head

³⁰ Source: Furness Enterprise, 2015

and Corridor area. A Masterplan has been produced following public consultation which seeks to establish this as an employment area complemented with tourism and recreation facilities and some housing within an enhanced environment. The key employment areas within this corridor are:

- Canal Head – This includes Canal Head Garden Machinery.
- North Lonsdale Road – There are several industrial units along this road. Much of the area is derelict and in need of regeneration.
- GlaxoSmithKline – Science-led global healthcare company that researches and develops a broad range of innovative medicines and brands.
- Cross Lane and surrounding area – There are several industrial units in this area.

5.36 The other key employment areas in Ulverston are:

- Daltongate Business Centre – Modern office accommodation consisting of nine self-contained offices.
- Lightburn Trading Estate – This is a small industrial estate.
- Marl Business Park – This includes Marl Business Hub, which is a modern business centre with 12 offices.
- Low Mill Business Park – This consists of a variety of businesses including several engineering and electrical contractors.
- Priory Park – Oxley Solutions are based on this site, providing advanced solutions for defence, aerospace, rail and telecommunications applications. This includes LED lighting, night vision solutions, EMC filters, interconnect components and data capture products.

5.37 The FEDF has provided information on the supply of land in Ulverston, as set out below:

FEDF, July 2016

There are few available plots in Ulverston and there are constraints with topography and flood risk meaning that the cost of development is high. There had not been the same level of public sector investment in site preparation as there has been in Barrow. There could therefore be an opportunity to attract to Barrow existing firms in Ulverston who are planning to expand or, to a lesser extent, firms who are looking to move into the area whose first choice is Ulverston.

Future site options at Ulverston are as follows:

- Land at Canal Head
- Land at Lightburn Business Park (3.1 hectares)
- Re-use of the 2,900 sq m Morecambe Road Trittech site
- North Lonsdale Road land by the former GW Waite factory
- GSK Ulverston land should it decide it is surplus to needs

- Land West of Siemens

The market for industrial development is mainly drawn from the Furness area, including supply chain firms in the area. Demand for expansion is more common than new starts.

Supply of Managed Business Space

- 5.38 The majority of available office premises comprises either small rooms/suites within enterprise/business centres or above retail premises, or modestly refurbished 1960's office accommodation.
- 5.39 FEDF stated that provision is found in a mix of new build and refurbished older properties. Regenerating older buildings has been a significant objective of creating business centres. New build managed workspace has usually been delivered using Government and / or European Funding as a response to the emergence of major economic shocks affecting the whole of Barrow Travel To Work Area. Haverthwaite is an exception and is a wholly a private initiative.
- 5.40 The only future provision under consideration is that by the County Council and provision of further units at Furness House, Duke Street, Barrow where over 1,300 sq m is potentially available. However, the current owners have not committed to any development proposals involving subdivision.
- 5.41 There was previously at Waterside House, Bridge Road, Barrow a managed business centre which catered for 25 businesses in 1,250m² which closed in 2013-14 when the landlord let the space in its entirety to BAE Systems. It is noteworthy that when the companies vacated that area they found alternative space in a variety of locations including other business centres.
- 5.42 Furness Business Park has three modern managed business centres dating from 1993, 1998 and 2003/4 as follows:
- Trinity Enterprise Centre owned by Dean Properties
 - Furness Gate owned by Northern Trust
 - Phoenix Business Centre owned by Barrow Borough Council.
- 5.43 Close to the town centre are four further facilities:
- College House – a 1950s conversion
 - Craven House – a refurbished 1960's building over 5 stories
 - Emlyn Hughes House – built in 2008
 - Cooke's Buildings – a Victorian conversion undertaken in 2013
- 5.44 The last three are managed by Barrow Borough Council. The financial / investment performance of the Borough Council's portfolio is of secondary importance compared

with the provision of accommodation on terms attractive to businesses and employers.

5.45 Ulverston is located approximately 9 miles to the North East of Barrow on the A590. A number of employment locations in Ulverston provide managed space including:

- Daltongate Business Centre (1994)
- Ulverston Business Centre which is in the town centre and has no parking facilities
- Marl Business Park Hub (2013-14) which is South East of the town centre.

5.46 In the rural areas, Haverthwaite has a converted older building and there is a modern centre at Millom adjacent to the secondary school (Millom Business Centre).

Rents Achievable

5.47 FEDF stated that rental levels at each of the business centres vary, reflecting the type of unit, age of building and availability of facilities including free car parking. Maintenance and other fees feature. Office space rents in Furness vary between £5ft² and £8ft² for older space through to £10-£12.50ft² for newer units.

5.48 At Craven House the most recent 'deal' was £5ft² for 3,000ft² in autumn 2015 for three years. At Ambassador Suite, Dalton Road the recent rent was £24,000 for 3,600ft². At Trinity Enterprise Centre £12.50ft² for 1,500ft² is typical. Trinity Enterprise Centre has the following space available at 31 March 2016:

Table 8: Trinity Enterprise Centre Rents on offer 2016³¹
(Source: Dean Properties, March 2016)

Unit	Size ft ²	Floor	Rent £ pa
4	440	First	5,500.00
9	870	Ground	10,912.50
25	502	Ground	6,275.00
29	503	Ground	6,287.50
31	502	Ground	6,287.50
43	2017	Ground	20,170.00

³¹ Notes: Maintenance and service charge included. Tenants must arrange to pay for utility, internet use separately. Includes free car parking on first come, first serve basis.

Summary of Available Industrial and Office Premises

5.49 This section summarises the available industrial and office premises in the TTWA by size of unit. The information was provided by the Furness Economic Development Forum in May 2017.

Available Industrial Premises

5.50 Table 9 shows the available industrial floorspace availability on the market in May 2017. The majority of available space is for smaller space, with only three or four available units over 20,000 sq ft. There were no units larger than 5,000 sq ft in Dalton or Ulverston.

Key points:

- 40 units offer 157,765 sq ft accounting for 44% of available stock. A further three units totalling 202,008 sq ft account for 56% of the stock.
- 91,344 sq ft is available in the size ranges 5,000-20,000 sq ft representing 25% of the stock.
- Modern units shown in three units account for 202,008 sq ft leaving only 157,765 sq ft spread across 40 units.
- Average size of available units is 8,366 sq ft.

Table 10: Industrial Floor-space Availability on the Market (11th May 2017)
(Source: FEDF³²)

Location / total	Size of Unit (sq ft)								Total
	0-1500	1600-3000	3100-5000	5001-10000	10001-20000	21000-45000	46000-69000	70000+	
Barrow									
Barrow	536	2500	4000	10000	15000	0	48300	100708	
	646	2733	4522	10000	15791			73000*	
	514	2520		5321	14000			53000	
	990	2240		7232	14000				
	1485	2700							
	510	2708							
	117	2500							
	1900	2017							
		2002							
Sub Total	6698	21920	8522	32553	58791	0	48300	153708 /226708	330492 /403492
No Units	8	9	2	4	4	0	1	2/3³³	30/31

³² Sources: FEDF survey of available property May 1-5 2017 and May 2017 sites for suppliers list FEDF

Location / total	Size of Unit (sq ft)								Total
	0-1500	1600-3000	3100-5000	5001-10000	10001-20000	21000-45000	46000-69000	70000+	
Dalton / Ulverston / Rural									
Dalton / Ulverston / Rural	991	2660	4089	0	0	0	0	0	
	864	2285	4986						
	860	2285							
	940	2884							
	1313	2441							
		2683							
Sub Total	4968	15238	9075	0	0	0	0	0	29281
No. Units	5	6	2	0	0	0	0	0	13
Totals									
Total	11666	37158	17597	32553	58791	0	48300	226708	359773 /432773
No. Units	13	15	4	4	4	0	1	2/3	43/44

Summary of Available Office Premises (11th May 2017)

- 5.51 Table 11 shows the available office floorspace availability on the market in May 2017. The majority of available space is for smaller floorspace, and there is no available floorspace over 26,000 sq ft.
- 5.52 The FEDF stated that in respect of the available office premises, with the exception of the listed business centres, little of the available office accommodation could be described as being appropriate for the needs of employers in the growth and technology sectors that Barrow Borough Council is seeking to attract to the town. There is therefore a need to continuously have available both quality premises and serviced land if business enquiries are to be converted into investment commitments leading to the creation of employment opportunities. Cavendish House in Barrow offers just over 6,000 sq ft on two floors and is the largest available ready to walk into space.
- 5.53 Key points:
- 50 office units offer 145,334 sq ft, however 2 units account for 385,62 sq ft, leaving 106,772 sq ft in 48 units.

³³ Shared facility owned by ABP plc may be in use and not fully available

- Average size of these is 2,224 sq ft.
- Of the 50 units available, only two are over 10,000 sq ft.

Table 11: Office floor-space availability on the market (11 May 2017)(Source: FEDF³⁴)

Type of unit / total	Size of Unit (sq ft)							Total
	0-1500	1600-3000	3100-5000	5001-10000	11000-20000	21000-45000	46000+	
Barrow								
Barrow	429	3322	4361	6042	0	25861	0	
	500	3632	4000	5603				
	300	3000		7874				
	300	3558		5500				
	300	3520		6410				
	300	3520		6563				
	300	3250						
	300	3000						
	789	1936						
	720	2500						
	300	2500						
	122							
	694							
	536							
	646							
	1014							
Total	7550	37370	8361	37992	0	25861	0	117134
No. units	16	11	2	6	0	1	0	36
Dalton / Ulverston / Rural								
Dalton / Ulverston / Rural	125	1550	3200	9696	12701	0	0	
	967	1261	3324					
	224	1256	3000					
	224							
	179							
	179							

³⁴ Sources: FEDF survey of available property May 1-5 2017 and May 2017 sites for suppliers list FEDF

Type of unit / total	Size of Unit (sq ft)							Total
	0-1500	1600-3000	3100-5000	5001-10000	11000-20000	21000-45000	46000+	
Total	1898	4067	9524	0	12701	0	0	28190
No. Units	6	3	3	1	1	0	0	14
Totals								
Total	9448	41437	17885	37992	12701	25861	0	145334
No. Units	22	14	5	7	1	1	0	50

Emerging Projects in Furness

5.54 Future development over the Local Plan period is likely to be focused on the following major areas:

- Modernisation of the shipyard
- Development of Waterfront Business Park.
- Rationalisation of Rampside Gas Terminal
- Development in connection with offshore energy projects.

5.55 The suitability of potential employment sites for development is considered in chapter 7. The table below shows the emerging projects that are expected to take place in the Furness area over the Plan period.

Table 12: Emerging Projects in Furness³⁵

New Facility Project / Investment	Location	Value £
Orsted Walney Extension	Barrow / East Irish Sea	£2 billion
Orsted West coast operations hub onshore base 13.1ha and 4,500 sq m with 21 vessel capacity	Barrow Port	£5 million
Vattenfall's Ormonde 1,142 sq m onshore base 476 sq m warehouse extension	Barrow Port Waterfront	Not available
Stag Energy Gas processing storage	Rampside / offshore	Not available
Ministry of Defence £40bn UK submarine	UK wide including	Not available

³⁵ Source: Furness Economic Development Forum, 2016

New Facility Project / Investment	Location	Value £
build programme	Barrow	
BAE Systems site infrastructure (Foundations for the Future)	Barrow	£300 million
29,854 sq m strategic bulk store for BAE Systems	Barrow, Waterfront	Not available
2,070 sq m office by Yorkon	Barrow	Not available
GSK Cephalosporin manufacture enhancement	Ulverston	£50 million
Centrica Energy Gas Processing improvements	Rampside, Barrow	£84 million
Centrica Energy gas exploration	East Irish Sea	£100 million
Centrica Energy production boost access 8.8bn cum3 gas	N. Morecambe gas field	£16 million
Electricity NW 132KV power line upgrades	Upgrade of power lines	Not available
E Lift Health Centre Alfred Barrow School site	Duke Street, Barrow	£12 million
Gyrodata 7 acre expansion 45,000ft2 facility Park Road	Park Road, Barrow	Not available
Kimberley-Clark Park Road	Park Road, Barrow	Not available
National Grid NW Coast Connections 400KV power lines	Moorside to Lancashire	£1.3 billion
Oil States UK (Barrow) Ltd	Sowerby Woods, Barrow	£15 million
Siemens Sub Sea \$100 subsea research programme	Ulverston / international	£64 million
United Utilities / Environment Agency flood relief	East Ulverston	£18 million
United Utilities Outfall pipeline	Rampside	£8 million
United Utilities Capital spend £2.4bn wastewater £1.3bn water		£3.8billion
Sub Total Furness		£4.37 billion

New Facility Project / Investment	Location	Value £
NDA LLW to 2025 Drigg storage facilities enhancement	Drigg	£144 million
AP1000 Nuclear Generating Station (Toshiba)	Moorside	£16 billion
United Utilities Thirlmere, West Cumbria pipeline	Thirlmere, West Cumbria	£300 million
Sellafield PU fuel manufacturing	Sellafield	Not available
New nuclear fuel storage	Sellafield	Not available
Metal recycling and new plasma technology	Sellafield	Not available
Data storage centres	Sellafield	Not available
Sub Total West Cumbria		£16.444 billion
Total		£20.818 billion

Strategic Manufacturing Programmes	Location	Value £M
Ministry of Defence Successor Submarine programme	UK wide inc Barrow	£11-14.00
Siemens subsea connector build	Ulverston	£0.50
GSK Biopharm Cephalosporin Manufacture	Ulverston	£0.16/yr
Kimberley-Clark manufacture	Barrow	£0.10/yr
Moorside power generation	Moorside Sellafield	£ Not defined
NMP Sellafield Decommissioning	Sellafield	£800 million
Total		£19-22.76bn

5.56 This growth, much of which is led by multi-national companies already based in Furness, may generate demand from suppliers wishing to be sited closer to Tier 1 companies, including BAE Systems, Centrica Energy and Orsted. The Local Enterprise Zone at Waterfront Business Park is being promoted as a key site for the creation of jobs in advanced manufacturing and to support the supply chain for Furness and national companies.

Employment Floorspace: Losses and Completions

5.57 Table 13 shows that there have been significant variations in employment completions in Barrow over eight years between 2009/10 and 2016/17:

Table 13: Employment Floorspace Completed 2009/10-2016/17

Year	Total Floorspace Completed (B1, B2 and B8) Net (sq m)
2009/10	1,854
2010/11	2,467
2011/12	6,281
2012/13	15,365
2013/14	-9,995
2014/15	4,178
2015/16	27,796
2016/17	35,896
Average per annum	10,480

5.58 The sections below summarise the completions that have taken place over the six years between 2009/10 and 2016/17. This will give a clearer picture of the type of development that has been taking place over this period and where such development has been located. This in turn will help to inform future employment requirements in the Borough and where such development should take place.

Completions during 2009/10

5.59 There were three principal completions during this year, and these were all at Furness Business Park. Two of these were speculative developments by Barrow Borough Council for the development of small industrial units using European funding. These units have been gradually occupied over the course of four to five years, and are now fully occupied. The third major completion was the development of two industrial buildings by Caw Ltd for vehicle maintenance and repairs and plant hire.

5.60 Other completions included the completion of two industrial units from the engineering firm Orwelco at their premises on Park Road. T B Group also completed the construction of a storage warehouse at The Arch on Walney Road. There was

significant loss of Class B use at the former Brady haulage warehouse at James Freel Close, which was converted to an indoor go kart track, providing much needed leisure facilities in the area whilst also generating employment.

Completions during 2010/11

- 5.61 The major completion during this period was the development of an operations and maintenance building for Ormonde Energy at the Port of Barrow, in connection with the Ormonde Offshore Wind Farm. Other completions included an extension to Orwelco's industrial building on Park Road and an additional storage warehouse at an existing industrial site at Furness Business Park. In Dalton, two small industrial units were completed at Crooklands Business Park.

Completions during 2011/12

- 5.62 There were three major completions during this period. The first was by Orsted for the development of an office building and warehouse at the Port of Barrow in connection with the operation of the West of Duddon Sands Wind Farm. The second was at Anson Street within the urban area of Barrow, and this development was a change of use to a light engineering workshop for Driveline Engineering. The third was at Elliscales Quarry, near Dalton, for an open storage facility for JJC. In Dalton, three small industrial units were completed at Crooklands Business Park.

Completions during 2012/13

- 5.63 By far the most significant completion during this period was the development of the Waste Resource Park at Sowerby Woods Business Park. The facility is run by Shanks Waste Management on behalf of Cumbria County Council and is designed to process 200,000 tonnes of household waste per year. The plant accepts waste from Barrow, South Lakeland and Eden districts and diverts around 85% of waste from these districts away from landfill.
- 5.64 Three other significant completions during this period took place at BAE Systems' premises on Barrow Island. Each completion was for the development of two-storey office accommodation to accommodate existing staff. Also, Handmark Engineering at Park Road completed an extension for a new workshop, replacing existing workshops on Barrow Island.

Completions during 2013/14

- 5.65 The two principal completions during this period were by Orsted for new office buildings and warehouses at the Port of Barrow in connection with the operation of the West of Duddon Sands Wind Farm. There was a significant loss at BAE Systems on Barrow Island when the 1400m² vacant HIP building was demolished.

Completions during 2014/15

5.66 The biggest completions during this period was BAE Systems' two storey portacabin office accommodation to the rear of Waterside House and further two-storey accommodation on Michaelson Road, both on Barrow Island. The demolition of the former Strand Engineering unit at Furness Business Park has reduced the total net completions for this period.

Completions during 2015/16

5.67 The completion of the Strategic Bulk Store / Logistics Facility by BAE Systems was a significant completion during this period, forming the anchor store for the new Local Enterprise Zone at Waterfront Business Park. Other completions included the extension to an industrial unit at Meetings Industrial Estate by Gyrodata; and the extension to a warehouse at Waterfront Business Park for the storage of offshore maintenance equipment. There was a significant loss of office space, with the vacant Cumbria County Council offices in the town centre being converted to retail.

Completions during 2016/17

5.68 There was significant development by BAE Systems during this period. A 30,000 sq m Central Yard Complex on Barrow Island was completed. This is part of the £525m of investment by BAE Systems at the shipyard. BAE Systems also completed a Support and Integrations Facility and a two-storey office building. In other development, NW Total Engineering Solutions completed an engineering workshop at Furness Business Park.

5.69 In summary, the completions in the Borough between 2009/10 and 2016/17 that consist of more than 1,000 sq m net new floorspace were as follows:

Table 14: Major completions in the Borough 2009/10 to 2016/17

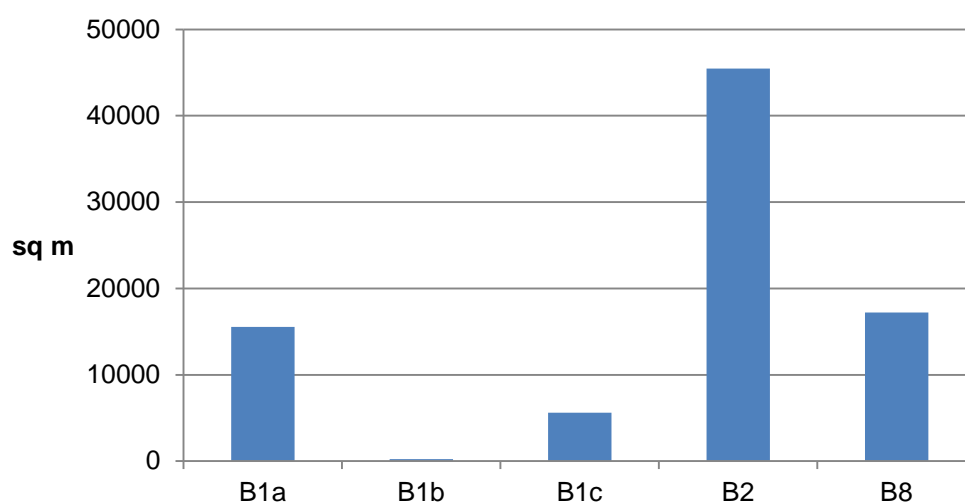
Type	Applicant	Development	Location	Use Class / Size (net)
Waste management	Shanks Waste Management	Waste Resource Park	Sowerby Woods Business Park	B2 – 7,862 sq m
Wind farm operation and maintenance	Orsted	Offices and warehouse	Ramsey Way, Barrow (Port)	B1a – 1,133 sq m B8 – 1,192 sq m
	Orsted	Office building and warehouse	Ramsey Way, Barrow (Port)	B1a – 1,028 sq m B8 – 1,162 sq m
	Ormonde Energy	Erection of operations and maintenance	Ramsey Way, Barrow (Port)	B1c – 1,038 sq m

Type	Applicant	Development	Location	Use Class / Size (net)
		building		
BAE Systems	BAE Systems	Two-storey office accommodation	Michaelson Road, Barrow	B1a – 2,148 sq m
	BAE Systems	Two-storey office accommodation	Bridge Road, Barrow	B1a – 1,882 sq m
	BAE Systems	Two-storey office accommodation	Bridge Road, Barrow	B1a – 1,600 sq m
	BAE Systems	Two-storey office accommodation	Bridge Road, Barrow	B1a – 1,600 sq m
	BAE Systems	Two-storey office accommodation	Bridge Road, Barrow	B1a – 1,453 sq m
	BAE Systems	Logistics Facility / Strategic Bulk Store	Bridge Road, Barrow	B1a – 1,326 sq m B8 – 28,528 sq m
	BAE Systems	Central Yard Complex	Bridge Road, Barrow	B2 – 30,994 sq m
	BAE Systems	Support and Integrations Facility	Michaelson Road, Barrow	B2 – 1,972 sq m
	BAE Systems	Two-storey office accommodation	Bridge Road, Barrow	B1a – 2,070 sq m
Barrow Borough Council speculative development	Barrow Borough Council	Light industrial units	Land at Forge Close, Furness Business Park	B1c – 619 sq m B2 – 619 sq m B8 – 619 sq m
	Barrow Borough Council	Erection of seven industrial units	James Freel Close, Furness Business Park	B1a – 100 sq m B1c – 1,760 sq m
Storage	JJC	Open storage	Elliscales Quarry, Dalton	B8 – 1,900 sq m
Engineering	Handmark Engineering	Industrial building extension	Park Road Industrial Estate, Barrow	B1a – 1,340 sq m

Type	Applicant	Development	Location	Use Class / Size (net)
	Driveline Engineering	Change of use to light engineering workshop	Anson Street, Barrow	B1c – 1,080 sq m

5.70 Fig 28 shows that the majority of completions over the eight years have been B2 development, whilst there has been very little B1b development. The net completions for B8 are similar to use class B1a, however there have been significant B8 demolitions and changes of use over this period, notably the demolition of BAE Systems' vacant HIP building.

**Fig 28: Use Class Completed (Net)
2009/10-2016/17**



Loss to Other Uses

5.71 Losses of employment uses over the eight years are set out below:

Table 15: Loss of Class B Uses 2009/10 to 2016/17

Application Reference Number	Location	Description	Use class lost	Net Loss (sq m)
2009/0540	James Freel Close, off Ironworks Road, Barrow	Change of use to indoor karting	B8	4,920
2008/1700	98-100 Duke Street, Barrow	Refurbishment and conversion of 7 No.	B1a	300

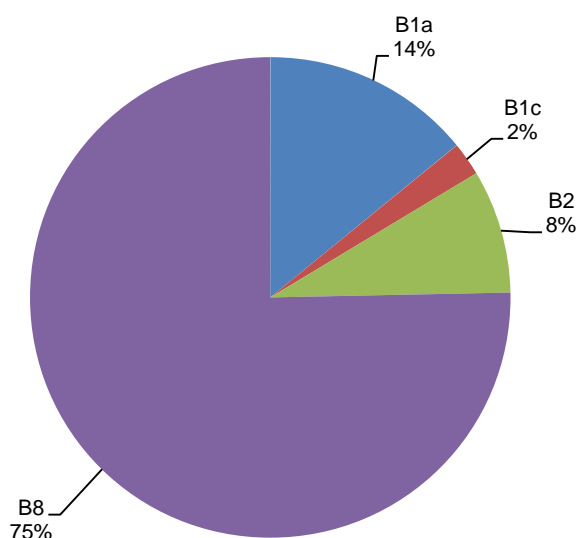
Application Reference Number	Location	Description	Use class lost	Net Loss (sq m)
		flats (1st and 2nd floors)		
2010/1096	Unit H Wilkie Road	Change of use from warehouse/storage use to retail use for the sale of carpets (A1)	B8	305
2011/0873	43 Emlyn Street, Barrow	Change of use to vehicle repair garage	B2	198
2011/0873	43 Emlyn Street, Barrow	Change of use to vehicle repair garage	B8	198
2011/0108	40 Trinity Enterprise Centre, Furness Business Park	Change of use from office / storage use to storage / sales of carpets, vinyl and other floor coverings	B1a	100
2012/0269	49 Hartington Street, Barrow	Change of use forming two, two bedroom apartments	B1a	182
2011/0917	Empat Removals (and storage), St Andrews Street, Barrow	Demolition of industrial unit	B8	858
2012/0305	Emlyn Hughes House	Change of use from office to travel agent	B1a	31
2011/0007	71-73 Scott Street, Barrow	Change of use from storage to craft shop	B8	44
2012/0535	The Sail Loft, Stank Villas, Stank	Change of use from commercial to residential	B1c	209
2012/0296	98-100 Duke Street, Barrow	Conversion of part of office to flat	B1a	46
2013/0279	Warehouse within Bradys Yard, Walney Road, Barrow	Change of use from storage and distribution to storage, display and sale of carpets	B8	500
2014/0036	2 Andrews Way, Barrow	Change of use from office use (B1) to engineering workshop	B1a	1,115

Application Reference Number	Location	Description	Use class lost	Net Loss (sq m)
		(B2)		
2013/0415	7 James Freel Close, Barrow	Change of use to a Gym (D2) from a Landscape Gardening Business	B8	260
2012/0388	Rear of 6-10 Nelson Street, Dalton	Erection of one pair of semi-detached dwellings	B1c	180
2013/0439	HIP Building (B40) BAE SYSTEMS, Buccleuch Dock Road, Barrow	Application for Prior Notification of proposed demolition Town and Country Planning (General Permitted Development) Order 1995 Schedule 2 part 31	B8	14,400
2015/0077	Strand Engineering North West Ltd, Ironworks Road, Barrow	Prior notification of proposed demolition of buildings on the former Strand Engineering Site.	B2	2,248
2015/0102	10 Lawson Street, Barrow	Conversion of existing building into hotel accommodation including new timber windows to match existing colour/style to all elevations.	B1a	900
2015/0017	Elizabethan Way, Barrow	Prior Notification of proposed demolition, Town and Country Planning (General Permitted Development) Order 1995 Schedule 2 part 31 of modular structures on Network Rail Land.	B1a B8	155 65.5
2015/0146	Unit 2, Furness Footwear Building, Barrow	Change of Use from B8 to indoor strength and conditioning facility D2	B8	389

Application Reference Number	Location	Description	Use class lost	Net Loss (sq m)
2015/0241	Cumbria County Council Offices, Market Street, Barrow	Change of use from Council offices to retail	B1a	1,328
2015/0333	4 James Freel Close, Barrow	Change of use from industrial unit to Indoor trampoline park (D2)	B1c	275
2017/0027	1C Ashburner Way, Barrow	Change of use from warehouse to garage repairs and MOT testing station	B8	245
			Total	29,452

5.72 Figure 29 below clearly shows that the greatest loss of employment uses over the five years was use class B8. The vast majority of this was the loss of BAE Systems' vacant HIP building. The other major loss was the change of use of a storage warehouse at Furness Business Park to an indoor go-kart track, although this change of use did generate new employment opportunities.

Fig 29: Use Class B Demolitions 2009/10 – 2016/17



Key Points

- The focus for business development since the 1980s has been at Furness Business Park, which is now almost built-out. The Waterfront Business Park, owned by the

County Council, has therefore been identified as the priority for employment development over the current Local Plan period.

- Although the property sector recognises the very significant investments being made in the Barrow economy, the public sector has led the role in meeting employment demand over the last 25 years.
- Provision of new space has generally occurred in advance of anticipating demand, and take-up occurs quickly.
- There is currently a lack of choice in employment land and premises in the Borough, although the emerging Local Enterprise Zone at Waterfront Business Park will provide new opportunities.
- In terms of enquiries to the FEDF, there is consistent demand for small office suites in the size 50-150 sq m. A number of enquiries have been received for a niche requirement of 500-1,500 sq ft industrial space.
- Major investment by BAE Systems in connection with the modernisation of the shipyard is currently taking place. Aside from the recently completed Strategic Bulk Store / Logistics Facility at Waterfront Business Park, this is predominantly taking place within BAE Systems' premises on Barrow Island.
- Development in connection with the Walney Extension wind farm could take place at Waterfront Business Park, where a number of operations and maintenances bases are already located for existing wind farms.
- There is expected to be development in connection with a number of other major energy projects. Waterfront Business Park and the identified Energy Uses Opportunity Area will be key locations for such development.
- The major projects / investment that is taking place in Furness, particularly in relation to defence and energy, present opportunities for supply chain growth. Waterfront Business Park, and particularly the Local Enterprise Zone within the Business Park, provides opportunities for supply chain growth and the creation of jobs in advanced manufacturing in connection with this investment.
- With the exception of the managed Business Centres, little of the available office accommodation in Barrow is appropriate for the needs of employers in the growth and technology sectors that the Council is seeking to attract.
- There is an identified demand for additional managed business space. Demand normally emerges from companies once the facilities have been created and opened for business. Additional managed business space would encourage contractors, particularly corporate and blue chip companies and manufacturers, to the area, as well as providing space for businesses that are starting-up.
- There are development possibilities and opportunities in the town centre of Barrow. The forthcoming Central Barrow Masterplan will provide an opportunity to maximise development opportunities in the town centre.
- There is a shortage of art studios and studios for photography and graphic design in Barrow. New studio development would contribute towards meeting an unmet need whilst diversifying the economic base in the area.

6.0 Employment Land Forecasts

- 6.1 The availability of suitable employment land is key to attracting inward investment and enabling the growth and expansion of companies already located in the area. Previously, requirements for employment land were set out in the Cumbria Structure Plan. Following the Plan's abolition, it is now the role of local planning authorities to determine the need for land and floorspace for economic development and assess the existing and future supply of land to meet that need.
- 6.2 This section explains the four alternative methodologies that have been applied to calculate a minimum employment land requirement for the Borough. The Annual Monitoring Report will be used to monitor whether the Council is on target to meet the requirement and assess whether policy interventions are required to further facilitate employment development. The employment land requirement will also provide a guide as to how much land to allocate.
- 6.3 Since the Employment Review Addendum (May 2017) was published, it has been necessary to again update the employment land requirement. The reasons for this are as follows:
- The plan period has changed to 2016-2031 (rather than 2014-2031). Therefore it is necessary to recalculate the employment land requirement over this reduced period.
 - The most up to date economic forecasting data is the Local Economy Forecasting Model (LEFM) rather than the Experian Cumbria Impact Model. Therefore the LEFM is now used for options 1 and 2 (and subsequently option 4) below.
- 6.4 The four methodologies are:
- Policy off – Job-growth forecast
 - Policy off – Labour supply forecast
 - Policy off – Historic land take-up forecast
 - Policy on – Job-growth forecast

Option 1: Job-growth Forecast

- 6.5 In order to calculate an employment land requirement which is based on forecast job growth, it is necessary to obtain a reliable forecast of the growth of B1, B2 and B8 jobs; translate this figure to floorspace using average job densities; and finally convert the floorspace figure to a land requirement.
- 6.6 The Cumbria Local Economy Forecasting Model (LEFM) supplied to the Cumbria LEP by Cambridge Economics in January 2017, sets out job forecast data for the Borough and splits this between the various employment sectors. These LEFM job forecasts for the Borough over the Plan period are set out in Table 16. A limitation

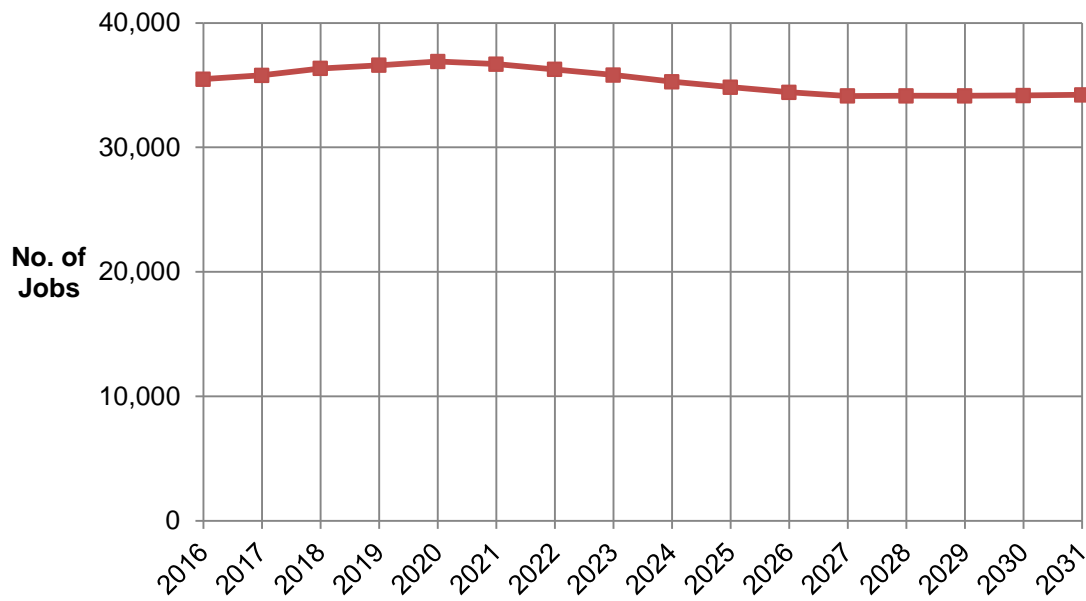
with the data is that it is not split into the business use classes – B1, B2 and B8. Therefore, assumptions have been made which splits each sector into what is considered to be the most appropriate use class (see Table 16).

Table 16: LEFM Jobs Forecast Employment Sectors (Total Employment), split between use classes

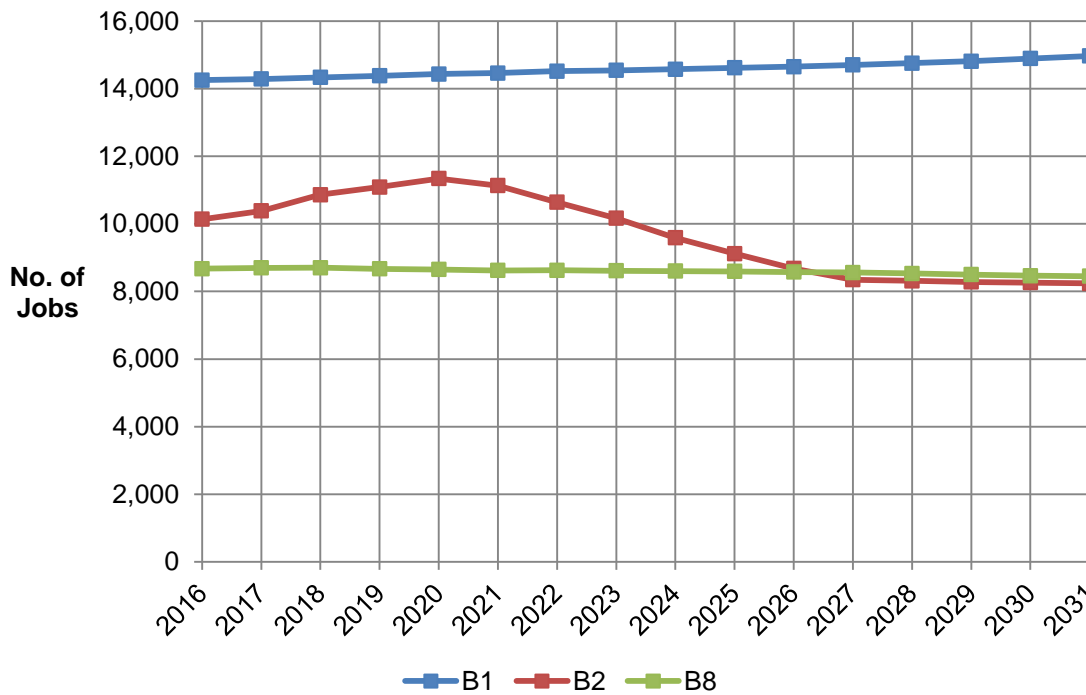
Sector	Accommodation, Food and Recreation	Agriculture, Forestry and Fishing	Construction	Distribution	Electricity Gas and Water	Financial and Business Services	Government Services	Information and Communications	Mining and Quarrying	Manufacturing	Other Services	Transport and Storage
Use Class	C1, A3, D2	n/a	B8	B8	B2	B1	B1	B2	B2	B2	B1	B8

- 6.7 The data extracted from the Cumbria LEFM is based on the Cambridge Econometrics' UK forecast of November 2016. The LEFM utilises administrative data to 2015 and projection data from 2016 onwards. Baseline assumptions have been adjusted to take account of workforce data received from BAE Systems and Sellafield Ltd, the details of which are confidential. BRES and IDBR data have been used to validate the adjustments and to inform adjustments outside the time periods for which workforce data were supplied. Employment adjustments from 2016 onwards were made using the Target GVA module in LEFM which results in changes being applied to specified sectors only with no indirect impacts. This option was chosen on the advice of Cambridge Econometrics.
- 6.8 The model assumes that people will be available to fill the projected jobs. With the population forecast to decline over the Plan period, this could be a challenge. Nevertheless, a key challenge for the Local Plan is to support a reverse in population decline by facilitating sustainable growth. It is notable that the Barrow-in-Furness Demographic Analysis (November 2017) report seeks to do this by using an economic-led approach to developing a housing requirement figure for the plan period.
- 6.9 The forecasts are based on "total employment" rather than solely "full time equivalents", as part time workers will also require workspace. However, this does not take account of the fact that some part time workers may use the same desk e.g. one employee works the first half of the week and another works the second half of the week.

Fig 30: LEFM Jobs Forecast (Total Employment)



**Fig 31: LEFM Jobs Forecast (Total Employment)
Split Between Use Classes**



6.10 There is forecast to be an overall 4% decline in jobs over the Plan period. Therefore, this methodology plans for zero growth where a sector is forecast to decline (e.g. Mining and Quarrying).

- 6.11 In order to calculate the amount of additional floorspace that would be required over the Plan period, assumptions need to be made about employment densities. Employment density standards are set out in the Employment Densities Guide 2nd Edition 2010, from the Homes and Communities Agency. This sets out standard densities of full time employees for different uses. The guide sets out densities for various sectors of employment, and these sectors do not align with the sectors set out in Table 16. Employment densities can have wide variances due to working practices, size of premises, building age, reliance on technology and length of occupation. For the purposes of this methodology, the following density assumptions from the guide are used:
- B1(a) General office: 12 sq m area per employee (Net Internal Area)
 - B2 General: 36 sq m area per employee (Gross Internal Area)
 - B8 General: 70 sq m per employee (Gross External Area)
- 6.12 An additional limitation with this methodology is that whilst the density assumption for B8 incorporates the gross external area, the density assumptions for B2 and B1a do not. It also does not take account that additional net employees at a workplace may fit into existing accommodation. Rather, this methodology assumes that additional floorspace will be required for all net additional employees.
- 6.13 Levels of self-employment need to be considered, as a certain proportion of jobs will be self employed. It is noteworthy that the LEFM forecast incorporates self-employment within the data, therefore this has been factored into this methodology. However, it is not known the proportion of self-employed people who are based in an office and who are based at home or no fixed location, so this has not been taken into account. All self-employment is included in the data.
- 6.14 The ONS 2011 Census shows that 6% of the Borough's workplace population were homeworkers at the time of the census, and 5% had no fixed workplace. However, it should be noted that this will not take account of the proportion of workers in this category who desire a workplace, such as within a managed business centre. It also does not split the proportions into the various types of uses. For example, a proportion of workers with no fixed workplace may fall under the Construction sector. Therefore, this information has not been taken into account in this methodology.
- 6.15 The next step is to calculate the amount of land required to accommodate the net additional projected floorspace. The typical ratio of commercial floorspace to total site area is 40%, and this ratio is applied for this methodology.

Table 17: Land Requirement (Based on change 2016-2031)

Use Class	Change 2016-2031 (No. employees) ³⁶	Total Floorspace (sq m)	Plot Ratio	Total area (ha)
B1	716	8,592	40%	1.2
B2	117	4,198	40%	0.6
B8	141	9,849	40%	1.4
			TOTAL	3.2 ha

6.16 The number of jobs in the Borough at the end of the Plan period is forecast to be less than at the start. By calculating the employment land requirement based upon the peak year of jobs during the Plan period we are able to create a higher figure. The forecast show a rise to 2020 before declining thereafter, therefore 2020 is the peak year. Table 18 shows the forecast change in jobs between 2016 and 2020.

6.17 Using the method above, the amount of floorspace and land area to accommodate the additional jobs is calculated, as set out in Table 18.

Table 18: Land Requirement (Based on change 2016-2020)

Use Class	Change 2016-2020 (No. employees) ³⁷	Total Floorspace (sq m)	Plot Ratio	Total area (ha)
B1	236	2,837	40%	0.4
B2	1,203	43,297	40%	6.1
B8	92	6,461	40%	0.9
			TOTAL	7.4 ha

Recommendation

6.18 This option considers economic forecasting data when calculating the employment land requirement for the Plan period, as recommended in government planning guidance the NPPG.

6.19 A potential weakness with this option is that it assumes that the projected jobs will be filled. However, there is expected to be significant investment and job growth at BAE

³⁶ Note that were the change for sector is negative over the Plan period (e.g. Mining and Quarrying), these have been counted as 0

³⁷ Note that were the change for sector is negative over the Plan period (e.g. Mining and Quarrying), these have been counted as 0

Systems over the Plan period. There is also expected to be significant energy-related developments. Although there is a significant skills gap in the TTWA, there is significant investment taking place to address this issue, including the recent completion of the Advanced Manufacturing Technology Centre at Furness College and the current construction of the Centralised Training Facility at BAE Systems. It therefore assumed that the jobs forecast in this option could potentially be filled.

- 6.20 This option plans for the forecast peak year of jobs in the Borough and is recommended to be the starting point for calculating the employment land requirement. The method is considered to be a “policy-off” approach because it doesn’t take account of the strategy for growth i.e. it does not include the Local Enterprise Zone on Waterfront Business Park, which would add a further 12 ha to the total. See Option 4 for further details.

Option 2: Labour Supply Forecast

- 6.21 This method focuses on the amount of employment land that is required, generated by likely changes to the labour force in the Borough. It is important to note that the projections are not forecasts and do not attempt to predict the impact that future government or local policies, changing economic circumstances or other factors might have on demographic behaviour.
- 6.22 Table 19 shows that the working age population in the Borough is projected to decrease over the Plan period.

Table 19: Population change 2016-2031

AGE GROUP	2016	Percent	2031	Percent	Change 2016-31
0-19	14.6	21.8%	13.4	21.3%	-1.2
20-39	15.1	22.6%	13.8	21.9%	-1.3
40-59	18.8	28.1%	14.1	22.4%	-4.7
60-79	14.9	22.3%	16.0	25.4%	1.1
80+	3.5	5.2%	5.6	8.9%	2.1
All ages	66.9	100%	62.9	100%	-4.0

(Source: ONS 2014-based Population Projections)

- 6.23 An older population is less likely to take up new employment to the same extent as a younger population. However, using a simplistic trend based forecast may also ignore any changes that may bring younger people into the district, such as through the creation of jobs.

- 6.24 It cannot be assumed that the future population will be both working and living in the Borough. The 2011 Census recorded 31,344 workers in the Borough, with 83.9% of these both living and working in the Borough. At the same time there were 31,478 jobs in the Borough, giving a commuting ratio of 1.00. See Appendix C of the Updating the Demographic Evidence report (Nov 2017) for further details.

Table 20: Barrow Census Travel-to-Work Commuting Ratios, ages 16+

Barrow Borough	2011 Census
Workers	31,344
Jobs	31,478
Commuting Ratio	1.00

- 6.25 Nevertheless, investment taking place by BAE Systems, along with other major developments in South Cumbria, could alter the proportion of workers who commute into and out of the Borough in the future, and there are no projections on commuting. Therefore, the effects on generating an employment target over the Plan period are uncertain. For the purpose of this methodology, a commuting ratio of 1.00 is used in line with the findings of the 2011 Census.
- 6.26 Edge Analytics have produced an up-to-date economic forecast for the Borough using data from Cambridge Econometrics, Cumbria Observatory and key local employers. The employment forecast reflects the trajectory of growth expected in the Borough, taking account of the anticipated change at key employment sites, specifically BAE Systems.
- 6.27 As set out in the Updating the Demographic Evidence (Nov 2017) report, an assumption of 'zero change' in employment over the plan period, results in a population change of 3.6% over the Plan period. This level of population and dwelling growth is higher than that estimated under the demographic scenarios in the report.

Table 21: Employment-led Zero Change Scenario 2016-2031

(Source: Barrow Demographic Analysis report)

Scenario	Change 2016-2031	
	Population Change	Population Change %
Employment-led Zero Change	2,413	3.6%

6.28 The Office of Budget Responsibility (OBR) has undertaken analysis of market trends in its 2017 Fiscal Sustainability Report. Included within its analysis is a forecast of changing economic activity rates at national level. In applying these OBR adjustments to local economic activity rate statistics, it is evident that whilst there are adjustments to account for change in the State Pension Age and an ageing population, the overall aggregate economic activity rate (16-89) for the Borough is expected to decline, from 59.8% in 2016 to 56.8% by 2031. These rates are applied in this methodology, although adjusted to 15-89, in line with the ONS projections data.

Table 22: Calculating the Total Additional Workforce in 2031

	Step	Source	2016	2031
a)	Population	ONS 2014-based population projections; Employment-led Zero Change Forecast	66,900	69,313
b)	Percent population age 15-89	ONS 2014-based population projections ³⁸	82.8%	82.4%
c)	Total population age 15-89	See above	55,400	57,114
d)	Percent population 16-89 economically active in the Borough	OBR (2017)	59.8%	56.8%
e)	Total population economically active in the Borough	See above	33,129	32,441
	Total additional workforce			-688

6.29 This option has not been taken forward given that the total additional workforce is calculated as being negative. However, the option does help to show that economic activity rates need to increase and more people need to be brought into the Borough to support the investment that is taking place and is expected to take place in the area.

³⁸ This does not take account of the forecast population growth under the Employment-Led Zero Change Scenario.

Recommendation

- 6.30 This method considers economic forecasting data when calculating the employment land requirement for the Plan period, as recommended in government planning guidance in the NPPG. However, this option is not recommended to be taken forward given the negative workforce result.
- 6.31 As set out in this report, investment is taking place to increase the number of skilled employees in the area, including the recent completion of the Advanced Manufacturing Technology Centre at Furness College and the current construction of the Centralised Training Facility at BAE Systems.
- 6.32 In addition, this option does not take account of the strategy for growth, including the creation of a Local Enterprise Zone at Waterfront Business Park.

Option 3: Historic Land Take-up Forecast

- 6.33 Table 23 shows details of completions over seven years between 2009/10-2015/16.

Table 23: Barrow Employment Land Take-Up (net) 2009/10-2015/16

Year	B1a (sq m)	B1b (sq m)	B1c (sq m)	B2 (sq m)	B8 (sq m)	Total (sq m)
2009/10	1,030	34	3,064	833	-3,107	1,854
2010/11	-88	115	1,686	692	62	2,467
2011/12	1,620	77	1,227	-121	3,478	6,281
2012/13	6,815	0	123	8,057	370	15,365
2013/14	1,412	0	-203	1,149	-12,353	-9,995
2014/15	2,439	0	0	-1,087	944	2,296
2015/16	-1,057	0	-275	1,054	28,074	27,796
Total	12,171	226	5,622	10,577	17,468	46,064
Average Annual Take-up	1,739	32	803	1,511	2,495	6,581

- 6.34 The next step is to project these completions forward over fifteen years (2016-2031) in order to provide an estimate of employment land requirements over the Plan period, assuming that employment completions will continue at the same rate. Assuming that a new B class building would on average occupy 60% of a site, allowing 40% for car parking, hardstanding, landscaping, access etc, then the

employment land requirement over the Plan period would be as follows (converted to hectares):

Table 24: Land Requirement

B1a	B1b	B1c	B2	B8	Total
3.7 ha	0.1 ha	1.7 ha	3.2 ha	5.2 ha	13.8 ha

Recommendation

- 6.35 This option is not recommended to be taken forward. A disadvantage of this method is that it assumes that the future will be like the past. It is notable that the projections show relatively rapid employment growth between 2011 and 2016 (with the exception of 2013/14). The proposed requirement would be even higher if a figure of zero was used where there was a loss. This could help to explain why the land requirement is significantly higher than the Preferred Option set out below, as the requirement projects forward the previous seven years, whilst the option below is based on future economic projections.
- 6.36 The methodology only projects forward seven years of completions, as there are no reliable completion figures prior to 2009/10. It is also noted that there are wide variations in the completion figures for each of the seven years. In the longer term there have been significant peaks and troughs in terms of employment at the shipyard over the past 25 years and beyond. A more reliable projection would therefore use a longer period than seven years to project forward. Finally, the option does not use the method recommended in the NPPF and does not take account of the strategy for growth, including the creation of a Local Enterprise Zone at Waterfront Business Park.

Option 4 (Preferred Option): Job-Growth Forecast – Policy on

- 6.37 The requirement of 7.4 ha of land as set out in Option 1 is considered to be the most appropriate starting point in calculating an employment land requirement. It is considered that the growth that is expected to take place at the proposed Local Enterprise Zone at Waterfront Business Park should be added to this land requirement, therefore forming the “Policy-on” approach.
- 6.38 The Local Enterprise Zone is considered to be a key site that is suitable for firms keen to expand their supply chain presence serving either manufacturers in Cumbria or even UK and global markets. The investment that is being made in advanced manufacturing companies in Furness, including £525m plus investment as part of the Dreadnought Class Submarine Programme by BAE Systems; and development in support of energy investment, is expected to create demand for more plots to be provided at the Local Enterprise Zone. The recent construction of BAE Systems’

320,000 ft² Strategic Bulk Store / Logistics Facility forms the first phase of the development of the site.

- 6.39 Funding through the Local Growth Fund is currently being used to undertake remediation and ground works at the site which will allow serviced plots to be created, with the aim of plots being ready for development in 2018. There are also proposals to offer incentives to attract businesses to the site. This may include the delivery of a building on site ready for occupation or financial inducements to provide much greater incentives for local firms' expansion, inward investment by companies from other parts of UK or overseas. A Local Development Order (LDO) will be prepared which will act as a catalyst for development. In consideration of the works taking place at the proposed Local Enterprise Zone, along with the implementation of incentives, it is appropriate to include the site area as an additional component of growth over the plan period, over and above the job-growth figure set out in Table 18.
- 6.40 The area on offer at the proposed Local Enterprise Zone will cover approximately 12 ha. Adding this to the land requirement figure provides a total figure of **19.4 hectares** over the plan period.

Table 25: Land Requirement

Projected Employment Land Requirement	7.4 ha
Waterfront Business Park (Growth Zone) (Excluding the approved BAE Strategic Bulk Store)	12 ha
TOTAL (rounded)	19.4 ha

- 6.41 As set out in the Barrow Port Area Action Plan (July 2010), 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. The site 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 and become the focus for new employment development in the Furness area over the plan period.
- 6.42 It is proposed that the 'policy-off' requirement combines B1, B2 and B8 together to form a single requirement, with the proposed Local Enterprise Zone as an additional component of growth.
- 6.43 In the Employment Land Review Addendum (May 2017), development by BAE Systems in connection with the Dreadnought programme, development on Land Retained for Port Related Use and Development, and development at the Energy Uses Opportunity Area, were not considered as part of the employment land requirement. In this current draft, which supersedes the Addendum, such development is now included, therefore producing an all-encompassing requirement. The LEFM projections take account of local information, including workforce data

received from BAE Systems. Therefore, it is considered that the employment land requirement figure includes all net additional Class B uses. See Chapter 7 for further information.

Key Points

- **Option 1 Jobs Growth Forecast:** This uses the Cumbria Local Economy Forecasting Model (LEFM) which contains jobs forecast data. These jobs are converted to floorspace, which is subsequently converted to hectares.

The LEFM shows a decline in jobs between 2016 and 2031 (the Plan period). However, there is a rise in jobs to 2020. Therefore, using the 2020 forecast figure, a land requirement of 7.4 ha is generated for the Plan period.

- **Option 2 Labour Supply Forecast:** This uses the Employment-led Zero Change scenario from the Updating the Demographic Evidence report. This shows an increase in population of 2,413 over the Plan period.

ONS 2014 population projections are used to work out the % population aged 15-89 in 2014 and 2031. OBR economic activity rates are applied to population aged 16-89 in 2014 and 2031 (ages do not align with the ONS projections).

The economically active population is calculated as -688. This would normally be converted to floorspace per employee before being converted to hectares. However, with the figure being negative this method has not been developed any further.

- **Option 3 Historic Land Take-up Forecast:** This projects forward the average completions from the last seven years, resulting in a land requirement of 13.8 ha.

This option is not recommended to be taken forward as it assumes that the future will be the same as the past. It is also considered that a projection based on past trends should be from over a longer period, in particular to reflect the long term changes in employment at BAE Systems. This option also does not take account of economic forecast data as recommended in the NPPG.

- **Option 4 (Preferred Option): Job-Growth Forecast – Policy On:** This uses the 7.4 ha identified in Option 1 as a starting point, before adding 12 ha to take account of the area of the Local Enterprise Zone (LEZ) as an additional component of growth. Remediation and groundworks is taking place at the LEZ and there will be incentives to attract development to the site, including the development of a Local Development Order. This gives a total land requirement of **19.4 ha**.

7.0 Assessment of Potential Employment Sites

The Current Employment Land Supply

- 7.1 The Borough needs a balanced portfolio of land that maximises the economic potential of the area within an uncertain economic climate. Sites that have been considered for employment use in this study have been identified from the following sources:
1. Sites allocated in the Barrow-in-Furness Local Plan Review 1996-2006 (August 2001).
 2. Sites subject to an unimplemented planning application at 31 March 2014 for 500 sq m or more of use class B floorspace.
 3. Sites subject to an undetermined planning application at 31 March 2014 for 500 sq m or more of use class B floorspace.
 4. Land in public ownership that could be suitable for employment development over the Plan period.
 5. Other sites, including SHLAA sites, Urban Capacity Study sites and sites submitted by landowners and developers during Local Plan consultations.
 6. Sites considered in conjunction with discussions with Furness Enterprise / Furness Economic Development Forum.

Local Plan (2001) and AAP (2010) Employment Allocations

- 7.2 The current adopted Local Plan contains site allocations for employment and originally allocated 112.2 hectares for employment use. When the Barrow Port Area Action Plan (AAP) was adopted in 2010, this superseded three of the allocations in the Local Plan as follows:
- Site E1 at Cavendish Dock Road (10.3 ha) was replaced with the new allocation “BP18 Marina Village Housing.”
 - Site E6 ABP Land at Ramsden Dock Road (58.2 ha) was replaced with the new allocation “BP8 Land Retained for Port Related Use and Development.”
 - Site E7 Land Adjacent to ADEB Building, Cavendish Dock Road was mostly replaced with the new allocation “BP8 Land Retained for Port Related Use and Development.”
- 7.3 In the Housing Chapter Alteration 2006, site E10 Crookland Brow was changed to a housing allocation due to the linear shape of the site and difficulty of access.

- 7.4 This leaves a total of 28.1 hectares allocated for employment use in the Local Plan. As of 31st March 2017, 16.1 ha of these allocations have yet to be developed. Table 26 below shows the progress of each of the Local Plan allocations.
- 7.5 In addition, the AAP allocates 24.5 ha of employment land at the Waterfront Business Park (BP23), allocated for employment. Part of this site has been developed with BAE Systems' Logistics Facility / Strategic Bulk Store which is now completed.

Table 26: Development Progress of Employment Sites Allocated in the Barrow Borough Local Plan (2001)

Site	Site Size	Area Remaining	Development
Site E1: Cavendish Dock Road	This site was superseded by the AAP.		
Site E2: Land West of Robert McBride, Park Road, Barrow	6.4 ha	6.4 ha	Undeveloped. 2.7 hectares has planning permission for industrial units for Gyrodata at the North of the site, although development has now halted. Much of the remainder of the site would likely be used for any potential expansion of the McBrides factory.
Site E3: Land South of Kimberley Clark, Park Road, Barrow	5.4 ha	4.9 ha	Small part of the site consists of warehouse development. Part of the site is developed as a storage area. 4.9 ha is undeveloped.
Site E4: Land West of County Park Industrial Estate, Park Road, Barrow	2.0 ha	1.5 ha	Industrial units developed on part of the site. 1.5 ha undeveloped.
Site E5: Land South of Ashley and Rock, Park Road, Barrow	2.7 ha	2.7 ha	Undeveloped.
Site E6: ABP Land, Ramsden Dock Road, Barrow	This site was superseded by the AAP.		
Site E7: Land adjacent to ADEB Building, Cavendish Dock Road, Barrow	This site was superseded by the AAP.		
Site E8: Sowerby Woods Business Park, Park Road, Barrow	4.8 ha	0 ha	Developed for industrial uses.

Site	Site Size	Area Remaining	Development
Site E9: Phoenix Road, Barrow	4.3 ha	0.4 ha	Mostly built out for employment uses. Police headquarters has recently been developed on part of the site. 0.4 ha left.
Site E10: Crooklands Brow, Dalton	In the Housing Chapter Alteration 2006, this site was changed to a housing allocation due to the linear shape of the site and the difficult access.		
Site E11: Land East of Ulverston Road, Dalton	2.5 ha	0.4 ha	0.2 ha has been developed as housing. Remainder of the site is part occupied by industrial uses. Two outline planning permissions have been granted for a total of nine business units.
Total	28.1 ha	16.3 ha	

- 7.6 The table shows that there are two sites that remain wholly undeveloped. The first is site E2 Land West of Robert McBride, Park Road. The development of industrial units for Gyrodata was recently underway in the northern part of the site to the rear of their existing premises. However, development works have halted and Gyrodata's land and premises at the site are now being marketed. The remainder of the site, if developed, would likely be used for any potential future expansion of the McBrides Factory. Site E5 at Ormsgill is wholly undeveloped, and there has been no recorded developer interest in the site. Existing allocations and their future suitability for employment uses is considered further in this chapter.
- 7.7 Site E8 at Sowerby Woods Business Park has been completely developed, and the business park as a whole is now fully built-out. Further land is recommended to be allocated in this location, and this is again considered further in this chapter. Site E9 at Furness Business Park is almost fully developed. The business park has been the location where business development has been concentrated over the last 25 years and is now almost built-out.
- 7.8 There is a small amount of land still available at Dalton at site E11 Land East of Ulverston Road. Part of this land has recently obtained outline planning permissions for nine business units. There are currently no other sites allocated for employment uses in Dalton. This issue is considered further in this chapter.

Other Sites

- 7.9 Six other sites have been identified for assessment using the methods set out above:

Table 27: Other Sites

Site No.	Site Name	Source	Site Status	Site Area Remaining
EMR2	Sandscale Park, Barrow	Land in public ownership / submitted site	Undeveloped	4.4 ha
EMR5	Land East of Park Road, Barrow	Land partly in public ownership / submitted site	Undeveloped	7.0 ha
EMR12	Land at Billings Road, Dalton	Land in public ownership	Undeveloped	1.4 ha
EMR13	Former Training Centre, North Scale	Land in public ownership	Undeveloped	0.5 ha
EMR14	Site to North of Sowerby Wood (Sandscale Park), Barrow	Land in public ownership / submitted site	Undeveloped	7.9 ha
EMR15	Land Opposite Phoenix Court, Barrow	Other sites (from discussion with Furness Enterprise)	Undeveloped	0.5 ha

Windfall Sites

7.10 New opportunities for employment land sometimes arise in or around existing areas of employment land. Such potential might emerge as a result of a number of factors. For example, alternative uses may have ended and considered no longer to be commercially viable. There are several examples of this taking place in Barrow or Dalton, including those set out below:

- **Long Lane Industrial Estate, Dalton**

Cape plc has vacated its premises on Long Lane Industrial Estate in Dalton. This could be considered as offering potential for reuse as a site for small industrial units as a redevelopment. Alternatively, the unit could be marketed for reuse.

- **Barrow Town Centre**

The Market Street, Lawson Street, Cornwallis Street (“Town Hall Horseshoe”) could provide opportunities for office uses. For example, the health centre at the

junction of Market Street and Hindpool Road is expected to be vacated when the new health centre at the former Alfred Barrow School is completed. In other areas, Furness House is vacant with more than 1,300 sq m of office space, although significant modernisation would be required. It is anticipated that opportunities will be considered in the forthcoming Central Barrow Masterplan. See chapter five of this document for further information about potential development opportunities.

- **Sandscale Park, Barrow**

Partylite Manufacturing's unit at Sandscale Park is now vacant, leaving over 10,000m² of industrial floorspace available.

BAE Systems

- 7.11 BAE Systems (BAE) is investing £525m in Barrow in preparation for the build and commissioning of the Dreadnought submarine programme. This includes the construction of a number of new facilities and refurbishment of existing buildings. The 28,000 sq m Logistics Facility / Strategic Bulk Store represents the first phase of development and is now open at Waterfront Business Park. Within the shipyard, the Central Yard Facility is almost complete, a paint facility is being constructed and work has also commenced on the extension of the Devonshire Dock Hall facility. Various other works are planned including the upgrading of plant and machinery.
- 7.12 Current proposals are mostly to take place within BAE's premises and BAE has not submitted any sites for consideration in the Local Plan for employment use, although the port will have an important role in the delivery of the Dreadnought programme (see below).

Port-related Development

- 7.13 Associated British Ports (ABP) have stated that the Port of Barrow is expected to play an important role in the following projects going forward:
1. BAE Systems' proposed Successor (Dreadnought) nuclear submarine deterrent programme, including the following to facilitate the programme:
 - a) The import of materials and equipment through the port;
 - b) Short term lease agreements for overflow car parking and storage; and
 - c) Works to increase the depth of the water to in order to facilitate the movement of the new submarines.
 2. The proposed new Moorside Nuclear Power Station adjacent to Sellafield, with materials and equipment expected to be imported via the port to facilitate construction.
 3. National Grid's North West Coast Connections Project to service the proposed new Moorside Nuclear Power Station, with the importation of materials and

equipment through the port anticipated in connection with National Grid's proposed route for new power cables at Morecambe Bay in connection with this project.

4. The handling of construction materials for the Walney 3 and 4 Offshore Wind Farms.
- 7.14 The Barrow Port Area Action Plan (AAP) allocates Land Retained for Port Related Use and Development. Some of this has already been developed, principally in the form of operation and maintenance bases to service the offshore wind farms. More of this land (to the east of Ramsey Way) is currently being serviced for use by Orsted to support the operation and maintenance phase of the Walney Extension Offshore Wind Farm. ABP state that demand for the use and development of the land within the Port of Barrow for port and energy related uses is likely to remain high in the short, medium and potentially the longer term, particularly for the land fronting the Walney Channel.
- 7.15 ABP requests that all of the land within ABP's ownership at the Port of Barrow is allocated in the Local Plan for port related use and development. In response, the Council proposes to address this issue in the forthcoming review of the Barrow Port Area Action Plan. The Port of Barrow provides significant employment for the area and the Barrow Port AAP seeks to ensure the ongoing operation of the port as an integral element of the regeneration of the port area. Currently policy BP8 of the AAP states that 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.
- 7.16 A significant proportion of the 55.18 ha of the Land Retained for Port Related Use and Development identified on the AAP Proposals Map is yet to be developed. This allocation will continue to be identified separately in the AAP. The AAP will be reviewed after the adoption of the Local Plan.

Energy Uses Protection Area

- 7.17 The Local Plan Submission Draft identifies an Energy Uses Protection Area to the west of Rampside Road and this area is considered suitable for the generation and transmission of energy. There are indications that additional developments will be attracted to this area e.g. development associated with National Grid's planned tunnel head works and with LNG imports and gas storage offshore.

Site Assessment Summaries

7.18 The sections below assess the suitability of the potential employment sites for employment uses. The site reference codes (i.e. EMR1) are to be used in conjunction with the forthcoming Local Plan and are not based on those used in the current Local Plan (2010). Each of the sites have been scored based on the themes of site location and access, planning status, site conditions and site availability. The full criteria along with the site assessment proformas and the site scores are set out in the Appendices.

Site EMR1 – Phoenix Road (adjacent Police Headquarters), Barrow

7.19 This site is within Furness Business Park, where much of the Borough’s industrial and business growth has occurred since the early 1990s. The new Cumbria Constabulary headquarters has been constructed adjacent to the site. The site is currently allocated for employment use (B1 and B2) in the Barrow Local Plan Review (2001).

Map 1: Site EMR1, Remaining Part of Furness Business Park

(Not to scale)



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- 7.20 The site has a good frontage and is elevated above Phoenix Road. The site was reclaimed in the late 1990s from the former Barrow Steelworks by layering compacted (tested) slag for use as business park plots. Ground conditions are layered graded slag compacted as a result of reclamation. Services are understood to be available up to the plot boundary.
- 7.21 The site is owned by the County Council who have supported the development of the site for employment uses. The site has good access from the A590, and there is a bus service at Phoenix Road. The County Council have stated that access into the site from Andrews Way would be sufficient. The principal constraint to the development of the site is its proximity to international wildlife sites at Walney Channel. Also, Historic England have stated that the site has potential for industrial archaeology.
- 7.22 The site is currently for sale and interest has been expressed by local businesses. The site is expected to be developed within five years.

Recommendation

- 7.23 Site score: 69/90. The site scores highly in the site assessments and should be considered favourably for employment development.
- 7.24 *Suitable uses* – Given the character of the surrounding area within the business park, it is considered that this site would be suitable for good quality B1 and B2 uses. The new Cumbria Police Headquarters is situated adjacent to the site, and this is classed as sui generis. The officer's report for outline planning permission for the outline consent (2012/0547) for the police station states that "there is no major conflict with the [Barrow Local Plan Review (2001)] allocation as it would employ significantly more people than a corresponding B1 or B2 operation."

Site EMR2 – Land at Sandscale Park, Barrow

- 7.25 This land is situated on the West side of the A590 opposite Sowerby Woods Business Park, and is not allocated in the Barrow Local Plan Review (2001). The main area was previously a local authority operated waste disposal site. It was then used as a sports complex before being temporarily used as an owl sanctuary. The Southern area was previously a car park serving the British Cellophane factory until its closure in the early 1990s. The site has a low score on the site assessments, and this is principally due to the lack of site servicing and the number of site constraints.
- 7.26 There is good access to the site from the A590, and the site is on a bus route although there are no bus stops near the site. The County Council own the site and they have stated that access would be from Sandscale Park, almost immediately from the A590, and that the existing junction between Sandscale Park and the A590 would need investigation for capacity to accommodate increased traffic. A high voltage overhead power line runs through the site, and the development potential of

the site would be enhanced if this line was diverted. The site is also situated close a railway line, and at one point is within ten metres of the line.

- 7.27 The site is situated in close proximity to Sandscale Haws National Nature Reserve which is an important dune habitat supporting a wealth of flora and fauna with views across the Duddon Estuary towards the Lake District. The area is designated as a SSSI, SAC, SPA, Ramsar Site and Regionally Important Geological site. It is also an important local area for recreation. Impacts on Sandscale Haws need to be carefully considered if development was planned to take place at Sandscale Park. The site is within a wildlife corridor, and the National Trust consider that the site should be allowed to return to a semi-natural state to provide space for species and habitats to migrate inland as sea levels rise and to provide a buffer strip between the main road and Sandscale Haws.
- 7.28 If this site was considered appropriate for employment development, the Local Plan would need to ensure that the site does not take precedence over Waterfront Business Park, which is the Council’s priority for high quality business development over the Plan period. This is important given that both sites benefit from a high quality environment.

Map 2: Site EMR2 – Land at Sandscale Park, Barrow

(Not to scale)



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- 7.29 Before the site could realistically be considered for development, it would be necessary to assess whether there are any potential risks of methane escape given the site's former use. The load bearing capacity of the land and risks of contamination would also require assessment. An additional constraint is that there is a lease that restricts the use of the site to an owl sanctuary for 99 years and this needs to be bought out to enable the site to be developed. The site is owned by Cumbria County Council, who support the development of the site for employment uses.

Recommendation

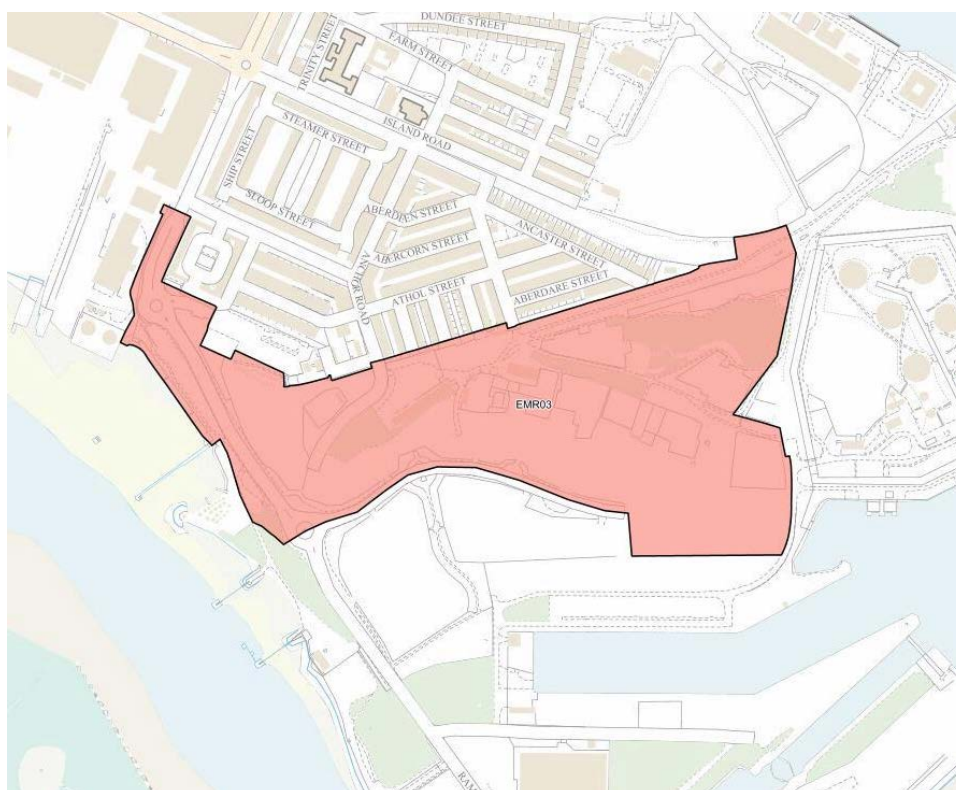
- 7.30 Site score: 53/90. The site has a low score in the site assessments given the significant constraints to the site. Therefore, it is recommended that the site is not considered appropriate for employment development over the Plan period.

Site EMR3 – Waterfront Business Park, Barrow

- 7.31 This is a large brownfield site and is close to the port and BAE Systems. The site is owned by Cumbria County Council and is allocated in the Barrow Port Area Action Plan 2010 (AAP), and is the largest site for new development in Barrow. The site 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 at the eastern part of the site are the former Associated British Ports (ABP) Allotments.
- 7.32 The developable area of the AAP site is reduced to 18.5 ha to exclude the BAE Strategic Bulk Store / Logistics facility which has recently been completed on the site. It is anticipated that this facility will create demand for more plots to be provided on the business park. 12 ha of the site is to be marketed as a Local Enterprise Zone. It is anticipated that the Local Enterprise Zone will create jobs in advanced manufacturing and will support the supply chain for Furness and national companies. Cumbria Infrastructure Funding and Local Growth Funding is being used to undertake ground works and allow serviced plots to be created together with rate relief incentives offered to firms to grow on at the Local Enterprise Zone, with work starting in 2016.
- 7.33 The site is adjacent to a SSSI, Ramsar Site, SAC and SPA. The site itself has a recognised biodiversity value and is known to house Protected Species in the form of Slow Worms and Common Lizards, together with UK BAP species including the Dingy Skipper Butterfly. Again, careful consideration will need to be given to biodiversity assets. The site is predominantly vacant, although to the eastern end adjoining the Barrow Island residential area are the former Associated British Ports (ABP) allotments.

Map 3: Site EMR3 – Waterfront Business Park, Barrow

(Not to scale)



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Recommendation

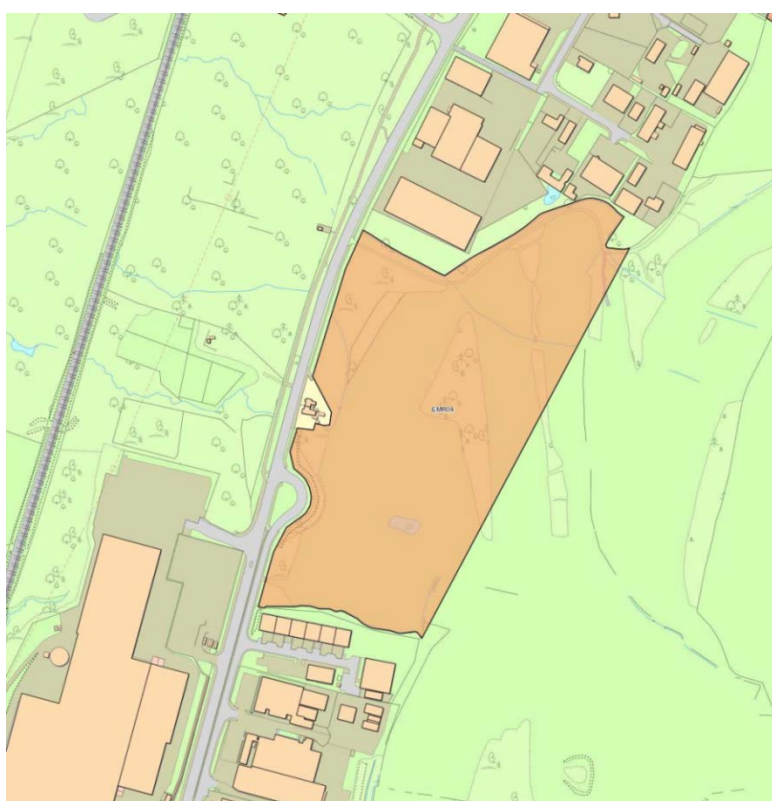
- 7.34 Site score: 61/90. Whilst this site has significant constraints, part of the site forms the Local Enterprise Zone and groundworks will take place to enable the site to be ready for development in 2018. The Local Enterprise Zone and the wider Waterfront Business Park area provides a key regeneration opportunity in Barrow within a high quality environmental setting, and is the only remaining large employment development site in the Borough. It is recommended that this site continues to be considered as the focus for business development in the Borough over the Plan period.
- 7.35 *Suitable uses* – Government funding is being used to increase the deliverability of the Local Enterprise Zone to support advanced manufacturing and supply chain growth. High quality B1 and B2 uses would therefore be acceptable on this part of the site. For the parts of the site outside the Local Enterprise Zone, a mix of high quality commercial uses (B1, B2 and B8) would be acceptable.

Site EMR4 – Land South of Scarth Road, Barrow

7.36 This site creates a green relief to the industrialised gateway into Barrow along the A590, and most of the site is within a Wildlife Corridor. The site offers potential to act as an infill between Sowerby Woods Business Park and the east of Park Road industrial area to the south. The land is currently in use as part of Barrow Golf Course. It was previously understood by Furness Enterprise that the landowner would consider extending the golf course to the east so that it adjoins Rakesmoor Lane as a means of compensating for loss of part of the site.

Map 4: Site EMR4 – Land South of Scarth Road, Barrow

(Not to scale)



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7.37 The site has a low score on the site assessments. Barriers to the development of the site include the potential cost of site servicing and proximity to the homes fronting the A590. The County Council would prefer access from the Park Road 'service road', therefore removing any additional need for new access from the main A590 Park Road. The site is situated on a bus route, although there are no bus stops at the site. Most of the site is within a Wildlife Corridor, and there is scrub woodland along the frontage of Park Road and within some parts of the site. Pockets of the site are also susceptible to surface water flooding.

Recommendation

- 7.38 Site score: 51/90. The site has a low score in the site assessments given the significant constraints to the site and its importance as a green relief on a key gateway into Barrow. Therefore, it is recommended that the site is not considered appropriate for employment development over the Plan period.

Site EMR5 – Land East of Sowerby Woods Business Park, Barrow

- 7.39 This greenfield site is an extension to an existing business park, and is immediately adjacent to a Waste Management Plant. There are open fields to the east and south, with some scrub woodland to the north. The site is situated at Sowerby Woods Business Park and the business park is now fully developed. The site has a low score on the site assessments, and this is principally due to the lack of site servicing and the number of site constraints. However, the FEDF has stated that there is interest from an existing business in expanding eastwards onto the site, with an extension of the service road so that large HGVs can operate a one-way system into and out of the company's site. The western part of the site forms part of the hardstanding area of the Waste Management Plant. The remaining part of the site is grazing land. The northern field within the site is owned by Cumbria County Council, whilst the larger southern field is owned by Holker Estates.

Map 5: Site EMR5 – Land East of Park Road, Barrow

(Not to scale)



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- 7.40 Access to the site would be from the privately owned road that connects the site to Bouthwood Road, within the business park. The business park is adjacent the A590. The site is on a bus route although there is no bus stop at the business park. There is scrub woodland adjacent to the north of the site, with open fields to the east of the site. A small part of the site is within a Wildlife Corridor.
- 7.41 A potential issue is the protrusion of the site into the countryside. However, given the topography of the area and the woodland adjacent the A590, it is considered that the site is relatively hidden in terms of views from the A590 and the urban area of Barrow and there would be little impact upon the surrounding landscape. The site forms a logical extension to the business park whilst allowing expansion of current uses or the relocation or expansion of other businesses.

Recommendation

- 7.42 Site score: 55/90. The site has a low score in the site assessments. The site scored low in terms of 'planning status', however as indicated above there has been some interest from within the business park in expanding onto this site. Given that the business park is now fully developed, consideration should be given to an extension to the business park to enable the potential future expansion of existing uses on the site along with the relocation or expansion of other businesses. The site is considered to be a suitable logical extension to the existing industrial estate.
- 7.43 *Suitable uses* – Sowerby Woods Business Park consists of a mix of commercial uses, including heavy industrial uses. Given the character of the surrounding area within the business park, it is considered that this site would be suitable for B1, B2 and B8 uses.

Site EMR6 – Land West of Robert McBride, Park Road, Barrow

- 7.44 This site is situated to the rear of Robert McBride and extends as far North as the rear of the Gyrodata premises, who own the northern part of this site. The site is currently allocated in the Barrow Local Plan Review (2001) as a Local Employment Site for B1, B2 or B8 uses. The part of the site owned by Gyrodata is being marketed and several local companies have shown interest in parts of the site.
- 7.45 The low-lying areas of the site are liable to waterlogging / ponding during heavy rainfall. There is a pond within this site which should be retained if possible. Servicing will be required by means of a new road from Park Road. The site has no highway frontage, although there could be potential access adjacent to the Gyrodata unit to the north of the site.
- 7.46 Any other access would likely need to be considered as part of any future extension to Robert McBride. The part of the site to the rear of the McBride's factory is owned by McBride's. The site is accessed off the A590, and there is a bus service at Park Road in Ormsgill which is situated close to the site.

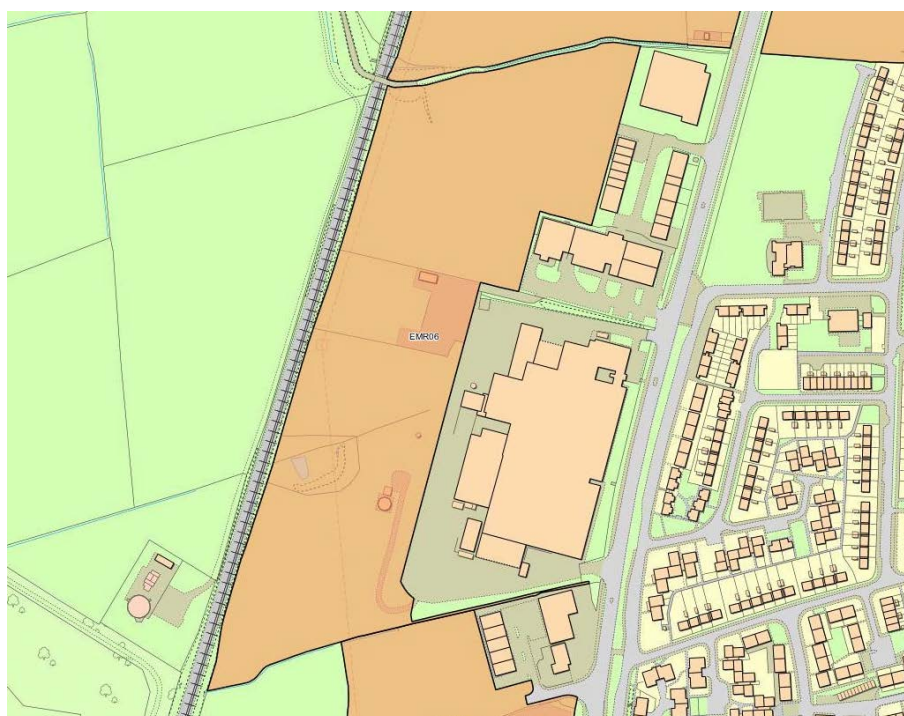
- 7.47 The maximum height of buildings will be dictated by the operational status of Walney Airport. The site is situated adjacent the railway line, therefore there must be no development within twenty metres of the boundary with the railway line in order to allow for the provision of sidings. A high voltage overhead power line runs through part of the site, and the development potential of the site would be enhanced if this line was diverted. The part of the site owned by Gyrodata is fully serviced, and there is the issue that the site could compete with Waterfront Business Park.

Recommendation

- 7.48 Site score: 55/90. Although this site has remained vacant, site preparation works have started in the field at the north of the site, which is under the ownership of Gyrodata. The central part of the site is considered to be important for any potential future expansion of the Robert McBride complex. It is therefore recommended that this site should be considered favourably for employment development.
- 7.49 *Suitable uses* – Given the character of the surrounding area, which includes heavy industrial uses, it is considered that this site would be suitable for B1, B2 and B8 uses.

Map 6: Site EMR6 – Land West of Robert McBride, Park Road, Barrow

(Not to scale)



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Site EMR7 – Land South of Kimberley Clark, Park Road, Barrow

7.50 This is a greenfield site with a high quality environmental setting and the potential for a flexibility of uses. The site is situated between existing industrial areas, with the Kimberley Clark factory adjacent to the site to the north. The site is currently allocated in the Barrow Local Plan Review (2001) as a Local Employment Site for B1, B2 and B8 uses. Access would be from the existing junction at Bank Lane, although the junction at Park Road may need to be improved. The site is situated adjacent the railway line, therefore there must be no development within twenty metres of the boundary with the railway line in order to allow for the provision of sidings. The site is adjacent the A590, and there is a bus service at Park Road in Ormsgill which is situated close to the site.

Map 7: Site EMR7 – Land South of Kimberley Clark, Park Road, Barrow

(Not to scale)



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7.51 This site is in multiple ownerships and is not serviced, so the land would need connecting to electricity, gas, water and telecommunications. There would likely be substantial cost involved in providing services which may impact on take-up potential / timeframe. Part of the site could potentially be of future interest to Kimberley Clark for improved access and future needs. The site has A590 frontage and is capable of

being developed either for several single users or an industrial estate with some expansion capacity for existing companies.

- 7.52 The maximum height of buildings will be dictated by the operational status of Walney Airport. A high voltage overhead power line runs through part of the site, although this would fall within the 20m buffer with the railway line. The low lying areas of the site are susceptible to water logging / ponding during periods of heavy rainfall. The site is situated close to a SSSI, Ramsar Site, SAC and SPA. Therefore, careful consideration will need to be given to these designations.
- 7.53 The site scores highly in the site assessments and the reasons for this includes the site's environmental setting and the potential for a flexibility of uses.

Recommendation

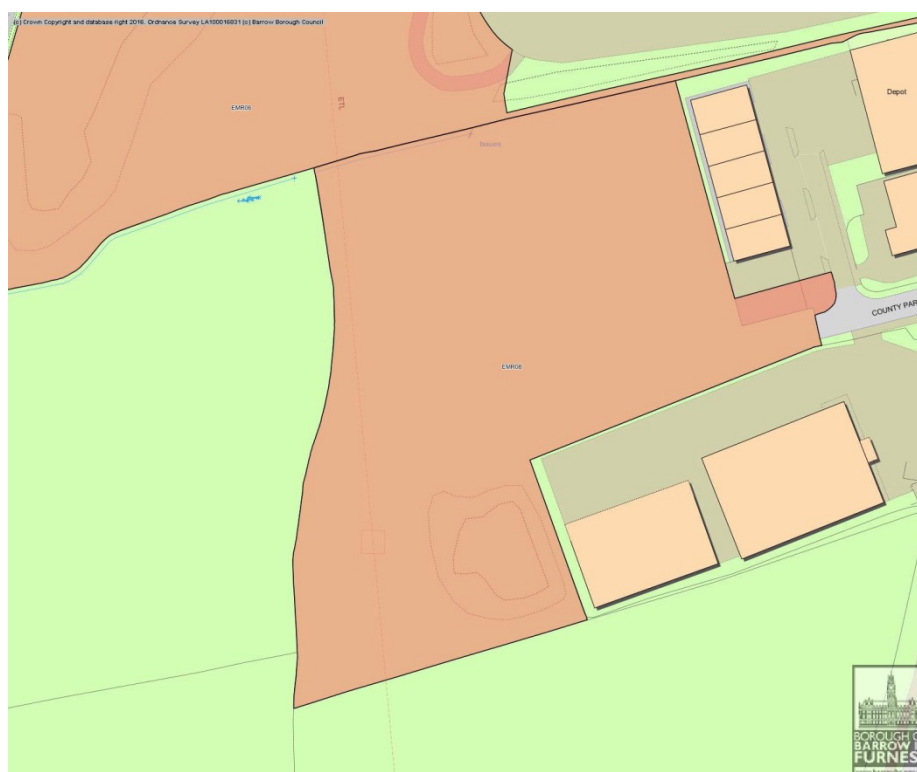
- 7.54 Site score: 67/90. The site scores highly in the site assessments and although it does have constraints, the site should be considered favourably for employment development, and may be needed for any potential future expansion of Kimberley Clark.
- 7.55 *Suitable uses* – Given the character of the surrounding area, which includes heavy industrial uses, it is considered that this site would be suitable for B1, B2 and B8 uses.

Site EMR8 – Land West of County Park Industrial Estate, Park Road, Barrow

- 7.56 This is a greenfield site and is identified in the Barrow Local Plan Review (2001) as a Local Employment Site. The site would form an extension to the existing industrial area to the west of the site. There are also industrial units adjacent to the north of the site, including the Robert McBride factory. Access to the site would be from County Park Road, off Park Road. The residential area of Ormsgill is opposite the site. The site is adjacent the A590, and there is a bus service at Park Road in Ormsgill.
- 7.57 The site was acquired by Jacksons Timber Group when it undertook its original development. The site has not been developed since the 1990s, therefore its future investment could be a challenge. There has been no developer interest in the last five years. The site could accommodate a single user or small trading estate type investment similar to the County Park Industrial Estate.
- 7.58 The site is situated close to Ormsgill Farm, which is a grade II* listed 17th century building, along with its early 18th century barn which is grade II listed. The setting of these buildings will need to be preserved through appropriate landscaping at the Southern boundary of the site. The site is poorly drained and liable to waterlogging during periods of heavy rainfall. The site is situated close to a SSSI, Ramsar Site, SAC and SPA. Therefore, careful consideration will need to be given to these assets.

Map 8: Site EMR8 – Land West of County Park Industrial Estate, Park Road, Barrow

(Not to scale)



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Recommendation

- 7.59 Site score: 64/90. The site scores highly in the site assessments and should be considered favourably for employment development.
- 7.60 *Suitable uses* – Given the character of the surrounding area, which includes heavy industrial uses, it is considered that this site would be suitable for B1, B2 and B8 uses.

Site EMR9 – Land South of Ashley & Rock, Park Road, Barrow

- 7.61 This site is situated adjacent to residential properties on its eastern and southern boundaries and this is considered to be a significant constraint to the development of the site for employment uses. If the site was identified for development, there would need to be appropriate landscaping to minimise the impact of development on these properties.
- 7.62 The site consists of some hardstanding at the former car park, with the remaining part of the site forming fields and scrubland. The maximum height of buildings will be dictated by the operational status of Walney Airport and amenities of nearby

residents. Vehicular access would be from Bank Lane with potential secondary access from Middlefield. The site is allocated as a Local Employment Site in the Barrow Local Plan Review (2001) for B1 use and has good access to a bus service.

- 7.63 The site is situated close to the grade II listed Sowerby Hall Farmhouse along with its grade II* listed late 16th / early 17th century barn. Careful consideration will need to be given to the potential impact on these buildings.

Recommendation

- 7.64 Site score: 59/90. The site has a low score in the site assessments with the most significant issues being the proximity to a residential area and the lack of interest in employment development under the current Local Plan. It is recommended that this site should not be considered favourably for employment development in the Local Plan.

Map 9: Site EMR9 – Land South of Ashley and Rock, Park Road, Barrow

(Not to scale)



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Site EMR10 – Sowerby Woods Business Park, Park Road, Barrow

- 7.65 This site is now fully developed and has therefore not been assessed as part of this Employment Land Review.

Site EMR11 – Ulverston Road, Dalton

- 7.66 This site is easily accessed from the A590 and is allocated in the Local Plan as a Local Employment Site for B1 and B2 uses. Crooklands Industrial Estate has been developed adjacent the North of the site, which consists of eight small business units all of which are occupied. Outline approval has been given for four business units on the southern part of the site, and there is a separate Outline approval for a further five dwellings next to this within the site. The site is close to housing adjacent the South of the site.
- 7.67 The site is narrow and there is a railway line within 20 metres of the eastern boundary of the site. The land behind the site slopes down steeply between the site and the railway line. The size constraints of the site will limit the use of the site to small business units. The site is on a bus route and is within walking distance of Dalton town centre and train station.
- 7.68 Parts of the site are susceptible to surface water flooding. There is a boundary wall that fronts onto Ulverston Road and this should be retained. Access to the site would be possible from Ulverston Road, and an access point is already in place. The site is on a bus route although there are no bus stops close to the site. The site would likely complement Crooklands Industrial Estate and could meet local needs.

Map 10: Site EMR11 – Ulverston Road, Dalton

(Not to scale)



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Recommendation

- 7.69 Site score: 61/90. This site should be considered favourable for employment development. The configuration of the site will limit employment development to small business units.
- 7.70 *Suitable uses* – The adjacent development consists of small scale B1 and B2 development. Given the adjacent employment uses and the prominent gateway location of this site close to residential properties, it is considered that high quality small-scale B1 and B2 uses would be appropriate on this site, particularly modern business units and office space.

EMR12 – Land at Billings Road, Dalton

- 7.71 This is a good quality brownfield site that would form an extension to the existing Long Lane Industrial Estate which serves the needs of local businesses. There is a shortage of employment land in Dalton, and this Council-owned site provides an opportunity for further employment development adjacent to an existing industrial area.
- 7.72 The site is a former 1939-1945 army camp with remains of some building foundations and concrete water tower. Access would be from the existing Long Lane Industrial Estate. There could be interest from existing businesses to expand into the site. Other interest could come from local SMEs or a local developer. The site would need to be marketed for sale by Barrow Borough Council.
- 7.73 The site rises from the north west to the south east corner. Access is in place, although the Council-owned access road is narrow in parts before it enters the site, and the quality of the surface is poor. Therefore, negotiation would be required with adjacent landowners in order to secure adequate access into the site. The site is not serviced and the Western part of the site is within a Wildlife Corridor. The site is also approximately 80m from the Grade II Listed buildings at North Lodge to the north west of the site.

Recommendation

- 7.74 Site score: 44/90. This site should be considered favourable for employment development. Although this site has a low score in the site assessments, the site benefits from being on good quality land within Council ownership adjacent to an existing industrial estate.
- 7.75 *Suitable uses* – This site would be suitable for small scale business development consisting of B1 and B2 uses, with a particular emphasis on modern business units and office space.

Map 11: Site EMR12 – Land at Billings Road, Dalton

(Not to Scale)



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EMR13 – Former Training Centre, North Scale

- 7.76 This is a brownfield site owned by the Borough Council, and currently consists of a vacant training centre, and was formerly an army camp. The access road off Promenade to the site is not adopted. The eastern part of the site is bounded by flood zones 2 and 3, and the northern tip of the site is within these flood zones. The site is close to residential properties and is adjacent to the Green Wedge. Nevertheless, given that the site is brownfield with existing buildings on the site, it is considered that development could take place on the site that would not be contrary to the purpose of the Green Wedge.
- 7.77 The site could be marketed to meet local needs on Walney Island where industrial land is of limited supply. The site is on the approach to Walney airfield and could potentially act as an office / warehouse / use close to but off the airfield site.
- 7.78 Very occasionally, the Promenade to the east of the site can flood at high tide and this can temporarily restrict access into / out of the site.

Recommendation

- 7.79 Site score: 54/90. This site should be considered favourable for employment development.
- 7.80 *Suitable uses* – Given the character of the area and the surrounding uses, this site would be suitable for small scale business development consisting of B1 and B2 uses.

Map 12: Site EMR13 – Former Training Centre, North Scale

(Not to Scale)



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EMR14 – Site to North of Sowerby Wood (Sandscale Park), Barrow

- 7.81 This site along with the adjacent vacant factory unit has been marketed for development. The site is large and is within a high quality environment and there is good access into the site from the A590, although the site does not have access to a sewer. The site is close to a railway line and needs to be accessed through a level crossing. The site is the location of the former British Cellophane factory and was reclaimed in 1996-7 for use by Blyth. All contamination material was taken off site.

- 7.82 The site is situated in close proximity to Sandscale Haws National Nature Reserve which is an important dune habitat supporting a wealth of flora and fauna with views across the Duddon Estuary towards the Lake District. The area is designated as a SSSI, SAC, SPA, Ramsar Site and Regionally Important Geological site. It is also an important local area for recreation. Impacts on Sandscale Haws need to be carefully considered if development was planned to take place at Sandscale Park.

Map 13: Site EMR14 – Site to North of Sowerby Wood (Sandscale Park), Barrow

(Not to Scale)



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- 7.83 In early 2016, the site has been identified as a suitable receptor site for the translocation of slow worms from Waterfront Business Park. Therefore, the site would not be suitable for industrial development.
- 7.84 If this site was considered appropriate for employment development in the future, the Local Plan would need to ensure that the site does not take precedence over Waterfront Business Park, which is the Council's priority for high quality business development over the Plan period. This is important given that both sites benefit from a high quality environment.

Recommendation

- 7.85 Site score: 57/90. In 2016, the site has become the agreed site for the translocation of slow worms to facilitate development on Waterfront Business Park. Therefore, the site will not be available for development for the foreseeable future.

Site EMR15 – Land opposite Phoenix Court, Barrow

- 7.86 This is a vacant site situated within Furness Business Park and is owned by Furness Print Centre. The access is currently gated and is used to access the Print Centre adjacent the East of the site. The development of the site would be seen as a logical extension of the existing built-up part of the business park. The site is serviced, although remediation may be required as a result of former industrial uses on the site. The site is reclaimed from former steelworks and levelled in the 1990s. The site could be of interest for companies looking to expand. Part of the site is susceptible to surface water flooding. The site has recently been marketed.

Map 14: Site EMR15 – Land opposite Phoenix Court, Barrow
(Not to Scale)



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Recommendation

- 7.87 Site score: 66/90. This site is surrounded by business uses and should be considered favourable for employment development.

- 7.88 *Suitable uses* – Given the character of the surrounding area within the business park, it is considered that this site would be suitable for good quality B1 and B2 uses.

Opportunity Areas

- 7.89 The Council has identified through its allocation process and associated studies and assessments a number of brownfield sites which are currently vacant which it would like to see developed within the lifetime of the Plan, and have classified them as regeneration Opportunity Areas.

Site OPP1 – Land at Channelside (South), Barrow

- 7.90 The area to the East of this site, fronting onto Ironworks Road, is developed and occupied with established businesses. The site itself, along with the access point at the south of the site, is owned by Cumbria County Council. The access point is currently only wide enough for a one way entrance or exit to adoptable standards. However, the County Council have confirmed that in early 2015 they have acquired additional land in order to create a two-way road to adoptable standards. This access road was previously to be used to access the vacant Western part of the site which BAE Systems were planning to use for car parking. However, BAE Systems have now confirmed that they do not need this land for car parking, therefore the County Council are looking at alternative potential uses for this land.
- 7.91 This site is allocated for housing in the Saved Local Plan. Furness Enterprise have stated that expensive site reclamation and servicing of this site and the former Strand Engineering Buildings are likely to be a pre-requisite to use of the land whether for residential or employment uses. The site contains old foundations and there may be a mixed range of materials / structures below the surface, therefore a detailed survey and assessment of potential remediation works will be required. These barriers to its development are accompanied by the need to invest in marketing it.
- 7.92 The land's proximity to BAE Systems, the A590 and its location within Furness Business Park suggests it could be promoted as a site for residential use or for employment uses with the commercial market being allowed to decide which is more appropriate.
- 7.93 Alternatively, Furness Enterprise have stated that it is conceivable that the combined area of the former Strand Engineering site and this site could be comprehensively developed on a Waterfront residential site linking into the Dock Museum / Premier Inn leisure development and the Hollywood Park retail / corner area to help promote complementary uses to the main Furness Business Park.

Recommendation

- 7.94 Site score: 57/90. This site is a key regeneration opportunity area that could be suitable for a mix of uses including employment.

- 7.95 *Suitable uses (employment)* – Given the character of the surrounding area within the business park, along with its waterfront location, it is considered that this site would be suitable for good quality B1 and B2 uses.

Map 16: Site OPP1 – Land at Channelside (South), Barrow

(Not to Scale)



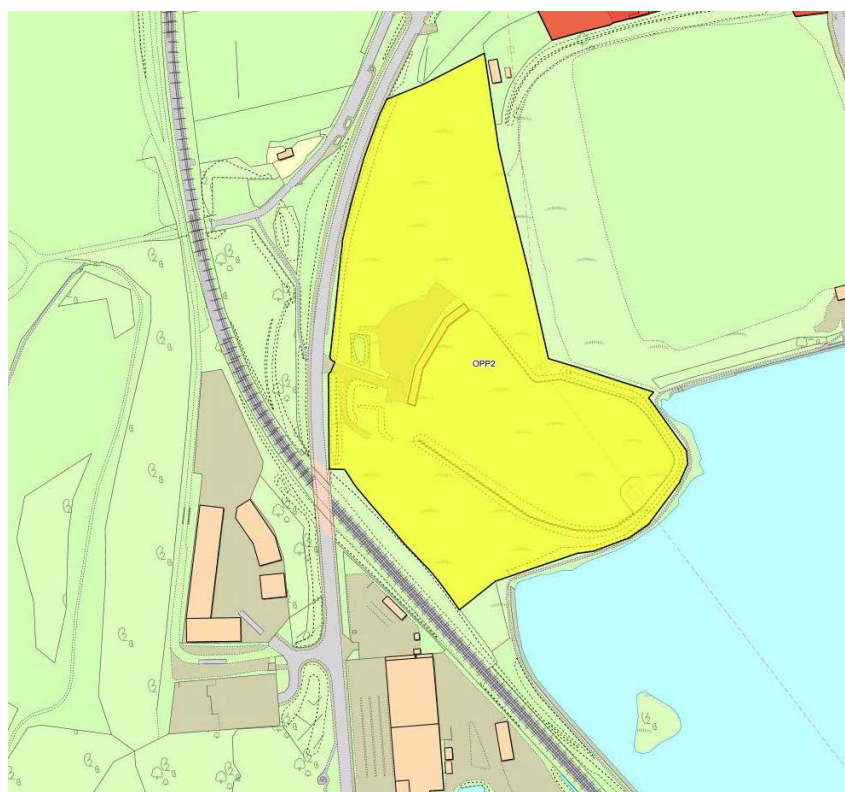
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Site OPP2 – Former Golf Driving Range, Walney Road, Barrow

- 7.96 This is a large predominantly greenfield site immediately adjacent the A590. The site would likely need to be accessed from the A590, and there is an access point from here into the former Golf Driving Range, although this access will require significant improvements if the site was to be developed.
- 7.97 The site is not serviced. Ormsgill Reservoir is located immediately adjacent the south east of the site. Remediation will likely be required due to part of the site previously being used for landfill. The southern edge is within a Wildlife Corridor. The site is privately-owned and the landowner has recently expressed interest in the site being developed for housing.

Map 17: Site OPP2 - Former Golf Driving Range, Walney Road, Barrow

(Not to Scale)



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Recommendation

7.98 Site score: 55/90. This site is a key regeneration opportunity area that could be suitable for a mix of uses including employment.

7.99 *Suitable uses (employment)* – Given the gateway location of this site, it is considered that the site would be suitable for good quality B1 and B2 uses.

Site OPP3 – Salthouse Mills, Barrow

7.100 This is a large former industrial site that is allocated in the Barrow Port Area Action Plan for housing. The Council is keen to see this large brownfield site developed. The site has access to a sewer and is in close proximity to the Wastewater Treatment Works. The site benefits from a high quality environmental setting adjacent to Cavendish Dock. Nevertheless, the site has significant development constraints and these are outlined below.

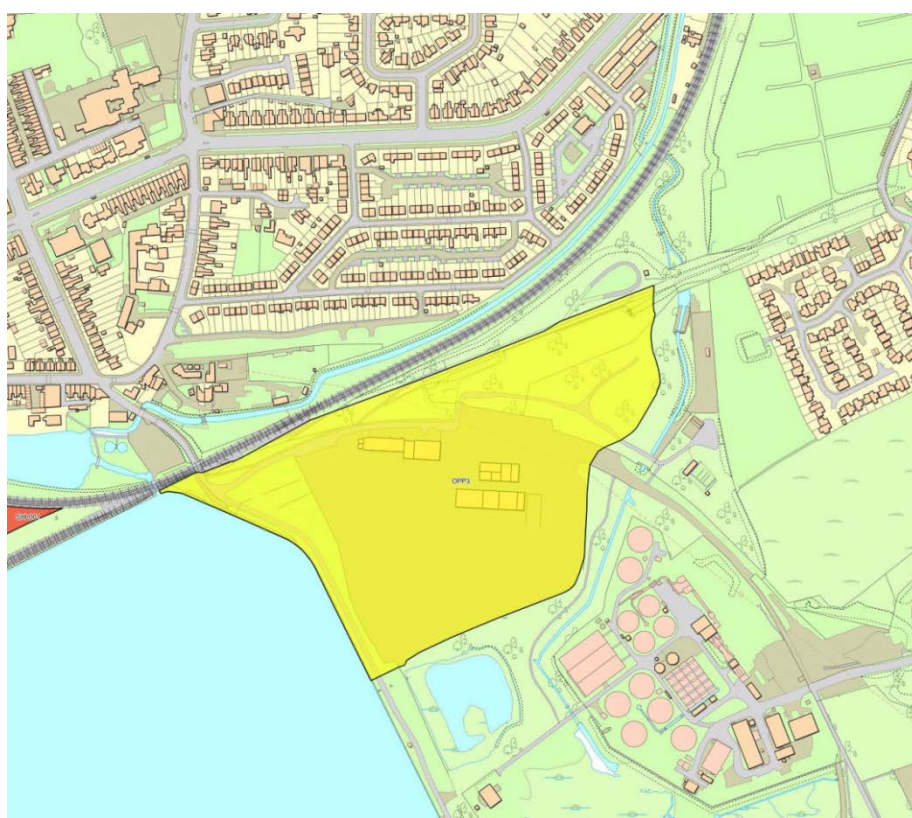
7.101 Access to the site is via residential streets before entering an unadopted road through a narrow / low railway bridge into the site. This restricts the ability for HGVs and other large vehicles to enter the site. There could be potential for an alternative access from the east at Rampside Road. The site is some 2.5km from the A590 (or

4.8km if a new access was created from Rampside Road). The route to the A590 is through a residential area, unless Coast Road (A5087) to Ulverston is used.

- 7.102 There are former industrial uses on the site, and remediation works will be required. A high voltage overhead powerline also runs through the site. The site is adjacent to the Wastewater Treatment Works (WwTW) and there could be potential odour issues that would require mitigation.
- 7.103 The site is adjacent to a SSSI, SPA and Ramsar Site and parts of the site are within Flood Zones 2 and 3. Parts of the site are also susceptible to surface water flooding.

Map 17: Site OPP3 – Salthouse Mills, Barrow

(Not to Scale)



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Recommendation

- 7.104 Site score: 47/90. This site is a key regeneration opportunity area that could be suitable for a mix of uses including employment.
- 7.105 *Suitable uses (employment)* – Given the waterfront location of the site, along with its restricted access, it is considered that this site would be suitable for good quality small scale B1 uses.

Site OPP4 – Phoenix Road (by Travelodge), Barrow

7.106 This site comprises two parts that are considered here collectively. The site is situated at the northern end of Furness Business Park and was reclaimed from former steelworks in the 1990s. The site has good access from the A590, and there is a bus service at Phoenix Road. Access into the site is in place via the access to the Travelodge. The ownership of the site is fragmented, with part of the site being Council-owned and the remaining part being privately owned. The location of the site is on a prime road frontage. A Costa Coffee Drive Thru restaurant is currently under construction on part of the site.

Map 15: Site OPP4 – Phoenix Road (by Travelodge), Barrow

(Not to Scale)



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7.107 This site is prominent on the A590, which is a strategic route into Barrow town centre. There is a hotel and hot food takeaway adjacent to the site within the business park. Heavy industrial uses and other 'bad neighbour' uses would therefore not be appropriate in this location, and it is preferred that new development is of a high quality design on this gateway site. Given the site's location and the nature of

surrounding uses, it is considered that a mix of uses would be appropriate on this site, rather than it being identified solely for employment.

Recommendation

7.108 Site score: 62/90. This site is a key regeneration opportunity area that could be suitable for a mix of uses including employment.

7.109 *Suitable uses (employment)* – Given the adjacent uses and the gateway location of the site, it is considered that the Western component of the site would be suitable for good quality small scale B1 and B2 uses.

Site OPP5 – Former Kwik Save Premises, Holker Street, Barrow

7.110 This is a small brownfield site that benefits from being close to Barrow station. The site is adjacent to the town centre and there is good access to town centre services. There is other employment development in this area, including Emlyn Hughes House which is situated adjacent to the site and provides modern office accommodation.

Map 16: Site OPP5 – Former Kwik Save Premises, Holker Street, Barrow

(Not to Scale)



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7.111 The site is unsightly, therefore development would likely help to improve the image of Barrow on a key gateway into the town. There are residential properties adjacent to

the site, therefore ‘bad neighbour’ development should be avoided. Given the small size of the site and the nature and proximity of neighbouring uses, it is considered that small-scale B1a uses could be appropriate.

Recommendation



7.112 Site score: 61/70. The site is a key regeneration opportunity area that could be suitable for a mix of uses including employment. The score makes the site one of the more sequentially preferable employment sites, based solely on site scoring.



7.113 Suitable uses (employment) – It is considered that this site would be suitable for good quality small-scale B1a uses.

Sites Not Assessed

7.114 The sites in the table below have been considered for employment allocation. However, for the reasons given, the sites have not been taken any further.

Table 28: Sites Not Assessed

Location	Site Summary and Potential Uses	Map of Site
West Shop, Bridge Road, Barrow	This is a brownfield site owned by Barrow Borough Council and has been cleared and levelled. Access is in place from Bridge Road and this is also used to access Waterside House adjacent to the North of the site. To the South and South West of the site is a very large industrialised area comprising of BAE Systems (BAE) development. BAE have a long-term lease on this site, where modular units have already been developed with the remainder of the site to be used for car parking.	
BAE Calibration lab site, Barrow Island	This site consists of an occupied industrial unit, and is owned by BAE. The site was submitted by	

<p><i>(North site on map)</i></p>	<p>BAE as part of the SHLAA call for sites exercise undertaken in 2012. However, the site is currently still occupied. There is a small area of land adjacent to the North of the site that is vacant due to a recent demolition. BAE are proposing car parking on the undeveloped part of the site. The site is allocated in the Barrow Port AAP as Land Retained for Port Related Use and Development.</p>	
<p>Site off Farm Street, Barrow Island <i>(South site on map)</i></p>	<p>This is a brownfield site situated at the end of Farm Street on Barrow Island, and is owned by BAE. BAE are proposing that the site be used for car parking.</p>	
<p>BAE Crossfields Site, Barrow Island</p>	<p>This is a brownfield site owned by BAE. BAE have confirmed that they will be retaining the site for their own potential development. The site is allocated in the Barrow Port AAP as Land Retained for Port Related Use and Development.</p>	
<p>Cornmill Crossing, Barrow <i>(Site indicated by arrow on map)</i></p>	<p>This site is owned by BAE as part of the wider BAE complex. The site is being used for employee car parking.</p>	

Distribution of Employment Land

- 7.115 The majority of employment land development over the Plan period will take place in Barrow. However, the recent development of Crooklands Business Park, along with recent Outline planning permissions for business units adjacent to the site, shows that there is a market for the building of small industrial units in Dalton, particularly where there is good access to the A590 and to Dalton town centre.
- 7.116 The distribution of employment development that has taken place in the Borough between 2009/10 and 2015/16 is shown in table 29 below. This includes development at BAE Systems and Land Retained for Port Related Use and Development. Note that the proportion for Barrow includes Walney, and the proportion for Dalton includes Askam.

**Table 29: Proportion of Employment Development
2009/10-2015/16**

Location	Proportion of Employment Development
Barrow	92%
Dalton	8%

- 7.117 Projecting the completions over the Plan period results in the following employment land requirement split:

**Table 30: Indicative Distribution of Employment Development
2016-2031**

Location	Distribution of Employment Development
Barrow	17.8 ha (including 12 ha at the Local Enterprise Zone)
Dalton	1.6 ha

- 7.118 As expected, a much greater proportion of development is expected to take place in Barrow compared to Dalton. This is mainly because of the investment that is taking place by BAE Systems in the shipyard. The method used to project the distribution of employment land is based on past trends and therefore assumes that the future will be the same as the past.

- 7.119 It is considered that a modest amount of land should be allocated in Dalton, namely the remaining part of Crooklands Business Park and a modest extension to Long Lane Industrial Estate. There is a site to the South of site EMR11 which is currently allocated for housing in the Local Plan. However, in terms of employment uses there are issues with access and configuration which would make this site unsuitable for employment development. The northern side of the road is identified as Green Wedge, and the Green Infrastructure Strategy states that the Dalton North Green Wedge fulfils an important role in maintaining Dalton's position visually as a discrete settlement within the landscape with a clear identity distinct from Barrow.
- 7.120 In Barrow, there are a number of employment sites that are considered suitable for employment development in this assessment. Four additional sites have been identified as suitable since the draft Employment Land Review was published in June 2015. In addition, there are five Opportunity Areas that have been identified that could accommodate employment development. The Local Plan should be careful not to limit the choice of good quality employment sites that are available, whilst ensuring that the priority for business development over the Plan period is at Waterfront Business Park.

Key Points

- 28.1ha of land is allocated for employment use in the current Local Plan (2010), with 16.1ha of these allocations yet to be developed.
- Two sites are wholly undeveloped: E2, which would be required for any potential expansion of the McBride's factory; and E5, which is now being put forward as a housing allocation in the forthcoming Local Plan.
- The Barrow Port AAP identifies Waterfront Business Park as a key employment site.
- Six new sites have been identified for assessment, in addition to the remaining existing allocations in the Local Plan and the AAP.
- A number of windfall opportunities are expected to arise over the Plan period, including in the town centre.
- In total, 15 sites have been assessed for their suitability for employment development. 10 of these are recommended as favourable for employment development.
- The recommended sites exceed the identified land requirement of 19.2 ha, therefore providing significant flexibility, including for the expansion of existing operations.
- The five Opportunity Areas have also been assessed, and it is considered that these could be suitable for some employment development.
- Five additional sites have been considered for employment development, but these have not been assessed as they are being used for or are planned to be used for alternative uses.
- An indicative employment land split of 92% in Barrow and 8% in Dalton is recommended, in line with the rate of historical completions.

8.0 Conclusion

- 8.1 This report has been designed to provide a robust and credible evidence base of the demand and supply of land for employment. This in turn has informed the production of the Local Plan. This chapter summarises the key findings of the report.

Economic Context

- 8.2 Cumbria's biggest sector is manufacturing and this is concentrated in the Furness area and includes major companies such as BAE Systems in Barrow and GlaxoSmithKline in Ulverston which specialise in advanced manufacturing. Advanced manufacturing in Furness is a key area of strength to build upon and major investment is taking place by BAE Systems. In addition, a number of major energy projects are planned or are taking place in Furness and the wider West Cumbria area and offshore. The major projects / investment that is taking place, particularly in relation to defence and energy, present opportunities for growth.
- 8.3 The Cumbria LEP and Furness Economic Development Forum (FEDF) have a key role facilitating growth, including supply chains growth and advanced manufacturing. Cumbria's businesses, both existing and future, offer huge potential to grow the County's economy and jobs. The LEP and FEDF are working to ensure that businesses, particularly small and medium-sized enterprises (SMEs), are inspired and supported to achieve their potential.

Opportunities for Growth

- 8.4 £525m investment by BAE Systems in connection with the Dreadnought submarine programme is expected to deliver £4 billion GVA for Barrow and £7 billion GVA for the rest of the UK, whilst creating 2,000 new jobs. A Local Enterprise Zone at Waterfront Business Park will be a key site in attracting supply chain firms, including those that specialise in advanced manufacturing to support growth at BAE Systems.
- 8.5 The nuclear sector in West Cumbria provides employment opportunities in Barrow with up to 500 people travelling to Sellafield each day from the Furness area, and many more employed in companies transporting nuclear waste from the plant via Barrow Port. The North West Coast Connections project, which includes a new nuclear power plant at Moorside and the connection of this to the National Grid, will present opportunities to deliver high value jobs and supply chains, although this project is currently delayed.
- 8.6 The Furness area is the landfall for processing East Irish Sea gas. Centrica, Stag and Hoegh are all developing major schemes. In terms of offshore wind, the operations and maintenance base to support the Walney Extension wind farm could be built at Waterfront Business Park. There could be opportunities for supply chain firms to be involved in the construction of the wind farm.

- 8.7 Development in Barrow can face viability challenges and there will need to be continuing work to ensure that schemes can be brought forward to align with the major investment that is taking place in Furness and West Cumbria. The Waterfront Business Park will be a key site for new development, and will be the focus for economic development in the Borough. In particular the proposed Local Enterprise Zone within the business park will be key in attracting supply chain growth and advanced manufacturing in connection with major investment programmes. Government funding through the LEP's Strategic Economic Plan is being used to aid the delivery of the Local Enterprise Zone and the neighbouring Marina Village housing site to support jobs growth.
- 8.8 The major investment that is taking place is heavily focused on advanced manufacturing. Employee projections show that employment is relatively weak in some of the other sectors such as 'finance and insurance' and 'information and communications', therefore highlighting the lack of diversity in the local economy. Several local and sub-regional strategies emphasise the need for a more diversified economy. This could be facilitated through a number of measures, such as the provision of a good choice of employment land and premises, including managed business space.

Local Property Market

- 8.9 The relative isolation and access constraints of Barrow have meant that the area is considered as a secondary development and investment location by the majority of the private sector property industry. Consequently, the public sector has led the role in meeting employment demand over the last 25 years. There is no evidence to suggest that the characteristics of the commercial property market will significantly change in the near future.
- 8.10 The LEP is supporting large manufacturers in Cumbria by seeking ways to secure and support their continued operation in the County, and where possible, their expansion. Geographical isolation needs to be addressed through the radical improvement of Barrow's transport communication links, in order to reduce journey times and increase safety and reliability.
- 8.11 The focus for business development since the 1980s has been at Furness Business Park in Barrow. This is now almost built-out, therefore there is a need for alternative sites. The Waterfront Business Park has been identified as the priority for employment development over the Local Plan period.
- 8.12 The majority of office space available on the market (May 2017) is for smaller floorspace. However, with the exception of the managed Business Centres, little of the available office accommodation could be described as being appropriate for the needs of employers in the growth and technology sectors that the Council is seeking to attract to the town. Overall, there is a lack of choice in employment land and premises in the Borough, including for new businesses that have successfully started-up and are seeking to expand. Again, the Local Enterprise Zone will be a key factor in addressing these issues over the plan period.

- 8.13 There is an identified demand for additional managed business space. Demand normally emerges from companies once the facilities have been created and opened for business. New modern facilitated business space would encourage contractors, particularly corporate and blue chip companies and manufacturers, to the area, as well as providing space for businesses that are starting-up. In addition to the Local Enterprise Zone, the forthcoming Central Barrow Masterplan will provide an opportunity to identify suitable areas for new business space in the town centre.

Economic Inactivity and Skills Gaps

- 8.14 Economic inactivity rates in the Borough are above average, as is the proportion of job seekers claimants. The proportion of residents who are qualified with NVQ4 or above is lower than average. There are issues with employers reporting skills gaps and there is a problem in attracting and retaining graduates. These factors emphasise the need for home growing the skills base along with the provision of a diversity of job opportunities, such as through retaining and expanding existing businesses, attracting new and diversified businesses and encouraging a greater entrepreneurial spirit.
- 8.15 An Advanced Manufacturing Technology Centre has recently been constructed at Furness College, supported by funding secured by the Cumbria LEP through the Cumbria Growth Deal. The Centre is designed to equip local people with the skills for local advanced manufacturing, including the high skills required for employees at BAE Systems and for the formerly proposed investment at GlaxoSmithKline in Ulverston. Furness College provides specialist training for Centrica, and the college is also working with Centrica to develop an on-site facility for apprentices.
- 8.16 Also, a Central Training Facility is being constructed at BAE Systems to provide a bespoke learning environment for almost 1,000 craft and technical apprentices that are currently in training. It will also serve as a training centre for its workforce.
- 8.17 Facilitating growth will help to reduce the number of job seekers claimants and those who are economically inactive in the Borough. Supporting proposals for further high quality, educational facilities that are accessible and improve basic and higher level skills and qualifications will continue to help provide local people with the required skills to support growth.

Land Requirement

- 8.18 The Jobs Growth Forecast has been used to determine an employment land requirement for the Borough. This uses the Cumbria Local Economy Forecasting Model (LEFM) which contains jobs forecast data. These jobs are converted to floorspace, which is subsequently converted to hectares.
- 8.19 The LEFM shows a decline in jobs between 2016 and 2031 (the Plan period). However, there is a rise in jobs to 2020. Therefore, using the 2020 forecast figure, a land requirement of 7.4 ha is generated for the Plan period. 12 ha is added to the

requirement to take account of the area of the Local Enterprise Zone (LEZ) as an additional component of growth. Remediation and groundworks is taking place at the LEZ and there will be incentives to attract development to the site, including the development of a Local Development Order. This gives a total land requirement of **19.4 ha**.

New Employment Sites

- 8.20 The Borough needs a balanced portfolio of land that maximises the economic potential of the area. A number of sites have been assessed for their suitability for employment. Of all the assessed sites, ten have been considered appropriate for employment development. The recommended sites exceed the identified land requirement of 19.2 ha, therefore providing significant flexibility, including for the expansion of existing operations. The five Opportunity Areas have also been assessed and these have been considered suitable for some employment development.

9.0 Recommendations

- 9.1 In accord with the NPPF, the Council should avoid the long term protection of sites allocated for employment use, where there is no reasonable prospect of a site being used for that purpose. Secondly, individual local authorities should work with County and neighbouring authorities to prepare a robust evidence base. Under the Duty to Cooperate, local planning authorities are required to secure the necessary cooperation on strategic cross boundary matters including employment.
- 9.2 Consequently the Council should continue to work with South Lakeland and Copeland Councils, to ensure, as directed by the NPPF, that there is a robust employment land evidence base for the Barrow TTWA. The Council should also continue to work with infrastructure and service providers to identify where there are specific infrastructure deficits that need to be filled in order to deliver the Local Plan, and set out how such infrastructure will be delivered.
- 9.3 The LEP have set out their plan to increase GVA by £1.3bn in the Cumbria Strategic Economic Plan and the Local Plan should contribute towards facilitating such growth within the local economy. The Local Plan also needs to be flexible, particularly in terms of accommodating any future unexpected changes in economic circumstances.
- 9.4 In accord with the findings of this study, the key recommendations are as follows:
- The Waterfront Business Park is promoted as the Borough's Strategic Employment Opportunity Area. The site should be promoted as a site of regional significance suitable for large scale business development. The business park provides space for local firms' expansion, inward investment by companies from other parts of the UK or overseas. It is also suitable for firms keen to expand their supply chain presence serving either manufacturers in Cumbria or UK and global markets.
 - It is proposed that a minimum of 19.4 ha of employment land should be planned for over the Plan period. This requirement encompasses all use class B development, including development by BAE Systems in connection with the Dreadnought programme, development on Land Retained for Port Related Use and Development, and development at the Energy Uses Opportunity Area
 - Employment development should continue to be concentrated in the town of Barrow, with modest growth at Dalton.
 - It is recommended that the Local Plan adopts the flexible approach of including a criteria based policy to manage new employment development in the Borough, in addition to allocating the specific sites in the Local Plan, in order to allow maximum flexibility whilst ensuring development is sustainable.
 - The Local Plan should allocate for development the ten sites identified in this Study, collectively providing 41.5 ha of land for development for employment

uses. This is significantly greater than the 19.4 ha required over the Plan period, in order to allow for flexibility to allow for a choice of sites over the Plan period, with the focus being Waterfront Business Park.

- There is demand for managed business space in the Borough. In order to comply with the NPPF, the preference should be for such development to take place within the town centres. Opportunities should be taken to identify land and / or buildings that are able to be converted to enable high quality, modern premises that are managed. The forthcoming Central Barrow Masterplan will provide an opportunity to identify development possibilities and to promote such development within Barrow town centre.
- It is recommended that the Council supports proposals for accessible, high quality educational facilities that improve higher level skills and qualifications. This will contribute towards “home-growing” the skills base and attracting the workforce that is required to underpin and support growth that is expected to take place.
- Land at Sowerby Woods Business Park is currently fully developed, therefore it is recommended that land should be identified at EMR5 to allow potential expansion of businesses at the business park.
- It is recommended that site EMR9 Land South of Ashley and Rock, Barrow, which is currently allocated in the Local Plan, should no longer be considered appropriate for employment use as there has been no recorded developer interest in the site and the site is close to residential properties.
- There is greater scope for new independent studios in the Borough that are available for rent for short periods. Such studios should be available for art, photography, graphic design and other such uses. The Cookes Building on Abbey Road, Barrow, is the only facility that offers such studios. The forthcoming Central Barrow Masterplan will provide an opportunity to identify development possibilities.
- It is recommended that the Local Plan includes a strategy to improve the choice and quality of the housing market to meet the needs of industries and to attract the highly skilled workers that the Borough requires. It is also recommended that the Local Plan be supportive of proposals that improve external transport links.

9.5 Fifteen years is a significant length of time to plan for employment growth in the Borough. Therefore, this study should be reviewed and monitored regularly and the study as a whole should be refreshed every five years to provide an up to date assessment of employment land requirements in the Borough.

Appendices

Appendix 1 – Site Assessment Criteria

Theme	Criteria	Criteria Measurement	Score
Site Location and Access	Proximity to A590	Site 0km from A590	10
		Site 0.5km from A590	9
		Site 1km from A590	8
		Site 1.5km from A590	7
		Site 2km from A590	6
		Site 2.5km from A590	5
		Site 3km from A590	4
	Public Transport	Site close to bus route (within 0.5km) and near to train station (within 2km)	10
		Site within 0.5km of a bus route	5
		Limited public transport	0
	Sequential Test	Within urban area	10
		Urban fringe	7
		Rural location (away from urban area)	3
Planning Status	Full planning status	10	
	Outline planning status	8	
	Allocated in the development plan	4	
	Site is available, subject to planning	1	
Site Conditions	Services available	All services are provided and in place	10
		Priority services are available	7
		Some services are unavailable	0
	Constraints	No constraints (Reduce by 2 for each constraint)	10

	Environmental Setting	Good quality business park / greenfield location	10
		Moderate quality industrial estate	5
		Poor quality industrial estate / in-fill location	2
	Flexibility	Subjective, core 0 to 10: Score site in terms of site shape and ability to sub-divide to suit smaller occupiers Score 10 if it is flexible, 0 if it is inflexible.	0 to 10
Site availability		Site available to develop within 0-1 year	10
		Site available to develop within 1-3 years	8
		Site available to develop 3-5 years	6
		Site available to develop 5+ years	2

Appendix 2 – Site Assessment Proformas

Site Ref	EMR01	
Site Name	Phoenix Road (adjacent Police HQ), Barrow	
Brownfield / greenfield	Brownfield	
Owner	Cumbria County Council	
Description	Good quality brownfield site within existing business park. Site is ready to develop.	
No. of hectares remaining vacant	0.4	
Site development constraints and environmental issues	<p>Access – Potential access from Andrews Way through car park of existing unit to the North of the site.</p> <p>Topography – Flat</p> <p>Ground conditions – No issues</p> <p>Ecology – Within 150m of SSSI, Ramsar Site, SAC and SPA</p> <p>Utilities – Foul sewer and surface water sewer runs along Phoenix Road.</p> <p>Site has potential for industrial archaeology.</p>	
Use	Existing	Vacant area of land surrounded by employment uses and new police headquarters.
	Previous	Railway / steelworks / ironworks
Location Type	Urban fringe	
Accessibility	Access from Andrews Way should be sufficient with no additional access required from Phoenix Road.	
Distance to A590 (km)	0.13	
Distance to train station (km)	Within 2km of train station	
Distance to existing bus route (km)	More than 0.5km from bus route	
Distance to services (km)	Hotel and pizza restaurant opposite site and drive thru restaurant is under construction.	
Adjacent land uses	Business units to the North of the site, Phoenix Road / car park / pond / hotel to the East, offices to the South East, business units to the South of the site and Police Headquarters to the West.	
Planning policy status	Local Employment Site (E9)	

	Possible Cycle Routes Long Distance Routes – Cistercian Way, Haematite Trail, Cumbria Coastal Way
Planning issues	Within 150m of SSSI, Ramsar Site, SAC and SPA.
Other information	County Council Property support allocation of the site.
Serviced	Yes, up to plot boundary
Market availability	Available now. Currently for sale.
Likely development potential	High
Availability (years)	Available now

Site Ref	EMR02	
Site Name	Land at Sandscale Park (East of Railway Line), Barrow	
Brownfield / greenfield	Brownfield	
Owner	Cumbria County Council	
Description	Moderate quality site opposite Sowerby Woods Business Park. Isolated vacant industrial unit to the rear of the site.	
No. of hectares remaining vacant	3.7	
Site development constraints and environmental issues	<p>Access – Not in place, although the current car park could potentially be used as an access point.</p> <p>Topography – Flat.</p> <p>Ground conditions – Potential contamination given the site's former use as a waste disposal site.</p> <p>Ecology – Site is 350m from SSSI, Ramsar Site, SAC and SPA. The whole site is within a Wildlife Corridor.</p> <p>Utilities – Site would connect to combined sewer on Park Road.</p> <p>A high voltage overhead power line runs through the site. Site is close to the railway line.</p>	
Use	Existing	Scrubland with network of footpaths.
	Previous	The site was previously a local authority operated waste disposal site. It was then used as a sports complex before being temporarily used as an owl sanctuary. There is currently a 999 year covenant at the site to restrict the use of the site to an owl sanctuary. The Southern area was

	previously a car park serving the British Cellophane factory.
Location Type	Urban fringe
Accessibility	Access from Sandscale, almost immediately from the A590. Existing junction between Sandscale and the A590 would need investigation for capacity to accommodate increased traffic.
Distance to A590 (km)	0.03
Distance to train station (km)	More than 2km from train station
Distance to existing bus route (km)	More than 0.5km from a bus route
Distance to services (km)	There are no nearby services.
Adjacent land uses	Scrub woodland. Industrial uses opposite. Isolated factory to rear.
Planning policy status	Wildlife Corridor
Planning issues	Adjacent to SSSI, Ramsar Site, SAC and SPA.
Other information	County Council Property support allocation of the site.
Serviced	Mains services are located in the service road
Market availability	The site is not currently allocated for employment use in the Local Plan.
Likely development potential	Negligible given the high quality landscape setting and its proximity to Sandscale Haws and associated flora and fauna. The covenant at the site to restrict the use of the site to an owl sanctuary is also a significant constraint. Remediation may mean that development is not viable.
Availability (years)	Within five years, if considered suitable for employment development and the covenant can be overcome.

Site Ref	EMR03
Site Name	Waterfront Business Park, Barrow
Brownfield / greenfield	Brownfield
Owner	Cumbria County Council
Description	Large brownfield site close to the port and BAE Systems. 12 ha of the site is to be actively marketed as a Local Enterprise Zone with the purpose of creating jobs in

		advanced manufacturing and to support the supply chain for Furness and national companies. A new programme of site preparation is underway, aiming to complete plots ready for use by 2018.
No. of hectares remaining vacant		18.5
Site development constraints and environmental issues		<p>Access – Access and highways infrastructure is in place.</p> <p>Topography – Flat.</p> <p>Ground conditions – Current contamination, although remediation will enable plots to be ready for use by 2017. Parts of site are susceptible to surface water flooding. Small part of the site is within flood zone 2.</p> <p>Ecology – Adjacent to SSSI, Ramsar Site, SAC and SPA. The site itself has a recognised biodiversity value and is known to house Protected Species in the form of Slow Worms and Common Lizards, together with UK BAP species including the Dingy Skipper Butterfly.</p> <p>Utilities – Available.</p>
Use	Existing	The site is predominantly vacant, although to the Eastern end adjoining the Barrow Island residential area are the former Associated British Ports (ABP) allotments.
	Previous	Timber dock (now infilled)
Location Type		Urban fringe
Accessibility		Access via Ramsden Dock Road serving primary access to site. Additional accesses from Ancaster Street could be provided.
Distance to A590 (km)		0.9km
Distance to train station (km)		More than 2km from train station
Distance to existing bus route (km)		Within 0.5km of bus route
Distance to services (km)		Nearest services are situated on Anchor Road, adjacent to the site (i.e. food shop, post office, ATM, general store).
Adjacent land uses		Residential, gas condensate facility, operation and maintenance bases for offshore windfarms, docks
Planning policy status		Waterfront Business Park (Barrow Port AAP)
Planning issues		Adjacent to SSSI, Ramsar Site, SAC and SPA. Site has some biodiversity value and houses protected species. Contamination issues. Remediation / translocation of slow worms to take place.

Other information	
Serviced	Yes, by 2018
Market availability	Yes, by 2018
Likely development potential	High
Availability (years)	2017 onwards

Site Ref	EMR04	
Site Name	Land South of Scarth Road, Barrow	
Brownfield / greenfield	Greenfield	
Owner	Barrow Golf Club	
Description	Large greenfield site between industrial areas. Site forms part of Barrow Golf Course. Near to some housing. Scrub woodland on parts of the site.	
No. of hectares remaining vacant	8.8	
Site development constraints and environmental issues	<p>Access – Not in place.</p> <p>Topography – The site gently rises from West to East.</p> <p>Ground conditions – Pockets of site are susceptible to surface water flooding.</p> <p>Ecology – Most of the site is within the Wildlife Corridor.</p> <p>Utilities – There is a foul sewer at the Western boundary of the site.</p>	
Use	Existing	Golf course
	Previous	Open fields
Location Type	Urban fringe	
Accessibility	The County Council have stated that they would prefer access from Park Road 'service road', therefore removing any additional need for new accesses from the main A590 Park Road.	
Distance to A590 (km)	Site is adjacent to the A590	
Distance to train station (km)	More than 2km from train station	
Distance to existing bus route (km)	More than 0.5km from a bus route	

Distance to services (km)	There are services in Ormsgill, 1km South of the site, including a general store, newsagent and post office.
Adjacent land uses	Sowerby Woods Business Park adjacent the North of the site and Park Road East Industrial Estate adjacent the South of the site. Kimberley Clark factory is located to the South West of the site on the West side of the A590. Two dwellings on the A590 outside the Western boundary of the site. Scrub woodland opposite the West of the site.
Planning policy status	Wildlife Corridor
Planning issues	Loss of part of golf course; Wildlife Corridor; loss of large green space on major gateway into Barrow town centre.
Other information	
Serviced	No
Market availability	Uncertain
Likely development potential	This site is not sequentially preferable.
Availability (years)	Uncertain

Site Ref	EMR05
Site Name	Land East of Park Road, Barrow
Brownfield / greenfield	Greenfield
Owner	The northern field is owned by Cumbria County Council, whilst the larger Southern field is owned by the Holker Estate
Description	Greenfield site (agricultural land) which would form an extension to Sowerby Woods Business Park
No. of hectares remaining vacant	8.1
Site development constraints and environmental issues	<p>Access – In place, although in private ownership.</p> <p>Topography – The site rises from West to East.</p> <p>Ground conditions – No known issues.</p> <p>Ecology – A small part of the top corner of the site is within the Wildlife Corridor. There is a pond within the site.</p> <p>Utilities – Would need additional electricity, gas, water supply / wastewater and telecommunications.</p>

Use	Existing	The North Western part of the site forms part of the hardstanding area of the Waste Management Plant. The remaining part of the site is grazing land.
	Previous	Grazing land
Location Type		Urban fringe
Accessibility		Access from Bouthwood Road would be by the existing privately owned road connecting to the development site.
Distance to A590 (km)		0.31
Distance to train station (km)		More than 2km from train station
Distance to existing bus route (km)		More than 0.5km from a bus route
Distance to services (km)		The site is remote from services
Adjacent land uses		Site is an extension to an existing business park, and is immediately adjacent to a Waste Management Plant. Open fields to the East and South, with some scrub woodland to the north.
Planning policy status		Wildlife Corridor
Planning issues		Wildlife Corridor; Site protrudes into the countryside.
Other information		This assessment is based on a revised site plan submitted by Holker Estates during the Local Plan Preferred Options consultation, and covers a larger area than the site originally submitted.
Serviced		No
Market availability		A marketing plan is required.
Likely development potential		High
Availability (years)		Available 1-2 years.

Site Ref	EMR06
Site Name	Land West of Robert McBride, Park Road, Barrow
Brownfield / greenfield	Greenfield
Owner	The site consists of two fields. The northern field is owned by Gyrodata. The Southern field is owned by McBrides.

Description		Extension to existing industrial area
No. of hectares remaining vacant		6.4
Site development constraints and environmental issues		<p>Access – Not in place.</p> <p>Topography – Site is gently undulating.</p> <p>Ground conditions – The low-lying areas of the site are liable to waterlogging / ponding during heavy rainfall.</p> <p>Ecology – Within 330m of Ramsar Site, SAC, SPA and SSSI. There is a pond within the site.</p> <p>Utilities – Site is located adjacent a sewage works, and there is access to a combined sewer at the South of the site.</p> <p>A high voltage overhead powerline runs through the site. Site is close to the railway line.</p>
Use	Existing	Grazing land
	Previous	Grazing land
Location Type		Urban fringe
Accessibility		The site has no highway frontage, although there could be potential access adjacent the Duddon hire and haulage unit to the North of the site. Any other access would likely need to be considered as part of any future extension to Robert McBride.
Distance to A590 (km)		0.07
Distance to train station (km)		More than 2km from train station
Distance to existing bus route (km)		Within 0.5km of bus route
Distance to services (km)		Services in Ormsgill within 400m of the site. Includes post office, newsagents and general store.
Adjacent land uses		To the rear of existing industrial area. Fields to the North up to the Kimberley Clark factory and extensive fields to the South of the site. Fields to the West of the site up to Walney Channel. Development and site preparation works have commenced to the North of the site by Gyrodata. This part of the site is currently being marketed.
Planning policy status		Local Employment Site
Planning issues		Ramsar Site, SAC, SPA and SSSI; Highways access.
Other information		

Serviced	The Gyrodata-owned part of the site is fully serviced.
Market availability	Available now. Northern part of the site, owned by Gyrodata, is currently being marketed.
Likely development potential	Site is allocated in the current Local Plan, but remains undeveloped
Availability (years)	The Gyrodata-owned part of the site is currently for sale. The McBride's-owned part of the site is available for any potential future expansion of the McBride's factory.

Site Ref	EMR07	
Site Name	Land South of Kimberley Clark, Park Road, Barrow	
Brownfield / greenfield	Greenfield	
Owner	Multiple ownerships. Part of the site is owned by Kimberley Clark, the remaining parts are within private ownerships.	
Description	Greenfield site in between existing industrial areas	
No. of hectares remaining vacant	5.4	
Site development constraints and environmental issues	<p>Access – Potential access point is in place at the North of the site.</p> <p>Topography – The site slopes down towards the railway line.</p> <p>Ground conditions – The low lying areas of the site are susceptible to water logging / ponding during periods of heavy rainfall.</p> <p>Ecology – Within 320m of Ramsar Site, SAC, SPA and SSSI.</p> <p>Utilities – Development would need to connect to the combined sewer along the A590.</p> <p>Site is adjacent to the railway line. A high voltage overhead powerline runs along the Western edge of the site.</p>	
Use	Existing	Small industrial unit and separate hard standing area in North East of the site. Remaining area of site is grazing land.
	Previous	Grazing land
Location Type	Urban fringe	
Accessibility	Access by way of existing bell mouth junction from Bank	

	Lane. Junction from A590 may require improvement.
Distance to A590 (km)	Site is adjacent to the A590
Distance to train station (km)	More than 2km from train station
Distance to existing bus route (km)	Within 0.5km of bus route
Distance to services (km)	Services in Ormsgill within 400m of the site. Includes post office, newsagents and general store.
Adjacent land uses	In between industrial uses. Open fields to the West of the site up to Walney Channel. Fields and scrubland opposite.
Planning policy status	Local Employment Site Possible Station Site
Planning issues	Ramsar Site, SAC, SPA and SSSI
Other information	
Serviced	Likely substantial cost in providing services which may impact upon take-up potential / timeframe.
Market availability	Available now
Likely development potential	High. Part of site could potentially be of interest to Kimberley-Clark for future needs.
Availability (years)	Available now

Site Ref	EMR08
Site Name	Land West of County Park Industrial Estate, Park Road, Barrow
Brownfield / greenfield	Greenfield
Owner	Namulas Pension Trustees Ltd
Description	Extension to existing industrial area
No. of hectares remaining vacant	1.5
Site development constraints and environmental issues	Access – In place. Topography – Site slopes gently towards the railway line. Ground conditions – The site is poorly drained and liable to waterlogging during periods of heavy rainfall. Ecology – Site is within 400m of Ramsar Site, SAC, SPA

		<p>and SSSI.</p> <p>Utilities – Combined sewer crosses the site.</p> <p>The site is situated close to Ormsgill Farm, which is a grade 2* listed 17th century building, along with its early 18th century barn which is grade 2 listed. High voltage overhead power lines runs along the Western edge of the site.</p>
Use	Existing	There are two small industrial units on the site. The remaining part of the site is greenfield.
	Previous	Grazing land.
Location Type		Urban fringe
Accessibility		Access from County Park Road.
Distance to A590 (km)		Site is adjacent to the A590
Distance to train station (km)		More than 2km from train station
Distance to existing bus route (km)		Within 0.5km of bus route
Distance to services (km)		Services in Ormsgill within 500m of the site. Includes post office, newsagents and general store.
Adjacent land uses		Industrial uses to the North of the site. Open fields to the West and South of the site. Residential area opposite.
Planning policy status		Local Employment Site
Planning issues		Drainage issues need to be resolved.
Other information		
Serviced		May need to establish level of access to water supply, electricity and gas.
Market availability		Available now
Likely development potential		Site is allocated in the current Local Plan, and has been partly developed
Availability (years)		Available now

Site Ref	EMR09	
Site Name	Land South of Ashley and Rock, Park Road, Barrow	
Brownfield / greenfield	Greenfield	
Owner	Privately owned	
Description	Moderate quality mostly greenfield site close to residential area of Ormsgill.	
No. of hectares remaining vacant	2.7	
Site development constraints and environmental issues	<p>Access – In place at the former car park.</p> <p>Topography – Site slopes down gently towards Park Road.</p> <p>Ground conditions – No known issues.</p> <p>Ecology – No known issues.</p> <p>Utilities – Access to combined sewer</p> <p>The site is situated close to the grade 2 listed Sowerby Hall Farmhouse along with its grade 2* listed late 16th / early 17th century barn.</p>	
Use	Existing	Some hardstanding at the former car park. Remaining part of the site is fields and scrubland.
	Previous	Car park at the north eastern part of the site. Remaining part of the site is greenfield.
Location Type	Urban fringe	
Accessibility	Access from Bank Lane with potential secondary access from Middlefield.	
Distance to A590 (km)	Site is adjacent to the A590	
Distance to train station (km)	More than 2km from train station	
Distance to existing bus route (km)	Within 0.5km of bus route	
Distance to services (km)	Services in Ormsgill within 200m of the site. Includes post office, newsagents and general store.	
Adjacent land uses	Industrial unit adjacent the north west of the site. Field with community centre to the south of the site. Field to the north of the site. Residential area to the east of the site. Depot and fields to the west of the site.	
Planning policy status	Local Employment Site.	
Planning issues	Residential amenity; Proximity to listed buildings	

Other information	
Serviced	Yes
Market availability	Available now
Likely development potential	Site is allocated in the current Local Plan, but remains undeveloped
Availability (years)	Available now

Site Ref	EMR11	
Site Name	Ulverston Road, Dalton	
Brownfield / greenfield	Greenfield	
Owner	The Southern part of the site is owned by Howcol Properties, whilst the northern part is within private ownership.	
Description	Moderate quality gateway site into Dalton	
No. of hectares remaining vacant	0.1	
Site development constraints and environmental issues	<p>Access – In place.</p> <p>Topography – Site slopes gently towards the railway line.</p> <p>Ground conditions – Parts of site are susceptible to surface water flooding.</p> <p>Ecology – No known issues.</p> <p>Utilities – Combined sewer runs through the site.</p> <p>Railway line to the rear of the site. Site is narrow.</p>	
Use	Existing	Crooklands Garden Centre and Business Park have both been developed on the site. The remainder of the site is greenfield scrubland.
	Previous	Cottages previously located on the vacant part of the site.
Location Type	Urban fringe	
Accessibility	Access from Ulverston Road.	
Distance to A590 (km)	0.39	
Distance to train station (km)	Within 2km of train station	
Distance to existing bus route (km)	Within 0.5km of bus route	

Distance to services (km)	Services in Dalton town centre (0.5 miles)
Adjacent land uses	Surrounded by open fields. Some housing to the South of the site.
Planning policy status	Local Employment Site
Planning issues	No major known issues
Other information	Outline planning application has been approved for four business units at the Southern part of the site, and a decision on a further application for five industrial units is pending.
Serviced	Yes
Market availability	Available now
Likely development potential	The units at Crooklands Business Park are fully occupied and an outline planning application has been received for four business units, suggesting that there is a market for small business units in Dalton.
Availability (years)	Available now

Site Ref	EMR12	
Site Name	Land at Billings Road, Dalton	
Brownfield / greenfield	Brownfield	
Owner	Barrow Borough Council	
Description	Good quality brownfield site that would form an extension to existing industrial estate.	
No. of hectares remaining vacant	1.4	
Site development constraints and environmental issues	<p>Access – In place.</p> <p>Topography – The site rises from the north west of the site to the south east of the site.</p> <p>Ground conditions – No known issues.</p> <p>Ecology – Part of the site is within a Wildlife Corridor.</p> <p>Utilities – The site is not sewered.</p>	
Use	Existing	Vacant site

	Previous	Former 1939-1945 army camp
Location Type		Urban fringe
Accessibility		Access is in place, although the road is narrow in parts and the quality of the surface is poor.
Distance to A590 (km)		2.72
Distance to train station (km)		More than 2km from train station
Distance to existing bus route (km)		Within 0.5km of bus route
Distance to services (km)		Local services on Ruskin Avenue 0.94 km, including a newsagents and a general store.
Adjacent land uses		Industrial estate to the north east, open fields to the east, south, west and north west.
Planning policy status		Part of the site is within a Wildlife Corridor.
Planning issues		Wildlife Corridor; Access
Other information		
Serviced		Access needs improving and the site is not sewered.
Market availability		Site would need to be marketed for sale by Barrow Borough Council.
Likely development potential		High
Availability (years)		Available 1-2 years

Site Ref	EMR13
Site Name	Former Training Centre, North Scale
Brownfield / greenfield	Brownfield
Owner	Barrow Borough Council
Description	Boat yard and vacant training centre
No. of hectares remaining vacant	0.5
Site development constraints and environmental issues	<p>Access – In place, although the access road is not adopted.</p> <p>Topography – The site is flat.</p> <p>Ground conditions – The northern and eastern edges of the site are within Flood Zone 2, and the northern corner of the</p>

		<p>site is with Flood Zone 3.</p> <p>Ecology – Site is within 20m from Ramsar Site, SAC and SPA.</p> <p>Utilities – There is a combined sewer to the North of the site.</p> <p>Former training centre has not been demolished.</p>
Use	Existing	Boat yard and former training centre
	Previous	Factory
Location Type		Urban fringe
Accessibility		Access is in place, although the access road is not adopted
Distance to A590 (km)		1.21
Distance to train station (km)		More than 2km from train station
Distance to existing bus route (km)		Within 0.5km of bus route
Distance to services (km)		1km from local shops at Mill Lane
Adjacent land uses		There are kennels further along the access road to the West of the site. There is a farm to the North West and residential properties to the North of the site. Promenade and Walney Channel is to the East of the site, There is a wastewater pumping station to the South East of the site, with open land to the South and South West.
Planning policy status		Green Wedge
Planning issues		Green Wedge; Flood Risk; Access; Residential Amenity
Other information		
Serviced		Access may need to be improved.
Market availability		Site would need to be marketed.
Likely development potential		High
Availability (years)		Available 1-2 years

Site Ref	EMR14 (SHL058)
Site Name	Site at Sandscale Park (West of Railway Line), Barrow
Brownfield / greenfield	Brownfield

Owner	Cumbria County Council	
Description	Site is currently open space with scrubland. Moderate quality site adjacent to isolated vacant factory.	
No. of hectares remaining vacant	7.9	
Site development constraints and environmental issues	<p>Access – In place.</p> <p>Topography – Site rises gently from the North West of the site to the South West of the site.</p> <p>Ground conditions – All contamination material has been taken off site.</p> <p>Ecology – Site is adjacent to Ramsar Site, SAC, SPA, SSSI, National Nature Reserve and Wildlife Corridor.</p> <p>Utilities – The site is not sewered.</p>	
Use	Existing	Vacant
	Previous	Former British Cellophane factory
Location Type	Urban fringe	
Accessibility	Access road in place (Sandscale Park) which runs past the former Partylite factory to the site.	
Distance to A590 (km)	0.49	
Distance to train station (km)	More than 2km from train station	
Distance to existing bus route (km)	Within 0.5km of bus route	
Distance to services (km)	There are no nearby services	
Adjacent land uses	Walney Channel to the West, fields and scrubland to the Northhand South, former Partylite Factory to the East.	
Planning policy status	None	
Planning issues	Ramsar Site, SAC, SPA, SSSI, National Nature Reserve and Wildlife Corridor.	
Other information	The site and the vacant former Partylite factory are currently being marketed.	
Serviced	Site is not sewered.	
Market availability	Available now.	
Likely development potential	Site has been identified as suitable for the relocation of slow worms from Waterfront Business Park.	

Availability (years)	Available now
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Site Ref	EMR15	
Site Name	Land opposite Phoenix Court, Barrow	
Brownfield / greenfield	Brownfield	
Owner	CN Group	
Description	Industrial site	
No. of hectares remaining vacant	0.5	
Site development constraints and environmental issues	<p>Access – In place.</p> <p>Topography – Site is flat.</p> <p>Ground conditions – Part of the site is susceptible to surface water flooding. Reclaimed site.</p> <p>Ecology – The site is just over 200m from a Ramsar Site, SAC, SPA, SSSI.</p> <p>Utilities – A surface water and foul sewer runs adjacent to the site down Phoenix Road.</p>	
Use	Existing	Vacant site
	Previous	Part of iron and steelworks
Location Type	Urban fringe	
Accessibility	Gated access is in place as part of the access to the Print Centre.	
Distance to A590 (km)	0.25	
Distance to train station (km)	Less than 2km from train station	
Distance to existing bus route (km)	Within 0.5km of bus route	
Distance to services (km)	Site is 0.57 km from Asda superstore	
Adjacent land uses	The site is surrounded by commercial uses	
Planning policy status	None	
Planning issues	Ramsar Site, SAC, SPA and SSSI; Drainage issues need to be resolved.	
Other information		

Serviced	Yes
Market availability	Available now
Likely development potential	High
Availability (years)	Available now

Site Ref	OPP1	
Sire Name	Land at Channelside (South), Barrow	
Brownfield / greenfield	Brownfield	
Owner	Vacant part of the site is owned by Cumbria County Council	
Description	Industrial site	
No. of hectares remaining vacant	1.6	
Site development constraints and environmental issues	<p>Access – In place, although not to an adoptable standard.</p> <p>Topography – Site is flat.</p> <p>Ground conditions – Parts of the site are susceptible to surface water flooding. The bottom corner of the site is within Flood Zone 3. Potential contamination from former industrial uses.</p> <p>Ecology – Site is adjacent to Ramsar Site, SAC, SPA and SSSI.</p> <p>Utilities – A foul sewer runs along Ironworks Road and a combined sewer runs along the Western edge of the site.</p>	
Use	Existing	Commercial / industrial uses in the East of the site. Westerns part of site is vacant.
	Previous	Industrial
Location Type	Urban fringe	
Accessibility	The County Council have acquired land to enable the access to be widened to allow two-way traffic to an adoptable standard.	
Distance to A590 (km)	0.02	
Distance to train station (km)	Less than 2km from train station	
Distance to existing bus route (km)	Less than 0.5km to a bus route	

Distance to services (km)	Restaurant immediately to the South of the site. Tesco superstore is 300m from the site
Adjacent land uses	Houses being constructed to the north, retail park to the East, restaurant to the South and Walney Channel to the West.
Planning policy status	Housing Site
Planning issues	Ramsar Site, SAC, SPA and SSSI; Residential amenity; Drainage issues need to be resolved.
Other information	
Serviced	Yes
Market availability	Unknown
Likely development potential	Moderate
Availability (years)	Unknown

Site Ref	OPP2
Site Name	Former Golf Driving Range, Walney Road, Barrow
Brownfield / greenfield	Partly greenfield / partly brownfield
Owner	Private ownership
Description	Large mostly greenfield site on a strategic gateway into Barrow
No. of hectares remaining vacant	6.7 ha
Site development constraints and environmental issues	<p>Access – In place, but not to an adoptable standard. Significant junction improvement works would be required.</p> <p>Topography – Site rises towards the centre of the site.</p> <p>Ground conditions – Potential contamination from former landfill use on part of the site.</p> <p>Ecology – Site is adjacent to and partly within a Wildlife Corridor.</p> <p>Utilities – The site is not sewered.</p> <p>Site is adjacent to reservoir. Overhead lines over part of the site.</p>
Use	Existing Vacant

	Previous	Golf driving range, landfill site
Location Type		Urban fringe
Accessibility		There is access in place off Walney Road, although the access road is not to an adoptable standard. Significant junction improvements will be required to enable safe access into the site.
Distance to A590 (km)		0
Distance to train station (km)		1.7
Distance to existing bus route (km)		0.5
Distance to services (km)		1.1
Adjacent land uses		Refuse tip / industrial uses to the West, open sports pitches to the East, reservoir to the South / East
Planning policy status		Adjacent to and partly within Wildlife Corridor; adjacent to open space (D26)
Planning issues		Wildlife Corridor
Other information		
Serviced		No
Market availability		Site is available
Likely development potential		Moderate
Availability (years)		Time required for remediation works and junction improvements / improved access.

Site Ref	OPP3
Site Name	Salthouse Mills, Barrow
Brownfield / greenfield	Brownfield
Owner	Private ownership
Description	Large brownfield site. Former industrial site.
No. of hectares remaining vacant	8.0
Site development constraints and environmental issues	Access – In place but through narrow / low bridge. Road is not to an adoptable standard.

		<p>Topography – Site is relatively flat.</p> <p>Ground conditions – NorthEast part of the site formerly a gas storage area. Soil contamination from previous industrial uses. Evidence of asbestos on site. Remediation will be required. Parts of the site are within Flood Zones 2 and 3.</p> <p>Ecology – Site is adjacent to SSSI, SPA and Ramsar Site.</p> <p>Utilities – Combined sewer runs through the site, and the site is adjacent to Wastewater Treatment Works (WwTW).</p> <p>Overhead powerline runs through the site. Potential odour from WwTW.</p>
Use	Existing	Mainly vacant although some small employment uses left
	Previous	Paper mills, gas storage on part of site
Location Type		Urban fringe
Accessibility		Access is restricted through narrow / low bridge on unadopted road from Salthouse Road. Access would be through existing narrow residential streets. There could be potential for an alternative access from Rampside Road, East of the site. The site is some distance from the strategic road network.
Distance to A590 (km)		2.5
Distance to train station (km)		2.3
Distance to existing bus route (km)		0.5
Distance to services (km)		0.5
Adjacent land uses		UU wastewater treatment works to the East, residential to the Northand West. Close proximity to railway line, which bounds the site to the north.
Planning policy status		Allocated as 'Salthouse Housing' in the Barrow Port Area Action Plan.
Planning issues		Adjacent to SSSI, SPA and Ramsar Site. Parts of the site within Flood Zones 2 and 3.
Other information		
Serviced		Site is sewered. Access is inadequate.
Market availability		Site is currently being marketed.
Likely development potential		There are significant constraints to this site that need to be addressed

Availability (years)	Time required for remediation works and junction improvements / improved access.
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Site Ref	OPP4	
Site Name	Phoenix Road (by Travelodge), Barrow	
Brownfield / greenfield	Brownfield	
Owner	Part of the site is owned by Barrow Borough Council, whilst the remaining part is owned by Trinity Enterprise Centre.	
Description	Industrial site	
No. of hectares remaining vacant	0.6	
Site development constraints and environmental issues	<p>Access – In place.</p> <p>Topography – Site is flat.</p> <p>Ground conditions – Parts of this site are susceptible to surface water flooding. Potential contamination from former industrial uses.</p> <p>Ecology – Site is within 250m of Ramsar Site, SAC, SPA and SSSI.</p> <p>Utilities – A surface water sewer and foul sewer run adjacent to the site on Phoenix Road.</p>	
Use	Existing	Vacant
	Previous	Part of former ironworks
Location Type	Urban fringe	
Accessibility	Access from Phoenix Road	
Distance to A590 (km)	Site is adjacent to the A590	
Distance to train station (km)	Less than 2km from train station	
Distance to existing bus route (km)	Within 0.5km of bus route	
Distance to services (km)	Hotel and hot food takeaway adjacent to the site. Asda superstore is located within 300m of the site.	
Adjacent land uses	Hotel and hot food takeaway to the south, commercial units to the west, north and east of the site. Fire station also to the North of the site.	
Planning policy status	None	

Planning issues	Ramsar Site, SAC, SPA and SSSI; Drainage issues need to be resolved.
Other information	
Serviced	Yes
Market availability	Eastern part of the site has recently been on the market.
Likely development potential	High
Availability (years)	Available now

Site Ref	OPP5	
Site Name	Former Kwik Save Premises, Holker Street, Barrow	
Brownfield / greenfield	Brownfield	
Owner	Private ownership	
Description	Small, unsightly brownfield site in a prominent location opposite Barrow Station and adjacent to Barrow town centre	
No. of hectares remaining vacant	0.5	
Site development constraints and environmental issues	<p>Access – In place.</p> <p>Topography – Site is flat.</p> <p>Ground conditions – There are some surface water concerns to the south of the site with the boundary of Dryden Street.</p> <p>Ecology – No known issues.</p> <p>Utilities – The site has access to a sewer.</p>	
Use	Existing	Vacant retail unit and car park (in poor state)
	Previous	Retail unit and car park
Location Type	Urban	
Accessibility	Site accessed from Holker Street	
Distance to A590 (km)	1.04	
Distance to train station (km)	Less than 2km from train station	
Distance to existing bus route (km)	Less than 0.5km to a bus route	
Distance to services (km)	Site is adjacent to Barrow town centre and its services	
Adjacent land uses	Housing, offices and extra care housing	

Planning policy status	Other Barrow Town Centre Shopping Areas
Planning issues	Residential amenity; Drainage issues need to be resolved.
Other information	
Serviced	Yes
Market availability	Available now
Likely development potential	High
Availability (years)	Available now

Appendix 3 – Site Assessment Scoring

Site EMR01

Theme	Criteria	Score
Site Location and Access	Proximity to A590	10
	Public Transport	3
	Sequential Test	7
Planning Status		4
Site Conditions	Services available	7
	Constraints	8
	Environmental Setting	8
	Flexibility	5
Site availability		10
Total		62

Site EMR02

Theme	Criteria	Score
Site Location and Access	Proximity to A590	10
	Public Transport	0
	Sequential Test	7
Planning Status		1
Site Conditions	Services available	0

	Constraints	2
	Environmental Setting	10
	Flexibility	10
Site availability		8
Total		48

Site EMR03

Theme	Criteria	Score
Site Location and Access	Proximity to A590	9
	Public Transport	5
	Sequential Test	7
Planning Status		6
Site Conditions	Services available	7
	Constraints	4
	Environmental Setting	5
	Flexibility	10
Site availability		8
Total		61

EMR04

Theme	Criteria	Score
Site Location and Access	Proximity to A590	10
	Public Transport	0
	Sequential Test	7
Planning Status		1
Site Conditions	Services available	0
	Constraints	2
	Environmental Setting	8
	Flexibility	10
Site availability		8
Total		46

EMR05

Theme	Criteria	Score
Site Location and Access	Proximity to A590	10
	Public Transport	0
	Sequential Test	7
Planning Status		1
Site Conditions	Services available	0
	Constraints	4

	Environmental Setting	10
	Flexibility	10
Site availability		10
Total		52

EMR06

Theme	Criteria	Score
Site Location and Access	Proximity to A590	10
	Public Transport	5
	Sequential Test	7
Planning Status		4
Site Conditions	Services available	5
	Constraints	4
	Environmental Setting	5
	Flexibility	5
Site availability		10
Total		50

EMR07

Theme	Criteria	Score
Site Location and Access	Proximity to A590	10
	Public Transport	5
	Sequential Test	7
Planning Status		4
Site Conditions	Services available	5
	Constraints	6
	Environmental Setting	10
	Flexibility	10
Site availability		10
Total		67

EMR08

Theme	Criteria	Score
Site Location and Access	Proximity to A590	10
	Public Transport	5
	Sequential Test	7
Planning Status		4
Site Conditions	Services available	7
	Constraints	6

	Environmental Setting	5
	Flexibility	10
Site availability		10
Total		64

EMR09

Theme	Criteria	Score
Site Location and Access	Proximity to A590	10
	Public Transport	5
	Sequential Test	7
Planning Status		4
Site Conditions	Services available	7
	Constraints	6
	Environmental Setting	5
	Flexibility	5
Site availability		10
Total		59

EMR11

Theme	Criteria	Score
Site Location and Access	Proximity to A590	10
	Public Transport	10
	Sequential Test	7
Planning Status		4
Site Conditions	Services available	7
	Constraints	6
	Environmental Setting	5
	Flexibility	2
Site availability		10
Total		61

EMR12

Theme	Criteria	Score
Site Location and Access	Proximity to A590	5
	Public Transport	5
	Sequential Test	7
Planning Status		1
Site Conditions	Services available	0
	Constraints	6

	Environmental Setting	5
	Flexibility	5
Site availability		10
Total		44

EMR13

Theme	Criteria	Score
Site Location and Access	Proximity to A590	8
	Public Transport	5
	Sequential Test	7
Planning Status		1
Site Conditions	Services available	7
	Constraints	6
	Environmental Setting	5
	Flexibility	5
Site availability		10
Total		54

EMR14

Theme	Criteria	Score
Site Location and Access	Proximity to A590	10
	Public Transport	5
	Sequential Test	7
Planning Status		1
Site Conditions	Services available	0
	Constraints	4
	Environmental Setting	10
	Flexibility	10
Site availability		10
Total		57

EMR15

Theme	Criteria	Score
Site Location and Access	Proximity to A590	10
	Public Transport	10
	Sequential Test	7
Planning Status		1
Site Conditions	Services available	7
	Constraints	8

	Environmental Setting	8
	Flexibility	5
Site availability		10
Total		66

OPP1 – Land at Channelside (South), Barrow

Theme	Criteria	Score
Site Location and Access	Proximity to A590	10
	Public Transport	10
	Sequential Test	7
Planning Status		1
Site Conditions	Services available	7
	Constraints	4
	Environmental Setting	5
	Flexibility	5
Site availability		10
Total		59

OPP2 – Former Golf Driving Range, Walney Road, Barrow

Theme	Criteria	Score
Site Location and Access	Proximity to A590	10

	Public Transport	10
	Sequential Test	7
Planning Status		1
Site Conditions	Services available	0
	Constraints	4
	Environmental Setting	8
	Flexibility	7
Site availability		8
Total		55

OPP3 – Salthouse Mills, Barrow

Theme	Criteria	Score
Site Location and Access	Proximity to A590	5
	Public Transport	5
	Sequential Test	7
Planning Status		0
Site Conditions	Services available	5
	Constraints	0
	Environmental Setting	10
	Flexibility	7
Site availability		8

Total	47
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OPP4 – Phoenix (by Travelodge), Barrow

Theme	Criteria	Score
Site Location and Access	Proximity to A590	10
	Public Transport	10
	Sequential Test	7
Planning Status		1
Site Conditions	Services available	7
	Constraints	6
	Environmental Setting	8
	Flexibility	3
Site availability		10
Total		62

OPP5 – Former Kwik Save Premises, Holker Street, Barrow

Theme	Criteria	Score
Site Location and Access	Proximity to A590	7
	Public Transport	10
	Sequential Test	10
Planning Status		1

Site Conditions	Services available	7
	Constraints	8
	Environmental Setting	3
	Flexibility	5
Site availability		10
Total		61

Sequential preference of sites based solely on the site scoring

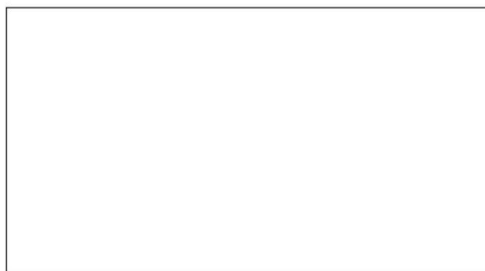
Site Ref	Site	Site (ha)	Total Score
EMR07	Land South of Kimberley Clark, Barrow	4.9	67
EMR15	Land Opposite Phoenix Court, Barrow	0.5	66
EMR08	Land West of County Park Industrial Estate, Park Road, Barrow	1.5	64
OPP4	Phoenix Road (by Travelodge), Barrow	0.6	62
EMR01	Phoenix Road (adjacent Police HQ), Barrow	0.4	62
OPP5	Former Kwik Save Premises, Holker Street, Barrow	0.5	61
EMR11	Ulverston Road, Dalton	0.4	61
EMR03	Waterfront Business Park, Barrow	18.5	61
EMR09	Land South of Ashley and Rock, Barrow	2.7	59
OPP1	Land at Channelside (South), Barrow	1.6	59
EMR14	Land at Sandscale Park (West of Railway Line), Barrow	7.9	57
OPP2	Former Golf Driving Range, Walney Road, Barrow	6.7	55
EMR13	Former Training Centre, North Scale	0.5	54

EMR05	Land East of Sowerby Woods Business Park, Barrow	7.0	50
EMR06	Land West of Robert McBride, Park Road, Barrow	6.4	50
EMR02	Land at Sandscale Park (East of Railway Line), Barrow	3.7	48
OPP3	Salthouse Mills	8.0	47
EMR04	Land South of Scarth Road, Barrow	8.8	46
EMR12	Land at Billings Road, Dalton	1.4	44

Appendix 4 – Consultation with Commercial Land Agents, April 2014



INVESTOR IN PEOPLE

North West
Member Development Charter AuthorityBOROUGH OF
BARROW IN
FURNESS
www.barrowbc.gov.uk

Development Services - Planning Regeneration and Built Environment Directorate

TOWN HALL DUKE STREET
BARROW-IN-FURNESS LA14 2LD
TEL: (01229) 876543
DX No: 63917 BARROW-IN-FURNESS
consultplanning@barrowbc.gov.uk

Our Ref: JD/JH

Contact: Jason Hipkiss

Your Ref:

Tel No: 01229 876485

Date: 15th April 2014

Dear Sirs,

You may be aware that Barrow BC is currently updating its local plan, a document that will guide development within the Borough over the next few years.

One chapter will specifically relate to economic development, and will provide policies that, amongst other things, will consider the future employment needs of the Borough, including the location of business uses. In order to meet central government guidance the Council must be able to demonstrate a robust evidence base from which it has drawn its conclusions and, ultimately, its draft policies. Consequently, I am writing to see if you are able to assist us in assembling a suitable evidence base.

We are actively seeking evidence on current demand for employment land and business premises. This could be broken down as;

1. The location sought (town or a post code)
2. Whether an empty site or pre developed premises including size if possible
3. Business sector type, e.g. office, warehousing, light industrial etc.

As the evidence base would form part of a public document I could not agree to such information being commercially confidential hence no reference should be made to company names or individuals.

If you wish to discuss these matters in detail please either contact myself or my colleagues Helen Houston (01229 876363) or Leanne Parr (01229 876388) in the Borough Policy section. I would be grateful if you could respond within the next 21 days.

Yours faithfully

Jason Hipkiss
Planning Manager

Appendix 5 – Consultation with Commercial Land Agents, June 2014

Questionnaire sent to commercial land agents June 2014

Demand for Commercial/Industrial land and units

1. How many sites/premises are you actively marketing in the Barrow borough?
Where are these located?

2. How long have these sites/premises been vacant for?

3. In your opinion, how many of these sites would be suitable for commercial (non-retail) or industrial uses?

4. In general, what has the level of interest been in these sites from prospective tenants?

5. If the level of interest has been low, what do you think the reasons are for this?

6. On average, how many enquiries do you receive from people looking for units/sites in the Borough per week?

7. Is the number of enquiries you receive at present greater or less than 5 years ago?

- Greater than 5 years ago
- Around the same as 5 years ago
- Less than 5 years ago

Please comment

8. What type of location are most enquirers looking for? (choose as many options as relevant)

- Barrow
- Dalton
- Askam
- Within a town centre
- In a rural area
- Close to public transport
- Close to other commercial/industrial operators
- Close to the A590
- Close to the port of Barrow

Other (please specify)

9. What type of commercial/industrial site or unit are most enquirers looking for? (Please select as many options as relevant)

- Office
- Warehouse
- Site or unit of a particular size (please state below)
- Furnished
- Vacant
- New build development

Other (please specify)

10. Are there any comments you'd wish to make regarding the Borough's commercial/industrial land offer? Are there any sites you'd like the Council to consider allocating as Employment Land in the forthcoming Local Plan?

^
v

Done

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Appendix 6 – List of commercial land agents

The commercial land agents who were consulted were as follows:

Ace Design and Build Ltd
Alfred Mossop & Co
ALH Design Services
Athertons
Barrow Borough Council
Barton Wilmore LLP
Beck Developments
Bleasdale Wand Ltd
BNP Paribas Real Estate
Burblethwaite Design Ltd
Buxton Solutions Ltd
Capita Symonds
Carriget Cowen Surveyors
Chris Bugler Architect Ltd
Coates Associates
Colliers International
Corrie & Co
Country Land and Business Association
Cumbria Chamber of Commerce
Dalton Warner Davis
Datum Design Company
David Barrett Architects
De Pol Associates Ltd
Derek Hicks & Thew (Kendal) Ltd
Development Planning Partnership
Development Planning Partnership
DPDS Consulting Group
DPP
Drivers Jonas Deloitte
DT Churchman
E-den Sales and Lettings
Elliot & Edwards
Fairhurst
Fairhurst Estates Ltd.
Farrell Heyworth
FDS Architectural
G L Hearn
Graham McWilliam
GVA
H. McCartan & Son
Hansteen Ltd.
Himor Group Ltd.

How Planning LLP
Hugh Massey Architects
HWM Surveyors
I Quirk
Illustration & Design Solutions
Indigo Planning
J M P Consulting
Jacobs Engineering Uk Ltd
John Coward Architects Ltd
Jones Day
King Sturge LLP
Kirkwells
Knight Frank
Lakes Architect Ltd
Lambert Smith Hampton
Leck Construction Ltd
LINKS Architecture Ltd
M & P Gadsden Ltd
M Space Ltd.
M. E. Jones
Mathew Good
Matthew Grey
McMinn Consultancy Services (NW) Ltd
Mellor Architects
Meridian Business Sales Ltd.
Moorsolve
Moorstone Developments
Mr D Kewley
Mr K Garratt
Mr S Andrews
Mr S Carpenter
Mr T Graham
Mr W Woodhouse
Mrs Jane Harrison
NAI Fuller Peiser
Neil Price Ltd
NJL Consulting
North West Auctions Ltd
P F K Planning
Peacock and Smith
Peter Clucas
Peill & Co
Planning Branch Ltd
Planning Potential
Plans Drawn
Poole Townsend Estate Agents

Pugh & Co in partnership with The Auction
People
Ralph Spours
Rapleys LLP
Richard Truner and Son
Ross Estate Agencies
Sanderson Weatherall
Savills
Signet Planning
Simon J Hargreaves Associates
Simon Lee Design
South Lakes Lettings
Stephenson Halliday Ltd
Steve Cumberbatch
Steve Meyer Architect
Steven Abbot Associates LLP
Steven Abbott Associates
Story Land Division
Strategic Investment and Property CCC
Taylor Wimpey UK Ltd
The Crown Estate
The Planning Bureau Ltd.
Turley Associates
Walker Morris
Walton & Co
Whittle Jones Chartered Surveyors

Contact:

**Planning Policy Team
Development Services
Barrow Borough Council
Town Hall
Duke Street
Barrow-in-Furness
Cumbria
LA14 2LD**

Email: developmentplans@barrowbc.gov.uk

Website: www.barrowbc.gov.uk/residents/planning/



Working together to support sustainable development within the Borough of Barrow-in-Furness

