

BOROUGH OF BARROW-IN-FURNESS

EXECUTIVE COMMITTEE

Meeting, Wednesday, 8th April, 2008
at 2.00 p.m.

NOTE: Group Meetings at 1.15 p.m.

A G E N D A

PART ONE

1. To note any items which the Chairman considers to be of an urgent nature.
2. To receive notice from Members who may wish to move any delegated matter non-delegated and which will be decided by a majority of Members present and voting at the meeting.

3. **Admission of Public and Press**

To consider whether the public and press should be excluded from the meeting during consideration of any of the items on the agenda.

4. Disclosure of Interests.

A Member with a personal interest in a matter to be considered at this meeting must either before the matter is discussed or when the interest becomes apparent disclose

1. ***The existence of that interest to the meeting.***
2. ***The nature of the interest.***
3. ***Decide whether they have a prejudicial interest.***

A note on declaring interests at meetings, which incorporates certain other aspects of the Code of Conduct and a pro-forma for completion where interests are disclosed accompanies the agenda and reports for this meeting.

5. To confirm the Minutes of the meeting held on 4th March, 2009 (copy attached).
6. Apologies for Absence/Attendance of Substitute Members.

FOR DECISION

7. To note the Minutes of the Grants Sub-Committee held on 18th February, 2009 (copy attached).

- (D) 8. Recommendations of the Housing Management Forum, 28th February, 2009.
- (R) 9. Housing Revenue Account – Rent Increase 2009/10.
- (D) 10. Climate Change Commitment.
- (D) 11. Armed Forces Day – ‘Fly a Flag for our Armed Forces – 22nd June, 2009.
- (R) 12. Authorisation of Officers.
- (R) 13. Crematorium Charges.
- (R) 14. Off Street Car Parking.
- (D) 15. On Street Parking Enforcement.
- (D) 16. Councillors Call for Action.
- (D) 17. Barrow-in-Furness Accredited Letting Scheme.
- (D) 18. Housing Market Renewal Programme – North Central Renewal Area Compulsory Purchase Order
- (D) 19. Variation to Approved Capital Programme.
- (D) 20. Barrow Port Area Action Plan – Proposed Submission Document.
- (R) 21. Planning Policy Documents Charging Schedule.
- (R) 22. New Capital Project for Energy Efficiency.
- (D) 23. Reptile Relocation Proposals – Ormsgill and North Scale.
- (R) 24. Land Charges.

PART TWO

- (D) 25. Citizens Advice Bureau – LGPS Membership.

**NOT FOR PUBLICATION BY VIRTUE OF PARAGRAPH 3 OF PART
ONE OF SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972
AND ACCESS TO INFORMATION (VARIATION) ORDER 2006**

- (D) 26. Link Road Phase II. Alterations to Brady’s Warehouse at Cornmill Crossing, Hindpool.

**NOT FOR PUBLICATION BY VIRTUE OF PARAGRAPH 3 OF PART
ONE OF SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972
AND ACCESS TO INFORMATION (VARIATION) ORDER 2006**

NOTE (D) - Delegated
(R) - For Referral to Council

Membership of Committee

Councillors Guselli (Chairman)
Williams (Vice-Chairman)
Barlow
Flitcroft
Garnett
J. Hamezeian
Marcus
Millar
Pemberton
Pidduck
Richardson
Stephenson

EXECUTIVE COMMITTEE

Meeting: 4th March, 2009
at 2.00 p.m.

PRESENT:- Councillors Guselli (Chairman), Williams (Vice-Chairman), Barlow, Flitcroft, J. Hamezeian, Marcus, Millar, Pemberton, Pidduck, Richardson, Stephenson and Waiting.

140 – The Local Government Act, 1972 as amended by the Local Government (Access to Information) Act, 1985 and Access to Information (Variation) Order 2006 – Urgent Item

RESOLVED:- That by reason of the special circumstances outlined below the Chairman is of the opinion that the following item of business not specified on the agenda should be considered at the meeting as a matter of urgency in accordance with Section 100(B)(4)(b) of the Local Government Act 1972.

<u>Item</u>	<u>Reason</u>
National Free Swimming Scheme – Expansion of the Scheme to Dalton Leisure Services Limited (Minute No. 150)	To enable Dalton Leisure Services Limited to participate in the scheme from 1st April, 2009.

141 – The Local Government Act, 1972 as amended by the Local Government (Access to Information) Act, 1985 and Access to Information (Variation) Order 2006

Discussion arising hereon it was

RESOLVED:- That under Section 100A(4) of the Local Government Act, 1972 the public and press be excluded from the meeting for the following item of business on the grounds that it involved the likely disclosure of exempt information as defined in Paragraph 3 (Minute No. 149) of Part One of Schedule 12A of the said Act.

142 – Minutes

The Minutes of the meeting held on 28th January, 2009 were agreed as a correct record subject to it being noted that Councillor Richardson was present at the meeting.

143 – Apologies for Absence/Attendance of Substitute Members

An apology for absence was received from Councillor Garnett.

Councillor Waiting attended the meeting as a substitute for Councillor Garnett.

144 – Health and Safety Joint Sub-Committee

RESOLVED:- To agree that the Health and Safety Joint Sub-Committee be subsumed by the Health and Safety Management Board and that it would pick up any Health and Safety concerns.

145 – Council Finances Report – Quarter 3 2008-2009

The Committee considered a detailed report of the Borough Treasurer regarding the financial information for the third quarter but including the month of January 2009 of the financial year. It contained summary information and key data for the General Fund, Treasury Management, Capital Expenditure and Financing, Housing Revenue Account, Collection Fund, Bad Debt Provisions and Write Offs and Reserves, Balances and provisions.

RESOLVED:- (i) To note the financial information for the third quarter contained in the Borough Treasurer's report; and

(ii) To agree that a policy paper be prepared on the opportunities of employing apprentices.

146 – LDF Annual Monitoring Report and the Local Plan Housing Chapter Alteration 2006 – Request to Extend Saved Planned Policies

The Director of Regeneration and Community Services informed the Committee that the 2007/08 Local Development Framework (LDF) Annual Monitoring Report (AMR) had been submitted to the Secretary of State and a request had been made for an extension of the saved period for policies contained within the Barrow-in-Furness Local Plan Review 1996-2006 – Housing Chapter Alteration 2006 (the Housing Chapter Alteration).

Under the provisions of the Planning and Compulsory Purchase Act 2004, the policies of Housing Chapter Alteration were automatically saved for a three year period from the date of their adoption, i.e. until 1st June, 2009.

Replacement of these policies (if appropriate) in any LDF documents before 1st June, 2009 was not likely. A request for a Direction to extend the saved period for those policies that were still considered appropriate and relevant had therefore been submitted to the Secretary of State on 19th December, 2008. At the time of preparing the report, a response from the Secretary of State was awaited.

RESOLVED:- (i) To note the submission and content of the 2007/08 Annual Monitoring Report; and

(ii) To endorse the request to extend the saved policies of the Barrow-in-Furness Local Plan Review 1996-2006: Housing Chapter Alteration 2006.

147 – Invitation for Barrow Borough Council to become a Member of the Repository Partnership

The Director of Regeneration and Community Services informed the Committee that Copeland Borough Council had made a formal Expression of Interest to Government on siting on a geological disposal facility for nuclear waste in their area. The next stage of the process was for authorities to under a Decision to participate in formal discussions with Government. After a Decision to Participate had been lodged Government required a sitting partnership to be set up. Copeland sought to establish a Shadow Partnership in advance of the Decision to Participate to advise the Council on the next steps.

The inaugural meeting of the Shadow Partnership had been held on 18th November, 2008 to consider how it should move forward. The inaugural meeting had agreed to invite this Council to be a member of the Parliament in view of the proximity of the Borough to the southern part of Copeland.

A copy of the notes of the inaugural meeting was considered by the Committee.

Representation on the Partnership would be through one Member, plus Officer support.

RESOLVED:- To appoint Councillor Williams plus Officer support to the Repository Shadow Partnership.

148 – Parish Charter

The Director of Regeneration and Community Services informed the Committee that the Cumbria Association of Local Council's (CALC) and Dalton with Newton Town Council had formally requested the Council consider preparation of a Parish Charter.

Charters should include all Parish and Town Council's in an area, Cumbria County Council and the relevant District Council.

Charters were aimed at improving joint working between the three tiers of Local Government. CALC had developed a model charter which had been adopted in other parts of the County. Currently Barrow was the only district authority with no charter in place. The model charter would need to be adapted to suit local circumstances. The adoption of a Parish Charter had been supported by the Dalton with Newton Parish Council Liaison Committee.

Charters tend to follow a standard format covering general communication and liaison, general support and training, Joint Governance, Participation and Consultation, Town and Country Planning and Concurrent Functions.

Sections on the responsibilities of the Parishes and the County would need to be added.

RESOLVED:- To agree that formal consultation with Cumbria County Council, Lindal and Marton Parish Council, Askam and Ireleth Parish Council and Dalton with Newton Town Council be undertaken on the Parish Charter.

149 – Barrow Marina Village – Appointment of Preferred Developer

The Director of Regeneration and Community Services informed the Committee that West Lakes Renaissance and the Council were seeking to appoint a Development Partner for Marina Village, including the Marina, Marina Link, Marina Servicing Area, Watersport Centre, other public facilities and open space, through a competitive dialogue process.

The process of appointment had been overseen by a Partner Group comprising the Council, West Lakes Renaissance, North West Development Agency and the Homes and Community Agency, the latter two as the principal public sector funders of Marina Village.

The competitive dialogue procedure had led ultimately to the appointment of a Development Partner to complete Marina Village through a formal legally binding development agreement setting out, in detail, the way in which the site would be brought to development and completion. However, the first stage of the process was to appoint a Preferred Developer to progress negotiations leading to the Development Agreement.

The progress to appoint a Preferred Developer had been progressed in two stages. Following the launch in October 2007, expressions of Interest (EOI's) had been sought from developers. From the six EOI's received, four developers: Persimmon Homes, City Heat, Gleasons and Story Construction Limited had been invited to developer Stage 2 bids against fifteen requirements, including Vision, Masterplanning, Programme and Phasing, Site Assembly and Indicative Financial Appraisal. Submissions from Gleasons and Story Construction Limited had been received, and following extensive appraisal by the Partner Group in September 2008 Story Construction Limited had been given a further six month period to advance their submission. In offering the period to advance their bid, Partners were particularly mindful of firming up the design principles of the scheme. He reported that the two outstanding issues had now been agreed.

West Lakes Renaissance, on behalf of Partners had written to Story Construction Limited confirming they had met thirteen of the fifteen Stage 2 requirements with Vision and Placemaking and Indicative Masterplan forming the two outstanding requirements. As a result of additional work commissioned by Story Construction Limited, Partners were content these two outstanding requirements had been met, although they do not meet formally until 27th February to agree a formal recommendation to individual Partners Boards and Committees.

Appointment of a Preferred Developer had not formal legal standing and did not commit the Council to enter into a Development Agreement with Story Construction Limited. However it gave confidence to the Developer that they were negotiating the Development Agreement on an executive basis, and it was a starting point for consideration on how any abortive costs incurred beyond Preferred Developer stage should be shared between the Developer and the public sector.

The submissions and addendums were lengthy presentations and were difficult to summarise concisely. Copies of the Stage 2 Story Construction Limited submission and addendum had been placed in the Members Room.

On the basis of the Story Consultation Limited submission, including additional information submitted, he considered they should be appointed as the Council's Preferred Developer for Barrow Marina Village.

RESOLVED:- To endorse the recommendations of the Partner Group that Story Construction Limited be appointed as the Preferred Developer for Marina Village.

150 – National Free Swimming Scheme – Expansion of the Scheme to Dalton Leisure Services Limited

The Director of Regeneration and Community Services reminded the Committee that the Council had agreed to participate in the Department for Culture, Media and Sports (DCMS) free swimming programme. Participation in the scheme meant that a revenue grant would be paid to the Council to cover the costs associated. The Council's delivery mechanism for public swimming was via the swimming pool at the Park Leisure Centre. In taking the decision to participate in the scheme, the Committee had been advised that the grant received from the DCMS would leave a surplus of approximately £10k in each of the two years of the life of the free swimming programme.

The Committee had considered setting the surplus aside in order to extend the life of the programme beyond 2011 should the DCMS end the programme at that date. The Committee had asked Officers to investigate whether an alternative would be to pass the surplus on to Dalton Leisure Services Limited, (DLSL), to enable the programme to operate at Dalton Leisure Centre.

The report identified that Officer had liaised with DLSL and the Committee was asked to note that the surplus £10k from the DCMS grant would not cover the cost of extending the free swimming programme to Dalton Leisure Centre. DLSL management had indicated that they could introduce limited free swimming sessions. The passing on of the surplus to DLSL would reimburse them for introducing some free swimming in their facility. Although taking that option would mean that the surplus could not be set aside to extend the scheme beyond 2011.

RESOLVED:- (i) To approve a payment of £10k to Dalton Leisure Services Limited at the beginning of April 2009 to enable the free swimming programme for the over 60's and under 16's to be introduced on a limited basis at Dalton Leisure Centre;

(ii) To instruct the Community Services Manager to ensure that Dalton Leisure Services Limited provide the data required for the Borough to report scheme outcomes to the Department for Culture, Media and Sport; and

(iii) To instruct the Community Services Manager to monitor the rate of expenditure against the Department for Culture, Media and Sport grant both at the Park Leisure Centre and Dalton Leisure Services Limited's swimming pool in 2009/10 to determine what surplus may be available to pass on to Dalton Leisure Services Limited in 2010/11, and to report to this Committee in early 2010 for decision.

151 – Barrow Marina Village – Purchase of Leasehold and Operational Interest in Barrow Squash Club

The Director of Regeneration and Community Services informed the Committee that the leasehold of Barrow Squash Club was required for completion of the Marina Village element of the Waterfront Barrow Masterplan. Freehold interest in the site was owned by the Council, with 32 years from a 66 year lease granted on 28th March, 1974 unexpired.

The leasehold was to be acquired with vacant possession.

A valuation had been received in respect of the total compensation package from the Council's Valuer and the leaseholder had agreed to sell his interest. The sum included consideration for disturbance and relocation. As acquiring authority, the Council would also be responsible for meeting the Council's and the lessee's reasonable legal costs.

Land acquisitions for Marina Village were funded by North West Development Agency. The first tranche of grant had all been used and new funding was unlikely to be available until the start of the new financial year.

RESOLVED:- To agree to purchase the leasehold interest in the land at the agreed valuation contained in the report by the Council's Valuer dated 17th February, 2009.

REFERRED ITEMS

THE FOLLOWING MATTERS ARE REFERRED TO COUNCIL FOR DECISION

152 – Adjustment of Cremation Fees for non-residents of the Borough

The Chief Executive informed the Committee that an anomaly existed in the Borough's cemetery fees structure. Whilst a non-resident surcharge existed for burials in the Borough's cemeteries, no such surcharge was in place for non-resident cremations.

The Borough currently applied an additional fee for non-resident burials which was approximately equivalent to a surcharge of 35%. In the other Cumbrian districts that surcharge ranged from 100% in Eden, 50% in SLDC and Allerdale, 30% in Carlisle and 14% in Copeland.

He reported that the standard fee for the creation of Borough residents in Barrow in 2008/09 was £335 compared to £538 and £530 at Distington in Copeland and Torrisholme respectively.

Given the level of non-resident cremations in the Borough, the approximate increase in income which the application of the surcharge would generate would be approximately £35k over the full financial year.

It was suggested that an exemption be applied to the 35% surcharge for former Borough residents who had been forced through personal circumstances to leave the Borough.

The Chief Executive informed the Committee that he would investigate how the burial charge operated.

RECOMMENDED:- (i) To recommend the Council to approve a 35% surcharge on cremation fees for non-residents of the Borough with effect from 1st May, 2009; and

(ii) To request Officers to prepare a report regarding an exemption to the 35% surcharge for former Borough residents who had been forced through personal circumstances to leave the Borough to the next meeting.

The meeting closed at 3.10 p.m.

BOROUGH OF BARROW-IN-FURNESS

GRANTS SUB-COMMITTEE

Meeting, 18th February, 2008
at 10.00 a.m.

PRESENT:- Councillors Williams (Chairman), Begley, Flitcroft, Guselli, Husband, Maltman and Wood.

Also Present:- Mrs Alison Meadows, Cumbria County Council.

9 – The Local Government Act, 1972 as amended by the Local Government (Access to Information) Act, 1985 and Access to Information (Variation) Order 2006 – Urgent Items

RESOLVED:- That by reason of the special circumstances outlined below the Chairman is of the opinion that the following item of business not specified on the agenda should be considered at the meeting as a matter of urgency in accordance with Section 100B(4)(b) of the Local Government Act, 1972.

<u>Item</u>	<u>Reason</u>
Samaritans of Barrow, Furness and South Lakes (Minute No. 14)	To enable the application to be considered as no further meeting had been arranged.
North West Air Ambulance (Minute No. 14)	To enable the application to be considered as no further meeting had been arranged.
One Application for NDR Hardship Relief (Minute No. 15)	To enable the application to be considered as no further meeting had been arranged.

10 – The Local Government Act 1972 as amended by the Local Government (Access to Information) Act 1985 and Access to Information (Variation) Order 2006

Discussion arising hereon it was,

RESOLVED:- That under Section 100A(4) of the Local Government Act 1972 the public and press be excluded from the meeting for the following items of business on the grounds that they involved the likely disclosure of exempt information as defined in Paragraph 7 (Minute No. 15) of Part One of Schedule 12A of the said Act.

11 – Minutes

The Minutes of the meeting held on 11th September, 2008 were taken as read and confirmed.

12 – Apologies for Absence

Apologies for absence were submitted from Councillors Irwin and Stephenson.

13 – Disclosures of Interest

Councillor Guselli declared a personal interest in Agenda Item 8(1) - Consideration of NDR Hardship Relief Application (Minute No. 15). He was a Member of the Conservative Association.

Councillor Husband declared a personal and prejudicial interest in Agenda Item 8(3) – Consideration of NDR Hardship Relief Application (Minute No. 15). The applicant was in a relationship with Councillor Husband's son. She left the meeting during consideration of that Item.

Councillor Maltman declared a personal and prejudicial interest in Agenda Item No. 7(2) – Grant Application for Barrow Sea Cadets (Minute No. 14). He worked with the Air Training Corps on the same activities. He left the meeting during consideration of this item. He also declared a personal interest in the urgent item for the grant application for North West Air Ambulance (Minute No. 14). He knew one of the pilots who flew the air ambulance.

Councillor Maltman also declared a personal and prejudicial interest in Agenda Item No. 8(1) – Consideration of NDR Hardship Relief Application (Minute No. 15). He was a member of the Conservative Association and left the meeting during consideration of that item.

Councillor Williams declared a personal interest in Agenda Item No. 7(2) – Grant Application for Barrow Sea Cadets (Minute No. 14). He had previously sat on the Barrow Sea Cadets Board. He also declared a personal interest in Agenda Item No. 8(1) – Consideration of NDR Hardship Relief Applications (Minute No. 15). He was a member of the Conservative Association.

Councillor Wood declared a personal and prejudicial interest in Agenda Item No. 7 – Grant Application for Barrow Sea Cadets (Minute No. 14). He was on the Management Committee of the Sea Cadets. He left the meeting during consideration of this item. He also declared a personal interest in Agenda Item No. 8(6) – Consideration of NDR Hardship Relief Application (Minute No. 15). The applicant was known to him.

14 – Award of General Grants for the Year 2008-2009

The Borough Treasurer reported that applications totaling £7,865.00 had been received as detailed below. The Borough Treasurer had asked Members to refer to the approved terms of reference which were intended to give guidance to members when arriving at their decision. The applications received were as follows:-

Barrow Civic and Local History Society– £500 was requested. This group had been established in 1985 to promote an interest in the “Urban and Natural Environment”. In 2005 the subsidiary group called the “Oral History Group” was formed to record the memories of persons past and present who had lived and worked in the Borough thus creating a valuable source of insight and learning for future generations. To further their aims the “Oral History” Section were seeking funding to assist in the purchase of recording equipment for purposes of interviewing and recording a variety of persons on a variety of subjects. The Society was confident that they could self fund the ongoing running costs for this project. There had been no additional applications made to any other organisations for this funding.

The applicant attended the meeting and made representations to the Sub-Committee.

Barrow Sea Cadets - £2,000 was requested. This was a youth organisation for boys and girls aged 12 to 17 years who were encouraged to develop into responsible adults through the learning of valuable personal attributes and high standards of conduct, taught to them through the lessons of life skills, teamwork, responsible behaviour, self respect and social awareness.

The organisation owned a residential property called “The Sailing Centre” which required some modernisation and redecoration. The work comprised:-

- Building a four berth en-suite cabin that complies with DDA.
- Modernisation of the female accommodation.
- Redecoration of the dining room.

The total cost of the works was estimated at £19,000.

To date the organisation had raised £10,000 towards funding this project, £5,000 from Unit Management Committee, £2,500 from Parents Committee and £2,500 from J.F. Hornby & Co.

This application was to seek funding for £2,000 and three further applications had been submitted to other organisations for the remaining £7,000.

The applicant attended the meeting and made representations to the Sub-Committee.

The Co-op Social Club - £2,000 was requested. The aim of this group was to promote participation of the whole community in Crown Green Bowling and to provide suitable facilities for social activities. The Club premises required extensive repairs totalling an estimated £33,540. To date £7,890 of the work had been completed, part funded by £3,000 from the Hawcoat Forum. The balance of funding was taken from the Club's reserves. The application was for £2,000 to assist with the funding of electrical works totalling £13,655.00. An application to the Neighbourhood Grants Panel had secured £2,000 and one further application had been made to the Cumbria Community Foundation for £2,000. This left a shortfall of £7,655.00 which would be met from the Clubs reserves.

Handicapped Children's Action Group - £300 requested. This was a small registered charity that raised funds to promote specialist equipment for disabled children from low income families. The children are from all areas of the UK and are unable to obtain this equipment from the NHS. The group was first established in 1988 when it was evident through fundraising for a seriously ill child just how difficult it was to obtain desperately needed equipment and especially so if the child was from a family with very little income. As a result of that insight into the difficulties, the Action Group became a registered charity in 1992. The purpose of the group was to provide funding for all types of specialist equipment that would help give a disabled child independence and mobility, the ability to join in with the activities of children of their own age and thus having a normal life as possible.

This application was on behalf of a 9 year old girl living in Barrow with her grandmother and older brother. She has "global development delay" and autistic tendencies and attended a special needs school. The child for many years had expressed a wish to be able to ride a bicycle with her friends. Her grandmother had tried her on a number of different normal bicycles but all had been found to be unsuitable even when stabilisers had been used. The group were recently able to arrange an assessment for the child on a "special needs tricycle" and within minutes she had full control and was able to pedal and manoeuvre. A specialist tricycle had been recommended for the child but the cost was far in excess of what her grandmother can afford. She is the sole carer for the child and her brother so is unable to work. The cost of the tricycle is £625, of which £325 is already secured.

Further applications had been made to seven local organisations but to date no funding had been confirmed.

South Cumbria Rape and Abuse Service - £2,330 requested. This was a local independent charity offering counselling, support, advice and information to male and female adults and children who had been victims of rape and sexual abuse. They are supporting over 150 victims per year and also giving indirect support for the victims' families and friends. Currently their qualified volunteers are providing weekly counselling sessions for up to 50 adults and their child therapists are seeing 24 children per week.

They interactive with local professionals, agencies and school children and aim through the sharing of knowledge to prevent the reoccurrence of such crimes.

The organisation is seeking funding for two projects:-

- (a) Refurbishing of three counselling rooms (£2,130); and
- (b) TV/DVD combi (£200).

No further application had been made to other organisation for this funding.

The applicants attended the meeting and made representations to the Sub-Committee.

Walney Ladies Guild - £735 was requested. This group formed in 1960 meet at Walney Community Centre, their purpose being to further friendship and alleviate the loneliness of ladies within the local community. To encourage membership and keep the group viable in the current economic climate they needed to maintain their current entrance fee and in order to achieve this they were seeking funding to meet their annual costs for insurance which was £255 and room hire which was £480.

No further application had been made to any other organisation for this funding.

The applicant attended the meeting and made representations to the Sub-Committee.

Samaritans of Barrow, Furness and South Lakes (Urgent Item) - £1,000 was requested. This organisation was set up in 1973 is run by volunteers and provides 24/7 confidential, emotional support to people who are experiencing feelings of despair or distress which in some cases may lead to attempted suicide.

The calls range from financial worries to relationship difficulties and bereavement.

This application is for funding to enable them to further the awareness of their service throughout the local community through the following actions:-

Training of volunteers, publicity materials and visits to schools through "Outreach" programmes. To provide the above, funding is required to assist with the purchase of:-

A laptop £399, projector £399, screen £79, publicity DVDs £132.

No application had been made to any other organisations for this funding.

North West Air Ambulance (Urgent Item) - £500 was requested. The North West Air Ambulance is the North West Regions fastest emergency medial service. They are a registered charity that receive no mainstream funding and are dependent upon the generosity of the community to meet their annual budget which is £3.5m for 2009/10.

In the last financial year they have flown 879 missions. Because of their ability to deliver the "patient" to the Hospital within the "golden hour" they are able to offer dramatically improved chances of survival and a speedier recovery. They cover an area with 7 million residents plus many thousands of visitors annually and are able to go to areas inaccessible to land ambulance. The organisation is now in its 10th year of operation over the past 6 years the Trustees have put into place a robust fundraising strategy to build up suitable reserves and ensure the continued operation of the service. To meet the ongoing costs of the existing service (two helicopters) and to increase the existing areas of cover the organisation now need to strengthen these reserves.

This application is for a donation of £500. Further numerous applications for funding had been made to businesses, trusts, Mayors, Parish Councils and other various groups within the geographical area covered by this service.

RESOLVED:- (i) To agree that grants totaling £6125 be awarded from the budget for 2008/09 as follows:-

Barrow Sea Cadets - £2,000

Co-op Social Club - £1,000

Handicapped Children's Action Group - £300

South Cumbria Rape and Abuse Service - £980 (chairs, curtains and TV/DVD combi)

Walney Ladies Guild - £735

North West Air Ambulance - £500

Samaritans - £610 (laptop, screen and publicity DVDs)

(ii) That the application from the Barrow Civic and Local History Society be rejected since Mrs Meadows of Cumbria County Council informed Committee Members that she would be happy to receive a grant application from the Society for consideration at their Grants Panel in April, 2009.

15 – Consideration of NDR Hardship Relief Applications

The Borough Treasurer reported that the Section 151 Officer had delegated authority to consider and decide on whether to award NDR Hardship Relief. 12 applications and 1 late application had been received and after full consideration he was not of the view that any of them were eligible for the award of relief.

Under Section 49 of the Local Government Act 1988 the Council has the power to award full or partial relief from business rates. The cost of the relief is 75% funded by the Government of 25% by the local council tax payers. Therefore the decision to award the relief must be for the benefit of local community and must show that not awarding the relief would have a negative impact on the local economy or services provided in the area.

Applicants had the right to appeal to this sub-committee against his decision. He had received two requests for appeal but he was also reporting on all of the applications received and his decision on each application.

Members were reminded that there was no budget provision for the 25% costs of awarding any hardship relief and a supplementary budget needed to be requested through the Executive Committee

Following careful consideration of all of the applications for NDR hardship relief the Committee,

RESOLVED:- That the decisions made by the Borough Treasurer not to award the relief to any of the applications be endorsed.

The meeting closed at 11.40 a.m.

BOROUGH OF BARROW-IN-FURNESS

EXECUTIVE COMMITTEE

8th April, 2009

(D)/(R) AGENDA ITEM NO. 8

RECOMMENDATIONS

OF THE

HOUSING MANAGEMENT FORUM

26th February, 2009

***Subject to the protocol agreed by Council**

The recommendations of the meeting of the Housing Management Forum held on 26th February, 2009 are attached.

COPIES OF THE DETAILED REPORTS ON THESE ITEMS HAVE BEEN CIRCULATED PREVIOUSLY TO ALL MEMBERS OF THE COUNCIL.

The Council has agreed that the following protocol should operate:-

- The Executive Committee shall automatically agree any such recommendation or refer it back for further consideration.
- If on re-submission the Executive Committee is still unwilling to approve the recommendation, it is automatically referred to full Council for decision.

HOUSING MANAGEMENT FORUM	(D)
Date of Meeting: 26th February 2009	(i)
Reporting Officer: Housing Manager	

Title: Housing Maintenance Investment Programme

Summary and Conclusions:

The purpose of the Housing Manager's report was to agree the properties to benefit from Investment over the next two years.

Recommendations:

That Members:-

- (i) Agree to the properties identified for Investment as shown at **Appendix A**; and
- (ii) Agree to the delivery of the 2009/10 investment programme for the works identified via existing framework agreements with Integral and Cumbria Housing Partners.

Appendix A

Planned Maintenance Programme 2009 - 2011
The following works will be carried out during the course of 2009/10/11

Type of work	2009/2010		2010/2011 (provisional)
Kitchen installations	Angle Meadow Lane (Flats) Ewan Close (Flats) Yew Tree Gardens (Flats) Yew Tree Terrace (Flats) Yew Tree Walk (Flats) Cumberland Court (Houses) Clive Street (Houses)	McClintock Street (Houses) Flass Meadows (House) Franklin Street (House) Hindpool Road (Houses) Stackwood Avenue (3) Millstone Ave (Flats) Park Road (Flats)	The Council is preparing to undertake a Stock Condition Survey in the near future. The results of the Survey will be used to inform future Kitchen, Bathroom, and Rewire Investment Programmes.
Bathroom installations	Urswick Green (Houses) Himalaya Avenue (Houses) Kendal Croft (Bungalows) Little Croft Gleaston Avenue (Houses) Westminster Ave (Houses) Calder Green (Bungalows) Court Guards (Houses) Netherfield Close (House) Orcades Green (House) Ribble Gardens (Houses)	Severn Road (Houses) Long Bank (Houses) Church Lane (House) Dale Bank (Houses) Frome Road (Houses) Duddon Drive (Houses) Sowerby Avenue (Houses) Chichester Place (Houses) Grosvenor Street (Houses) Sandscale Terr (Houses)	
Electrical rewires	Ewan Close (2009)		
Central Heating installations	Anson Street (Flats) 3 Blake Street (Flat) 1 Cavendish St (Flats) 3 Hartington St (Flat) 1 McClellan Close (Flats) 3 Michaelson Villa (Flat) 1 Bridge House (Flat) 1 Coronation Drive (House) 1 Dalton Fields Lane (House) 1 Duke St, Dalton (Houses) 5 Lord St, Dalton (Houses) 11 Newton Rd, Dalton (Houses) 3 Ruskin Ave (Flats/Houses) 4 Rydal Close (Houses) 2 Storey Square (House) 1 Thirlmere Close (Houses) 2 Ullswater Close (Houses) 4 Victoria Street (House) 1 Windermere Close (Houses) 5 Angle Meadow Lane (Flat) 1 Broad Close (Flats) 3	Chester Place (Flat) 1 Hazel Close (Flats) 2 High Cliff (Flat) 1 Low White Close (Flats) 2 Middle White Close (Flat) 1 Mill Bank (Flat) 1 Park Road (Flats) 2 Pennine Gardens (Flats) 2 Bardsea Road (House) 1 Cloisters Avenue (House) 1 Ewan Close (Flats) 73 Fife Street (House) 1 Gleaston Avenue (House) 1 Lorne Road (Houses) 4 Newton Brow (Flats/Houses) 6 Park Avenue (House) 1 Piel View Grove (Houses) 8 Irwell Road (Flats) 2 Roding Green (Flats) 7 Witham Walk (Flats) 2	Raglan Court (Flats) 3 Duke Street (House) 1 Chiltern Crescent (Flat) 1 Grosvenor Street (Houses) 2 Low White Close (Flats) 2 Meetings View (Houses) 2 Middlefield (House) 1 Ormsgill Lane (Houses) 2 Paxway Terrace (Houses) 3 Pennine Gardens (Flat) 1 Sandscale Terrace (House) 1 Sike Meadow (Houses) 4 Whinsfield Avenue (Houses) 7 Broadway (Houses) 26 Dale Bank (House) 1 Gateway (Houses) 13 Longway (Houses) 70 Roose Road (Houses) 8 Salthouse Road (Houses) 2 Stackwood Ave (Houses) 2 Westway (Houses) 19
Painting	Greengate/Risedale		Dalton

HOUSING MANAGEMENT FORUM	(D)
Date of Meeting: 26th February, 2009	(ii)
Reporting Officer: Housing Manager	
Title: Request for Adaptations to a Council Property: Ewan Close, Barrow-in-Furness	
Summary and Conclusions:	
The purpose of the Housing Manager's report was to consider a request for adaptations to be carried out at a property on Ewan Close, Barrow-in-Furness costing approximately £31,000.	
Recommendation:	
That the adaptations to a property on Ewan Close, Barrow-in-Furness be approved.	

HOUSING MANAGEMENT FORUM	(D)
Date of Meeting: 26th February, 2009	(iii)
Reporting Officer: Housing Manager	
<p>Title: Request for Adaptations to a Council Property: Hemplands Avenue, Barrow-in-Furness</p> <p>Summary and Conclusions:</p> <p>The purpose of the Housing Manager's report was to consider a request for adaptations to be carried out at a property on Hemplands Avenue, Barrow-in-Furness costing approximately £20,000.</p> <p>Recommendation:</p> <p>That the adaptations to a property on Hemplands Avenue, Barrow-in-Furness be approved.</p>	

HOUSING MANAGEMENT FORUM	(D)
Date of Meeting: 26th February, 2009	(iv)
Reporting Officer: Housing Manager	
Title: Request for Adaptations to a Council Property: Lorne Road, Barrow-in-Furness	
Summary and Conclusions:	
The purpose of the Housing Manager's report was to consider a request for adaptations to be carried out at a property on Lorne Road, Barrow-in-Furness costing approximately £6,000.	
Recommendation:	
That the adaptations to a property on Lorne Road, Barrow-in-Furness be approved.	

EXECUTIVE COMMITTEE	(R) Agenda Item 9
Date of Meeting: 8th April, 2009	
Reporting Officer: Housing Manager	
Title: Housing Revenue Account: Rent Increase 2009/10	
Summary and Conclusion:	
The purpose of this Report is to inform members of revised Guidance on 'guideline rent increases' for 2009/10 and seek your endorsement of the action taken.	
Recommendation:	
To recommend the Council:-	
<ol style="list-style-type: none">1. To endorse the action taken to ensure an average 3.1% increase was applied from 6th April 2009;2. To take no action to adjust current rent increase of 3.1%, and agree the Chief Executive, in conjunction with the Leader of the Council, sends a response to the Consultation highlighting the implications to this Council of the current guidance and insisting that the Council should not be penalised for acting quickly; and3. To note the information regarding garage rent increases.	

Background

The purpose of this Report is to inform members of revised Guidance on 'guideline rent increases' for 2009/10 and seek your endorsement of the action taken.

The original Guidance received in December 2008 suggested a National Guideline rent increase of 6.2%.

In applying the Guidance to the Council's own rent plan, it resulted in an average increase of 5.8%, which was agreed by the Council on 23rd February 2009.

Report

On 6th March 2009, the Minister for Housing issued a statement in which she advised that new Guidance would be issued with a revised National Guideline rent increase of 3.1%.

The statement went on to state that the revised Guidance would be issued in week commencing 23rd March 2009 and would include details of how Local Authorities would be able to bid for resources through the HRA Subsidy system to offset the loss of rental income.

It has been this Council's practice to follow the annual Guidance on rent increases since the introduction of the Rent Restructuring rules.

Not to do so would have a detrimental effect on the resources available to the Council to maintain a balanced Housing Revenue Account.

Effect of a 3.1% Average Rent Increase

In applying a 3.1% increase the effect on average rents would be as follows:

	48 week basis	52 week basis
2008/09	£62.73	£57.91
2009/10 (5.8%)	£66.37	£61.27
2009/10 (3.1%)	£64.68	£59.71

The lower percentage increase in rents will result in a loss of income amounting to £220,655.

In considering this shortfall, Officers completed a calculation of the likely effect of reduced income against the subsidy system.

In the agreed HRA for 2009/10, the Council was in negative subsidy and had budgeted to repay £399,940. The effect of a 3.1% increase would be as follows:-

Repayment identified in 2009/10 Budget:	£399,940
Variance as a result of lower rental increase:	<u>£228,000</u> (-)
Estimated revised payment of subsidy:	<u>£171,940</u>

Action Taken

Following discussion and agreement with the Leader of the Council, Officers have put in place the necessary arrangements for the originally agreed 5.8% average increase to be revised to an average of 3.1% to follow the 'spirit' of the Ministerial Statement.

The Chair of the Council's Housing Management Forum and Tenants Forum were consulted and agreed this course of action.

All Tenant's have received notification of the revised rent for their property.

In suggesting that the Ministerial Statement be actioned, Officers had regard to a number of issues, for example: -

1. It has been our practice for several years to follow the guidance on National Rent Increases in order to maintain a balanced HRA.
2. It would be inappropriate not to seize an opportunity to reduce the additional financial burden on tenants as a result of a rent increase.
3. To await the revised guidance would be after the start of the financial year resulting in a secondary rent variation with associated administrative costs and problems for the Council and Liberata.
4. It was more practical to adjust the rent at the start of the year and less confusing for tenants.

Revised Guidance

Officers have now received copies of the revised guidance on 26th March 2009. Comments and an application for a revised subsidy settlement for 2009/10 have to be made by 24th April 2009.

Having applied the new Guidance, it would appear the guideline rental increase with regard to our rent plan should be 2.9%, or actual average of 2.7%.

Option 2 (Revised Guideline)

This would have the effect of reducing an average weekly rent by 25 pence per week against the average rent based on 3.1%.

The wording of the Guidance appears to be detrimental to Local Authorities who acted quickly. It states that subsidy will be based on the lower of the guideline rent (2.9%) or actual average rent (2.7%). The implication of the guidance is that it will not be adjusted based on 3.1% and, as such, the Borough would receive no adjustment in the subsidy calculation but would lose income of £220,000.

Your Officers are seeking clarification on this matter and it will influence our response to the consultation.

I would suggest that at this time no action be taken to adjust further the increase of 3.1% from 6th April. However, should the Council find itself in the position that it is not "compensated" by the subsidy system, consideration would have to be given to completing an in-year rent change in order to ensure the Council and its tenants are not left at a disadvantage following the publishing of this latest guidance.

Garage Rents

In agreeing the original 5.8% increase, garage rents were to be increased by the same amount.

No action has been taken to revise these increases.

It would not have been practical for such action to be taken whilst dealing with the work necessary to revise the increase of residential property.

Having now looked at the matter, the effect of reducing the increase to 3.1% would be a saving of 20p or 15p plus VAT for a garage occupier. However, the cost of administering the change would suggest it more appropriate to not change the previously agreed increase.

Summary

As you will see from the information contained within the report, your Officers have taken immediate action to implement the revised Guidance for the start of the financial year. In doing so, it passes on financial benefits to tenants at the earliest opportunity and seeks to minimise the administrative burden of dealing with this revised Guidance at such a late stage of the financial calendar.

It is somewhat disappointing that the revised Guidance may now result in the Council and its tenants not receiving a revised subsidy settlement. The effort of this could result in reduced services on the need to readjust rents. The later option would leave the Council in the position that it was trying to avoid.

(i) Legal Implications

Any change in rent requires service of a notice to seek possession giving 28 days of such change and giving the tenant the opportunity to surrender the tenancy if they so wish.

(ii) Financial Implications

By following the Ministerial Guidance the rent loss on the HRA is £220,000. It is expected that changes to the subsidy arrangements would compensate a Local Authority for this rent loss. Should this now not prove to be the case, the projected in-year balance for the HRA in 2009/10 is a surplus of £52,670, and therefore consideration would have to be given to how such a loss of income could be accommodated.

(iii) Health and Safety Implications

Not Applicable.

(iv) Key Priorities or Corporate Aims

Meets the housing needs of the Borough and makes decent housing more accessible.

(v) Risk Assessment

Not Applicable.

(vi) Equal Opportunities

Not Applicable.

Background Papers

Nil.

EXECUTIVE COMMITTEE	(D) Agenda Item 10
Date of Meeting: 8th April, 2009	
Reporting Officer: Chief Executive	
Title: Climate Change Commitment Summary and Recommendations: To authorise the Leader of the Council to sign the Cumbria Climate Change Commitment on the Council's behalf.	

Report

All Members of the Cumbria Strategic Partnership are being requested to endorse the Cumbria Climate Change Commitment (**Appendix 1**).

This version of the Commitment has been amended to suit the needs of smaller District Councils.

Authority is requested for the Leader of the Council to sign the Commitment on the Council's behalf.

(i) Legal Implications

The Commitment is an informal document with no legal standing

(ii) Financial Implications

Resources may need to be re-allocated to meet these commitments, but energy reduction should produce financial savings for the Council in the long run

(iii) Health and Safety Implications

Not applicable.

(iv) Key Priorities or Corporate Aims

The Council is committed to supporting LAA priorities

(v) Risk Assessment:

Not applicable

(vi) Equal Opportunities

Background Papers

Not applicable

The Cumbria Climate Change Commitment

Overwhelming scientific evidence makes it clear that average global temperatures are rising largely due to the ever increasing volume of greenhouse gases emitted by human activity. As a result, extreme weather events are causing widespread environmental damage, taking lives and disrupting social and economic activity around the world.

Without effective and immediate action to significantly cut greenhouse gas emissions climate change will be more difficult and more expensive to deal with than previously thought and will result in unacceptable human, environmental and economic costs.

This Commitment to act on climate change has been developed by the Cumbria Strategic Partnership. It recognises that Cumbria must contribute a proportionate and fair share of the national target to reduce greenhouse gases by a minimum of 80% by 2050.

Reducing greenhouse gas emissions and planning to adapt to the impacts of climate change signifies a commitment by all the organisations who make up the Cumbria Strategic Partnership and one that will ensure the long term resilience of our communities and outstanding natural environment by moving towards a low carbon society that is sustained by a low carbon economy.

This Commitment recognises the varying capacity of partners to deliver this range of challenging actions and targets particularly at this time of economic recession (March 2009) nonetheless it marks the beginning of Cumbria's ambition to lead international thinking on climate change mitigation and adaptation, to generate and use sustainable energy locally, and encourage low carbon lifestyles in sustainable communities.

We, the undersigned, commit our organisation to working towards implementing the actions set out in the Cumbria Climate Change Action Plan assigned to our organisation. Specifically **we commit to seeking to:**

1. **Take action** to draw up a carbon reduction programme, calculate baseline emissions, identify and deliver projects to reduce greenhouse gases arising from energy use in buildings, employee commuting, business travel, fleet transport, waste, procurement and other organisational activity, including outsourced functions, by 25% by 2014 at the latest.
2. **Publicly report annual progress** on greenhouse gas reduction from organisational activity and on actions needed to adapt operations to climate change.
3. **Look to Invest in low carbon sources of energy including renewables** and microgeneration technologies to stimulate the local economy and encourage the installation of low carbon technologies in homes, businesses and public buildings throughout Cumbria where there is a viable business area.
4. **Champion action on climate change** that demonstrates the use of best practice to the wider public and the business community and helps people and companies to adjust and adapt through a programme of communication and information.
5. **Take action to build and embed adaptive capacity** and contingency planning within our organisations to better understand the risks, consequences and likely costs of climate variability and the impact of extreme weather events on organisational aims, operations, future policy, and investment programmes.

The Council will do this through producing a Council Climate Change Action Plan to identify areas where it will contribute to the wider Cumbria Action Plan.

Signed by:..... Date.....

Position:.....

Organisation:.....

EXECUTIVE COMMITTEE	(D) Agenda Item 11
Date of Meeting: 8th April, 2009	
Reporting Officer: Chief Executive	
Title: Armed Forces Day – ‘Fly a Flag for our Armed Forces – 22nd June, 2009	
Summary and Conclusions:	
To consider whether to fly the specially-commissioned Armed Forces Day Flag.	
Recommendations:	
To authorise the flying of the specially-commissioned Armed Forces Day Flag from 22 nd to 27 th June, 2009.	

Report

The Government has announced that the first British Armed Forces Day will take place on 27th June 2009. The day will be an opportunity for the whole of the nation to show its appreciation for the contribution made by all those who serve or have served in Her Majesty’s Armed Forces.

Building on the success of previous Veterans Day celebrations, it is planned to mark the occasion with a wide range of community-led events taking place in towns and cities around the country. With the move to Armed Forces Day it is hoped that events will attract an even greater level of support.

The title ‘Armed Forces Day’ has been chosen to reflect the wider Armed Forces family of serving personnel (both regular and reserve), veterans and the cadet forces.

The Deputy Chief of the Defence Staff wants to enable communities across the UK to be involved in this inaugural year, and so are inviting all local authorities to join in by simultaneously ‘Flying the Flag’. The Council will be provided a free, specially-commissioned Armed Forces Flag for the Council to raise at 10.30 am on Monday 22nd June 2009. The intention is that this ceremony would be repeated across the Country and that the flags would be flown until after Armed Forces Day itself Saturday 27th June 2009.

(i) Legal Implications

Not applicable.

(ii) Risk Assessment

Not applicable.

(iii) Financial Implications

Not applicable

(iv) Health and Safety Implications

Not applicable.

(v) Key Priorities or Corporate Aims

Not applicable

(vi) Equal Opportunities

Not applicable

Background Papers

Letter dated 9th March 2009

EXECUTIVE COMMITTEE	(R) Agenda Item 12
Date of Meeting: 8th April, 2009	
Reporting Officer: Chief Executive	
Title: Authorisation of Officers	
Summary and Conclusions:	
<p>This report seeks authorisation of Officers for the National Trust to act for the Council on National Trust land in enforcing environmental crime and also seeks to widen my delegation to appoint staff as duly authorised Officers to one that enables me to appoint individuals not employed by the Council as authorised officers in circumstances where this is appropriate and enabled in statute.</p>	
Recommendations:	
<p>To recommend the Council to agree that Minute No. 154 Finance and Policy Committee 13th April, 2000 be varied to delegate to the Chief Executive authority to appoint as duly authorised Officers of the Council suitably competent individuals not in the employ of the Council, in appropriate circumstances.</p>	

Report

Members will be aware that recent legislation, in particular, in respect of environmental crime enforcement has encouraged local authorities to work in partnership with local agencies and organisations to improve local environments through programmes of publicity and enforcement to reduce incidents of fly tipping, littering and dog fouling.

Officers, in the main from the Regeneration Division, have been authorised under my current delegation to issue fixed penalty notices for littering and dog fouling offences and consequently some progress in improving local environments has been evident.

I have now been approached by the National Trust to consider authorisation of National Trust Officers to undertake enforcement of similar environmental matters on land owned by the National Trust. The provisions of the Clean Neighbourhoods and Environment Act 2005 facilitate such authorisation if considered appropriate.

To enable effective management of enforcement activities of this type for Council staff I have been delegated authority to appoint authorised Officers by Minute No. 154 Finance and Policy Committee 13th April, 2000. This report seeks to widen that authority to appoint authorised Officers not in the employ of

the Council when such persons are considered suitably competent and the authorisation is available in law.

In respect of the request made by the National Trust I will seek guidance from my Chief Environmental Health Officer as to the degree of authorisation appropriate in this case and limit the authority to act on behalf of the Council to areas of land which are in the ownership of the National Trust.

(i) Legal Implications

Clean Neighbourhood and Environment Act 2005

(ii) Risk Assessment

Limited authority to competent officers

(iii) Financial Implications

Not Applicable

(iv) Health and Safety Implications

Not Applicable

(v) Key Priorities or Corporate Aims

KP1 - Create a safer, cleaner, greener Borough and reduce the gaps between the priority wards and the average

(vi) Equal Opportunities

Not Applicable

Background Papers

Not Applicable

EXECUTIVE COMMITTEE	(R) Agenda Item 13
Date of Meeting: 8th April, 2009	
Reporting Officer: Chief Executive	
Title: Crematorium Charges	
Summary and Conclusions:	
As report.	
Recommendations:	
To recommend the Council to agree the under-mentioned exemption for Crematorium charges "where a resident of the Borough has left the Borough to obtain residential or medical care, the resident charge will apply".	

Report

Background

Members have agreed to **recommend** differential charging for cremations between residents and non residents.

In order to protect Barrow residents who are forced to leave the Borough for residential care, I **recommend** the following exemption be agreed.

"Where a former resident of the Borough has left the Borough to obtain residential or medical care, the resident charge will apply."

(i) Legal Implications

Not Applicable

(ii) Risk Assessment

Not Applicable

(iii) Financial Implications

The effect on income projection will be minimal

(iv) Health and Safety Implications

Not Applicable

(v) Key Priorities or Corporate Aims

Priority 3 – Creating an enhanced quality of life for local residents

(vi) Equal Opportunities

Not Applicable

Background Papers

Nil

EXECUTIVE COMMITTEE	(R) Agenda Item 14
Date of Meeting: 8th April, 2009	
Reporting Officer: Policy Review Officer	
Title: Off Street Car Parking	
Summary and Conclusions:	
<ul style="list-style-type: none">● The cost of car parking in Barrow was in the upper half of those Councils reported but it was not significantly more expensive than the average.● There is no evidence to indicate that the current cost of parking in Barrow is a barrier to attracting shoppers to the town centre.● Most shoppers do not want to spend three hours in the town centre.● There is evidence to indicate that short term concessions increase the footfall volume in the town centres but these are expensive and it is uncertain whether the benefits are proportional to the cost of the concession.● Changing from the current charging regime to a standard charge of £1.60 for three hours may not realise the expected benefits and may lead to a reduction in the Council's income.● The introduction of "Park and Ride" schemes would not be cost effective.	
Recommendations:	
To recommend the Council:-	
<ol style="list-style-type: none">1. To agree that the Council should not change the current car parking tariff from 90p per to £1.60 for up to three hours;2. To agree that the Council should not increase car parking tariffs in 2009/10;3. To agree that the Council should continue to offer free car parking in the evenings and on Sundays; and4. To agree that the Council should consider a concession of buy one hour and get one hour free for a trial period on Emlyn Street car park.	

Report

Introduction

Management Team have considered the recommendations of the Regeneration and Community Services Overview and Scrutiny Committee and support 1-3. If Executive Committee are minded to support recommendation 4 a further report on evaluation and implementation should be requested.

The Chief Executive presented a report to this Committee in October 2008 aimed at supporting Barrow town centre shopping whilst protecting the income for the Council that is generated from off street parking. The report proposed the introduction of a single parking tariff to permit off street parking for up to 3 hrs. This Committee requested that the Overview and Scrutiny Committee Regeneration and Community Services undertake a review into this proposal and all aspects of parking in Barrow.

The Overview and Scrutiny Committee Regeneration and Community Services established a work group to carry out this review.

The work group considered the Chief Executive's report and discussed the proposals with representatives from the Local Traders Association. They were generally supportive of the proposals because:

- They perceived that off street car parking is expensive and is a barrier to footfall in the town centre.
- The cost of parking encourages town centre visitors to purchase shorter parking sessions and therefore have less time to visit town centre retailers.

Members recognised that based on current data the change in tariff would result in a reduction in costs for 58% of car park visitors but were concerned that the significant increase for one hour parking may have an adverse affect. They were concerned that drivers who typically park one hour or less may make more use of free on street parking spaces. This may impact on residents parking and result in drivers parking further away from the town centre. They also anticipated an increase in the usage of unofficial parking areas on unused sites or parking at retail parks on the outskirts of the Town Centre.

Members were provided with car parking tariffs from 50 similar authorities including other Cumbrian districts, geographical neighbours and the CIPFA nearest neighbours group (Table 2).

This data indicated that parking tariffs vary significantly across the authorities ranging from free parking up to £3.50 for 3hrs. The charge at Barrow's car parks is currently £2.70 for 3hrs.

The tariffs for one hour parking varied from free to £1.30 in Barrow's car parks it is currently £0.90. Members noted that if the proposed change was introduced the £1.60 charge for one hour would be the highest of the listed authorities.

It was noted that a significant number of the authorities listed in Table 2 were introducing charging for parking on Sundays and in the evenings in response to lifestyle changes. This Council does not currently charge for Sunday or evening parking so there is an opportunity for traders to exploit this situation. The demand for Sunday and evening shopping in Barrow has been recognised by the supermarkets and the larger department stores and good sales volumes are recorded during of hours shopping periods.

A breakdown of the percentage of visitors that purchase one hour, two hours and three hours plus tickets were requested from other authorities that offer

cheaper parking but the response was disappointing. Data from the authorities that did respond is detailed in table 1:

Table 1: breakdown of ticket purchases

Authority area	3hr charge	% 1 hr	% 2 hr	% 3hr+
Barrow	£2.70	42	45	13
Erewash	£1.50	42	53	5
Havant	£1.50	47	43	9
Swale	£2.10	44	48	7
Basildon	£1.50	49	34	14
Average		45	45	10

Although the data set is very small the percentages are similar for all the authorities. This indicates that the majority of visitors want one or two hour parking and there is little demand for three plus parking irrespective of parking charges.

Members were concerned that changes to the parking tariff will impact on the Council's income and adversely affect the rate of Council tax.

Members were provided with Council Tax charges for Band A properties from the 50 similar (Table 2).

The Council tax for "Band A" properties ranged from £882 pa to £1070 pa. There is some correlation between the cost of car parking and the cost of the Council tax as demonstrated by the trend. Councils that offer lower car parking tariffs generally charge more for Council tax; this is shown at Table 3.

Members of the work group agreed that the evidence indicated that most visitors wanted two hours or less parking and that a single tariff for up to three hours may not realise the anticipated benefits for town centre traders.

They also agreed that the increase in tariff for one hour parking may encourage a change in parking behaviour, which may lead to a reduction in the time that these visitors would spend in the town centre. This would also have an adverse impact on the council's income.

Members recognised that the car parking tariff in Barrow above is average but in view of the fact that Barrow offers free parking on Sundays, Bank Holidays and in the evening, they were satisfied that the parking offer was fair. They suggested that the parking charges do not increase in 2009/10.

Emergency measures for period of Dalton Rd enhancement

The representatives from the local traders urged members to consider emergency measures to maintain footfall levels during the period of phase 2 and phase 3 of the Dalton Road enhancement project.

Members considered evidence from other local authorities that offered car parking concessions particularly at festive periods to increase footfall. They

noted that these offers were typically for late afternoon/ evening parking (3pm onwards) and free Sunday parking.

They considered the cases of Cockermouth where Allerdale Borough Council is currently offering limited free parking during a period of refurbishment and Windermere where South Lakeland District Council offering limited free parking during a period of refurbishment. In both these case the refurbish work resulted in the temporary lose of a significant number of on street parking spaces, this is fundamentally different to the situation in Barrow.

They considered a specific case from a District Council, which is in the same CIPFA family group as Barrow.

Case Study 1: District Council

- In November 2008 the District Council introduced free car parking from 10am onwards on Wednesday and Thursday and from 3pm onwards all other days including Sundays. This was part of a package including Christmas lights switch on, bands, parades and children's entertainment.
- Electronic pedestrian counters indicated that there was an 8% increase in footfall in the week 24th to 30th November.
- The increase was sustained in early December.
- The footfall figures increased significantly w/c commencing 21st December to over 30% where it coincided with the larger department stores introducing significant price reductions.
- The impact that free parking had on town centre business is uncertain, although footfall figures had increased there is no evidence to indicate that this is reflected in sales values.
- The Chair of the Federation of Small Businesses in the district stated in the local press "most of our members are laying off staff, I think the District Council's initiative about free parking is helping, but I think we need a taskforce at local authorities to try to revive the economy. We don't have anything of that description yet."
- The cost to the Council for the period 24th November to 31st December was £124,000.
- The local press reported that despite the initiatives a number of small businesses including Card Warehouse and Adams had closed their stores in the post Christmas period this is typical to a lot of other high streets in small towns.
- The Council is continuing to offer a parking concession (buy one hour get one hour free) at two town centre car parks until the end of the financial at an estimated cost of £70,000.

Having considered this case study Members concluded that there was not sufficient evidence to indicate that offering car parking concessions as a "stand alone" initiative is effective at improving retail sales. They noted that there is clear evidence that car parking concession would have a significant impact on the Council's income and were concerned that the costs would be disproportionate to the benefits.

A representative of the traders provided information on a scheme operated by another District Council, which offered a buy one hour get one hour free scheme.

The scheme operated from 1st November until the middle of January and was reported to have been successful. The scheme was funded from a “Christmas Emergency Fund” and cost £50,000. The scheme was ended in mid January because further funding was not available.

It was suggested that we could operate a similar system using Emlyn Street car park, which has 54 parking spaces but currently only attracts an average of 30 cars per day. The cost to the Council would be £1500 to change the ticket machines and a loss of revenue based on the current usage would be £325 per month. Members should note that if Emlyn car park was fully occupied by drivers that normally pay for two hours parking at other town centre car parks then the cost of the scheme in terms of lost revenue would increase to £5,500 per month.

Members considered the option of “Park and Ride” schemes and took advice from the Town Centre Manager and the Car Parking Manager. These schemes have been used for “one off” events with some success; however, Members agreed that the current level of traffic in Barrow does not justify the introduction of this relatively expensive option.

Table 2

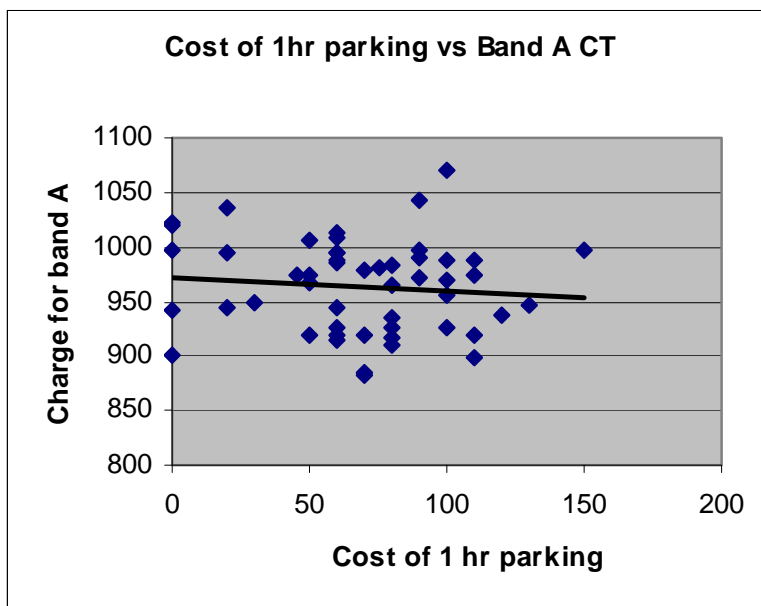
	Avg 1hr parking (p)	Avg 3hrs parking	Council Tax Band A
Great Yarmouth	20	60	945
Waveney	50	140	920
Gosport	60	180	927
Ashfield	20	60	1035
Blyth valley	0	0	901
Barrow	90	270	990
Dover	110	300	918
Burnley	60	180	1009
Swale	70	210	920
Nuneaton	80	210	965
Pendle	0	0	1020
Erewash	60	150	945
Lancaster city	100	240	970
Mansfield	90	270	1042
Babergh	30	90	950
Eden	100	250	956
Carlisle	80	240	983
Allerdale	75	240	982
Copeland	60	180	995
SLDC	100	300	988
Dacorum	80	240	917
Exeter	80	300	925
South ribble	20	80	995
Wyre Valley	110	180	987
Wycombe	100	330	927
Alnwick	80	240	935

Oadby	0	200	941
Gravesham	45	70	975
Darlington	80	240	911
Craven	90	260	971
Blackpool	130	340	946
Wear valley	60	160	987
Blackburn*	120	200	937
Hastings	110	300	973
Wansbeck	60	180	914
Bolsover	0	0	1023
NE Lincolnshire	90	290	998
Penwith	110	310	899
Redcar	60	220	994
Derwentside	0	0	998
Castle Morpeth	50	200	974
Amber Vally	50	230	968
Ashford	70	330	882
Basildon	50	150	1007
Bassetlaw	60	90	1013
Hartlepool	100	240	1070
Havant	60	150	919
High Peak	70	250	978
Scarborough*	150	350	998
Kirklees	70	240	885
Chorley	60	100	985

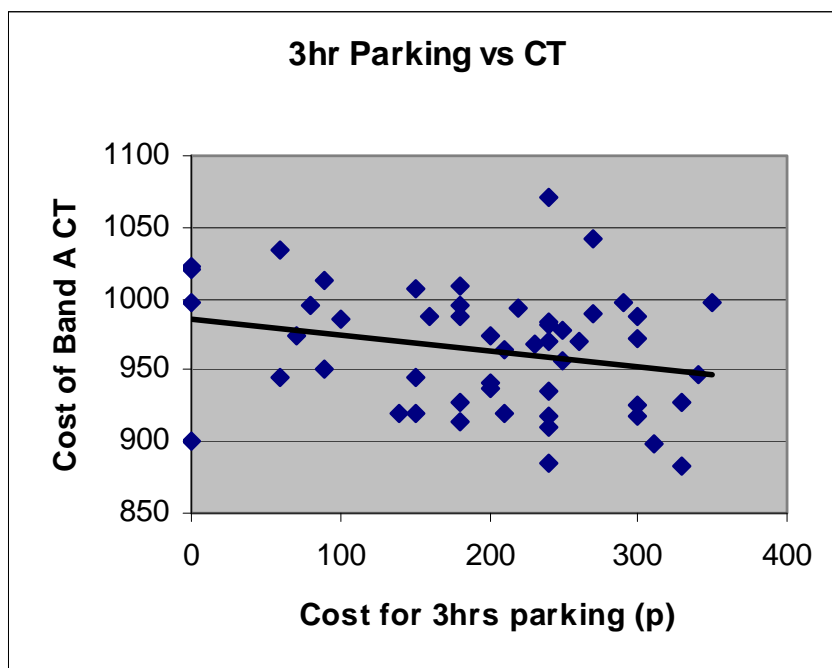
*Blackburn and Scarborough don't offer 1hour parking they offer a minimum of 2hrs

Table 3: correlation between cost of car parking and Council tax charges.

Cost of 1 hour parking versus cost of Band A Council Tax



Cost of 3 hours parking versus cost of Band A Council Tax



(i) Legal Implications

Not applicable.

(ii) Financial Implications

The implementation of recommendation 4 could lead to a potential loss of revenue of £5,500 per month is detailed in the report

(iii) Health and Safety Implications

Not applicable.

(iv) Key Priorities or Corporate Aims

If recommendation 4 is effective at increasing footfall in the town centre this would support Key priority 4: Support Economic regeneration

(v) Risk Assessment

The effectiveness of implementing any of the recommendations will be entirely subjective.

The Council will be able to measure the number of car parking tickets sold but this is expected to fall in the current economic climate and therefore we will not know if this scheme has been effective in increasing footfall.

(iv) Equal Opportunities

Not applicable.

Background Papers

Nil

EXECUTIVE COMMITTEE	(D) Agenda Item 15
Date of Meeting: 8th April, 2009	
Reporting Officer: Director of Regeneration and Community Services	
Title: On Street Parking Enforcement	
Summary and Conclusions:	
A revised parking agreement has been received from Cumbria County Council (CCC) covering a 12 month period only. This includes a subsidy of £21,000. However, a subsidy of £45,000 is sought to ensure equity with other District Councils operating at a deficit.	
Recommendations:	
To agree subject to confirmation of an increase in the County's contribution to £45,000 and clarification of the final detailed wording that you delegate final agreement on the parking agreement to the Director of Regeneration and Community Services after consultation with the Chairman of the Executive Committee.	

Report

Background

Further to Minute 136 of your meeting on 29th January, following termination of the parking agreement, a revised agreement has been received.

The agreement covers a period of one year from the date of signature and renewable thereafter by agreement.

The agreement includes payment of £21,000 subsidy to the Council for operating the agreement with no payments for the continued operation of the Resident's Permit System.

The sum of £21,000 is based on a misunderstanding of the deficit incurred by this Council in managing on street enforcement and needs to be increased to £45,000 to be equitable with payment offered to South Lakeland District Council and Allerdale Borough Council.

In my opinion, given the circumstances, this is probably the best financial settlement the Council will achieve in the current negotiations as they are based upon projected on-street deficits for 2009/10.

The agreement is seen as interim as it is still Cumbria County Council's intention to operate a single countywide parking enforcement operation and Carlisle have indicated they may be prepared to act as lead authority.

We are sceptical of the financial benefits of such an arrangement and the potential redundancy costs and public reaction but the Council should reserve judgement on the potential for such a shared service until a detailed business case is offered.

(i) Legal Implications

This arrangement will shorten the notice period required to terminate the On Street Parking Agreement with CCC

(ii) Risk Assessment

Not applicable.

(iii) Financial Implications

There will be a shortfall in the 09/10 budget of £15,000 in anticipated payments for resident permits from CCC

(iv) Health and Safety Implications

Not applicable.

(v) Key Priorities or Corporate Aims

Contribution to KP1 – create a safer cleaner, greener Borough and reduce the gaps between the priority wards and the average.

(vi) Equal Opportunities

Not applicable.

Background Papers

Nil.

		Part One
EXECUTIVE COMMITTEE		(D) Agenda Item 16
Date of Meeting:	8th April, 2009	
Reporting Officer:	Policy Review Officer	
<p>Title: Councillors Call for Action</p> <p>Summary and Conclusions:</p> <p>To inform Members of the Councillors Call for Action legislation which becomes effective in the next municipal year and provide a guidance that has been developed in partnership with the other Cumbrian authorities.</p> <p>Recommendations:</p> <p>To note the information and support the joint approach to managing Councillors Call for Action (CCfA).</p>		

Report

With the implementation of new legislation, a Councillor may now formally request a relevant scrutiny committee to consider an issue – formally known as a ‘Local Government matter’ – in their ward for further investigation through a ‘Councillor Call for Action’.

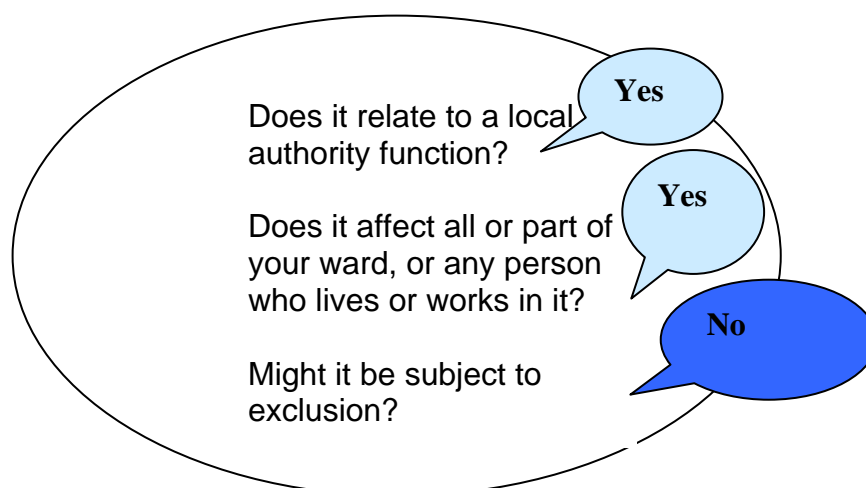
This legislation now extends the rights of Members to refer a local government matter not just to the Committees of their own Authority, but in the case of two-tier areas such as Cumbria, to the Committees of the relevant District/Borough or County scrutiny committee, irrespective of whether they are a Member of that authority.

This guidance is to help Councillors decide whether they have a valid Call for Action, and provides details of how to lodge a Call for Action at any of the seven Local Authorities in Cumbria.

We hope by adopting a common approach to the Councillor Call for Action that we will minimise confusion for Councillors and provide a joined-up support mechanism for them, demonstrating the value of joint working.

What is a valid Councillor Call for Action?

In very simple terms, you must be able to answer yes, yes and no to the following questions to determine whether it is a 'local government matter' and a valid Councillor Call for action:



The powers that a local authority has for the 'well-being' of its area might mean in effect that there are quite broad interpretations of a local authority function as is demonstrated by the examples given later in this guidance.

There are exclusions in statutory guidance for the Councillor Call for Action. The exclusions include:

- Vexatious or persistent requests
- Requests which could be dealt with by formal complaints or appeals' processes (unless systematic failure can be demonstrated), such as Planning or Licensing decisions.

The definition commonly used for determining a vexatious request is whether the request is likely to cause distress, disruption or irritation, without any proper or justified cause.

Before submitting a Councillor Call for Action, it would be expected that you will have tried to resolve the issue using existing channels open to you, such as discussions with staff and other Members; formal letters and motions at Council. The intention behind the legislation is that the Councillor Call for Action should be used as a last resort, where all other avenues have failed.

Attached at **Appendix 2** is a form that takes you through the steps you should ask yourself before making a request for a Councillor Call for Action, and you may find it helpful to discuss with the appropriate scrutiny officer the course of action you propose. Their details are also attached to this guidance.

The following examples of situations where you might use CCfA may be helpful:

Example 1:

Councillor Green is a Member of a District Council. At her ward surgeries, and when out and about, she receives regular comments about fly tipping in the area. A number of individual complaints have been put to the authority, but there has been no discernable improvement. Councillor Green wonders whether she can refer this matter to the relevant overview and scrutiny committee, so asks herself the following questions:

- | | |
|---|---|
| 1. Does it relate to the discharge of any function of the Local Authority? | Yes. Dealing with fly tipping is a local government function, and in Cumbria, is the responsibility of District/Borough Councils. |
| 2. Does it affect all or part of her ward, or anyone living or working in it? | Yes |
| 3. Have other avenues failed to resolve the issue? | Yes. There have been several complaints which have failed to resolve the issue, which could be considered as a systematic failure to resolve the issue. |

Example 2:

Councillor Brown is a Member of a County Council. He has been approached by a group of residents regarding the poor response of the local water company in responding to burst mains pipes, causing flooding in a local street. This issue has also received wide coverage in the local press. Councillor Brown is considering a Councillor Call for Action as a means to getting a promise of action from the water company. He asks himself the three qualifying questions.

- | | |
|---|--|
| 1. Does it relate to the discharge of any function of the Local Authority? | The provision and management of utility services such as water is not a function of local authorities. So initially the answer is no. However, there are other areas of local government responsibility which might be affected, for example the power to promote or improve the economic, social and environmental well-being of their area, introduced by the Local Government Act 2000. So a scrutiny committee may judge that this is a valid Call for Action, although they will not have any power to 'require' co-operation from the water company. |
| 2. Does it affect all or part of his ward, or anyone living or working in it? | Yes |
| 3. Have other avenues failed to resolve the issue? | Possibly. It may require further research to establish what residents have done so far to resolve the issue, and whether there are a number of areas suffering from similar levels of perceived poor service. |

How do I submit my Call for Action?

Appended to this guidance, and on each of the seven local authorities' websites, you will find a form through which you can raise a call for action.

This should be submitted to scrutiny at the relevant authority and will be acknowledged within five working days. You can find all the contact details appended to this guidance.

If it is agreed that it is a valid local government matter, you will then be informed of the date and time of the scrutiny committee which will consider your Call for Action, and whether the Committee wishes to hear any further representations.

What will happen to my Councillor Call for Action?

Overview and Scrutiny at the relevant authority will consider your Call for Action as it does any new item suggested for its work plan, and against the guidance. In deciding whether to review or scrutinise decisions or actions, it will consider whether the issue affects a large number of people or a significant number of people within a smaller specialist interest group. It will consider what you have already done to resolve the matter and what representations you make as to why your Councillor Call for Action should be taken up.

If Overview and Scrutiny decides not to take the 'matter' further, it must explain the reasons, and if it does take the matter up, it must make sure that you have a copy of any reports or recommendations that it makes.

There will be slight variations at each authority in the way in which the Councillor Call for Action is considered, but the following chart gives a broad overview of the process:

(i) Legal Implications

Not Applicable.

(ii) Risk Assessment

A large number of CCfA requests will impact on the resources of the scrutiny function.

(iii) Financial Implications

Not Applicable.

(iv) Health and Safety Implications

Not Applicable.

(v) Key Priorities or Corporate Aims

It supports KP 5: Improve the effectiveness and efficiency of the Council.

(vi) Equal Opportunities

Not Applicable.

Background Papers

Nil

Councillor Call for Action Request Form

This form should be used by any Councillor in Cumbria who would like a Scrutiny Committee to consider a Call for Action in their ward. Details of where the form should be submitted are to be found in the accompanying guidance and at the end of this form.

Your Contact details:

Name:

Address:

Telephone:

E-mail:

The Authority and Ward you represent:

Title of your Call for Action:

Date of Submission:

Have you approached any other Scrutiny Committee on the same issue in the past six months?:

Yes

No

Would you like your response by e-mail

letter

(for advice tick this box and a member of staff will contact you)

Received

by.....on.....

Please give a brief synopsis of your Call for Action:

What evidence do you have in support of your Call for Action:

Which areas or community groups are affected by your Call for Action?:

How have you already tried to resolve the issue?

Is the Call for Action currently the subject of legal action by any party (to your knowledge) or is being examined by a formal complaints' process?

Are there any deadlines associated with the Call for Action of which the Scrutiny Committee needs to be aware?

What outcomes would you hope for in making this Councillor Call for Action?

Please send your completed form to:
Policy Review officer
TownHall
Duke Street
Barrow in Furness
LA14 2LD

scrutiny@cumbriacc.gov.uk
Member Services & Scrutiny
Cumbria County Council
The Courts
Carlisle
CA3 8NA

EXECUTIVE COMMITTEE	(D) Agenda Item 17
Date of Meeting: 8th April, 2009	
Reporting Officer: Chief Environmental Health Officer	

Title: Barrow-in-Furness Accredited Lettings Scheme

Summary and Conclusions:

The management arrangements of the Barrow Accredited Lettings Scheme have changed following the cessation of Neighbourhood Renewal Funding.

Following legal advice, it is necessary for the Council to ensure that properties already included in the Scheme and those which are to be included in future are surveyed independently to ensure compliance with Scheme conditions.

This report proposes that an external contractor, currently employed to undertake inspections under a programme of enforcement for the Council, should be engaged to undertake a programme of monitoring inspections of all properties in the Scheme over a period of five years. This programme can be financed using funds gathered through a grant clawback facility where possible supplemented by funding up to a maximum of £3,000 per annum for a five years review period.

Recommendations:

1. To accept the principle that the Council needs to ensure independent survey of accredited properties and to facilitate this in relation to properties already in the Scheme over a five year period by employment of the Watts Group PLC, Fountain Street, Manchester to undertake a programme of inspections on behalf of the Council;
2. To make grant clawback funds available to pay for this service supplemented by £3,000 per annum of Revenue Budget funds for a five year period, if required;
3. To offer the Council's administrative element free of charge to the landlord; and
4. To monitor the arrangement and need for expenditure annually.

Report

The current Accredited Lettings Scheme was approved by this Committee on 4th August, 2004 to meet a strategic commitment included in the Borough Council Housing Strategy of 2002.

Initially supported by Neighbourhood Renewal Funds (NRF), its management and administration and the provision of grant assistance was delivered through an external agency and funding made available for grant assistance to individual properties, training for landlords and marketing of the Scheme. NRF funding stopped in March 2008 and the management and administration of the Scheme has subsequently become a Borough Council responsibility.

To accommodate this change it has been necessary to scale back the assistance offered to Scheme members which has resulted in landlords certifying their own properties for both initial inclusion and renewal of membership. The process of self certification being achieved by the landlord employing a competent surveyor or more usually undertaking the survey themselves.

One of the first actions taken in April 2008 was to begin an audit of the current membership to ensure conditions of membership were being met. At the time of writing the report this process is continuing. So far it has resulted in a significant number of landlords leaving or being removed from the scheme as they have not been able to demonstrate they were meeting scheme conditions. In some cases this has or will result in clawback of grant assistance. Over the life of the scheme a total of £115,960 has been awarded in grant aid and, to date, over £8,000 of grant assistance has been recovered. At the present time the Council is attempting to recover a further £9,000 worth of grant aid.

Currently there are 32 landlord and five letting agent members and 140 properties in the scheme.

It is expected that the conclusion of the audit process will result in a further reduced number of landlords as members of the scheme and fewer accredited properties in the scheme. It is however, expected that landlords remaining as Scheme members will be able to demonstrate a positive commitment to maintaining Scheme conditions and be able to benefit from some of the advantages offered by the Scheme partly funded through the proceeds of grant clawback as noted above.

Since April 2008 there have been no new applications for membership possibly associated with the cessation of marketing funds and the part time arrangements for administration.

Liability of Borough Council in maintaining an Accredited Lettings Scheme.

Having obtained legal advice, I understand that there is an area of concern relating to existing and new Scheme membership in order for the Council to be sure it meets its duty of care to any private tenants living in houses which will remain in the scheme. This risk arises if tenants suffer personal injury or loss as a result of occupying a property accredited by the Council.

Legal advice has indicated the Council may be at risk if it relies on landlords self certifying properties for inclusion in the Scheme as this type of accreditation is open to abuse. I have been advised therefore that there should be some form of independent review or audit of conditions in properties included in the Scheme.

Any such review or audit will require that individual properties within the Scheme will need to be inspected to monitor compliance with statutory housing standards and Scheme conditions. Funding property inspections of this type is problematic as existing staffing resources within my Department do not have the capacity to take on extra work and continue to meet existing statutory requirements. Alternatively landlords can be required to meet the cost of inspection by employing their own surveyor or through paying a subscription fee for membership of the Scheme. It is anticipated however that introducing a charge for what has previously been a 'free' service to members will result in a further reduction of scheme membership.

If landlords are required to employ their own surveyor, it is expected that the 'average fee' for inspection and administration would be in the region of £100 per dwelling. This includes the surveying costs and any administration carried out by the Council. This assumes that the house is in a generally good condition and meets scheme standards at the time of survey so that inspection time is kept to a minimum and the property can be admitted into the scheme with minimum administration costs to the Council.

Properties in the Scheme have been inspected at least once by the external agency originally contracted to manage the scheme. It is a condition of membership of the Scheme that landlords arrange for properties to be re inspected annually for the five year period of Scheme membership. It is known that some landlords are meeting this commitment. The Council however has an ongoing commitment in this respect as it has to ensure that conditions are met, in particular, in those properties where grant has been paid.

Given the legal advice referred to above I propose a way forward in this matter can be found by making some resources available to facilitate inspection reviews by the Council for each property in the Scheme at least once in a five year period on an understanding that landlords will be expected to undertake annual inspections in accordance with existing Scheme conditions. In this way the Council is fulfilling its legal obligation to monitor self inspection carried out by landlords in a reasonable and timely manner without imposing undue costs on Scheme members or the Council. At the time of drafting this report I anticipate that the inspection costs for this programme of work will be in the region of £14,000 over the review period which is five years. This cost is based on the assumption that properties will have been maintained to a similar condition when accepted onto the Scheme. I further propose that the contract for inspecting the properties should be awarded to Watts Group PLC a national property surveying specialist company who have recently been awarded a contract for similar property inspection services to the Council when subject to external competition and a thorough procurement tendering process.

I am satisfied that the annual costs of this review programme can be met through existing Housing Renewal Administration revenue funding and/or funds derived from grant aid clawback. I recommend changes to the existing Accredited Lettings Scheme as detailed in the body of the report.

(i) Legal Implications

Statutory housing standards need to be assessed in properties included in the Scheme.

(ii) Risk Assessment

Property audits will assess housing risks.

(iii) Financial Implications

The scheme will be paid from clawback against grants. In the event of a shortfall a maximum of £3,000 per annum will be provided from Housing Renewal administration funding.⁶

(iv) Health and Safety Implications

Contractor monitoring for safe systems

(v) Key Priorities or Corporate Aims

KP2 - Meet the housing needs of the Borough and make decent housing more accessible.

(vi) Equal Opportunities

Not applicable

Background Papers

Accreditation Scheme Data

EXECUTIVE COMMITTEE	(D) Agenda Item 18
Date of Meeting: 8th April, 2009	
Reporting Officer: Chief Executive	
<p>Title: Housing Market Renewal Programme – North Central Renewal Area Compulsory Purchase Order</p> <p>Summary and Conclusions:</p> <p>An update is given on progress towards the acquisition of property to facilitate the demolition agreed in the declaration of the North Central Renewal Area. Appropriate powers for CPO are recommended, and the next stages of work required set out.</p> <p>Recommendations:</p> <ol style="list-style-type: none"> 1. To note the progress made on acquisitions; 2. To give authority to the Council to make a CPO under the powers conferred by Section 266(1)(a) of the Town and Country Planning Act 1990 to acquire the properties listed in Appendix 3 and shown on the plan at Appendix 4; 3. To authorise Officers to take all necessary procedural steps prior to and after the making of the CPO, including the submission of the CPO to the Secretary of State for confirmation together with the preparation and presentation of the Council's case at any public inquiry and the confirmation of the CPO if it is unopposed or if any objections are withdrawn; 4. To authorise Officers as soon as CPO is confirmed by the Secretary of State (or by the Council as an unopposed CPO) to advertise the confirmation of the CPO, to serve all necessary notices of confirmation and, once the CPO becomes operative, to take all necessary procedural steps to acquire the interests included in the confirmed CPO; 5. To approve the prospectus for the proposed development shown in Appendix 5, and to authorise officers to seek expressions of interest from suitable developers. 	

1. Background

- 1.1. This Committee and Council have previously received reports on the development of proposals in North Central Barrow. Most recently, the Council resolved to declare a 'Renewal Area' within the meaning of the Local Government and Housing Act 1989 as amended by the Regulatory Reform (Housing Assistance) (England and Wales) Order

2002 (Minutes 73 Executive Committee 17/09/08 and 44 Council 07/10/08 refer).

- 1.2. At the time of declaring the Renewal Area, Council resolved “to authorise the acquisition of properties listed for demolition, and if acquisition by voluntary means proves impossible to authorise officers to make the necessary preparations for compulsory purchase”. These properties are listed in **Appendix 3**, and a plan shown as **Appendix 4** to this report.
- 1.3. At the time of writing, the 126 properties scheduled for demolition can be categorised as follows:
 - Council owned: 87
 - Terms agreed for purchase: 12
 - Negotiating with owners: 18
 - Empty and unable to contact owners: 4
 - No negotiations taking place: 5
- 1.4. It now seems unlikely that the acquisition of all of these properties by voluntary means will be possible, and the purpose of this report is to obtain a more detailed resolution to authorise the making of a Compulsory Purchase Order (CPO) using specific powers.

2. CPO Process

- 2.1. The declaration of the Renewal Area followed completion of a Neighbourhood Renewal Assessment (NRA). This was based on an assessment of
 - Physical housing conditions;
 - Socio-economic factors;
 - Perceptions of the area;
 - Environmental factors;
 - Housing Market factors.
- 2.2. The NRA process deliberately takes a wide-ranging view of the area to develop a strategy for the long-term benefit of the area. Accordingly, this strategy, as set out in the Renewal Area Declaration Report, seeks to put in place actions that enhance the sustainability of the area, improve living conditions and improve general well being in the area.
- 2.3. It is proposed to make a CPO under Section 226(1)(a) of the Town and Country Planning Act 1990. Section 226(1)(a) empowers a local authority to acquire compulsorily land in its area if the authority think that the acquisition will facilitate the carrying out of development, re-development or improvement on or in relation to the land and the authority think that (as required by Section 226(1A)) the development, re-development or improvement is likely to contribute to the

achievement of the promotion or improvement of the economic, social or environmental well-being of their area.

2.4. In identifying the economic, social and environmental well-being benefits that will arise from the use of CPO powers, the key benefits are considered to include:

- **Social Well-being:** The proposal aims to address the high levels of deprivation that were identified in the NRA document. Additional social issues such as high levels of anti-social behaviour were identified. These issues are closely related to the housing market in the area, which has been characterised by low property values and high levels of vacant properties and privately rented properties. These proposals will achieve change by changing the characteristics of the local market.
- **Environmental Well-being:** The proposals will improve the local environment by carrying out public realm improvement works to what is currently a rather harsh and degraded urban environment.
- **Economic Well-being:** The demolition and redevelopment of this area will rejuvenate the local housing market. Property values in this area have been amongst the lowest in the Borough, and indeed the North West region for many years. This has been detrimental to the long term economic sustainability of the area. Redevelopment will promote long term investment in the area.

2.5. The Council's proposal is for the land acquired by CPO to be made available for the development of new housing that will be more popular in the housing market, and thereby support the long term future of North Central. In order to justify the use of CPO powers, it will have to demonstrate firstly that this development will promote well-being as addressed in section 2.3 and 2.4 and secondly that there is a reasonable prospect of the development taking place.

2.6. The Council is not proposing to act as the developer for this land. It will therefore have to enter into partnership with or dispose of the land to a suitable developer with the capacity and expertise to carry out the development.

2.7. Whilst we are confident from discussions with developers that there is sufficient developer interest, it will be necessary to provide firm evidence of this. It is therefore proposed that a prospectus for the development opportunity is issued, inviting expressions of interest from suitable developers. A recommended prospectus is attached as **Appendix 5**.

(i) Legal Implications

The action proposed in this report is the necessary statutory process for obtaining CPO powers.

(ii) Risk Assessment

Obtaining the CPO is a critical risk to the delivery of the Renewal Area programme. The actions proposed in the report are designed to minimise the risk of a CPO not being confirmed.

(iii) Financial Implications

The declaration of a Renewal Area will commit the Council to a substantial programme of capital expenditure. This has been outlined in previous reports, and has been included into the Capital Programme.

(iv) Health and Safety Implications

Individual elements of the programme will be dealt with under the Council's procedures for assessing risk and managing health and safety. These elements of the programme will include security of empty properties, management of refurbishment contracts and management of demolition contracts.

(v) Key Priorities or Corporate Aims

This supports:

KP 2: Meet the housing needs of the Borough and make decent housing more accessible

Annual Objective 3: Deliver year 3 Housing Market Renewal programme

(vi) Equal Opportunities

None

(vii) Human Rights

Section 6 of the Human Rights Act 1998 prohibits public authorities from acting in a way which is incompatible with the European Convention on Human Rights. Various Convention rights may be engaged in the process of making a CPO, including those under Article 8 and Article 1 of the First Protocol.

The European Court of Human Rights has recognised in the context of Article 1 of the First Protocol that regard must be had to the fair balance which must be struck between the competing interests of the individual and of the community as a whole. Similarly, any interference with Article 8 rights must be necessary as set out in that Article. In this case, any interference with Convention rights is considered to be justified in the public interest in order to secure the implementation of the redevelopment proposals.

Background Papers

Town and Country Planning Act 1990 (Office of Public Sector Information)

Circular 06/04: Compulsory Purchase and the Crichton Down Rules (ODPM 2004)

APPENDIX 3

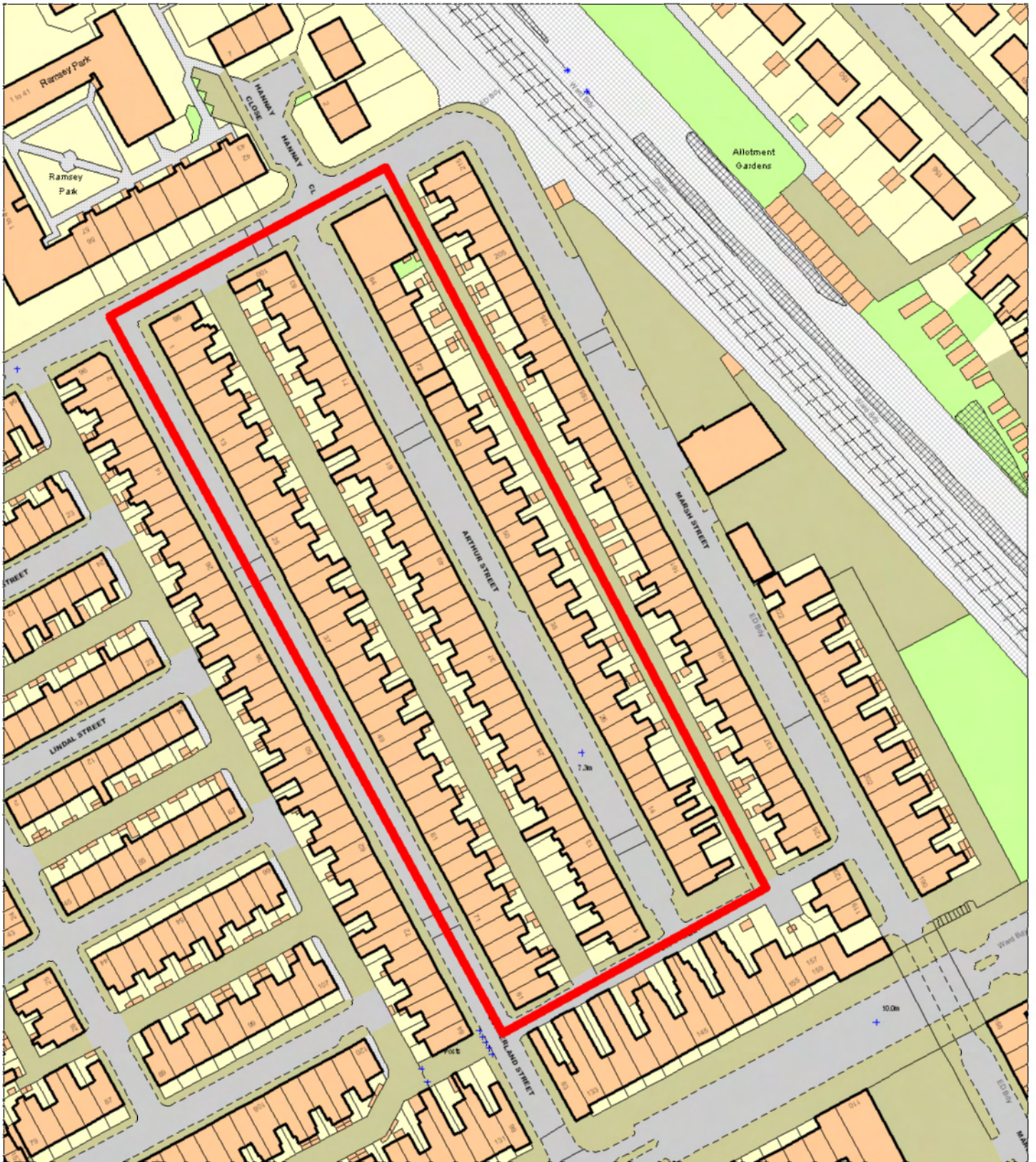
SCHEDULE OF PROPERTIES IN SUB AREA D TO BE DEMOLISHED

UPRN	Ward	Address
36015000	HIN	10 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015001	HIN	12 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015002	HIN	14 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015003	HIN	16 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015004	HIN	18 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015005	HIN	20 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015006	HIN	22 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015007	HIN	24 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015008	HIN	26 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015009	HIN	28 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015010	HIN	30 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015011	HIN	32 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015012	HIN	34 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015013	HIN	36 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015014	HIN	38 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015015	HIN	4 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015016	HIN	40 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015017	HIN	42 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015018	HIN	44 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015019	HIN	46 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015020	HIN	48 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015021	HIN	50 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015022	HIN	52 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015023	HIN	54 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015024	HIN	56 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015025	HIN	58 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015026	HIN	6 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015027	HIN	60 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015028	HIN	62 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015029	HIN	64 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015030	HIN	66 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015031	HIN	72 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015032	HIN	74 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015033	HIN	76 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015034	HIN	78 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015035	HIN	8 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015036	HIN	80 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015037	HIN	82 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015038	HIN	84 Arthur Street Barrow-in-Furness Cumbria LA14 1BH
36015039	HIN	1 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015040	HIN	11 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ

UPRN	Ward	Address
36015041	HIN	13 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015042	HIN	15 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015043	HIN	17 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015044	HIN	19 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015045	HIN	21 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015046	HIN	23 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015047	HIN	25 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015048	HIN	27 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015049	HIN	29 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015050	HIN	3 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015051	HIN	31 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015052	HIN	33 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015053	HIN	35 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015054	HIN	37 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015055	HIN	39 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015056	HIN	41 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015057	HIN	43 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015058	HIN	45 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015059	HIN	47 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015060	HIN	49 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015061	HIN	5 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015062	HIN	51 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015063	HIN	53 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015064	HIN	55 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015065	HIN	57 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015066	HIN	59 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015067	HIN	61 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015068	HIN	63 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015069	HIN	65 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015070	HIN	67 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015071	HIN	69 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015072	HIN	7 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015073	HIN	71 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015074	HIN	73 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015075	HIN	75 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015076	HIN	77 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015077	HIN	79 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015078	HIN	81 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015079	HIN	83 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015080	HIN	9 Arthur Street Barrow-in-Furness Cumbria LA14 1BJ
36015081	HIN	1 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015082	HIN	11 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015083	HIN	13 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015084	HIN	15 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015085	HIN	17 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL

UPRN	Ward	Address
36015086	HIN	19 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015087	HIN	21 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015088	HIN	23 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015089	HIN	25 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015090	HIN	27 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015091	HIN	29 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015092	HIN	3 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015093	HIN	31 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015094	HIN	33 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
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36015098	HIN	41 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015099	HIN	43 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015100	HIN	45 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015101	HIN	47 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015102	HIN	49 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015103	HIN	5 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015104	HIN	51 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015105	HIN	53 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015106	HIN	55 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015107	HIN	57 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015108	HIN	59 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015109	HIN	61 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015110	HIN	63 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015111	HIN	65 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015112	HIN	67 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015113	HIN	69 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015114	HIN	7 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015115	HIN	71 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015116	HIN	73 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015117	HIN	75 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015118	HIN	77 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015119	HIN	79 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015120	HIN	81 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36015122	HIN	9 Sutherland Street Barrow-in-Furness Cumbria LA14 1BL
36014825	HIN	98 Crellin Street Barrow-in-Furness Cumbria LA14 1AS
36044319	HIN	Warehouse Arthur St/Crellin St Barrow-in-Furness Cumbria LA14 1AS
36044467	HIN	100 Crellin St, Barrow-in-Furness Cumbria LA14 1AS

North Central Renewal Area CPO Boundary



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Scale : 1:1250

Grid : None



Produced on : 24/03/2009



NORTH CENTRAL BARROW REDEVELOPMENT PROSPECTUS

Background

Barrow Borough Council has declared a renewal area in North Central Barrow. The renewal area is mainly residential, and contains about 800 properties, approximately 600 of which are pre-1919 terraced houses.

Declaration of the renewal area followed the completion of a neighbourhood renewal assessment.

http://www.barrowbc.gov.uk/pdf/North_Central_NRA_Report_June2006.pdf

This identified a range of factors relating to property conditions and wider social issues. The issues identified were considered across a number of “sub-areas”, and initial proposals put forward in 2006. These were subjected to extensive consultation, and revised proposals developed, which were adopted in the final renewal area declaration in 2008.

<http://www.barrowbc.gov.uk/pdf/NCNRADeclarationReportSep2008.pdf>

The renewal area scheme adopted envisages a combination of refurbishment work, together with some demolition and redevelopment. The Council intends to acquire and demolish 126 properties and make the resulting site available for development. This site will cover approximately 1.1 ha.

Vision for redevelopment

Currently, the housing market in central Barrow is dominated by pre-1919 terraced houses. Most houses of this type have very little outside space, and lack off-street parking. The intention of the Council in bringing forward partial redevelopment in North Central is to create additional options within the housing market in the area. In particular, proposals will be encouraged that increase the choice of accommodation type in the area, that include provision for different types and sizes of accommodation from that that already exists, that include additional private outside space and provision for off-street car parking. High standards as set out by the Code for Sustainable Homes will also be encouraged. The overall aim is to make the area one where people make a positive choice to live.

Development of this site will be subject to planning consent, but it is considered that the proposal to develop this site is in principle consistent with the policies outlined in the Housing Chapter of the Local Plan, in particular:

- Policy B3 (development of suitable unallocated sites)
- Policy B4 (density of new housing)
- Policy B5 (development of suitable brownfield sites)
- Policy B9 (redevelopment of cleared sites in Renewal Areas)

Schematic proposals put forward at the time of the Renewal Area Declaration Report indicated redevelopment on the site of:

- 36 no Flats
- 9 no Bungalows
- 41 no Houses

<http://www.barrowbc.gov.uk/PDF/NorthCentralNRAAug2008.pdf>

This combination is not mandatory, but gives an indication of the type of redevelopment the Council wishes to promote.

Timescales

The Council is in the process of acquiring the properties required for demolition and currently owns 87 out of 126 properties. Terms for the purchase of a further 12 have been agreed. The Council is proceeding with compulsory purchase procedures for the acquisition of the redevelopment site as a whole. It is not expected that a cleared site will be available before mid-2010.

To maintain the confidence of the local community in the renewal area process, the Council would seek to promote redevelopment of the site as quickly as possible. However, if necessary, redevelopment on a phased basis would be considered. In any case, the Council would wish to see significant redevelopment being commenced within 12 months of the site becoming available.

Expressions of Interest

Written expressions of interest are invited. These should set out:

- Proposed indicative mix of housing;
- Experience of similar schemes;
- Timescale envisaged for completion of the development;
- Any other relevant information.

The Council may seek additional information on the financial standing of organisations expressing interest.

EXECUTIVE COMMITTEE	(D) Agenda Item 19
Date of Meeting: 8th April, 2009	
Reporting Officer: Director of Regeneration and Community Services	

Title: Variation to Approved Capital Programme

Summary and Conclusions:

3 variations to your approved Capital Programme are outlined. All can be met within existing resources.

Recommendations:

To approve the following variations to the Capital Programme:

1. £200,000 is allocated in 2009/10 to a further phase of restoration to the Ship Inn, Piel Island to be met from £121,000 uncommitted finance in the Rural Regeneration Fund in 2009/10 and £79,000 in 2010/11;
2. £200,000 is allocated to improvements to the Mall during 2009/10 to be met from investment/contingencies; and
3. An additional £1,451,000 of Working Neighbourhood Fund is allocated to advance workspace proposals on Ramsden Business Park during 2009/10 and 2010/11.

Report

Background

The report seeks approval to three variances to the approved Capital Programme. The variations can all be met within existing resources.

Ship Inn – Piel Island

In 2008 the Council obtained a tendered price of £636,500 for complete internal and external restoration of the Ship Inn, Piel Island. In recognition of the Council's responsibility to protect the building, which is a Grade II Listed property, the works were divided into two phases. The first phase, now completed, will prevent any further deterioration in the condition of the property. It comprised the re-roofing, replacement of gutters and downspouts, re-rendering and replacement of doors and windows. This work has cost the Council £290,000.

Officers are currently examining the submitted tender with a view to reducing the overall cost of internal refurbishment to around £300,000. Officers are also trying to source external funding to support this work, but there is currently no approved external funding available.

I am aware there is considerable public interest in completing the project as soon as possible, and can advise Members that you could commit a further £200,000 from your Capital Programme without affecting currently approved projects. It is likely that even a reduced Phase 2 contract will cost in excess of £200,000, and officers continue to try to secure external funding to make up this gap.

Further reports will be brought to you when a final contract for Phase 2 has been agreed.

Additional capital allocation for this report would be met from uncommitted expenditure in the Rural Regeneration Fund for 2009/10 and 2010/11.

The Mall

The Mall, linking Dalton Road to Duke Street continues to be an eyesore on the Southern edge of the town centre. Retail units in the central part have been difficult to let and only three tenants occupy units at the Duke Street and Dalton Road end of the street.

Improvements to the Mall form a key objective for the Council in 2009/10, and I recommend a capital allocation of £200,000 to be met from investment/contingencies in the 2009/10 programme is made.

There are significant constraints to improvement, and officers are currently assessing these and will present Members with a fully worked up proposal at a future meeting.

Advance Workspace Provision

The Council has agreed to ring fence £3m of Working Neighbourhood Fund towards provision of advance factory units. £624,000 of this allocation, matched against European Regional Development Fund (ERDF) has been used to build the recently completed workspace at James Freel Close. In addition officers have commenced pre development works on the vacant site adjacent to Waterside House to provide an extension of the small supported managed workspace project and provide additional larger footprint advance workspace units. The budgeted cost of this development is £3m. An Expression of Interest for ERDF has been submitted at an intervention rate of 40%. If this application is successful, the budgeted costs would require a call of £1.8m on Working Neighbourhood Fund, leaving a residual of £549,360 from the £3m ring fenced allocation.

Ramsden Business Park is the first phase of the Waterfront Barrow Business Park, which has been remediated and serviced. Despite attempts to encourage the private sector to develop the site, no viable proposals have been forthcoming, and the only remaining option is for the public sector to lead development of the early stages of the business park.

Officers have indicated to West Lakes Renaissance that the Council would be willing to act as developer for the site.

In order to progress the first units on Ramsden Business Park, officers have agreed the principle of a £6m development fund with West Lakes Renaissance comprising £2m Working Neighbourhoods Fund; £2m West Lakes Renaissance Programme and £2m of ERDF over a two year period commencing April 2009. This proposal was supported at the first meeting of the Barrow Vision Board. The approval of the WLR Board will be required, however there are resources earmarked in the WLR Business Plan to meet the suggested contribution.

£1.769m of WNF remains unallocated over the three year programme.

The Borough Council Working Neighbourhood Fund contribution of £2m will be drawn from the £549,000 residual funding in the agreed advance workspace allocation and £1,451,000 drawn from the £1.769m of unallocated WNF.

Assuming all WNF projects, including the above spend the resources allocated, there is an unallocated balance of £318,000 of WNF across the three year programme.

(i) Legal Implications

No legal implications to recommendation.

(ii) Risk Assessment

Construction phase of the projects will identify arrangements for managing risk

(iii) Financial Implications

All three recommended variations can be met from existing resources

(iv) Health and Safety Implications

Individual projects will be notifiable works covered by the construction design and management regulations 2007

(v) Key Priorities or Corporate Aims

KP1 – Create a safer, cleaner Borough and reduce the gaps between the priority wards and the average

KP4 – Support Economic regeneration

(vi) Equal Opportunities

No implications

Background Papers

Nil

EXECUTIVE COMMITTEE	(D) Agenda Item 20
Date of Meeting: 8th April, 2009	
Reporting Officer: Director of Regeneration and Community Services	
Title: Barrow Port Area Action Plan - Proposed Submission Document	
Summary and Conclusions:	
The purpose of this report is to present to Members the Proposed Submission Barrow Port Area Action Plan.	
Recommendation:	
<ol style="list-style-type: none">1. To agree that subject to the receipt of the final Sustainability Appraisal/Strategic Environmental Assessment and the Appropriate Assessment showing that the Plan will not adversely affect the integrity the Morecambe Bay SAC/SPA, and subject to any typographical/factual updating; the Proposed Submission version of the Barrow Port Area Action Plan and accompanying documents be agreed for publication in accordance with the relevant regulations and the Council's SCI; and2. To agree that the Director of Regeneration and Community Services be granted delegated powers to make minor changes to the document in the light of representations received and submit the document and all relevant supporting information to the Secretary of State, for independent Examination.	

Report

The Area Action Plan

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

Development Plan Documents (DPDs) set out land allocations and planning policies for all or specific parts of the Local Planning Authority's area. Once adopted, DPDs have the status of being part of the 'development plan' under the relevant Act. Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Area Action Plans (AAPs) are a type of DPD relating to a specific part of the Local Authority's area where significant change is envisaged.

As proposed in the Council's revised 2007 Local Development Scheme (LDS), the Barrow Port AAP is to be progressed ahead of the Council's Core Strategy.

A Sustainability Appraisal (incorporating a Strategic Environmental Assessment) required to accompany the AAP, has been prepared by consultants working closely with the Council's Local Development Framework team. Although the final Appraisal report is not yet complete, no further changes to the AAP are to be recommended.

An Appropriate Assessment, which is also required in view of the likely significant effects of the Plan on the European nature conservation sites (the Morecambe Bay SAC and SPA), is also being prepared by consultants commissioned on behalf of the Council by West Lakes Renaissance. This Assessment report is not yet complete. The Assessment needs to ascertain that the Area Action Plan will not adversely affect the integrity of the European Sites(s). Indications are that this will not be the case, but this will need to be confirmed before the Plan is published. Should a negative Assessment result, the Plan could still proceed if it could be argued that there are 'imperative reasons of overriding public interest, including those of a social or economic nature'.

Consultation

A brief summary of the consultation in respect of the Area Action Plan's preparation is set out in the document (pages 4 & 5). Changes to the Regulations governing production of LDF documents occurred in 2008, and the latter stages of the Area Action Plan's preparation are governed by these new Regulations.

Consultation on Preferred Options

Following Committee approval of the Preferred Options Draft of the AAP in July 2007, the document was published for formal public participation over a 6 week period from 3 August to 14 September 2007, during which time exhibitions of the proposals were held at Barrow Island and at Forum 28. At these exhibitions, Planning Officers were in attendance to explain the proposals and answer questions.

All written comments received within the consultation timescales set out, and the recommended responses to these, are included at **Appendix 6**. Those written comments received shortly after the close of the consultation period are also included for member's information. All comments, including those made verbally at the exhibitions and in informal meetings, citizens' panels and discussions, have been given consideration; but only those received in writing and in time, have a detailed response.

The Proposed Submission Document

The 'Proposed Submission Document' AAP and a small scale copy of the Proposals Map are attached at **Appendix 7**. (A full size version will be on display at Committee.) The recommended Document includes changes resulting from the Preferred Options consultation, the adoption of the revised Regional

Spatial Strategy (on 30 September 2008), the revision of the Sustainable Community Strategy, and events on the ground.

Planning Policy Working Group

A meeting of the Planning Policy Working Group is to be held on 6 April. The Working Group's comments will be presented verbally.

Publication of Proposed Submission Document

The Council is next required to publish the 'Proposed Submission Document' for representations, over a six week period, followed by its submission to the Secretary of State for independent Examination. These final representations will be considered by the Inspector during the Examination, either as written representations or at an oral hearing for those who wish to attend in person.

If as a result of representations received, the Council wishes to make changes to the Document, it may need to repeat this last publication stage before submitting it, depending how significant these changes are. Minor changes which are not considered to raise fundamental issues of soundness or require re-consultation can be suggested by the Council as an attached schedule of changes, which are then submitted to the Secretary of State alongside the Document.

The Examination

The Examination assesses whether the Document is 'sound'. To be found 'sound' Planning Policy Statement (PPS) 12 advises that the DPD must:

- a) Comply with the legislation; and
- b) Satisfy the other tests of soundness set out PPS12 which are:-

The DPD should be 'justified', 'effective' and 'consistent' with national policy.

"Justified" means that the document must be:

- founded on a robust and credible evidence base
- the most appropriate strategy when considered against the reasonable alternatives

"Effective" means that the document must be:

- deliverable
- flexible
- able to be monitored

After the Examination, the Council will receive a binding report from the Inspector, and the Council would be expected to adopt the DPD, if found sound, in accordance with the Inspector's recommended changes.

(i) Legal Implications

None

(ii) Risk Assessment

There is a risk that the Plan will be found unsound as many others have been. Officers have tried to minimise all such risks as far as they are able, including taking advice from GONW. Of particular importance to its soundness is the commitment of the Council and its partners to deliver the strategy set out. Although officers are content they have complied with the current legislation in the preparation of the Document, many Local Authorities are struggling to progress and achieve adoption of their DPDs.

(iii) Financial Implications

LDF progression may be used to award certain elements of the Housing and Planning Delivery Grant – although this particular DPD is not currently set to receive any award for progression.

(iv) Health and Safety Implications

None.

(v) Key Priorities or Corporate Aims

Key aims:

2 - Investing in our economic future

3 - Creating an enhanced quality of life for local residents

4 - Developing safe confident and socially inclusive community

Key Priorities 2008-2011

KP 1 - Create a safer, cleaner, greener Borough and reduce the gaps between the priority wards and the average

KP 2 - Meet the housing needs of the Borough and make decent housing more accessible

KP 4 - Support Economic Regeneration

KP 6 - Expand facilities and activities for young people

(vi) Equal Opportunities

None.

Background Papers

Correspondence held by the Director of Regeneration and Community Services.

Barrow Port Area Action Plan: Responses to Preferred Options Consultation and Recommended Responses

Ref:	Consultee	Comments Received	Recommended Response
2	Natural England	<p>Thank you for your letter dated 3 August 2007 consulting Natural England on the Draft Preferred Options and the associated Sustainability Report and Habitats Regulations Assessment Screening.</p> <p>As you know, Natural England has been formed by bringing together English Nature, the landscape, access and recreation elements of the Countryside Agency and the environmental land management functions of the Rural Development Service (RDS).</p> <p>Natural England has been charged with ensuring that the natural environment is conserved, enhanced and managed for the benefit of present and future generations. Our responsibilities specifically relate to biodiversity, geodiversity, environmental land management, landscape, recreation and access interests in rural, urban, coastal and marine areas.</p> <p>Our comments below broadly follow the structure of the Preferred options Report.</p> <p>Section 1: Introduction</p> <p>We note that the Area Action Plan is being prepared in the context of the Revision to the Regional Spatial Strategy (RSS). As you know, the report of the Panel which conducted the Examination in Public of the RSS places considerable weight on its proposed new policy EM1 and we would wish the Panel's report to be taken into consideration at as early a stage as possible, rather than waiting for the RSS to be adopted before revising the context.</p> <p>Section 2: The Action Plan Area Today</p> <p>The Ports/Docks Key Issues and Opportunities We support, of course, the statement that 'the sensitive eco-systems in Cavendish Dock should be protected' (paragraph 2.3.4).</p> <p>The Waterfront Key Issues and Opportunities Reference should be made here to the reptile species on the derelict and vacant land, for which mitigation measures should be included in the plan and in individual development schemes</p>	<p>The Preferred Options draft of the Area Action Plan (AAP) was developed in line with the Submission Draft of the Regional Spatial Strategy as this was the relevant document at the time. The Submission Draft of the AAP has been updated in accordance with the now adopted RSS.</p> <p>The Council considers the Action Plan to be in general conformity with the RSS and the now adopted Policy EM1.</p> <p>Section 2: It is important to note that Section 2 of the AAP summarises the issues and opportunities and constraints and does not set out policy. Policy is set out in the later in Sections 3 to 5.</p> <p>2.3.4 Bullets: Comment and support noted.</p> <p>2.3.6 Bullets: Reference to the biodiversity value of vacant land and presence of reptile species has been added. Mitigation requirements are more appropriately dealt with in the Policy Sections 4 and 5. The AAP expects that developers</p>

Barrow Port Area Action Plan: Responses to Preferred Options Consultation and Recommended Responses

	<p>(2.3.6). Developers should be required to meet mitigation requirements in full, in accordance with Natural England's advice.</p> <p>Residential / Community Key Issues and Opportunities We agree with the issues included here but we consider that the need to provide for a network of green spaces to serve the community should also be included in this section (2.3.11).</p> <p>Vacant, Underused and Derelict Land: Key Issues and Opportunities There should be reference to the opportunities for the creation of habitats for protected species. Again, reference should specifically be made here to the reptile species on part of the derelict and vacant land, for which mitigation measures would be needed (2.3.17).</p> <p>It should be noted that common lizards and slow worms, both present on Barrow Island, have been added to the UK BAP Priority Species list. We ask that the Action Plan is amended to reflect this.</p> <p>Section 2.4: Socio-Economic Profile</p> <p>We note that residents of the area believe their health to be poorer than the rest of Barrow (paragraph 2.4.11) and, as the recent report from the Royal Commission on Environmental Pollution points out, the presence of local greenspace has an important beneficial influence on health.</p> <p>We consider that the list of Key Issues and Opportunities (page 15) should specifically refer to greenspace in relation to the 'significant limitations in the current ability of the area to provide the kind of recreational and leisure opportunities that a sustainable community will require'.</p> <p>Section 2.5: Environmental Quality</p> <p>We welcome the recognition here, and elsewhere in the plan, of the substantial environmental assets for nature conservation that both abut and are partly included in the area.</p> <p>2.5.3: Biodiversity and Nature Conservation: Key Issues and Opportunities This section rightly draws attention to the international, national</p>	<p>will work closely with Natural England and take advice from a qualified ecologist and undertake appropriate ecological surveys and implement appropriate mitigation measures as necessary (paragraph 4.4.10). The AAP rightly includes policies requiring open space and landscaping which "enhances and/or provides mitigation against loss of biodiversity" and "contributes to a network of 'green infrastructure'" (Policies BP2 and BP13); Text has also been added to the Key Sites sections. However, the AAP rightly does not include specific mitigation strategies, which are not appropriate for a policy document; and are more properly determined at the planning application stage when layout and building design will influence the location, extent and detailed design of landscaping and mitigation works.</p> <p>2.3.11 Bullets: Reference to provision of public and private open space has been added.</p> <p>2.3.17 (now 2.3.18) Bullets: Reference to the biodiversity value of vacant land and presence of, and need to safeguard protected species, has been added. A new section on Protected Species and Priority Habitats and Species has also been added at 2.5.4.</p> <p>Section 2.4 Bullets (Page 17): Text has been amended to clarify that leisure facilities include open space.</p> <p>Section 2.5 Environmental Quality (Pages 17 and 18) Comment noted.</p> <p>Biodiversity and Nature Conservation Bullets (Page 18): The text has been amended and additional text added, but the wording still needs to reflect the different weight and</p>
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	<p>and local designations. The 'key issues and opportunities' state that 'all developments will need to protect and minimise the impacts on these natural assets' but we believe that the aim should be to 'protect and enhance these natural assets', not merely 'minimising impact'. There are opportunities, as we have pointed out elsewhere in this letter, for protection and enhancement of biodiversity outside of the local, national and international designations, including opportunities for habitat creation.</p> <p>Cumbria BAP habitats include Reedbeds. There is extensive reedbed adjacent to Cavendish Dock within the County Wildlife Site. We ask that all Cumbria and UK BAP Priority Habitats and Species be acknowledged.</p> <p>2.5.12 to 2.5.15: Landscape We support proposals to conserve and particularly enhance the character of the area, contributing to local distinctiveness. To help ensure this, the plan should seek to achieve what would be appropriate in each location.</p> <p>Key Issues and Opportunities (pages 18 and 19) We support the objectives to 'protect existing significant views' and, of course, to 'improve access to areas of open space' where possible. We welcome tree planting where possible in sheltered locations where trees would be appropriate, and welcome and fully support the need and opportunity to 'protect and enhance the ecological value of the area'.</p> <p>2.6: Transport and Movement: Key Issues and Opportunities We welcome the aspiration to open up public access to the waterfronts where appropriate, and we strongly support the provision of pedestrian and cycle routes, as well as public transport.</p> <p>Section 3: Strategic Vision and Objectives</p> <p>We do of course welcome the enhancement of the natural environment, which forms part of the vision; this brings with it not only environmental but also economic and social benefits.</p> <p>While we support the aims of improving accessibility and physical and social integration (point 5, page 26), we have some concerns about the reference to 'additional leisure craft' in the final bullet</p>	<p>legislative/policy tests applicable to the various designations and biodiversity interests.</p> <p>The Reedbeds are within the County Wildlife Site. Reference has been added at paragraphs 2.5.4 to 2.5.6 to the BAP Priority Habitats and Species outside the designated sites.</p> <p>Landscape Bullets (2.5.14-17): Landscapes guidance that is appropriate for each location is considered in Section 5 - Key Sites. Support for the Bullets noted.</p> <p>Transport Bullets: Support for opening up public access and provision of pedestrian and cycle routes and public transport noted.</p> <p>Section 3: Strategic Vision and Objectives Support for the Vision (which has been reworded) noted.</p> <p>Strategic Objective 5 - final Bullet: Text amended to add 'appropriately managed'.</p>
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	<p>point under point 5, if the leisure craft were to be jet skis or power boats. Such craft could have an adverse impact on the bay area by reason of noise and disturbance, as well as abrasion of the salt marsh if boats were to stray from the channel.</p> <p>We note that Objective 6 has the aim of ‘prudently using, and ensuring protection and enhancement of the natural and built environment’. We support, in particular, the clear statement that the council will seek to ensure that the natural environmental assets are preserved and enhanced.</p> <p>Section 4: Preferred Options for Area-wide Policies</p> <p>Policy BP2: We support policies promoting sustainable design and construction. However, in relation to ‘building design and layout’ we consider that to ‘have respect to natural setting’ should encompass landscape as well as nature conservation interests.</p> <p>In relation to ‘security’, in this policy, we recommend that the issue of security lighting for individual houses should be included. While we recognise the importance of crime prevention in design, we consider that guidance for and control over security lighting attached to individual houses is needed in order to avoid unacceptable and preventable impacts on the natural environment, particularly the bird population. Appropriate design, siting, installation and control of such lighting can minimise any negative impacts. Removal of permitted development rights (Policy BP3) might assist with this.</p> <p>BP4: Developer Contributions: In accordance with our environmental interests, we very much support contributions from developers being required for cycle and pedestrian improvements, landscape works, open space, biodiversity mitigation and enhancements, amongst others.</p> <p>Section 4.3: ‘Environmental Protection’, should be reworded to ‘Environmental Protection and Enhancement’ in accordance with our own and national policy, as recognised in the first sentence of paragraph 4.3.1 and in paragraph 4.3.7.</p> <p>BP6: Conservation of the Natural and Built Environment: We suggest that the policy makes reference to conserving and enhancing biodiversity ‘in accordance with both the UK and Cumbria Biodiversity Action Plans’.</p>	<p>Strategic Objective 6: Support noted.</p> <p>Policy BP2: References to landscape setting and to lighting being appropriate have been added.</p> <p>Support for Policy BP3 noted.</p> <p>Support for Policy BP4 (now BP15) noted.</p> <p>4.3 (now 4.4): Has been re-titled as suggested.</p> <p>Policy BP6 (now BP4): The policy has been amended to add reference to maintaining and enhancing biodiversity, whilst still recognising the appropriate weight of the various designations.</p>
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	<p>This policy should also include landscape as well as nature conservation in relation to the 'natural and built environment'.</p> <p>BP7: Environmental Management: We support the principles underlying this policy, and support the provision of appropriate renewable energy technologies for domestic properties.</p> <p>BP10: Tourism/Leisure Facilities: We support in principle the provision of better access and provision of educational/interpretation facilities at Cavendish Dock, and ask that the text includes that the scheme should be developed in co-operation with Natural England and the Wildlife Trust.</p> <p>BP12: Improving Connectivity: We very much support measures, point (i), to improve accessibility by public transport, and to promote pedestrian and cycle networks within the area and connecting to the wider networks.</p> <p>BP14: Public Realm/Open Space: We support references to new public open spaces in this policy. We would wish this to be planned as a network of multi-functional open spaces, including wildlife corridors and habitats. The publication of one of our founding bodies, Accessible Natural Greenspace Standards, would help in setting standards for this.</p> <p>Section 5: Preferred Options for Opportunity Areas and Key Sites</p> <p>Many of the points made above are, of course, relevant to Section 5, which sets out the preferred options for key sites. We have therefore set out below only the additional points for each area.</p> <p>5.2.54 Dockside: We believe that the aim should be to avoid, rather than to 'minimise', the environmental impact on Cavendish Dock.</p> <p>However, we welcome and endorse:</p> <ul style="list-style-type: none"> - 5.2.7 in relation to Walney Channel (last bullet point) ensuring the requirements of the Habitats Directive are met; - 5.2.30 (bullet points 7 and 9): the statements aimed at the protection of the ecological interest of Cavendish Dock and the management of Japanese knotweed within the proposed Marina 	<p>Policy BP7 (now BP5): Support noted.</p> <p>Policy BP10 (now BP9): The policy and guidelines for Cavendish Dock are set out in Section 5 - Key Site 3. Policy BP9 merely highlights the contribution of the project to tourism/leisure.</p> <p>Policy BP12 (now BP11): Support for provision of pedestrian and cycle routes and public transport is noted.</p> <p>Policy BP14 (now BP13): This Policy has been amended, and as an Area Action Plan, the requirements for specific sites are set out in Section 5.</p> <p>5.2.54 (Now Dockside - Page 67): It is not considered possible to avoid any impact on Cavendish Dock. As a European sites, the requirement is that the plan should not adversely affect the integrity of the site concerned. The guidance goes on to explain how this can be achieved and how other natural assets can be protected and where possible enhanced.</p> <p>Support noted for the following:</p> <p>5.2.7: in relation to Walney Channel (now penultimate bullet point);</p>
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	<p>Village Site;</p> <ul style="list-style-type: none"> - Policy BP18: Marina Village Housing: The statements requiring protection of the integrity of the environmental designations at Cavendish Dock and provision of a network of open space; - 5.2.45: 'Working with Nature', a creative approach to nature conservation both on and off the proposed Marina Village site to increase biodiversity and protect Cavendish Dock. - 5.2.48: 'Sense of Place', the aim to create a strong and distinctive sense of place; - 5.2.106 and 110: We support the aims in both paragraphs but would also wish to see reference to the need to control security lighting on individual houses, as we have set out above; - 5.2.112 to 118: Sustainability: we strongly support the statements in this section, including the requirements to protect and enhance biodiversity, landscape and greenspace wherever possible (5.2.115); - Policy BP19: Land at Cavendish Dock: we support the enhanced public access to Cavendish Dock subject to the points stipulated after CD1 and CD2:, including that 'all developments should be designed sensitively to prevent damage to the environmental designations at Cavendish Dock'; in our view, the policy should also say that 'schemes should be appropriate to its nature conservation status'; - We welcome the statements in paragraphs 5.2.124, 129 and 145 in relation to protecting Cavendish Dock; - 5.2.173, first bullet point: (in relation to the Salthouse Housing proposal) and, in BP21, the stipulations that the development should set aside land for landscaping adjacent to Cavendish Dock and should be designed sensitively to prevent damage to Cavendish Dock; 5.2.194: Public Space/Landscape: we do of course, support the use of native plants and trees in designing green spaces adjacent to sensitive landscapes, as set out in this paragraph, but would suggest that the words 'indigenous to the area' be added. 	<p>5.2.30 (now 5.2.16): Bullet points 7 and 9 (now 7 & 10);</p> <p>Policy BP18 Marina Village Housing - j) and m);</p> <p>5.2.45 (now Design Principles page 66): 'Working with Nature', This section has been slightly reworded.</p> <p>5.2.48 (now page 66 'The Character Areas & A Sense of Place'): the aim to create a strong and distinctive sense of place;</p> <p>5.2.106 and 110 - lighting (now 2nd & 4th bullets on page 75);</p> <p>5.2.112 to 118 (now page 71): the text regarding Sustainability has been amended;</p> <p>Policy BP19 (and what is now point 6): Land at Cavendish Dock. Further design guidance has been added to clarify the development that would be appropriate;</p> <p>5.2.124 This paragraph had been deleted as the points are considered to be adequately covered elsewhere. 5.2.129 is now 3rd bullet on page 80 and 5.2.145 is now 5.2.40 last bullet;</p> <p>5.2.173, (now 5.2.49) first bullet point and in BP21 d), e) and f), which have been amended to give greater clarity; and</p> <p>5.2.194 (now 5th bullet on page 92): The existing phrasing is considered sufficient to express the point.</p>
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		<p>SUSTAINABILITY REPORT AND HABITATS REGULATIONS ASSESSMENT SCREENING REPORT Separate responses are to be made to the Sustainability Report and to the HRA Screening Report. Rosie Baynes in our Kendal Office will write to you shortly with our views on these.</p> <p>Further Information Please let me know if you have any questions on our response.</p>	<p>Sustainability Report (SA) and Habitats Regulations Assessment Screening Report (AA): See separate response.</p>
4	English Heritage	<p>I refer to your letter dated 3rd August 2007 consulting English Heritage on the preferred options draft of the Barrow Port AAP.</p> <p>English Heritage supports the Strategic Vision for the Barrow Port Area set out in the document and we highlight the role which the area's significant heritage assets can play in achieving a sustainable future for the area. We welcome the statement that "the council is fully committed to the protection and enhancement of the natural and built heritage within the Area".</p> <p>Section 2 of the document sets out key issues and opportunities for the area. The historic environment features in a number of sub-sections. It is important the historic environment is handled in a integrated and holistic manner, and within this area conservation led regeneration is a key theme. The sub-section on Historical Evolution notes the importance of the conservation areas, listed buildings and the Victorian industrial and residential character of the area. Conservation Area Appraisals and Management Plans will provide important baseline information and are mentioned in paragraph 4.3.4. It would be useful to include these as background documents. A key issue is securing the future of the listed and un-listed tenement buildings and this should be included here. It could be helpful to draw together the future for Egerton Court buildings mentioned in The Waterfront sub-section and Salthouse Mills mentioned in the Industrial/Commercial Uses sub-section.</p> <p>The sub-section on Residential/Community refers to "the need to balance improvements with the important historic assets of the area". It is not clear here on what basis this "balancing" is to be undertaken. English Heritage would see conservation led regeneration as a sound basis for the future of the area. Again Objective 6 refers to the balancing of the requirement for new investment with impact on built assets. The companion guide to PPS 12 refers instead to reconciling conservation objectives with</p>	<p>English's Heritage's support for the Vision is noted. The precise wording of the Vision and the text English's Heritage specifically refers to, has been amended in part as a result of other comments received; but the commitment remains.</p> <p>The Conservation Area Appraisal for Barrow Island forms part of the evidence base and is available on the Council's website. The study on Egerton Court mentioned in the Preferred Options document is now complete. The policy for these sites is set out in Policy BP4 and Section 5 - Key Sites. Policy BP25 supports the retention of the Barrow Island tenements, including Egerton Court, and radical intervention measures, providing these are justified and of a quality compatible with the buildings' architectural and historic importance.</p> <p>The text (of the first bullet point under 2.3.11) referred to by English Heritage and the bullet points under Objective 6 have been amended to better reflect the constraints and opportunities provided by the historic assets. The companion guide to PPS 12 referred to by English Heritage has now been cancelled.</p>

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	<p>sensitive development. Safeguarding and building upon the area's heritage assets should be an integral part of developing proposals for the area and we welcome that statement that the 'development approach should protect the existing assets of the area'.</p> <p>The sub-section covering Urban Design Analysis refers to "some loosening of existing grain" it is not clear what this means and how it has been informed by the characterisation of the area.</p> <p>Section 4 of the document sets out development principles and Policy BP1 Promoting Comprehensive Development refers to "redevelopment" in the first line of the policy. English Heritage would support the promotion of a comprehensive approach to the development of the area but I suggest an addition to the bullet points in the policy to address the need to promote and secure the use and enhancement of existing buildings of architectural and historic interest.</p> <p>English Heritage supports the 'design led approach' set out in policy BP2. The section on Key Site 6 - Waterfront Business park includes illustrations of new buildings. It is important for the AAP to set a higher level of ambition than these architectural precedents, one informed by the distinctive characteristics of this part of Barrow. I suggest that the Graduate Centre at the West Lakes Science Park could act as a local benchmark for design and quality. The scale of development should be appropriate to scale of the surrounding townscape/buildings for example it would be different in an area of terraced housing to that adjacent to the tenement blocks. The form, roofscape and materiality must be appropriate to Barrow.</p> <p>Policy BP4 addresses developer contributions, I suggest that contributions to the conservation and enhancement of buildings of architectural or historic interest also be added, and there may also be opportunities for interpretation of the areas historic environment promoting access and understanding.</p> <p>Policy BP6 specifically covers the historic environment and covers the issue of demolition of listed and locally important buildings. Given the scale and level of detail of this Development Plan Document I suggest it would be appropriate to set out whether or not there are likely to be any "exceptional circumstances" necessitating the demolition of such buildings. The focus of the</p>	<p>This text has been replaced.</p> <p>English Heritage's support for the comprehensive approach sought by Policy BP1 is noted. Redevelopment here will include reuse and restoration as well as new build. Specific reference to buildings of architectural and historic interest is considered to be more appropriately dealt with in Policy BP4.</p> <p>English Heritage support for the 'design led approach' set out in Policy BP2 is noted. Policy BP2 states that "building design and layout must ... respect existing, or locally characteristic street layouts, scale and massing..". The 'Graduate Centre' (West Lakes Research Institute) suggested as a benchmark by English Heritage, is currently being rebuilt. Some additional illustrations from the West Lakes Businesses Park have been added to this section, although it is important that development is unique to this Waterfront location in Barrow. The images used are simply to convey an impression the quality expected, which the text describes in some detail.</p> <p>Policy BP4 (now BP15). Text has been added as suggested (final bullet point).</p> <p>Policy BP6 (now BP4). There are not expected at this time to be any exceptional circumstances requiring the demolition of listed or unlisted building which make a positive contribution to the Conservation Areas. The policy for the future of the unlisted Salthouse Mills is set out in detail in the proposals for Key Site 5, which has been amended. This section clearly</p>
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	<p>policy should include securing the beneficial use of listed and other buildings of historic and architectural importance. Policy BP21 refers to the future of Salthouse Mills. The bullet point in the policy says that the future of the mills should be appraised, for clarity it is also important that the significance of the mills complex is assessed in order to inform development decisions.</p> <p>We welcome the preferred option for the route of the Western Dock Access Road and that the route involving the demolition of Egerton Court has been rejected. In more general terms, concerning the sustainability of the historic environment, the connectivity between the existing housing area and the proposed development should be maximised with the permeable grain of the existing tenement/terraced area informing the new development areas.</p> <p>Key Site 8 - Barrow Island Housing includes part of the conservation area, Grade II* and II listed buildings together with other important buildings. The conservation area appraisal covers part of the housing area, it would be useful to extend this characterisation to the remainder of the housing area. Paragraph 5.3.110 draws the conclusion that the approximately 50% vacancy rate for the tenement style flats in the area illustrates an oversupply of this type of housing. The vacancy rate may also be a consequence of the condition of the flats, prevailing social conditions and absentee landlords. It is important to consider potential as well as current rental levels.</p> <p>Policy BP25 refers to selective demolition. It would be appropriate for an Area Action Plan to indicate where such demolitions may take place. The policy wording should also be firmed up rather than "may also cover" "the improvement of existing properties" the positive improvement of these important listed buildings should be actively promoted and sought, in line with the intentions for the historic environment set out earlier in the document. The phrase "within powers and resources available" gives no certainty for the future of the area.</p> <p>English Heritage recognises that the Barrow Port Area faces significant challenges and supports the Council in seeking a future for the area which looks after its heritage assets. It is important that the AAP is implemented in the round and that new development opportunities are taken forward alongside the regeneration and enhancement of its historic buildings and areas.</p>	<p>indicates that the Mill complex is of some architectural and historic interest and its potential is recognised and its retention sought, if this is still practicable.</p> <p>English Heritage's support for the route of the Western Dock Access Road is noted. Planning permission for the preferred route has been granted and construction is well underway.</p> <p>The Conservation Area Appraisal for Barrow Island and the Egerton Court Study mentioned in the Preferred Options document forms part of the evidence base. The AAP itself, in conjunction with the Conservation Area Appraisal, is considered to include a characterisation of the of Barrow Island residential area. The reference to vacancy (now in 5.3.36) has been amended. It is agreed that the causes of vacancy are a combination of factors, including supply issues, condition and location.</p> <p>The reference to selective demolition has been removed as no demolition is currently planned. The policy wording has also been amended to clarify the extent of the known interventions, and to provide guidance should any other proposals come forward.</p>
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6	Strategic Rail Authority, c/o Network Rail	<p>(Comments were sought from and sent by the Strategic Rail Authority, c/o Network Rail. The relevant consultee is now the Secretary of State for Transport.)</p> <p>Network Rail supports the Masterplan, in particular the proposals for Marina Village Housing, which includes land in our ownership.</p> <p>The active freight route running adjacent to Cavendish Dock will be retained and is currently in use 24 hours a day, although rail traffic is occasional. The section of the line which contains two tracks (the run around) will also be retained. Network Rail land to the North of this could potentially be available for release as part of the masterplan.</p> <p>Network rail is currently investigating the potential to reintroduce a northern arm of the freight line to join the Barrow line at salthouse junction, effectively creating a triangle of tracks in this location. We would welcome discussion with the council about how this would fit in with the Masterplan.</p> <p>Wherever reference is made to Railtrack, as in Paragraph 2.6.5, this should be changed to Network Rail.</p> <p>Further clarification 14/04/08: I have spoken to colleagues about the Barrow Port AAP and I don't think that we would require a full meeting. Instead I have taken their comments on board and can provide you with the following details instead.</p> <p>The existing Network Rail ownership is shown on the attached plan (the green areas around the tracks).</p> <p>The tracks in this location currently consist of -</p> <p>a) line from Barrow-in-Furness Station which runs southwards, before arching eastwards towards the main lines at Salthouse Junction.</p> <p>b) line from Salthouse Junction which runs towards the docks, as this line turns southwards at Cavendish Dock it is no longer in Network Rail ownership.</p>	<p>Comments noted. Network Rail were contacted to seek clarification of their comments and forwarded further comment as set out.</p> <p>The references to Railtrack have been amended.</p>
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		<p>c) small run-around track to the northern side of the dock line, this allows an engine to move from one end of a train to the other.</p> <p>Network Rail wishes to retain all sections of these tracks and has previously contacted the County Council regarding the likelihood of an additional section of track running from the Cavendish Dock area northwards towards the Station being reinstated, in effect creating a triangle of tracks in this area (as shown on plan). It is understood that this used to be the case, but a large proportion of this land is no longer in Network Rail ownership. For it to be reinstated the land would need to be purchased and the track built, there is an obvious cost implication here that Network Rail cannot fund. Should there be a will to reinstate this; the funding would have to come from other public bodies or a private company who wished to run trains along this line directly to the docks. At present there has been no interest in this; however it needs to be considered in this instance as any development of this land for housing would in effect permanently remove the chance of this rail chord being reinstated in future.</p> <p>In principle Network Rail would be willing to sell land currently in its ownership for redevelopment. The area of existing tracks outlined above will all be retained, along with a strip of land adjacent to the tracks for vehicle access for maintenance. Land outside this could in principle be disposed of. I have drawn on the attached plan a potential area for disposal which could be indicated on your Masterplan. For Network Rail land to be sold it must undergo consultation processes both internal and with the Office of Rail Regulator, this can take in excess of 6-12 months.</p>	<p>Whilst noted as a possibility, there are no firm plans by Network Rail or any other organisation to reinstate the triangle, which would be on land currently in the Council's ownership. Nor are there any plans supported by the County Council through the Local Transport Plan. It is not therefore considered appropriate to leave this land for such an eventuality, given the alternative beneficial use and remediation proposed. The design guidelines for Marina Village suggests that sports and leisure facilities and open space/allotments be located in this area, rather than housing. In the unlikely event of the track being reinstated, there would therefore at least be the possibility of these facilities being relocated at the developer's expense, rather than having to demolish new homes.</p>
8	North West Regional Development Agency	<p>Thank you for your letter dated 3 August 2007 inviting comments on the above plan. The Northwest Regional Development Agency welcomes the opportunity to respond.</p> <p>The Regional Economic Strategy's Vision is of 'A dynamic, sustainable international economy which competes on the basis of knowledge, advanced technology and an excellent quality of life for all where (amongst other things) the economies of East Lancashire, Blackpool, Barrow and West Cumbria are regenerated'. Elsewhere (page 33) the RES identifies Barrow as a district with high concentrations of worklessness remote from</p>	

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	<p>major areas of growth. The port's remoteness from major markets was identified as a constraint in our study of 'North West Ports - Economic Trends and Land Use' (October 2005) prepared by consultants MDS Transmodal and Regeneris. The Ports study also identified that the port has significant amounts of development land available and referred to its potential for regeneration and marine related tourism.</p> <p>RES Action 49 is to develop and implement the Barrow Masterplan, including support for marine and leisure developments. This is one of the transformational, or priority, actions that are seen as fundamental to achieving the outcomes identified in the RES Vision.</p> <p>The Agency therefore welcomes the preparation of the Barrow Port Area Action Plan as a means of giving statutory status to the planning policies and land use allocations through which the Port Masterplan will be implemented.</p> <p>The Agency broadly welcomes and supports the strategic vision and spatial strategy for the area (as set out in Policies BP SV1 and BP SV2 respectively). However, neither policy makes reference to the need to support the operation of the commercial port. Whilst this is covered in Policy BP9, it is clearly a key element of the Plan and one which merits an acknowledgement in the overall vision/strategy.</p> <p>The Agency supports the comprehensive approach to the area's development advocated in Policy BP1 and the design-led approach set out in Policy BP2. On a point of detail, however, the wording of the 2nd sentence of Policy BP2 requires further consideration. This states that the subsequent requirements (in respect of BREEAM, layout, density, security and accessibility) are minima, in which case the words 'as appropriate' would appear to be superfluous.</p> <p>In relation to Policy BP4 on developer contributions, we suggest that the final sentence is revised to read "In all cases, contributions will be reasonably related to the proposed development in scale and kind". This wording would be more consistent with Circular 05/2005.</p> <p>The preferred land use options and allocations, as shown on the Proposals Map and detailed in Section 5 of the consultation paper,</p>	<p>NWDAs support for the Area Action Plan, as developing and implementing the Barrow Port Masterplan with which the Agency was closely involved, and its accordance with the RES Action 49, is noted.</p> <p>Paragraph 3.1.5 of the Preferred Options document (now 3.1.3) affirms the Council's commitment to protecting the continued commercial asset of the operational port within the context of the comprehensive development of the Port Area. Policy BP9 (now Policy BP8) of the Preferred Options reflected this intention but has been reworded to improve its clarity and to reflect the policies of the now adopted RSS. The NWDA's point about the merits of inclusion this within the Strategic Vision (Policy BPSV1) is accepted as this is a key element of the future of the Action Plan Area and Policy BPSV1 has been reworded accordingly. Similarly, reference to the port-retained land has been added to Policy BPSV2.</p> <p>Policy BP2. The odd wording of the sentence referred to in the Preferred Options document has been amended. However, policy text which clarifies that the minimum requirements will not be relevant to all applications is proposed to be retained, as this is a DPD which will be relevant to the determination of even minor applications.</p> <p>Policy BP4 (now BP15). Additional text has been added to the Policy preamble in line with Circular 05/2005.</p> <p>Table 6.1 has been amended to reflect NWDA's contribution.</p>
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		<p>reflect the Barrow Masterplan in which the Agency was closely involved. We have no specific comments on the detail of these policies.</p> <p>Paragraph 6.1.6 identifies relevant funding partners, including NWDA. As you will be aware, the Agency has recently awarded over £8 million of funding to Westlakes Renaissance' towards infrastructure and site preparation for Ramsden Business Park as the first step in the development of the Barrow Waterfront Business Park. The Agency has also provided some initial funding to assemble land for the marina village development.</p> <p>I trust these comments are helpful and look forward to seeing the submission draft version of the Plan.</p>	
9	Cumbria County Council	<p>1 GENERAL COMMENT</p> <p>1.1 Cumbria County Council welcomes and broadly supports the Barrow Port Area Action Plan Development Plan, which is supported by the Cumbria and Lake District Joint Structure Plan 2001-2016 Policy ST10.</p> <p>1.2 The County Council considers that the Action Plan emphasises appropriate and positive regeneration priorities, which promote employment, secure investment, develop facilities, and support the role of the town centre, as outlined in the Joint Structure Plan. It is considered that there are also environmental benefits to be made to the area, arising from the Action Plan.</p> <p>2 INDUSTRIAL/COMMERCIAL USES Section 2.3.7- 2.3.9</p> <p>2.1 This section of the Area Action Plan refers to existing commercial and industrial premises in the Cavendish Dock Road area. Under Key Issues and Opportunities, the AAP states that "the majority of non-port related commercial uses do not add to the quality or character of the area."</p> <p>2.3 It is considered that Barrow Borough Council need to identify a suitable site in the overall Masterplan to fulfil the Borough's requirement for readily available land (5Ha from 2006-2011 and an additional 5Ha for the period 2011-2016) within the Strategic Employment Land Market Sector. This is a requirement set out in Policy EM13 of the Cumbria and Lake District Joint Structure Plan</p>	<p>1.1 – 1.2: The County Council's broad support for the document is welcomed. The detailed comments have however raised some concerns, and officers have sought to clarify some aspects of the County Council's comments.</p> <p>It is important to note that:</p> <p>a) The Area Action Plan (AAP) is written to be in general conformity with the RSS. There is no requirement for it to accord with the Structure Plan, many of the policies of which were replaced by the revised RSS in September 2008. A number of Structure Plan policies have been saved for development control purposes. The AAP does refer to the Structure Plan, as it is a relatively recent document providing a Cumbria planning policy perspective and the revised RSS had not been formally adopted when the Preferred Options Draft AAP was written.</p> <p>b) A number of the Key Sites in the AAP are already formally allocated, either through the 2001 Local Plan Review or the 2006 Housing Chapter Alteration. The AAP, which proposes to re-allocate many of the sites, is considered to have significantly stronger policies for environmental protection than the saved policies and allocations.</p> <p>c) The Barrow Port Masterplan was commissioned by Cumbria County Council, and the consultation undertaken on it, informed many of the preferred options considered.</p>

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	<p>2001-2016, which also sets out requirements for land in the 'Local', 'Business/Science Park' and 'Port Related' employment land market sector.</p> <p>2.4 It should be recognised that a Strategic Employment Site requires provision for B1a, B1b, B1c and B2 uses. It is noted that, for example, the proposed Ramsden Business Park as proposed under planning application 6/06/1495 would provide for these range of employment uses, and given that it covers 8.39ha alone, it would equate to a Strategic Employment Site.</p> <p>Key Site 6 - Waterfront Business Park</p> <p>2.7 The site of the proposed Waterfront Business Park is currently identified as Port Related land in the Barrow Local Plan. The Cumbria and Lake District Joint Structure Plan Policy EM13 requires 11Ha of Port Related land for the period 2006-2011. The land indicated on Plan 1 (proposals map) as BP9 (land retained for port uses) ensures that the future provision of Port Related Land is in accordance with Policy EM13. This figure is to be carried over for the period 2011-2016, if not completed in the 2006-2011 period.</p> <p>3 HOUSING ISSUES</p> <p>Key Site 2 - Marina Village Housing (MVH1):</p> <p>3.1 The proposed housing development would provide 650 houses between 2007 and 2015, which equates to roughly 81 dwellings per year over this period. The site area is 28.03ha. The site is currently identified for employment purposes in the Barrow Local Plan.</p> <p>3.2 The AAP proposal indicates that the proposal is on previously developed land, and is therefore supported by JSP Policy H18 which states that 85% of all new housing within Barrow district should make use of previously developed land or buildings. It is also recognised that the provision of housing in the Masterplan would contribute towards the regeneration of the area, and would be broadly in line with the spatial policies in the Joint Structure Plan.</p> <p>3.3 The County Council has nevertheless some concern regarding the implications for future housing provision elsewhere in the</p>	<p>d) The key issues and opportunities boxes in Section 2 of the AAP were not meant to be read as policy intentions, and have been reworded accordingly. The policies and requirements are set out in sections 3 to 5.</p> <p>Detailed Response: (RSS refers to the revised RSS adopted in September 2008 unless stated.)</p> <p>2.3 - 2.7: The Structure Plan definitions in respect of employment land and its requirements differ from the RSS and it is the RSS to which the AAP needs to conform. The RSS indicates that Barrow will be the location for the full hierarchy of sites, i.e:</p> <ul style="list-style-type: none"> - Regionally Significant Economic Site(s) - Sub Regional Site(s) - Local Site(s) <p>However, the RSS does not set out land requirement figures for each District. It is proposed that the Waterfront Business Park would represent a Regionally Significant Economic Site in this context. Policy BP8 identifies land to be retained for port related use and development.</p> <p>Housing Issues:</p> <p>3.1: The site of Marina Village is not currently identified for employment purposes in the Local Plan as the County Council have stated. 25 hectares of the site are formally allocated in the saved Local Plan for 450 houses (11.5 hectares), sport and leisure, tourism, specialist retail associated with the adjacent marina and open space and landscaping.</p> <p>3.2: An area of the site (the Allotments) would be classed as greenfield land.</p> <p>3.3, 3.4 & 3.5: The Structure Plan housing figures, which were superseded by the Local Plan figures (being more recent) are</p>
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	<p>Borough, as a result of the high number of houses proposed to be completed as part of the Marina Village Housing scheme. The reason for this is set out below.</p> <p>3.4 The JSP Policy H17 sets out the scale of housing provision for each District. For Barrow the annual average number of dwellings to be permitted during the plan period 2002-2016 is 110 units. Evidence of the dwelling build completion and planning permission rates in Barrow Borough over the last five years (2002 to 2006) are shown in Table 1 below.</p> <p>Table 1: Barrow dwelling planning permissions and completions 2002 - 2006</p> <table border="1"> <thead> <tr> <th>Year:</th> <th>Permissions (net):</th> <th>Completions (net):</th> </tr> </thead> <tbody> <tr> <td>April 2002 - March 2003:</td> <td>235</td> <td>112</td> </tr> <tr> <td>April 2003 - March 2004:</td> <td>225</td> <td>64</td> </tr> <tr> <td>April 2004 - March 2005:</td> <td>167</td> <td>94</td> </tr> <tr> <td>April 2005 - March 2006:</td> <td>180</td> <td>98</td> </tr> <tr> <td>April 2006 - March 2007:</td> <td>97</td> <td>95</td> </tr> <tr> <td>Total 2002-2007*</td> <td>904</td> <td>463</td> </tr> </tbody> </table> <p>Source: Barrow in Furness Local Development Framework Annual Monitoring Report (AMR) 2005/06 - December 2006. *2006/07 figures are provisional only from the Barrow HLA database. They will not be confirmed until the 2006/07 AMR is published</p> <p>3.5 The average rate of planning permissions over the last five years amounts to 180 dwellings per year. This rate is well above the current JSP annualised housing requirement of 110 units per year arising particularly from a high level of new permissions granted during the period April 2002 to March 2004. It is important to note however that the replacement draft Regional Spatial Strategy for the North West (January 2006) now proposes an increased average annual rate of housing provision (net of clearance) for Barrow district of 150 dwelling units per annum from 2003. Cumbria County Council has supported this revised figure at the recent Examination-in-Public into the replacement draft RSS (January 2006) as it is considered that this level of new housing is required to meet the evidenced need for housing in the District over the period 2003 to 2021.</p> <p>3.7 It is noted that at 31 March 2006 there were 702 extant planning permissions in Barrow district. Using the RSS requirement a five year supply would amount to 750 dwellings. It would appear that the five year supply has not currently been</p>	Year:	Permissions (net):	Completions (net):	April 2002 - March 2003:	235	112	April 2003 - March 2004:	225	64	April 2004 - March 2005:	167	94	April 2005 - March 2006:	180	98	April 2006 - March 2007:	97	95	Total 2002-2007*	904	463	<p>now superseded by the figures in the revised RSS. The AAP was intended to be written to the revised RSS rather than to the Local and Structure Plan targets which were/are regarded by CLG as outdated targets. The provision within the AAP is well within the RSS targets, but would make a significant contribution to achieving these and the targets for the reuse of previously developed land.</p> <p>Table 1: The completion figures quoted from the Council's AMR are actually the figures for net additional dwellings rather than completions.</p> <p>3.7: The logic of this point is not understood. The saved Structure Plan and Local Plan used a permission based management system, with a permission target for each year or phase. Therefore, the number of extant permissions from</p>
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	<p>exceeded, although this may no longer be the case should a further 650 dwellings be released all at the same time.</p> <p>3.8 There are also concerns regarding the scale of development on a single site. There may be other housing requirements elsewhere, and the County Council recommends that Barrow Borough Council fully consider the details contained in the Cumbria Housing Strategy in order to address the needs for housing in the Borough.</p> <p>3.9 Barrow Borough Council will need to continue to take a Plan, Monitor, Manage approach to housing provision, and where appropriate consider the phasing of development to ensure that an oversupply does not occur. However, it is recognised that there is a clear link between the provision of a sufficient supply of new housing and suitable employment to ensure the proper regeneration of the area.</p> <p>3.10 JSP Policy H19 states that affordable housing to meet proven local need will be provided through the provision of an element of affordable housing as part of residential or mixed use development on sites of more than 0.4 hectares or 10 or more dwellings. The Cumbria Housing Strategy recognises that there is not a significant problem with affordability in Barrow but identifies that 100 new affordable homes are required for the period 2006-2011 (20 dwellings per annum). In particular, the Strategy identifies that affordable properties are required within the wards of Parkside, Risedale, Central and Hawcoat. The proposal lies both Barrow Island and Central wards. Barrow Borough Council may therefore wish to consider whether any of the proposed dwellings on this site could contribute to addressing this identified affordable need in accordance with the Cumbria Housing Strategy.</p> <p>4 TRANSPORT POLICY ISSUES</p> <p>4.1 The County Council supports the principle of the Action Plan and its key findings, but has a number of concerns regarding Transport and Highways Issues.</p> <p>Policy BP4: Developer Contributions</p> <p>4.2 The list of areas in which contributions could be required should also include Travel Plans.</p>	<p>previous years/phases would only be relevant if any past over or under supply was subtracted from or added to future year's allowances. Previous permissions granted within the relevant year's targets certainly should not be counted against future years permissions targets. The Local Plan target for the Phase 2002-2007 was considerably higher than the Structure Plan target for the Borough. However, with the adoption of the RSS (since the county Council's comments were received) this issue is no longer relevant. The Council has not overprovided against the RSS targets.</p> <p>The proposed RSS targets are for net additional dwellings and not permissions. The precise method of managing supply to achieve the RSS targets will be set out in the forthcoming Core Strategy, but it is clear that 925 units set out in the AAP to be granted planning permission over the period 2009 to 2021, together with the implementation of extant consents, would be unlikely to result in the Council reaching or exceeding the RSS target. The proposed RSS target for the Borough is 150 net additional dwellings per annum and this is also back dated to 2003. The text of the AAP has been updated to take account of the adopted RSS.</p> <p>3.8: The sites within the Barrow Port AAP area are considered to be sustainable brownfield sites to be developed as part of a mixed use development, which will contribute to regeneration and Housing Market Renewal and the fulfilment of the Council's brownfield land targets. 450 of the units at proposed at Marina Village are already formally allocated in the Local Plan (100 units 2006-2011 and 350 units 2011-16). Other sites elsewhere in Barrow and in the Borough's other settlements will still need to be found to meet the overall RSS requirements. There is not considered to be any conflict with the Cumbria Housing Strategy, to which the AAP has had regard.</p> <p>3.9: The AAP sets out that the housing development will be phased. Additional text has been added to explain and update the proposed phasing.</p> <p>3.10: The Cumbria Housing Strategy actually sets a target for the Borough for 11 affordable units per annum not 20, and does not identify wards within Barrow as stated. This Strategy is being updated by a Borough Strategic Housing Market</p>
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	<p>Page 43, Paragraph 4.6.15:</p> <p>4.3 "The Council will require all new major development applications to include a transport assessment"</p> <p>This should read:</p> <p>"The Council will require all new major development applications to include a transport assessment and travel plan"</p> <p>Page 100, Paragraph 5.3.61</p> <p>4.4 The term "Green Travel Plan" is outdated and should read simply "Travel Plan".</p> <p>5 LANDSCAPE ISSUES</p> <p>5.1 In terms of landscape matters, the County Council supports the principle of the Action Plan and its key findings, but has a number of detailed concerns. In general, it is considered that the complete port landscape must be considered as a whole.</p> <p>5.2 The following observations are made on the key issues identified:</p> <p>Land use</p> <p>5.3 Open views provided by the docks should be retained.</p> <p>Vacant and underused land</p> <p>5.4 There is a need for negative visual impacts to be addressed.</p> <p>Landscape</p> <p>5.5 There is a need to retain significant coastal views, improve pedestrian/cycle access, provide trees in sheltered areas, ideally in copse like forms, and protect and enhance biodiversity.</p> <p>5.6 There are also a number of concerns specifically regarding landscape:</p> <p>- When defining the landscape characteristics of the area,</p>	<p>Assessment commissioned on 5 December 2008. The Borough's 2006 Housing Needs Study, which forms part of the evidence base for the LDF, concluded that there was no significant issue with affordability in the Borough, but that there was a need for 20 affordable units (for rent or shared equity) per annum to 2011. The more recent Regional Strategic Housing Market Assessment concluded that there was a sufficient supply of affordable housing in the Borough to meet the identified need.</p> <p>There is not considered to be any clear evidence of affordability (according to the DCLG definition) in central Barrow sufficient to warrant the requirement for affordable housing at any of the sites identified in the AAP; although the development of affordable housing (as defined by PPS3) would be acceptable. However, the substantial costs of remediation and infrastructure delivery (including the marina and marina infrastructure) may make such provision unviable. Having a mix of dwelling types, including some smaller units, will provide some lower priced, if not affordable housing according to the PPS3 definition.</p> <p>Transport Policy Issues:</p> <p>4.2: Travel Plans has been added to the list in Policy BP4 (now BP15).</p> <p>4.3: Para 4.6.15 (now 4.8.12) in the section on Transport and Infrastructure has been modified and includes reference to Travel Plans being required in accordance with DFT guidance.</p> <p>4.4: Paragraph 5.3.61 (now bullets page 104): Text amended accordingly.</p> <p>Landscape Issues:</p> <p>5.1: It is not clear what the County Council mean by port landscape in this context, but it is considered that the AAP both considers and preserves the overall port landscape, which would remain virtually unaltered in its overall form.</p> <p>5.2 – 5.4: Comments noted</p> <p>5.5: The retention of significant views has been identified as a</p>
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	<p>consideration should also be given to the characteristics of adjacent areas.</p> <ul style="list-style-type: none"> - The area falls within the urban context of Barrow for the purposes of the Cumbria Landscape Character Classification and Cumbria Landscape Strategy. - However, the interrelationship between the site and the adjacent coastal and urban fringe landscape character Sub Types warrant further consideration when determining the detail of policies and development in this area. <p>5.7 The Barrow Port area has important landscape character and visual relationships with the Walney Channel and Walney, which should be recognised in any landscape character/site character assessment. Development should integrate with the characteristics of both urban and coastal areas. Further information to help integrate the development can be found by considering landscape Sub Type area 2d in the Cumbria Landscape Classification and the Cumbria Landscape Strategy. It is not considered appropriate to consider the characteristics of the Action Plan Area only.</p> <p>5.8 In terms of detailed considerations, it is considered that tree cover should be limited on the coastal edge and could be in a copse like form within the body of the development area. Landscaping schemes should reflect the landscape characteristics associated with the coastal urban fringe and should reflect the natural grassland, scrub/gorse nature of existing undeveloped areas.</p> <p>5.9 The public realm should consider elements like railings, fencing and lighting to ensure they do not detract from views and associations with the coast from Walney.</p> <p>5.10 It is considered that scale and appearance should reflect local characteristics, and it is important to develop local distinctiveness in the development of the area.</p> <p>5.11 It is considered that Option BP2 should include environmental standards on housing development above 25 dwellings to include all proposals in the area. If the intention is for the Barrow Island Housing development to be affordable and therefore covered by the Sustainable Homes Code, then the AAP should state this (the references to Lifetime Homes and Home zones suggest that a housing association might be involved). The</p>	<p>key issue and opportunity. The improvement of pedestrian/cycle access is more appropriately dealt with under the section on recreation. Further references have been added to Section 2 with regard to protecting and enhancing biodiversity. The Key Sites section includes design guidance for landscaping. However, the AAP rightly does not include specific designs which are not appropriate for a policy document and are more properly determined at the planning application stage when layout and building design will influence the location, extent and detailed design of landscaping works.</p> <p>5.6 & 7: The Cumbria Landscape Character Classification and Cumbria Landscape Strategy offer no guidance in respect of Urban Areas, which the AAP Area is identified as being within. The County Council raise no specific concerns about the policies or proposals or their perceived impact on adjoining landscapes, to which the Council could respond. It is contended that the AAP adequately addresses the Area's coastal setting.</p> <p>5.8 - 5.10: The policies and guidance set out a need for development to reflect and develop character. The Area-wide policies include design guidance for public open space which should respect the existing coastal or marine environment (4.8.22) and building design and layout which must "...respect existing, or locally characteristic street layouts, scale and massing; maximise the benefits of a unique waterfront location in creating a sense of place have respect for its natural setting and where appropriate landscape setting ...". Policy BP2). The Key Sites section includes design guidance for landscaping and the public realm. However, the AAP rightly does not include specific designs which are not considered appropriate for an Area Action Plan and are more properly determined at the planning application stage when layout and building design will influence the location, extent and detailed design of landscaping works.</p> <p>5.11: The Barrow Island Housing Site was not intended necessarily to be affordable in the PPS3 sense. Adherence to the Level 3 of the Code for Sustainable homes was not considered essential due to the small nature of the site and anticipated remediation costs relative to the likely value of properties. However, it was considered here that the Lifetime</p>
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	<p>reference to natural setting should include landscape characteristics as well as ecological characteristics.</p> <p>5.12 Option BP6 should refer to landscape characteristics to reflect the need for the development to reflect both the urban and coastal characteristics of the area. These include the cultural and ecological elements that form the landscape/site character.</p> <p>5.13 Option BP16 - comments on landscape key issues above and BP6 apply here.</p> <p>5.14 Option BP18 - Cumbria County Council would support the need for local distinctiveness to be developed. It is unclear as to why higher environmental building standards are only being applied here, and why they would have a more beneficial impact on this part of the site when they are mainly linked to energy, water, waste and building materials that seek to improve environmental impacts off site, i.e. reducing waste to landfill, using sustainable materials, reducing water consumption and energy efficiency/production. It is considered that these higher standards should be applied across the site.</p> <p>5.15 Options BP22 and BP23 - Paragraph 5.3.89 is strongly supported. Comments on landscape key issues above and BP6 apply here also.</p> <p>6 NATURE CONSERVATION</p> <p>Assessment of the Biodiversity Resource, and UK Priority Habitats and Species</p> <p>6.1 PPS 9 Key Principle (i) states that 'Development Plan policies and planning decisions should be based on up-to-date information about the environmental characteristics of their area. These characteristics should include the relevant biodiversity resources of the area. In reviewing these characteristics local authorities should assess the potential to enhance these resources.'</p> <p>6.2 Key Principle (vi) clearly guides a local authority to ensure that planning decisions should not harm biodiversity interests and concludes that if significant harm cannot be prevented, adequately mitigated against, or compensated for, then planning permission should be refused'. The RSS Policy EM1 seeks a foundation of no net loss as a minimum requirement.</p>	<p>Homes standard was more important as the development is intended to help address the issue of housing choice, particularly in providing modern adaptable properties on Barrow Island to help sustain a balanced community.</p> <p>5.1.12: Policy BP6 (now BP4): Reference to landscape character has been added to this Policy.</p> <p>5.13: Specific reference to landscaping is not considered necessary in this Policy.</p> <p>5.14: This point is not fully understood. Policies BP2 and BP6 set out environmental standards across the whole Action Plan Area and the additional requirements and guidelines for specific sites is set out in Section 5, where their particular characteristics and constraints is taken into account. It is considered that the AAP sets out very high but achievable environmental standards for development.</p> <p>5.15: Support for paragraph 5.3.89 (now in the bullets on page 107) is noted.</p> <p>Nature Conservation:</p> <p>6.1- 6.2: Noted</p>
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	<p>6.3 The Barrow Port Area Action Plan is an ambitious plan, which if implemented will have a significant effect on a number of areas of what is called vacant or derelict land. Such land, which has been abandoned for years, is frequently of wildlife importance, and this has been shown to be the case at Barrow Waterfront, where the grassland habitat is species-rich and support a significant population of reptiles.</p> <p>6.4 This Action Plan has recognised the importance of the internationally and nationally protected sites, and the County Wildlife Site, but has failed to recognise that the vacant and derelict land, or previously used land, could have biodiversity interests that would need to be assessed, protected and enhanced within these development proposals.</p> <p>6.5 In August 2007 the Secretary of State reviewed the list of UK Biodiversity Action Plan Habitats and Species and has added 'Open Mosaic Habitats on Previously Developed Land'. Some of the vacant/derelict land within the Area will undoubtedly qualify as this Priority Habitat. In addition, such land in Barrow is known to include a number of UK BAP Priority Species, including skylark, bullfinch, reed bunting, song thrush, linnet, grass snake, slow worm, common lizard, possibly great crested newt, and dingy skipper butterfly.</p> <p>6.6 This Plan does not take this potential wildlife interest into account in its proposals for development, and is not in conformity with national and regional policy. The Area should have been fully surveyed and assessed for its present wildlife value prior to being developed. Currently significant loss of the Priority Habitat 'Open Mosaic Habitats on Previously Developed Land' is proposed within this Plan without mitigation, or compensation (see comments 4.3.9)</p> <p>Design Guidance - Public Realm and Landscaping</p> <p>6.7 The draft Regional Spatial Strategy Green Infrastructure Policy EM3, with its accompanying Guide (currently out for consultation) seeks to achieve multi-functional greenspace, as defined within the guide. The Design Guidance for public realm and landscaping in this Plan should concur with this definition and include biodiversity enhancement as one of the principle aims of such landscaping.</p>	<p>6.3 & 6.4: Cumbria County Council has subsequently clarified that it does consider the land to be vacant and derelict. The value of the land for biodiversity is recognised by the AAP, but this had been further highlighted in the relevant text and in the key issues and opportunities boxes in Section 2; and in the policy and design guidelines.</p> <p>6.5: Further information on Protected Species and Priority Habitats and Species, including the new 'Open Mosaic Habitat on Previously Developed Land' has been added at paragraphs 2.5.4 - 2.5.6 and to the relevant Key Sites sections of the AAP.</p> <p>6.6: The Plan is considered to be consistent with national policy and does take the wildlife interest of non-designated sites into account. However, the text has been amended to clarify the issues and requirements/opportunities for mitigation and enhancement. The wording and policy approach still needs to reflect the different weight and legislative/policy tests of the various designations and biodiversity interests, and a balance has to be struck between progressing the regeneration aims and the housing and employment land provisions, and biodiversity status, particularity of undesignated sites. Whilst the AAP does indicate that mitigation and enhancement will be necessary, the precise methods of mitigation cannot be set out in the AAP, as final designs and layouts are not known, nor is the availability or future compensatory land which may be required. This level of detail is more properly determined at the planning application stage when, for major applications, an EIA will be required.</p>
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	<p>6.8 Paragraph 5.2.194 is appropriate to some extent for all developments not just the Salthouse Mills Area, and should be included as standard design principles.</p> <p>6.9 A Green Infrastructure Concept Drawing is missing from the Action Plan. Such a Concept Drawing would identify broad green infrastructure links through the area linked to the surrounding land. This would enable wildlife to move into and through the Area. Buccleuch Dock is, however, a barrier that would be difficult to breach, and so the two parts of the site would have to be dealt with separately.</p> <p>Comments on the SEA/ SA, and the Appropriate Assessment</p> <p>6.10 The baseline used is considered to be deficient for the following reasons:</p> <ul style="list-style-type: none"> - No information is provided on UK Priority Species and Protected Species that occur on the sites and in the locality. Note the UK Priority Species List was revised by the Secretary of State on August 2007. - The Secretary of State has added Open Mosaics Habitats on Previously Developed Land to the list of UK Priority Habitats (August 2007) - No site (habitat and species) surveys have taken place to inform this process. <p>Appendix D - Preferred Option Appraisal Matrix</p> <p>6.11 In the International Sensitivity section of the matrix the mitigation column frequently states that an "... Appropriate Assessment must be undertaken to establish whether this policy could affect the integrity of the SPA/SAC.' This statement is lacking in that it is a function of the AA process to not only determine impact on the integrity of the SPA/SAC, alone or in combination with other developments, but also to remove this impact, unless there are no alternative solutions and imperative reasons of overriding public interest.</p> <p>6.12 The Appropriate Assessment of this Plan should be able to conclude that there will be no adverse impact on the integrity of the sites. The AA has not yet been produced, but should be produced at the same time as the Plan.</p>	<p>6.7: The AAP proposes a network of multi functional green spaces ('green infrastructure'). Text has been added to better highlight this and also to include reference to the important opportunity this can provide for mitigation and/or enhancement of biodiversity; although it is not felt the phrase 'key aim' is appropriate.</p> <p>6.8: Whilst many aspects of this site specific design guidance (now bullets on page 92) will indeed be relevant to other sites, landscaping is a particular issue at the Salthouse Housing site and warrants specific inclusion here, rather than being removed to the area-wide guidance. Each Key Site includes some specific guidance on landscaping relating to their particular location and proposal, although as stated above, the AAP rightly does not include specific designs which are not considered appropriate for an Area Action Plan and are more properly determined at the planning application stage when layout and building design will influence the location, extent and detailed design of landscaping works.</p> <p>The Action Plan Area (apart from an area to the south of the United Utility works which was not included in the original Masterplan) has been surveyed. A Phase 1 habitat survey in accordance with the JNCC methodology was undertaken by a qualified ecologist as part of the Masterplanning process commissioned by Cumbria County Council. This was prepared in consultation with (English Nature) Natural England, the Cumbria Wildlife Trust, Cumbria Amphibian and Reptile Group amongst others. This survey identified the habitats and the species found and likely to be present including UK and Cumbria BAP Species.</p> <p>Subsequent to the Masterplan being prepared, the site at Marina Village was allocated through the Local Plan Housing Chapter Alteration with the support of Cumbria County Council.</p> <p>A number of other detailed habitat and species surveys have subsequently been carried out to support the development of planning applications/Harbour Revision Order applications in line with the AAPs' and other legislative requirements.</p> <p>6.9: This is shown on the Proposals Map in so far as the precise routes/locations are known/set out.</p>
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	<p>6.13 This matrix is lacking in that it does not assess the Plan in relation to its effects on UK Priority Species and Habitats.</p> <p>Detailed comments</p> <p>6.14 Para 2.3.6 - Vacant/ex industrial land is seen as something to be 'addressed'. This land can have significant biodiversity value and is often well used by the local community for walking, dog walking and general enjoyment. It is considered inappropriate, therefore, for there to be an automatic assumption that this land should be developed.</p> <p>6.15 Para 2.3.15 - 2.3.17 - Comments as for 2.3.6. There is no recognition of the wildlife value that has developed on this land. It is known that land at Barrow Waterfront is of significant value for its grassland, reptile populations and butterfly populations. Much of it is being redeveloped as Ramsden Business Park with a landscaping scheme that is considered to provide little for the biodiversity it has displaced.</p> <p>6.16 Plan 2 shows land use and identifies much of the biodiversity rich land as being vacant.</p> <p>6.17 Previously used land was identified by the Secretary of State in August 2007 as being a UK Biodiversity Action Plan Priority habitat. Such habitat called 'Open Mosaic Habitats on Previously Developed Land' is recognised nationally not only to have significant biodiversity value but also being in need of an Action Plan. The UK Biodiversity Partnership Species & Habitats Review Report of June 2007 states that 'This habitat is clearly at substantial risk and subject to destructive and serious degradation'. Whilst not all previously used land will be classed as Priority Habitat, it is considered that all of this land should be adequately surveyed before land allocation occurs.</p> <p>6.18 PPS 9 Key Principle (i) and Paragraph 13, states that '...where such sites [previously developed land] have significant biodiversity...interest of recognised local importance, local planning authorities, together with developers, should aim to retain this interest or incorporate it into any development on the site.'</p> <p>6.19 There is also a clear link between this and the Green</p>	<p>SEA/ SA, and the Appropriate Assessment: See separate comments.</p> <p>Detailed Comments:</p> <p>6.14 & 6.15: Cumbria County Council has subsequently confirmed that the land is considered to be vacant land which needs to be addressed. There is no automatic assumption in the AAP that vacant land should be redeveloped for a particular use. There does not appear to be an objection from CCC to a particular use of a particular site. References to the biodiversity value of sites and to Protected Species and Priority Habitats has been added at the relevant parts of Section 2 and at the relevant Key Sites Sections.</p> <p>Whilst criticism of the detailed design of the landscaping scheme submitted as part of the County Council's planning application at Ramsden Business Park is noted, the detailed design of this landscaping scheme does not/did not form part of the Area Action Plan proposals.</p> <p>6.16: Noted</p> <p>6.17: Noted. It is not considered appropriate to resurvey the land for a new Priority Habitat recently identified by the Secretary of State before progressing the AAP. Any planning application would need to address itself to the current species and habitats lists as they exist at the time (as paragraph 4.4.10 states). The land is already allocated for similar use to that proposed in the AAP. A balance has to be struck between progressing the LDF and its regeneration aims and the housing and employment land provision it contains, and obtaining the latest information on the biodiversity status of undesignated sites. It is considered that with the text amendments suggested, the AAP strikes the correct balance.</p> <p>6.18: Noted.</p> <p>6.19: Amendments (including to Policy BP13) have been made</p>
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	<p>Infrastructure requirements in the draft Regional Spatial Strategy.</p> <p>6.20 Para 2.5.1 - Again there is the assumption that previously used land equates to a poor environment. Much of this land provides a recreational resource as well as being biodiversity value and being enjoyed as such. Again link to Green Infrastructure policy in the RSS.</p> <p>6.21 Para 2.5.2 - It is considered that the wildlife value of Barrow extends further than international and national designations.</p> <p>6.22 The County Council supports the recognition that the international/national sites should be improved and managed.</p> <p>6.23 There has been no recognition of other biodiversity interests within the Action Plan Area. These include the priority habitat - Open Mosaic Habitats on Previously Developed Land, and priority species and/or protected species including dingy skipper butterfly, skylark, bullfinch, song thrush, linnet, reed bunting, slow worm, common lizard, grass snake and possibly great crested newt.</p> <p>6.24 Para 2.5.12 - 2.5.15 - Key Issues and Opportunities. The County Council supports the aim to protect and enhance the ecological value of the area but this should be an aim under the Biodiversity and Nature Conservation Section 2.5.2. The general assumption in earlier paragraphs that previously used land is of low value and should be redeveloped is contrary to this objective.</p> <p>6.25 Para 2.5.16 - It is to be welcomed that public green space and open space will be developed within this Plan. It is considered that this would be compatible with the Green Infrastructure policy of the draft Regional Spatial Strategy and provide a positive opportunity to protect and manage area of high local biodiversity value.</p> <p>6.26 Policy BP SV1(b) The County Council supports the aim. But because the Section 2 has understated the natural environment assets there are likely to be conflicts.</p> <p>6.27 Policy BP SV1 Objective 3 - The supposition that habitats with developed on previously used land automatically lead to negative perception, and they themselves have a negative impact on the protected nature conservation sites is not supported. It is considered that these habitats, if well managed, could</p>	<p>to make this clearer.</p> <p>6.20: Cumbria County Council has subsequently confirmed that the land is considered vacant and derelict and of poor overall environmental quality and needs to be addressed. (See earlier point 6.14). There does not appear to be an objection for CCC to a particular use on a particular site.</p> <p>6.21: This is recognised by the AAP, but further references and additional text has been added to clarify this.</p> <p>6.22: Support noted.</p> <p>6.23: It is not agreed that the AAP does not recognise biodiversity interests, however, as stated earlier, text amendments have been made and further text added to further highlight this, including a new Section at 2.5.4 - 2.5.6.</p> <p>6.24: Noted. As stated earlier, further reference to ecological and biodiversity value been added, at including at Section 2.5. As stated earlier, the key issues and opportunities boxes in Section 2 were not meant to be read as policy intentions and have been reworded accordingly. The County Council does not state which specific proposal it considers would be contrary to the protection and enhancement of the ecological value of the area.</p> <p>6.25: Support for 2.5.16 (now 2.5.18) is noted.</p> <p>6.26: As stated earlier, Section 2 has been amended and additional text added with regard to the natural environment issues. The County Council does not state which specific proposal it considers would be contrary to the protection and enhancement of the ecological value of the area.</p> <p>6.27: It is maintained that the derelict land does have a negative impact on perceptions and on the natural and built assets of the area. Whilst improvements to the derelict land,</p>
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	<p>significantly enhance the quality of life and experience of local people.</p> <p>6.28 Policy BP SV1 Objective 5 - It is considered that trails and green routes can enhance biodiversity and link wildlife through the urban areas.</p> <p>6.29 Policy BP SV1 Objective 6 - Paragraph 1 states that there needs to be a balance between the requirement for new investment and impacts on the natural assets. Whilst it is acknowledged that a balance should be struck with regards to local nature conservation interests, the Habitats Regulations do not allow for such a balanced approach with regards to European Sites, except for imperative reasons of over-riding public interest and if there are no alternative solutions. In addition draft RSS Policy EMI seeks a sequential approach to development requiring firstly protection, mitigation and finally compensation for loss.</p> <p>6.30 Policy BP2 - The County Council supports the promotion of good design. Design & Access Statements should also consider their contribution to local biodiversity and green infrastructure. Native species should be promoted with appropriate management.</p> <p>6.31 The BREEAM Assessment will require biodiversity impacts, both positive and negative, to be evaluated. It is suggested that the following is added to the Layout section of this policy:</p> <p>- Provide for new open space, natural landscaping and contribute to green infrastructure as appropriate.</p> <p>6.32 Policy BP4 - Cumbria County Council supports inclusion of biodiversity enhancements. However, this should be additional to mitigation which should be part of the approved schemes.</p> <p>6.33 Para 4.3.1 - Cumbria County Council supports the Borough Council's commitment to the protection and enhancement of biodiversity. However, this Plan has not identified all of the natural assets of the Plan Area.</p> <p>6.34 Para 4.3.7 - In addition to the EU Directives and the Cumbria BAP, it is recommended that Barrow Borough Council should also take into account the UK Biodiversity Action Plan Priority Habitats and Species that are additional to the CBAP.</p>	<p>without the area's redevelopment, could address some of this negative impact, it is not considered that this would significantly enhance the quality of life and experience of local people as the comprehensive redevelopment proposals and visitor attractions would.</p> <p>6.28: Noted</p> <p>6.29: The requirements of the Habitats Directive are understood and these are clearly set out in the initial Habitats Regulation Assessment. The full Appropriate Assessment of the Proposed Submission Draft AAP is being undertaken.</p> <p>6.30: The requirement for, and content of, Design and Access Statements is set out in Circular 01/2006. It is not considered necessary or appropriate to single out one specific aspect of design here. It may be that applicants, in meeting Policy BP2 and the site specific requirements in Section 5, include such assessments in their Design and Access Statements, where relevant.</p> <p>6.31: Noted. The wording of this text has been amended to state "provide for new open space and landscaping which enhances and/or provides mitigation against loss of biodiversity".</p> <p>6.32: Policy BP4 (now BP15). It is not understood why developer contributions to biodiversity mitigation would be inappropriate.</p> <p>6.33: Para 4.3.1 Section 4.3 (now 4.4). This section has been amended, but the commitment to the enhancement of the natural and built environment remains. Further reference to known Priority Habitats and Species has been added, to both Section 2 and the relevant Key Sites' sections.</p> <p>6.34: Reference to those UK BAP species that are known or indicated as highly likely to be present in the Area have been added to both Section 2 and the relevant Key Sites' sections.</p>
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	<p>6.35 Para 4.3.9 - It is of concern that ecological surveys are expected to take place only post agreement of this Area Action Plan, i.e. after the developments have been agreed. The biodiversity interests of the development areas are likely to impact upon the likely scale and design and should be dealt with at the Action Plan stage. All planning decisions should be based on up-to-date information (PPS 9) which has not been acquired for the Area.</p> <p>6.36 Policy BP6 - This policy takes no account of existing biodiversity interests of the land areas being proposed for development. This is not considered acceptable.</p> <p>6.37 Para 4.8.9 - The commitment to incorporating habitat creation/ecological enhancement into open space proposal is supported. It is suggested that in most situations it is appropriate to have some biodiversity landscaping.</p> <p>6.38 Policy BP14 - The commitment in Paragraph 4.8.9 has not been translated into the Policy.</p> <p>6.39 Policy BP16 - These options are proposed without an Environmental Assessment or ecological survey of the sites, See earlier comments on the potential wildlife value of Previously Developed Land.</p> <p>6.40 Key Site 1 - Para 5.2.7 Omits reference to the existing biodiversity interest of the land and specifically omits reference to the role that the Sea Cadets Area (Marine Service Area) has as mitigation land for the Ramsden Business Park and Allotments developments.</p> <p>6.41 Development of the Marina Link should require the habitat to be permeable to reptiles to allow them to move from across the link route.</p> <p>6.42 Para 5.2.25 - Design Guidance - Public Open space. The proposal to set aside an area at the southern end of the Sea Cadets Area for viewing watersports is likely to conflict with the use of this land as reptile mitigation habitat for the Ramsden Business Park and Allotments developments.</p> <p>6.43 Key Site 2 - No reference is made to any existing</p>	<p>6.35: The AAP (apart from an area to the south of the United Utility works which was not included in the original Masterplan) has been surveyed. A Phase 1 habitat survey in accordance with the JNCC methodology was undertaken by a qualified ecologist as part of the Masterplanning process commissioned by Cumbria County Council. This was prepared in consultation with (English Nature) Natural England, the Cumbria Wildlife Trust, Cumbria Amphibian and Reptile Group amongst others. This survey identified the habitats and the species found and likely to be present including UK and Cumbria BAP Species.</p> <p>Subsequent to this, the site at Marina Village was allocated through the Local Plan Alteration with the support of Cumbria County Council.</p> <p>Whilst the AAP does indicate that mitigation and enhancement will be necessary, the precise methods of mitigation cannot be set out in the AAP as final designs and layouts are not known, nor is the availability or future compensatory land which may be required. This level of detail is more properly determined at the planning application stage when for major application an EIA will be required. The requirements for mitigation have been further clarified in 4.4.10.</p> <p>6.36: The wording of Policy BP6 (now BP4) has been amended to state that "High quality schemes that enhance nature conservation and management, maintain and enhance biodiversity, preserve and enhance the historic environment and develop and respect landscape and built character will be promoted and supported...."</p> <p>6.37 & 6.38: Para 4.8.9 (now 4.8.27 last bullet): Support for this slightly reworded text is noted. Policy BP14 (now BP13) has been amended and includes reference to enhancement of biodiversity.</p> <p>6.39: See responses to SA/AA and comments on 6.35 above.</p> <p>6.40, 6.41 & 6.42: Reference to likely biodiversity value of the Marina sites has been added. The precise mitigation strategy or land to be used for any mitigation required is not specified by the AAP, nor is it considered should it be. Until final design</p>
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	<p>biodiversity interest on this site, or to retaining or enhancing current features.</p> <p>6.44 Para 5.2.30 - It is considered that this land may fall into the UK Priority Habitat, Open Mosaic Habitat on Previously Developed Land. This is a key issue which should be addressed.</p> <p>6.45 Policy BP18 - Public realm landscaping should seek to incorporate biodiversity into new development in line with the RSS Green Infrastructure policy EM3</p> <p>6.46 Para 5.2.45 - This paragraph appears to recognise the value of this site in relation to Cavendish Dock. Measures should be taken to include protection and enhancement of existing biodiversity interests.</p> <p>6.47 Para 5.2.86 - Design Guidance Public Space/Landscape. See general comments on incorporation of biodiversity enhancement as one of the principle aims of such landscaping.</p> <p>6.48 Key Site 3 Para 5.2.120 - There is concern about the intention to have 'complete public access' to the perimeter of the Dock, since this could lead to undue disturbance of the bird life. Potential disturbance of SPA features will require an Appropriate Assessment to ensure that there is no adverse impact on the integrity of the SPA. The County Wildlife Site protection is also a key issue for this area, as it is a regional resource and a UK Priority Habitat.</p> <p>6.49 Policy BP19 CD2 - Access to the entire perimeter is an issue that is likely to require an Appropriate Assessment</p> <p>6.50 Para 5.2.123 Surveys of the ecological interest of the whole area are required to ensure that there is an accurate picture of the ecological assets.</p> <p>6.51 Para 5.2.142 Design Guidelines - Public Access and Landscape. Landscape works are not supported if they encroach onto the County Wildlife Site. Creation of deeper areas of water would be supported if appropriate to the reed bed management.</p> <p>6.52 Key Site 6 Para 5.3.2 - The current design has little space for wildlife habitat. Since it is a UK Priority Habitat, it is recommended that significant areas are retained including the</p>	<p>and detailed layouts are prepared at the planning application stage, the precise mitigation strategy or amount or location of land required within or outside the Area will not be known. The AAP states at 4.4.10 that "Where appropriate, developers will be expected to take advice from a qualified ecologist and undertake appropriate ecological surveys prior to the submission of any planning application and to implement appropriate mitigation measures as considered necessary".</p> <p>The mitigation strategy required as a condition of the planning permissions for the first phases of the Waterfront Business Park, has not been finalised, but part of the Marina Service Area site has been identified for habitat improvement for future reptiles. This strategy has been designed in the full knowledge of the proposed new uses for this site.</p> <p>6.43: Reference to biodiversity interest has been added. The existing features which the County Council suggest should be retained and enhanced are not clear. Cumbria County Council has subsequently confirmed there are none (other than the biodiversity value already mentioned).</p> <p>6.44: Reference to the likely presence of this new Priority Habitat has been added.</p> <p>6.45: 5.2.115 (now Sustainability bullet 8 on Page 71) includes reference to this.</p> <p>6.46: Para 5.2.45 Working With Nature (now page 66): It is considered that the policies and proposals of the AAP include appropriate measures for the protection and enhancement of existing biodiversity interests.</p> <p>6.47: Biodiversity has been added at Policy BP2 and BP13 as one of the aims of landscaping although it is not felt the phrase 'principle aim' is appropriate.</p> <p>6.48 & 6.49: The AAP and Initial Habitats Regulation Assessment makes it clear that an AA will be (and is being undertaken). The phrase 'complete access' has been replaced. The aim is to create access around the perimeter of the dock rather than being to access the full extent of the shore line - although this is to be allowed wherever possible, and, subject to safeguards, has not been objected to by Natural England.</p>
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	<p>most species-rich grassland and the east-west link on the southern edge of the housing.</p> <p>6.53 Policy BP22 - The open land in this area is likely to fall into the definition of the UK Priority Habitat Open Mosaic Habitats on Previously Developed Land. This land is known to support a range of UK Priority and protected species, notably the reptiles. It has never been surveyed for butterflies and other invertebrates. An assessment of this site is required prior to allocation, and measures for conservation and enhancement should be taken in line with PPS9, para 13.</p> <p>6.54 Para 5.3.7 - There is no recognition of the current biodiversity interest of this site. No survey/assessment has taken place prior to the development of this Plan, contrary to PPS9 Key Principle (i).</p> <p>6.55 Para 5.3.14- Design Guidelines - There appears to be fundamental conflict between the extent of proposed development and the maintenance of the UK Priority Habitat. It is recommended that areas of species-rich grassland, supporting reptiles, are identified for protection and enhancement, and that significant wildlife corridors are retained and managed throughout the development. These should retain existing soils.</p> <p>6.56 Para 5.3.64 Design Guidelines - Public realm landscaping. The County Council supports the intention that green routes will be informal and reflect a natural landscape structure. Planting should include a majority of native species to ensure maximum use by wildlife. All public realm planting should have some wildlife merit. Since the site is of such high value for reptiles, landscaping will need to provide a significant extent of wildflower-rich grassland that should be appropriately managed. The soft landscape approach to the Western Dock Access Road to be in keeping with the coastal edge is supported.</p> <p>6.57 Para 5.3.89 - This approach using local species and reflecting local ecology is supported.</p> <p>7 HISTORIC ENVIRONMENT ISSUES - ARCHAEOLOGY</p> <p>7.1 JSP Policy E38 provides for the identification, recording, protection or enhancement of the historic environment.</p>	<p>6.50: The issue of surveys has been addressed earlier (see 6.35).</p> <p>6.51: Cavendish Dock Design Guidelines (now page 81): Although slightly amended, this text has been retained. Only landscaping works which enhance and protect the County Wildlife site would be supported. Planning permission has recently been sought by the County Council for a series of boardwalks through the reedbeds to the east of the Dock. These would allow off road access along a section of the Dock shore and access to view and enjoy the reedbeds and Salthouse Pool (which lies within the County Wildlife Site).</p> <p>6.52, 6.53 & 6.54: Waterfront Business Park: The site itself is not identified as a UK Priority Habitat, but is known to possess biodiversity value including Protected Species. PPS9 does not require full ecological survey of every site to be considered for allocation. As stated above, however, considerable survey work has been undertaken (see 6.35).</p> <p>6.55 & 6.56: The AAP does not set out the detailed layout of development at Waterfront Business Park although it does set out the overall area, the general Character Areas and floorspace limits. The AAP has been updated to take account of the detailed developments approved by the County Council and the outline application approved by this Council.</p> <p>As much of the site is being raised to mitigate against flooding, it may not be possible to retain existing soil in situ. Planning permission for remediation of this land and road construction has been approved by the County Council and this consent included a condition requiring a mitigation strategy to be agreed - which has been developed in discussion with Natural England with advice from the County Council's own ecologist.</p> <p>6.57 Para 5.3.89 (now bullets page 107): Support noted. Historic Environment Issues:</p> <p>7.1: Noted</p>
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	<p>Sustainability Report</p> <p>7.2 Cumbria County Council supports the Barrow Port AAP Sustainability Report's identification of the need for the preservation of all designated archaeological/historical sites and the requirement for the implementation of a mitigation strategy to record any archaeological remains threatened by development. The County Council supports the proposed mitigation strategies outlined in the report for EN3 (improve the quality of the built environment); the avoidance of an adverse impact on historic assets and their settings; the undertaking of archaeological assessments to determine the value of a site and the implementation of an appropriate mitigation scheme to record any threatened archaeological remains; the sympathetic refurbishment of existing buildings; and the introduction of heritage interpretation facilities.</p> <p>Development Plan Document</p> <p>7.3 The origin, character and strong identity of Barrow Port lies in its industrial past. It is encouraging that there is an objective for the balancing of the need of developing the built environment and that Policy BP6 promotes schemes that enhance the historic character of the area.</p> <p>7.4 While the report should not repeat national and local planning policy, for the sake of clarity, it would be helpful to include in this section a brief consideration of the below ground historic remains.</p> <p>7.5 A statement indicating that it is highly likely that industrial archaeological remains will be encountered during the development of the proposed sites and that the implementation of mitigation strategies to preserve and/or record the remains will be required.</p> <p>7.6 Identification of the surviving archaeological resources below ground should be undertaken at the earliest opportunity and a programme of mitigation considered so that dealing with the remains is not merely seen as a potential constraint to development but rather can provide an opportunity to a positive contribution to the area's sense of place.</p> <p>7.7 Public presentation of the results of any archaeological recording through a variety of media should be considered to</p>	<p>7.2: Sustainability Report: See separate response.</p> <p>7.3: Support for the slightly reworded Objective 6 and Policy BP6 (now BP4) is noted.</p> <p>7.4, 7.5 & 7. 6: It is not considered necessary to include these policies in the AAP as they are not specific to the development at the Port area. Whilst they are to an extent repetitive of national policy, they may still be appropriate to include in the General Policies for the Control of Development DPD. Applications would be judged against national policies, the RSS, and the saved policies of both of the Structure Plan and Local Plan until such time as these are replaced.</p>
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	<p>provide an historic context for the canal and its associated industries. These remains may well be robust enough to provide a clear visual link to the area's past and provide heritage value.</p> <p>7.8 The consideration of the adaptive reuse of historic structures in the report such as the World War II pillboxes at Cavendish Dock and the Salthouse Mills buildings is fully supported, not only in terms of adding a sense of place, identity, and historic value, but also on sustainable grounds. It is far less a drain on natural resources and reduces the carbon footprint of any development to adapt and reuse structurally sound existing buildings than it is to construct new buildings.</p> <p>7.9 Key Site 8 - policy BP25 states that there may be selective demolition. It is not stated where the demolition may be and, while the numerous listed buildings in this area should be unaffected by this policy, it is important to highlight that the Egerton Buildings on Ramsden Dock Road, which are currently not protected by statutory designation and which would have been threatened by previous development proposals, are also considered to be of sufficient importance to warrant preservation.</p> <p>8 RIGHTS OF WAY ISSUES</p> <p>8.1 There are concerns regarding accessibility of the links around the docks which link with the Public Right of Way from the South. It is important that these are multi-user friendly. Although the route from the South is accessible, there is currently no well-defined route upon reaching the docks.</p>	<p>7.8: Support for the reuse of the pillboxes (proposed at Cavendish Dock) and the reuse of Salthouse Mills is noted.</p> <p>7.9: The reference to selective demolition has been removed as no demolition is currently planned. The policy wording has also been amended to clarify the extent of the known interventions, and to provide guidance should any other proposals come forward. The study on Egerton Court mentioned in the Preferred Options document is now complete and in respect of these buildings (Egerton Court), includes English Heritage's conclusion that "their potential for grade II listing is strong."</p> <p>Rights of Way Issues:</p> <p>8.1: Although it is not clear which links the concerns relate to, the AAP includes proposals to create and enhance rights of way within and to the Action Plan Area, linking with other routes - including the Westfield Trail at Roosecote.</p>
17	<p>Aldingham Parish Council considers that the following issues arising from the Port Development proposals will affect the Parish of Aldingham:</p> <ul style="list-style-type: none"> a) Decline in industry b) Need for regeneration c) Need for diversification d) To tackle the poor health of the local population e) Potential growth of tourism f) Need to improve traffic problems and the road links between Barrow Port and the strategic road network. <p>Aldingham Parish Council would therefore like to submit the following points for consideration. These are covered in the Key</p>	<p>Aldingham Parish Council's support for the overall concept is welcomed.</p>

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	<p>Sustainability issues.</p> <p>The Council considers that the Development Plan is a brilliant concept and consequently believes that the extra traffic created has not been fully considered.</p> <p>There is plenty of reference and encouragement for walking and cycling but insufficient consideration to coach, bus and car parking to cope with the expected tourism, cruise traffic and day to day extra employment.</p> <p>The first proposal is to construct a road connection from Rampside road A5087 alongside the Dock to pick up the suggested links in the Plan. This proposal will take a great deal of weight off the centre town traffic and provide a more attractive route especially for cruise traffic into the Lakes and hopefully more consideration will be given to up grade the route and its sea defence problems. It will take traffic off the A590 between Barrow and Ulverston.</p> <p>The second proposal is to use part of the Cavendish Dock for more than just a wildlife attraction. It is suggested that part MVH1 and part CD1 should be used for a Park and Ride (or walk) concept also a coach and car park (a Terminus). This would link in with the desire to have little or no parking in the housing areas and the healthy walking consideration in the Plan. Parking lots should be allocated to the residents.</p> <p>The wildlife attraction can now be addressed by creating shallows away from the new parking area to encourage Eider duck to adopt a breeding area and to encourage other varieties of Duck and Geese. An island could be constructed with bush and tree planting around all the fill areas and a circular walk constructed to add to the appeal of the area.</p> <p>The Council considers that this suggestion will be more beneficial to all parties- human, bird and animals alike. The health benefits to humans will be greater and overall it will produce a more attractive scheme.</p>	<p>Whilst the suggestion of a new access road is noted, the Local Highway Authority raised no objections to the Marina Village Opportunity Area developments being served from accesses off Salthouse Road. A new road around Cavendish Dock, which would have a significant and adverse effect on the SPA/SSSI and Ramsar, is therefore not justifiable.</p> <p>A park and ride facility for Barrow has not been suggested through the Local Transport Plan. Parking for the Wildlife Attraction is proposed on the Peninsula, possibly shared with the Watersports Centre. There will be public car and coach parking at Marina Village. There is no desire to have little or no parking for residents in Marina Village. The Area does however represent an accessible location close to the town centre, and the proposals include extensive provision for pedestrian and cycle links both within the site, and connecting to the town centre and the wider Borough. Marina Village is intended to form a mixed-use residential neighbourhood and a destination that people will want to visit. Visitors will be encouraged to undertake joint trips to Marina Village and into the town centre.</p> <p>Natural England has been consulted in the development of proposals for the Cavendish Dock Wildlife Attraction and will be closely involved in the further detailed development of the proposals. The AAP supports the creation of island habitat in Cavendish Dock, subject to Natural England being in full agreement. A circular walk around the Cavendish Dock is proposed under Policies BP11 and BP19, for which the Parish Council's supported, is noted.</p>
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21	British Horse Society	No comment made (but supportive of the scheme)	The British Horse Society's support is welcomed.
40	Associated British Ports	<p>We have been instructed by our client, Associated British Ports Limited (ABP) to submit representations to the above document in respect of their landholdings at the port of Barrow, which include Buccleuch Dock, Cavendish Dock, Devonshire Dock and Ramsden Dock ('the port of Barrow').</p> <p>Background</p> <p>Ports are essential for both UK trade and the economy, and UK Government Policy recognises that the country, 'needs a thriving ports industry'. Some 95% of international cargo in the UK passes through ports, equal to an estimated 75% of the value of UK trade and goods. Ports also support the movement of people, with approximately 68 million passengers using the UK's ports every year.</p> <p>ABP is the UK's largest port operator, helping to drive the vital contribution that ports make to our economy. In 2005, ABP's 21 ports across the UK handled 135 million tonnes of cargo (approximately 23% of total UK port tonnage), and served over 5 million passengers. ABP have a statutory duty to operate and provide port facilities at its harbours and is therefore deemed a 'statutory undertaker'.</p> <p>Ports are instrumental in facilitating modal shift, with the UK ports owned by ABP supporting 25% of all UK rail freight (around half of all freight carried by rail in the UK moves to and from ports). Every year around 30 million tonnes of domestic cargo is transported around our coast by sea. Thus by facilitating modal shift, this helps remove lorries from the UK's congested road network, contributing to a more robust and efficient transport network.</p> <p>The port of Barrow itself is well placed to serve shipping routes to Ireland, mainland Europe, the north Atlantic and beyond. It specialises in short sea shipping, with a variety of cargoes handled at the port in recent years. The port is also an increasingly popular port-of-call for cruise liners, given its position as the gateway to the Lake District. It also has good road connections to the A590, which links Barrow with the M6.</p>	<p>ABP's general comments about the importance of the Port to the economy or Barrow and the Region are noted. This importance is reflected in the APP and in the amended Strategic Vision BP SV1.</p>

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	<p>By acting as a gateway, the port of Barrow plays an important role in enhancing the connectivity of the wider region, helping to promote economic competitiveness, jobs and economic growth. Pursuant to the above, ABP's representations to the Barrow Port Area Action Plan (AAP) are set out in section C.</p> <p>Conclusion</p> <p>ABP's port operations at Barrow are vital to the economic competitiveness of both the town and the wider regional economy. As such it is requested that the comments set out in section C are taken into consideration in the preparation of the Barrow Port Area Action Plan and the Barrow Port Local Development Framework in general.</p> <p>ABP would also welcome the opportunity to participate further in the Local Development Framework.</p> <p>Plan 1: Proposals Map Objection ABP object to the Barrow Port Area Action Plan on the grounds set out below:</p> <ol style="list-style-type: none"> 1. Land retained for Port Uses (BP9) - The area relating to the Condensate Tank Farm is shown incorrectly and it is requested that the Proposals Map be amended accordingly. The area shown is basically the area which is fenced off but the area does not comply with the area contained in the Lease held by Centrica from ABP. Centrica have been approached with regards to releasing the areas contained in the Lease, outside of the fenced area, but as yet no decision. ABP can provide a plan showing the area subject to the Lease if required. 2. Barrow Port Area Action Plan Boundary - This extends into Walney Channel. It is considered that it is only appropriate for it to extend into Walney Channel in relation to the proposed cruise liner terminal water area and it is requested that the Proposals Map is amended accordingly. 3. Marina Infrastructure (M1), Marina Link (M3) and water area to Water Sports Centre (WS1) - It is requested that the Proposals Map be amended to show clearly the land area relevant to M3 and the water areas relevant to M1 and WS1, which have been 	<ol style="list-style-type: none"> 1) The Proposals Map has been amended and an area of BP9 (now BP8) has been moved into BP17 - Marina Service Area. The boundaries on the Proposals Map relate to proposed uses and do not necessarily reflect ownerships or leases. 2) The boundary of the Port Area Action Plan was originally identified in the Council's Local Development Scheme, which was published in August 2007. The extension of the south western boundary of the Action Plan Area into Walney Channel was intended to acknowledge the fact that the use and operation of the facilities could impact on Walney Channel, and at the consultation stage, the location and uses were not fixed. The Cruise Facility and to a lesser extent the Marina Link works, will extend into Walney Channel.
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	<p>included in the Agreement for Lease between ABP and Cumbria CC dated 30th March 2006. ABP can provide a plan showing the areas if required.</p> <p>4. Cavendish Dock Wildlife Attraction (CD1) Salthouse Housing (SH1) - ABP owns a small area of land which immediately adjoins the western boundary of SH1, being separated from CD1 by an access road which extends southwards towards the Roosecoate power station pump house. It is therefore requested that this area should be included in area SH1 rather than CD1 and the Proposals Map amended accordingly. ABP can provide a plan showing the areas if required.</p> <p>5. Cavendish Dock Wildlife Attraction (CD1) - ABP owns a small area in the southwest corner of area of CD1. It is considered this area should be included in area BP9 as it is presently being used for parking in connection with the occupation of the BNFL terminal. It is vital that BNFL have this area for parking, as there is no space available within the terminal area. As such it is requested that the Proposals Map be amended accordingly. ABP can provide a plan showing the area if required.</p> <p>6. Land retained for Port Uses (BP9) - ABP owns a small area shown within the Plan Boundary to the south west of the BP9 area and south of the lock entrance. This area is required for future port related development and it is therefore requested that the Proposals Map be amended accordingly. ABP can provide a plan showing the area if required.</p> <p>2.3 Land Use para 2.3.1 Objection</p> <p>ABP object to Paragraph 2.3.1 on the grounds that it refers to ABP's "deep water access taking ships up to 9 m in draught". This is incorrect as ship draught is up to 10 metres. ABP therefore request that Paragraph 2.3.1 be amended accordingly.</p> <p>2.3 Land Use para 2.3.4 Objection</p> <p>ABP object to Bullet Point 4 of Paragraph 2.3.4 on the grounds that it states that "The water in the dock system must be very closely controlled for BAE activities". Although this is true, it is important that the water in the dock system be very closely</p>	<p>3) The Proposals Map has been amended, but relates to proposed uses and does not necessarily reflect ownerships or leases.</p> <p>4) This area is proposed to form part of the Cavendish Dock Wildlife Attraction/Cavendish Dock Trail. Extension of the housing proposed at Salthouse into this area so close to the Dock, the railway and the pedestrian cycle links around the Dock and under the railway bridge, would be inappropriate.</p> <p>5) This area has been moved from CD1 and has included in BP9 (now BP8) as suggested.</p> <p>6) The Proposals Map has been amended and land moved from the Marina Link BP17 M1 into BP9 (now BP8).</p> <p>Para 2.3.1: Comment noted and text amended accordingly.</p> <p>Para 2.3.4 Bullets: Comment noted and text amended to read: 'The water in the dock system must be very closely controlled for BAE and other port activities.'</p>
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	<p>controlled for not only BAE activities, but also all other marine activities. As such it is requested that Bullet Point 4 of Paragraph 2.3.4 be amended accordingly.</p> <p>2.3 Land Use para 2.3.5 Objection</p> <p>ABP object to Paragraph 2.3.5 on the grounds that it states "Walney Channel is dredged annually to a minimum depth of 3 metres below chart datum". This is incorrect with Walney Channel 'dredged regularly to a minimum depth of 3.5 metres below chart datum'. As such it is requested that Paragraph 2.3.5 be amended accordingly.</p> <p>2.5 Environmental Quality 2.5.27 & 2.5.28 Objection</p> <p>ABP object to Paragraphs 2.5.27 and 2.5.28 on the grounds that although ABP contributed to the Strategic Flood Risk Assessment in relation to Cavendish Dock, it did not form part of the client group. As such, ABP does not necessarily accept the conclusions of the Flood Risk Assessment in relation to the future development of ABP land. As such it is requested that Paragraph 2.5.27 and 2.5.28 be amended accordingly.</p> <p>BP3 Objection</p> <p>ABP strongly object to Policy BP3, which proposes to remove permitted development rights for new development in the Barrow Port Action Plan Area. Permitted development rights are an important provision in terms of reducing the need to make a planning application for certain limited forms of development. This is particularly true for statutory undertakers such as ABP, whose permitted development rights as a port operator are fundamental to the efficient operation of its ports. These rights provide ABP with the flexibility to meet commercial customer needs in the shortest possible time, and are thus fundamental to its operations. The removal of these rights would thus cause major problems in terms of redeveloping the 'Land to be Retained for Port Uses', as well as the ongoing operations of the Port of Barrow.</p> <p>As such, it is considered that Policy BP3 is overly restrictive and</p>	<p>Para 2.3.5 (now 2.3.1): Comment noted and text amended accordingly.</p> <p>Paragraphs 2.5.27 and 2.5.28 (now 2.5.28 to 32): Comment noted and text amended.</p> <p>Policy BP3: The policies of the Action Plan have been developed to reflect the Council's commitment to quality and good design of the built form and public realm within the Area. As paragraph 4.3.11 states, 'Good quality, sustainable design can be fundamentally compromised by inappropriate additions/alterations at a later date that fall out-with planning controls..'. The intention of Policy B3 is to ensure continued quality and integrity by removing permitted development rights, only where appropriate, by way of conditions attached to specific grants of planning permission. It is considered that this policy is both necessary and justified.</p>
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	<p>would result in the unnecessary need for planning applications for operational development by ABP in respect of its port operations, and associated cost and delay. This is considered to be unacceptable and Policy BP3 should be deleted accordingly.</p> <p>BP7 Objection</p> <p>ABP accept the provision set out in relation to responsible Environmental Management in Policy BP7. However, ABP object to the wording of Policy BP7 and make the point that the elements of the approach will be determined by the specific development proposed. As such, it is unlikely that all of the considerations will apply to future port related development. It is therefore requested that Policy BP7 be amended accordingly.</p> <p>BP9 Objection</p> <p>ABP welcome the provision made in Policy BP 9 to support the ongoing operation and development of the commercial port operations within port Action Plan Area. More specifically, it is agreed that the Council should support the intensification and rationalisation of existing port facilities, safeguard land for existing and future port operations and ensure new development proposals do not prejudice the existing and future port operations.</p> <p>Notwithstanding this, given that the Barrow LDF Port Area Action Plan will set out land allocations for the next 10 to 15 years, ABP object to the wording of Policy BP 9 as it does not specifically support the redevelopment of surplus port land in the future. As part of its business management, ABP continually review operations at their UK ports in order to increase future operational efficiency. This may result in further land at the port of Barrow being identified as surplus to port requirements during the AAP period.</p> <p>In addition, ABP is presently dealing with a number of enquiries, which could result in a significant proportion of the area that is to be Retained for Port Related Uses, and available for development, being developed for port related uses within a reasonable period of time.</p>	<p>It is not clear whether ABP had concerns about a specific aspect of this Policy B7 (now BP5). The policy is an Area-wide policy intended to embody the aspects of environmental management that the Council considers may be relevant to developments within the Action Plan Area. The nature of developments will vary from a satellite dish through to major housing and commercial development. As with any policies of this type, it will be applied as appropriate to the specific development in question.</p> <p>Policy BP9 (now BP8). The Area Action Plan identifies a large area of currently port-related land for non-port related uses. It is important that a significant area of the Port is safeguarded for future port-related use and development (part of the proposed retained land is already in port-related use). The Port is an important commercial and transport asset to Barrow Borough and protection of this asset, including dockside frontage, is an important element of the plan for the Area. This has been reflected in the amended Strategic Vision for the Area - BPSV1. The text of BP9 (now BP8) has been amended, including to align with the wording of the now adopted revised RSS (Policy RT6).</p>
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	<p>In light of the above, and the Council's support for the intensification and rationalisation of port facilities set out in Policy BP 9, it is requested the wording of the Policy be amended as set out below (see square brackets) to allow for the possible future redevelopment of surplus port land during the AAP period:</p> <p>"The Council will support the Operational Port by:</p> <ul style="list-style-type: none"> - Supporting the intensification and rationalisation of facilities within the existing boundaries, [including the redevelopment of land identified as surplus to port requirements];" <p>This amendment is requested to ensure sufficient flexibility is provided by the AAP to ensure proposals for the redevelopment of land identified as surplus to port requirements during the period of the AAP, are looked on favourably. This would encourage the reuse of such land, avoiding problems of under use, vacancy and dereliction during the AAP period, with obvious regeneration benefits. It should be noted however, that any future disposals of ABP's land will be minimal.</p> <p>BP10 Objection</p> <p>ABP welcome the provisions set out in Policy BP10. However, ABP object to the wording of the policy on the grounds that it does not have the proviso that the development of new tourist / leisure facilities should not compromise ABPs existing and future commercial operations. As such it is requested that Policy BP10 be amended as set out below (see square brackets):</p> <p>"The Council will support the development of new tourist facilities / leisure facilities as part of a mixed-use approach where this will:</p> <ul style="list-style-type: none"> - [Not compromise ABP's existing and future commercial operations at the Port of Barrow];" <p>BP12 Supporting</p> <p>ABP support Policy BP 12, and more specifically its aim to improve transport accessibility to the port Action Plan Area. Effective transport links to ports are more important than ever for securing business and prosperity in an increasingly globalised economy.</p>	<p>Policy B10 (now BP9) Tourism/Leisure Facilities: Area-wide Policy BP9 (now BP8) includes wording that: "development proposals do not impede the operational requirements or prejudice the economic viability of the port;" It is not considered necessary therefore to repeat this in other Area wide policies such as Policy B10 (now BP9). As stated above, the wording of Policy BP9 (now BP8) has been modified and closely aligns with the wording of the RSS.</p> <p>BP12 (now BP11): Support and comments noted.</p>
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	<p>Inefficient road access to ports can only damage competitiveness, jobs and economic growth.</p> <p>As such, ABP welcome transport improvements to the port Action Plan Area as part of the development proposals set out in the AAP and would request that new development is designed to ensure the transport network is improved where possible. This is considered to be of importance to the future success of the port of Barrow, as well as the town and the wider region.</p> <p>Notwithstanding the above, ABP reserves its position for security and health and safety reasons to fully secure its retained freehold estate to ensure its operational activities are not compromised in any way. This is considered to be vital due to the activities of BAE, BNFL, Centrica and others on the port estate.</p> <p>BP17 Supporting</p> <p>ABP support Policy BP 17. More specifically, ABP are actively supporting the proposals for the Marina itself as well as the over ground Marina Link between Anchor Line Basin and Walney Channel.</p> <p>In addition, ABP support the provision that new development at Barrow Marina "should not compromise existing or planned commercial use of the Docks". This is important to ensure new development of more sensitive land uses at the Marina be designed with full consideration of the existing port operations, to ensure restrictions are not put place on the port operations in terms of noise levels, vehicular movements, etc. This is vital to ensure the continued operation and viability of the port of Barrow.</p> <p>BP18 Objecting</p> <p>ABP object to the wording of Policy BP 18. Although ABP do not object to the proposed mixed use redevelopment of this area, the company are concerned about possible restrictions that may be imposed on existing and future port operations e.g. noise, vehicular movements, etc, as a result of the introduction of these more sensitive land uses. As such it is requested that Policy BP 18 is amended as set out below (see square brackets):</p>	<p>BP17: Support noted. However the precise wording of this point (now 7)) has been modified to state "Development should not impede the operational requirements of the port", wording which closely aligns with the wording of the RSS.</p> <p>BP18: This point is considered to be adequately covered by Policy BP9 (now BP8) as discussed above. Whilst similar wording has been included in the site specific policies for proposals which, if not designed and managed effectively, could clearly impede the port operations i.e. the Marina and Watersports Centre (BP17 and 20), it is not considered necessary to repeat this in Policy BP18. The AAP makes clear and future residents will be fully aware of the ongoing operation of the port and that access to the port land to the south west by road and rail is to be retained.</p>
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	<p>"The Council will expect the development of the Marina Village Housing site to be delivered in a coordinated and comprehensive manner in line with policy BP1 of this AAP to secure:</p> <p>'[-Development that would not compromise ABP's existing and future commercial operations at the Port of Barrow;]</p> <p>The above amendment is requested to ensure new development at the Marina Village Housing site is designed so as to ensure this does not result in conflict with the existing and future commercial port operations and ensure the continued operation and viability of the port of Barrow.</p> <p>Section 5.2 Para 5.2.120 Objecting</p> <p>ABP object to Bullet Point 5 of Paragraph 5.2.120 and request that a correction be made to this. The Long Embankment was constructed as a retaining wall for Cavendish Dock and ABP's maintenance responsibility is in respect there of, and not as a form of sea defence for Barrow. It is therefore requested that Bullet Point 5 of Paragraph 5.2.120 be amended accordingly.</p> <p>BP19 Objecting</p> <p>ABP welcome the provisions of Policy BP19 and are considering proposals to develop Cavendish Dock as a wildlife attraction for visitors and tourists.</p> <p>However, ABP object to extent of the Cavendish Dock Wildlife Attraction (CD1) designation, as it currently incorporates a small area of land owned by ABP in the south western corner of the designation (referred to in the comments on Plan 1: Proposals Map). This area is vital for parking for the BNFL terminal and it is requested that its designation on the Proposals Map should be amended to land to be Retained for Port Related Uses.</p> <p>In addition, ABP reserves its position to fully secure its freehold estate in this location for reasons of security and health and safety.</p> <p>BP20 Supporting</p>	<p>Section 5.2 Para 5.2.120 (now 5.2.30). This bullet point has been deleted.</p> <p>BP19: Support for the proposal is noted. The car park area has been removed from CD1 and incorporated into BP9 (now BP8) as land to be retained for port-related use and development as requested.</p> <p>BP20: Support and comments noted. However, the precise wording of this point (now point d), has been modified to state</p>
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	<p>ABP support Policy BP 20 subject to the provision that:</p> <p>"Development proposals should not compromise current or planned commercial uses of the Docks"</p> <p>This proviso should not only apply to development at the Watersports Centre but also to its use.</p> <p>BP21 Objecting</p> <p>ABP welcome the provisions of Policy BP21.</p> <p>However, ABP object to extent of the Salthouse Housing (CD1) designation, as it does not currently incorporates a small area, which immediately adjoins the western boundary of the designation (referred to in the comments on Plan 1: Proposals Map). It is therefore requested that its designation on the Proposals Map should be amended to land to be Salthouse Housing.</p> <p>BP22 Supporting</p> <p>ABP support Policy BP22 subject to the provision in paragraph (e) that</p> <p>"The development approach will not prejudice the operational elements of the port to the south"</p> <p>In addition figure 5.7 is incorrect in relation to ABP's land south of Anchor Line Basin. It needs moving northwards to the same boundary as shown on the Proposals Map.</p> <p>BP23 Supporting</p> <p>ABP support Policy BP 23 subject to development and use of the Business Park not prejudicing the operational elements of the Port to the south. As such it is requested that the Policy be amended accordingly.</p> <p>Figure 5.8 is incorrect showing the Business Park area</p>	<p>"Development and usage should not impede the operational requirements of the port" wording which closely aligns with the wording of the RSS.</p> <p>BP21: Support and comments noted. However as stated above, this area of CD1 is proposed to form part of the Cavendish Dock Wildlife Attraction/Cavendish Dock Trail. Extension of the housing proposed at Salthouse into this area so close to the Dock, the railway and the pedestrian cycle links around the Dock and under the railway bridge, would be inappropriate.</p> <p>BP22 & BP23: Support and comments noted. This point is considered to be adequately covered by Policy BP9 (now BP8). Whilst similar wording has been included in the site specific policies where proposals which, if not appropriately deigned and managed, could impede the port operation i.e. the Marina and Watersports Centre (BP17 and 20), it is not considered necessary to repeat this in Policy BP22 and 23.</p> <p>All aerial figures have been amended in line with the Proposals Map.</p>
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	<p>encroaching on to ABP's area within BP9.</p> <p>Para 5.3.24 Objecting</p> <p>Reference is made to "Associated British Ports allotments". This reference should be amended by deleting reference to Associated British Ports. This is because ABP sold the allotments in March 2006.</p> <p>BP24 Supporting</p> <p>ABP support Policy BP24 and are actively promoting the proposals for the Barrow Cruise Terminal Facility as a gateway arrival point in to Barrow.</p> <p>Plan 3: Designations Objection</p> <p>Pursuant to the comments on CD1 under Plan 1: Proposals Map, the south-west corner of area CD1 is currently used and needed for parking for the BNFL terminal and steps should be taken to ensure this continues to be possible under the SPA designation. Or the process should be begun of removing this corner from the SPA.</p>	<p>Para 5.3.24 (now final bullet point on page 99): The text has been amended accordingly.</p> <p>BP24: Support and comments noted and welcomed.</p> <p>Plan 3: Designations (now Proposals Map): This area has been included in BP9 (now BP8) as ABP have suggested. The SPA was classified by the Secretary of State, and the Council cannot remove areas from it through the LDF. As the car park was presumably in use when the site was classified, there is no reason to assume that the continued use of ABP's land as a car park would result in any conflict with the SPA designation. ABP would need to discuss this directly with Natural England.</p>
41	<p>Government Office North West</p> <p>The following are supplied, on behalf of the Secretary of State, as representations on the published Barrow Port Area Action Plan Preferred Options (August 2007). They are comments and suggestions on the preferred options as they relate to identified good practice and to national and regional policy and guidance. As well as detailed comments on the text, reference is made to issues of soundness. These comments are intended as pointers which we would recommend you take into account in preparing the Submission version of the document, but should not be taken as prejudicing or pre-empting any representations which may be made at that time.</p> <p>You should also note that any opinions expressed by this Office regarding the soundness of a Development Plan Document, or actions recommended to achieve soundness when submitted, cannot be guaranteed to secure a favourable outcome at Examination, since the Inspector will come to an independent</p>	<p>General: GONW comments were made against the legislation and guidance in force in 2007. The regulations and PPS12 advice has now been revised.</p>

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	<p>conclusion.</p> <p>It is strongly recommended that you carry out a self assessment, a format for which is provided by the Planning Advisory Service. As well as being useful for your own purposes, as an aid to ensuring that all angles have been appropriately covered, it is recommended by the Inspectorate. We would suggest that this exercise be carried out before preparation of the Submission version of the AAP is well advanced.</p> <p>Soundness considerations</p> <p>Community involvement. (test ii)</p> <p>The way the document has emerged (in particular, with little extant documentation of the 'Issues and Options' stage) raises possible concerns about transparency. In establishing that the Council has complied with the Regulations (or SCI as appropriate post adoption), you should ensure that there is a clear 'audit trail' describing the consultation that has been carried out, including previous consultation exercises about the Master Plan. This would need to demonstrate how the intentions of the Regulations and national guidance have been met, be it in consulting the community under the auspices of the Master Plan, or carrying out the broader process of consultation of the agencies listed in PPS12.</p> <p>Sustainability Appraisal (test iii)</p> <p>The Sustainability Appraisal has been carried out in terms which might be expected to meet Test iii, but note comments below about consideration of alternatives.</p> <p>Note that the Appropriate Assessment, when it has been completed, should be capable of influencing the selection of those options which do go forward into the submitted document, as well as it being clearly demonstrated that any identified mitigation or compensatory measures have been incorporated.</p> <p>'Spatial Plan' (test iv) - Relationship to other plans, policies and strategies (also test v, having regard to the Community Strategy)</p> <p>There is very little reference to the Borough's Community Strategy and how the AAP fits in with that and its objectives. We</p>	<p>The Soundness Self-Assessment Toolkit provided by PAS has been amended in line with the legislative and policy changes, but is undergoing further review and the Planning Advisory Service (PAS) are currently recommending that Authorities do not invest too much time in it until the review is complete. A full written self-assessment has not therefore been completed, but the toolkit has been used informally to check the soundness of the document.</p> <p>The submission documents will include a summary of the consultation carried out at all stages of the AAPs preparation, including previous consultation exercises relating to Barrow Port Masterplan. The LDF system has now been modified and the consultation arrangements are more streamlined and flexible. The extent and manner of consultation carried out in the preparation of the AAP is considered to fully meet, if not exceed the requirements.</p> <p>Sustainability Appraisal: Comments noted. See separate response.</p> <p>Appropriate Assessment: Comments noted. See separate response.</p> <p>The Community Strategy informed the preparation of the AAP and is referenced where appropriate in the text and in detail in</p>
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	<p>have no reason to suppose that the AAP will not help to achieve CS objectives, and assume that they have been taken into account, but would recommend that more thought be given to this. There are other strategies on a sub-regional scale, especially those relating to economic development and regeneration, which are likely also to be relevant.</p> <p>Appropriateness, robustness and credibility (test vii)</p> <p>"At examination, LPAs will need to show a clear trail of options generation, appraisal, selection or rejection and the role that the Sustainability Appraisal and community engagement have played in this process." ('Lessons Learnt Examining Development Plan Documents', PINS, June 2007.)</p> <p>Consideration of alternatives The AAP is based on a strategic approach which is incorporated as a 'given' and the alternatives are expressed as variations within that overall strategy. The reasons for this are understood and it does not invalidate the document; but care will need to be taken, when submitting the document, that the Inspector clearly understands the reasons for this approach. Our comments below, and those on transparency above, relate to this point.</p> <p>The reasons given in the blue sections are cogent as far as they go. The advice of the Inspectorate is that "Consultees should have sufficient detail about the various options to have a reasonably clear understanding of the different outcomes of those options" ('Lessons Learnt' para. 1.6). The submitted document might be vulnerable to objections that this had not been met, if any representor feels so aggrieved.</p> <p>How have the conclusions of the Sustainability Appraisal, including its very full appreciation of mitigation measures, been taken into account in formulating the Preferred Options? The document is almost silent on this.</p> <p>In the SA report itself it is not clear what comparative assessment has been made of the merits of the alternatives which have not been preferred. It is thus not clear how the process of developing options (stage B2 of the SA process as identified in the guidance 'Sustainability Appraisal of Regional Spatial Strategies and Local development Documents') has been carried out with reference to their comparative sustainability. As a result, it does not appear to</p>	<p>Appendix 3. Many other plans and strategies have informed the development of the AAP and some are cross referenced where relevant in the text. These are also considered through the SA process. It is not considered appropriate to include a detailed assessment of the large number of non-statutory sub regional strategies within the AAP, although Appendix 3 does include the County Structure Plan and reference to the Cumbria Sub Regional Spatial Strategy, which the Action Plan is considered to reflect. References to the Sustainable Community Strategy have been added and amended to reflect the updated version adopted in November 2008.</p> <p>Consideration of Alternatives Whilst GONW's note of caution in noted, the LDS set out the scope of the Barrow Port AAP and the issues and options stage consultation identified that the AAP was to build on the Barrow Port Masterplan which had been the subject of extensive consultation. The Preferred Options document set out the main alternatives that had been considered as part of the AAPs development and clearly invited other alternatives to be put forward. The overall strategy of the redevelopment of surplus land at Barrow Port is endorsed by the RSS, RES and in part by the existing saved Local Plan, and indeed it is hard to see how the RSS and RES policies for Barrow could be taken forward without the AAPs overall strategic approach. As such it is difficult to see how the overall strategy could be fundamentally altered. The individual elements of the strategy that make up the AAP were not presented as a 'given', but were developed in consultation, with some elements being refined, deleted and others introduced e.g. Salthouse Housing.</p> <p>The SA process did inform the development and refinement of the Preferred Options. The AAP does not attempt to include the SA results, which are contained within the separate SA Report. The SA Report included an assessment of the options proposed to be rejected. It is not considered essential that comparative scores are given for each option, as the process of SA is to inform the selection of the preferred option not to simply select the option with the highest sustainability 'score'. When read as a whole, it is considered the AAP and SA report do indicate the sustainability impact of the preferred and</p>
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	<p>be possible to evaluate whether the alternatives chosen are the most conducive to sustainable development, or, if not, why they should be preferred.</p> <p>The evidence base At present this is largely restricted to Section 2, which is very good in presenting a vivid picture of the area and linking that to the issues facing the AAP. But overall the document is thin on evidential references. For example, it is difficult to see the justification for the proposed approach to housing mix, or the assertion that the level of retail provision proposed is all that can be accommodated without damaging the town centre, or the provisions regarding flood risk mitigation, or the stipulations about open space. We recommend that the submitted document be significantly stronger in this respect, with appropriate document references (housing need, retail capacity, recreational provision, flood risk assessment etc.) both in the text and the background sections.</p> <p>In particular, you should note the advice that housing trajectories should be included in DPDs. This applies equally to AAPs in the sense that the document should demonstrate how the provision proposed will contribute to providing the Borough's housing supply requirements. This is especially the case for an AAP which precedes the Core Strategy. See PPS12 Annex B paras B25 to B29 for guidance on the minimum information that is required.</p> <p>Implementation and flexibility (tests viii and ix)</p> <p>The implementation and monitoring framework is very full and Table 6.1 is an excellent summary. If there is any detail on committed funding that might be a useful addition, if robust enough. Additionally, some of the targets in Table 6.2 could be expressed in more detail as regards quantification and timescales.</p> <p>With that and other factors in mind, we would suggest that the submitted document address the question of flexibility in more detail, the point being that the DPD should be able to demonstrate how the Council and other parties might react to changes in circumstance which affect the feasibility of what is now proposed, or for other reasons indicate a shift in approach.</p> <p>Comments on the text</p>	<p>rejected options. For further comment on this point see separate response.</p> <p>The evidence base Additional and updated references to the evidence base have been added in the text and Appendix as suggested. A full housing trajectory is included with the Council's AMR and will also be relevant to the Core Strategy. However, as the AAP is now proceeding ahead of the Core Strategy, additional text has been inserted showing how the AAP will contribute to the achievement of the RSS targets.</p> <p>Implementation and flexibility: Comments noted. Table 6.2 has been revised with additional monitoring indicators added in line with the Council's AMR, the revised Core Indicators and new National Indicators; and now relates to the monitoring of the Policies rather than the Objectives.</p> <p>The issue of flexibility is a difficult one when Council's are encouraged and required to support policy decision and proposals by clear evidence and some degree of certainty on delivery. It is also difficult to see how flexible an Area Action Plan, which by its nature is very detailed, can be. Where flexibility does exist without undermining the overall objectives, this has been clarified. Table 6.1 and the accompanying text has been amended and updated.</p>
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	<p>Whilst the document is generally commendably clearly set out, there is a certain amount of what would appear as jargon to many readers, particularly in parts of section 2 (e.g. on pp.16-17 - Ramsar, SMR, CABE publication not in the list at the back, 'fine urban grain'). Much of this could be dealt with by reviewing the glossary and background documents sections.</p> <p>Policy BP3 Removal of Permitted Development Rights This requires further justification. Its normal manifestation is via Article 4 Directions, which are 'commonplace' only in Conservation Areas, and Circular 9/95 is explicit that such Directions should only be used in exceptional circumstances elsewhere. We would support the intent of the policy, but more thought needs to be given to how that could be achieved, including the use of planning obligations and conditions in leases where public authorities have control of the land.</p> <p>Policy BP5 Phasing of new housing The document does not explain why development should be phased in this way, or whether alternatives were considered, or whether the phasing is considered to be flexible in the event of changing circumstances.</p> <p>Policy BP13 Access to Community Facilities The words 'must ideally' convey no clear idea of what stress should be placed on this policy, indeed they might be argued to be tautologous. It would be helpful also to give some idea of what developer contributions would be expected to achieve, in areas where the standards could not be met.</p> <p>Policy BP14 Provision and Design of Public Realm/Open Space More detail will be needed on the implementation of this. It would appear that some of its proposals would be achieved within development sites, whilst others would have to be paid for by public sector funding and/or developer contributions (which would have to be justified within the terms of national policy and guidance, and lawfulness).</p> <p>Policy BP15 Promoting the Use of Public Art 'Per cent for art' is a well established concept which can include embellishment of constructional and public realm elements as well as free standing works. Again, this policy would benefit from more on how it can be implemented.</p>	<p>The glossary and background document list has been updated.</p> <p>Comments noted and text added to provide further justification for Policy BP3: Removal of Permitted Development Rights. This policy is expected to be implemented through the withdrawal of permitted development rights by way of a condition attached to the grant of planning permission, where considered essential and justified, rather than by introducing Article 4 Directions, which, outside Conservation Areas, would require the approval of the Secretary of State. (Note this policy is supported by Natural England).</p> <p>Policy BP5 Phasing of New Housing (now Policy BP6): Additional text has been added to explain and justify the proposed phasing, which has also been revised in response to comments received.</p> <p>Comments noted and Policy BP13 (now BP12) has been amended significantly, including to delete the words 'must ideally'. Where specific community facilities are known to be required and their provision is justifiable, these are included within the specific proposals for Key Sites set out in Section 5. Other proposals will be judged against Policies BP12 and BP15 on a case by case basis, and must satisfy the tests currently set out in Circular 05/2005 which will be a matter of judgment based on assessment against the policy, the nature of the proposal and its viability.</p> <p>Policy BP14 (now BP13): Paragraphs 4.8.21 to 4.8.27 explain the approach to the provision and design of public realm/open space. Where specific requirements have been identified and are considered essential and reasonable, these are included within the specific proposals for Key Sites set out in Section 5. Other proposals will be judged against Policies BP13 and BP15 on a case by case basis and any developer contributions must satisfy the tests currently set out in Circular 05/2005.</p> <p>Contributions to the public realm/open space will be made</p>
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			<p>from the private and public sector through a number of mechanisms as summarised in Section 6.1.</p> <p>Policy BP15 (now BP14): The concept suggested was considered as a result of GONW's suggestion. However, it was felt that Percent for Art was a rather crude approach for an Area Action Plan with its specific and highly developed proposals and ideas of where and how Art should be incorporated. Where specific requirements have been identified and are considered essential and reasonable, these are included within the specific proposals for Key Sites set out in Section 5. Other proposals will be judged against Policies BP14 and BP15 on a case by case basis and any developer contributions must satisfy the tests currently set out in Circular 05/2005.</p> <p>The approaches to Policies BP12, 13, 14 and 15 also recognise that much of the identified infrastructure will be funded or directly provided by the public sector.</p>
48	Cumbria Wildlife Trust	<p>We have grave concerns about the Barrow Port Area Action Plan and its potential impact on biodiversity. We therefore object to the entire Area Action Plan on the grounds of lack of ecological information.</p> <p>The Barrow Port area has large areas of derelict and brownfield land. Brownfield sites are often very biodiverse and PPS9 (13) indicates that:</p> <p>"The re-use of previously developed land for new development makes a major contribution to sustainable development by reducing the amount of countryside and undeveloped land that needs to be used. However, where such sites have significant biodiversity or geological interest of recognised local importance, local planning authorities, together with developers, should aim to retain this interest or incorporate it into any development of the site."</p> <p>It has been discovered during the pre-application works undertaken for the Barrow Waterfront development that this brownfield area contains an exceptional population of reptiles (as measured by the Herps Conservation Trust), supports breeding birds and a number of scarce invertebrate species. None of this site is designated either as statutory or non-statutory nature</p>	<p>Cumbria Wildlife Trust's (CWT) objection is noted.</p> <p>General Comments</p> <p>The advice of PPS9 is accepted and the biodiversity value of the area's brownfield sites is acknowledged in the AAP. However, further references to this important issue have been added and the policies strengthened; including highlighting it as a key issue and opportunity at paragraph 2.3.6, adding reference at 2.3.18, in Policy BP4 and in the relevant Key Sites sections. A new section on Protected Species and Priority Habitats and Species has also been added at 2.5.4.</p> <p>Cumbria Wildlife Trust's comment that nothing is known about the biodiversity value of the Area brownfield sites is not accepted. The Action Plan Area (apart from an area to the south of the United Utility works which was not included in the original Masterplan) has been surveyed. A Phase 1 habitat survey in accordance with the JNCC methodology was undertaken by a qualified ecologist as part of the Masterplanning process commissioned by Cumbria County Council. This was prepared in consultation with (English Nature) Natural England, the Cumbria Wildlife Trust and the Cumbria Amphibian and Reptile Group amongst others. This</p>

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	<p>conservation status, but it is of very high biodiversity value. The site at Barrow Waterfront would have qualified as a County Wildlife Site for its reptile populations if these populations had been known about prior to the site being proposed for development.</p> <p>Although the statutory and non-statutory sites are well documented in the AAP, we are very concerned that nothing is known about the biodiversity status of the brownfield sites that are being proposed for development in this Area Action Plan. PPS9 Key Principle indicates that:</p> <p>"(i) Development plan policies and planning decisions should be based upon up-to-date information about the environmental characteristics of their areas. These characteristics should include the relevant biodiversity and geological resources of the area. In reviewing environmental characteristics local authorities should assess the potential to sustain and enhance those resources."</p> <p>We therefore consider that the AAP should not be taken forward until the rest of the sites have been surveyed for their ecological potential, and that plans are put in place to ensure that none of the biodiversity on site is lost. PPS9 Key Principles ii and iii indicate that:</p> <p>"(ii) Plan policies and planning decisions should aim to maintain, and enhance, restore or add to biodiversity and geological conservation interests. In taking decisions, local planning authorities should ensure that appropriate weight is attached to designated sites of international, national and local importance; protected species; and to biodiversity and geological interests within the wider environment.</p> <p>(iii) Plan policies on the form and location of development should take a strategic approach to the conservation, enhancement and restoration of biodiversity and geology, and recognise the contributions that sites, areas and features, both individually and in combination, make to conserving these resources."</p> <p>The large numbers of common lizards and slow worms on the Barrow Waterfront site has caused major issues for the developer as they were unaware of the size of the reptile population on the site before they started the application process.</p>	<p>survey identified the habitats and the species found and likely to be present including UK and Cumbria BAP Species.</p> <p>Subsequent to the Masterplan being prepared, the site at Marina Village was allocated through the Local Plan Housing Chapter Alteration.</p> <p>A number of other detailed habitat and species surveys have subsequently been carried out. PPS9 does not require a full detailed ecological assessment of all sites to be carried out before allocations are considered.</p> <p>The particular criticism about unsuitable landscaping and mitigation mentioned by CWT is assumed to refer to the planning application 6/06/9027 for which the County Council granted itself consent in May 2007, rather than the policies or allocation of the AAP. The CWT's concerns about the handling of this application and the implications for the developer are noted.</p> <p>The AAP expects that developers will work closely with Natural England and take advice from a qualified ecologist and undertake appropriate ecological surveys and implement appropriate mitigation measures as necessary (paragraph 4.4.10). It is not, however, considered appropriate for detailed mitigation plans to be incorporated within the AAP itself. Whilst the AAP does indicate that mitigation and enhancement will be necessary, the precise methods of mitigation cannot be set out in the AAP, as final designs and layouts are not known, nor is the availability or future compensatory land which may be required. This level of detail is more properly determined at the planning application stage when, for major applications, an EIA will be required.</p> <p>The wording and policy approach of the AAP needs to reflect the different weight and legislative/policy tests of the various designations and biodiversity interests, and a balance has to be struck between progressing the regeneration aims and the housing and employment land provisions and the associated sports and leisure facilities, and the biodiversity status, particularly of undesignated sites. It is not accepted that PPS9 indicates that there should be no loss of biodiversity value on a particular undesignated site, indeed the paragraph quoted by CWT asks LPAs to attach the 'appropriate weight'. The PPS9</p>
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	<p>As reptiles are a protected species, measures for their protection have had to be put in place. This has caused delays in starting the works on the site whilst the reptile issue is sorted out.</p> <p>To prevent issues like this arising, and to satisfactorily integrate the biodiversity currently using the AAP area, ecological survey and mitigation plans must be drawn up and incorporated into the Area Action Plan. Protected species such as nesting birds and reptiles have to be dealt with and cannot just be ignored as to do so and kill or injure them in any way would break the law. Biodiversity mitigation should be built-in to the Area Action Plan as an integral part rather than tacked on as a last minute emergency measure with totally unsuitable landscaping and mitigation plans as has happened with the Barrow Waterfront Development. The Area Action Plan as it stands does not acknowledge the significant biodiversity resource that the previously developed land offers, and does not put any measures in place to mitigate, compensate and enhance for the huge loss of biodiverse land that will take place because of these proposed developments.</p> <p>To sum up our comments, we are objecting to the Barrow Port Area Action Plan on the grounds of lack of ecological information and lack of mitigation for species that are likely to be found on the brownfield sites within the AAP area. Our objection is based on the fact that PPS9 guidance on ecology has not been followed, and that the value of the brownfield sites for biodiversity has not been acknowledged.</p> <p>2.3.15-2.3.17 Objecting</p> <p>We object to the assumption that brownfield sites are a wholly negative thing and that the best thing to do is redevelop them. Brownfield sites in the Barrow Port area are known to be a haven for biodiversity and include protected species and biodiverse habitats. The Government Planning Policy Statement 9 (Biodiversity and Geological Conservation) acknowledges their value for species and habitats. They have not been acknowledged as such in Barrow Port Area Action Plan.</p> <p>BP SV1 Objecting</p>	<p>guidance is more one of no net loss of biodiversity generally and, where possible, enhancement.</p> <p>The Council considers the AAP is consistent with the advice of PPS9. The policies of the Area Action plan are furthermore considered significantly stronger with regard to nature conservation and biodiversity interests than the Saved Local Plan policies and allocations that they would replace; both for the Waterfront Business Park (saved allocation for port-related B1, B2 and B8 use) and for the Marina Village allocation.</p> <p>It is hoped that the amendments to the AAP will go some way to reassuring the CWT, although it is acknowledged that these may not fully address its concerns.</p> <p>Specific comments:</p> <p>2.3.15-2.3.17 There is no automatic assumption in the AAP that vacant land should be redeveloped for any particular use, but that the underused, vacant and derelict sites need to be addressed, and present important opportunities for future development. Section 2 and the key issues and opportunities boxes within it, were not meant to be read policy intentions and have been reworded accordingly. The policies, requirements and justifications, are set out in Sections 3 to 5. Reference to the biodiversity value and Protected Species and Priority Habitats has been added at 2.3.18 and in the key issues and opportunities bullets.</p> <p>BP SV1 The AAP needs to reflect the different weight and</p>
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	<p>The sustainability of the BPAAP should be questioned when the whole area will be developed leaving no room for the biodiversity that currently uses the brownfield and derelict sites outside of the statutory and non-statutory sites, and with no mitigation or plans for enhancement of this biodiversity built into the AAP.</p> <p>BP2 (BPSV2) Objecting</p> <p>We object to the incorporation of the Salthouse Housing area into the AAP and consider that this area should be allocated for nature conservation purposes to mitigate slightly for the loss of so much biodiverse brownfield land. There is no compensatory land allocated for loss of biodiversity, and this lack of compensation needs to be redressed. The provision of this land or another area within the Barrow Port site needs to be considered.</p> <p>BP2 Objecting</p> <p>All the design layouts should incorporate landscaping that enables biodiversity to continue to use the brownfield sites to make them porous for species so that they are able to move throughout the area. We were told by Capita and Client Services at the County Council in discussions over the Barrow Waterfront Phase 1 development that the AAP would be specifying design guidance that would incorporate landscaping suitable for reptiles and other species that currently use the brownfield sites. This is not apparent in the document. We therefore object to this omission and want to see detailed guidance within the AAP for landscaping design to incorporate and enhance the biodiversity of the entire site, not just of the designated sites.</p> <p>We consider that the Council should be aiming for the maximum possible energy efficiency with this design guidance. If this is to be a series of "flagship developments" why not make them properly sustainable flagship developments. As the development is starting from scratch, there are opportunities for installing ground-source heat pumps, solar water heating, solar pv panels and maximum possible energy efficiency in the houses and business buildings. These measures are much more difficult to retrofit once the structures of built. Climate change will affect everyone, and any energy savings and renewable energy creation that can possibly be undertaken on this site, should be</p>	<p>legislative/policy tests of the various designations and biodiversity interests and a balance has to be struck between progressing the social and economic regeneration aims of the AAP, including the housing and employment land provisions and the associated sports and leisure facilities, and the biodiversity status, particularly of undesignated sites. The AAP includes provision for mitigation and enhancement, but it is accepted that CWT feels these are insufficient. It is also important to note the requirements for development to be concentrated on brownfield sites in accessible location in urban areas in preference to other less well located or greenfield sites in accordance with the principles of PPS3 and Policy L4 of the RSS, and the Council's ambitious targets for the re-use of previously developed land.</p> <p>BP2 (Salthouse Housing) Objection noted. The justification for the proposed housing allocation on this already developed and partly used site was set out in the Preferred Options document. The proposed density and design guidelines are such that biodiversity can be accommodated on the redeveloped site, but this may not be sufficient to compensate for loss of biodiversity elsewhere in the AAP Area. Compensatory land outside the AAP Area is likely to be required for some of the other of the Key Sites, as has been agreed for the Waterfront Business Park as part of the planning approvals. The AAP and PPS9 expect opportunities for mitigation within the AAP Area to be explored (compatible with the proposals set out), before off-site compensation is considered.</p> <p>BP2 (Landscaping) This is interpreted as being an objection to the detailed policies and proposals for the Key Sites with regard to landscaping and in the absence of satisfactory proposals, an objection to all the allocations per se. The Council cannot comment on what Cumbria Wildlife Trust were told by Capita or the County Council. The AAP rightly includes policies requiring landscaping which "enhances and/or provides mitigation against loss of biodiversity" and "contributes to a network of 'green infrastructure" (Policies BP2 and BP13 the wording of which has been strengthened in this regard), and the Key Sites' sections include design guidance for landscaping which also require this issue to be addressed. However, the AAP rightly does not include prescriptive or specific designs, as</p>
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	<p>incorporated.</p> <p>BP6 Comment Only</p> <p>We consider that the council should include policies for the currently unprotected nature conservation value of the area to ensure that this rich biodiversity is not lost, and that it is incorporated into the Area Action Plan.</p> <p>BP7 d Supporting</p> <p>We support the inclusion of the Merton rule into the AAP.</p> <p>BP12 Comment only</p> <p>The improved connectivity of the road network through the Barrow Port Area should not compromise the connectivity of ecological habitats and prevent movements of species throughout the site.</p> <p>BP14 Objecting</p> <p>We object to the omission of the statement “In appropriate locations habitat creation/ecological enhancement should be incorporated into open space proposals” from the Policy itself. The only way that the currently rich biodiversity of the brownfield sites will be able to survive within the AAP area is if there are networks and corridors of biodiverse habitat for species to use and move through. This is very important as by cutting communities of species off from each other leads to genetic impoverishment and decline in populations. Habitat creation and enhancement should be incorporated into the design of the development at the start and is as important and integral to the public realm as road and footpath networks.</p> <p>Section 5 Objecting</p> <p>All of the sites discussed in section five should be surveyed for their ecological interest, and plans then drawn up which</p>	<p>these are inappropriate for a policy document and are more properly determined at the planning application stage, when layout and building design will influence the location, extent and detailed design of landscaping works.</p> <p>BP2 (Energy Efficiency) Objection noted. The Council supports the aim that the maximum possible energy efficiency should be incorporated and that this should be designed in at the outset rather than retrofitted (for the new developments). It is not clear how CWT sees the policy being amended, but what is ‘possible’ does not just depend on the technology available, but on other aspects of achieving a satisfactory design and ensuring proposals are deliverable and viable. Policy BP2 and BP5 set out the minimum required standards (both policies have been amended since the Preferred Options Draft), but also encourage the minimising of energy consumption and on site renewable energy provision. The design guidelines in the Key Sites sections give further guidance, but are not prescriptive about the precise technologies to be used, which will be influenced by layout, building design and technological innovation.</p> <p>BP6 (now BP4) The text of this policy has been amended, but it does, in the Council’s opinion quite rightly, attach different weight to statutorily protected and non-protected sites.</p> <p>BP7 d (now BP5 4)) CWT support for this clause of Policy BP7 is noted. The text of this policy has been amended to align with the relevant non-mandatory requirements of the Code for Sustainable Homes, rather than the wording of the Merton Rule, although the thrust of the policy remains the same. The threshold in 4a) has been amended to align with Policy BP2 (30 homes) and more flexibility introduced for smaller projects (in 4c), rather than see worthwhile schemes refused for the want of reaching or demonstrating a rather arbitrary 10% figure. Schemes above 30 dwellings would be expected to be able to easily reach and demonstrate this 10 % figure, due to the economies of scale and the greater choice of technologies that larger sites can offer.</p> <p>BP12 (now BP11) Comment noted.</p>
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	<p>incorporate any biodiversity found on the sites. Mitigation, habitat creation/enhancement, wildlife corridors and species protection should be incorporated right at the start of any development process. It is not just an add-on and is as important as the highway infrastructure in the planning stages.</p> <p>BP21 Objecting</p> <p>We object to the allocation of this area for housing. We consider that, because of its proximity to the United Utilities waste-water treatment works which has an odour issue, it is unsuitable for residential development. The UU wwtw sits within the Salhouse Pools County Wildlife Site and has been gradually expanding over the past ten years. It is likely that new treatment facilities will need to be included at the site to remove odours to stop the smells which might affect the new residential development. Expansion of the UU wwtw will adversely affect the Salhouse Pools County Wildlife Site, damaging its reedbed and birdlife interest.</p> <p>We consider that this area should be developed for nature conservation purposes. The Barrow Port area will lose much of its biodiversity value through the proposed developments and there is little or no compensation proposed. There are no areas allocated to be created as nature conservation areas and little mitigation for the loss of species on brownfield sites. With the odour issues that may arise at this site, it would surely be more appropriate to allocate it to a use where the odour will not be a nuisance, e.g. nature conservation use.</p> <p>BP22 Objecting</p> <p>The Barrow Waterfront area is known to be a high quality habitat for reptiles, invertebrates and birds. The recently approved planning permission for phase one of this development failed to take the reptile interest of this site into account, and has not mitigated adequately for loss of the reptile habitat. It was suggested in discussions prior to the permission being granted that reptile habitat should be incorporated into the development. The applicant failed to do this adequately, and many of the reptiles are now being moved off site, and there are issues of the legality of the works that are being carried out.</p>	<p>BP14 (now BP13) The text of this Policy has been amended and reference to the location and design of open green spaces contributing to a network of 'green infrastructure' which enhances and/or provides mitigation against loss of biodiversity, added.</p> <p>Section 5 The issue of site surveys is dealt with under the general comments above, and as also stated above, it is not considered appropriate for detailed mitigation or habitat creation plans to be incorporated within the AAP itself. Whilst the AAP does indicate that network of green spaces, mitigation and enhancement will be necessary, the precise design and methods of mitigation are not considered appropriate for an AAP.</p> <p>BP21 Objection noted. Expansion of the UU wwtw is not proposed in the AAP. As stated above, the justification for the proposed housing allocation on this already developed and partly used site was set out in the Preferred Options document. The Council considered that whilst the promotion of the site as part of the Cavendish Dock Wildlife Attraction would also have been an acceptable end use in itself, the site, being a brownfield site close to the town centre, is suitable for the development of housing in preference to other less well located or greenfield sites in accordance with the principles of PPS3 and Policy L4 of the RSS and the Council's ambitious targets for the re-use of previously developed land. Furthermore, it considered that the costs of acquisition, relocation of existing businesses, demolition and remediation, including CPO if necessary, to create nature conservation use, could not be justified. The proposed density and design guidelines are such that biodiversity can be accommodated on the redeveloped site, but this may not be sufficient to compensate for loss of biodiversity elsewhere in the AAP Area. Compensatory land outside the AAP Area is likely to be required for some of the other of the Key Sites, as has been agreed for the Waterfront Business Park as part of the planning approvals. The potential for occasional odour nuisance is acknowledged and the design guidelines seek to minimise this potential. The compatibility of residential use with the WWTW is discussed in detail in the repose to United Utilities comments and objection (see ID 74).</p>
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	<p>As this area is of such high quality for its biodiversity and protected species, species and habitats must be incorporated into the plan. Landscaping schemes should be suitable for use by reptiles and other protected species, areas of the site must be set aside as refuges for reptiles, and connectivity must be maintained and enhanced. Not to integrate reptiles into the plans will leave the developers open to accusations of potential illegal actions (killing and maiming of reptiles) if the species are not taken into account. PPS9 indicates that biodiversity should be catered for on site and only as a last resort should animals or plants be relocated. If relocation ends up taking place, sites for relocation must be identified, adequately surveyed and prepared well before works take place on the site. Good practise should be adhered to. For reptiles this means that three seasons (three years) of surveying needs to take place on a site to be developed, and any translocation sites have to be surveyed and prepared at least a year in advance to ensure successful translocation.</p> <p>The way the current development has been dealt with has been diabolical. We do not want to see this sort of mismanagement of the ecological side of developments taking place again as it is bad for biodiversity and bad for the reputations of the developers.</p> <p>We also want to see design guidance for landscaping which incorporates movement of biodiversity through this site. The design layouts should incorporate landscaping which enables biodiversity to continue to use the brownfield sites to make them porous for species so they are able to move throughout the area. We were told by Capita and Client Services at the County Council in discussions over the Barrow Waterfront Phase 1 development that the AAP would be specifying design guidance that would incorporate landscaping suitable for reptiles and other species that currently use the brownfield sites. This is not apparent in the document. We therefore object to this omission and want to see detailed guidance within the AAP for landscaping design to incorporate and enhance the biodiversity of the entire site, not just of the designated sites.</p> <p>Sustainability Appraisal 5.3.4 Objecting</p> <p>The sustainability appraisal fails to recognise the value of the</p>	<p>Policy BP22 The biodiversity interest of this land is acknowledged in the AAP and further reference has been added in Section 2 and in this Key Site section. The CWT criticism of the handling of the application 6/06/9027 for Phase 1 of the Waterfront Business Park granted by the County Council is noted.</p> <p>The comments on how biodiversity and mitigation should be incorporated are noted, and are not considered to be compromised by the AAP. As stated earlier, the AAP expects that developers will work closely with Natural England and take advice from a qualified ecologist and undertake appropriate ecological surveys and implement appropriate mitigation measures as necessary (paragraph 4.4.10). The AAP rightly includes policies requiring landscaping which “enhances and/or provides mitigation against loss of biodiversity” and “contributes to a network of ‘green infrastructure’ (Policies BP2 and BP13, the wording of which has been strengthened in this regard), and the Key Sites sections include design guidelines for landscaping which also require this issue to be addressed. However, the AAP rightly does not include specific designs which are not considered appropriate for an Area Action Plan and are more properly determined at the planning application stage, when layout and building design will influence the location, extent and detailed design of landscaping works.</p> <p>Sustainability Appraisal See separate response.</p>
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		<p>existing brownfield sites for biodiversity.</p> <p>Sustainability Appraisal App D BP7 Objecting</p> <p>We question the facts behind the statement "Remediation of contaminated land may improve soil quality which could have a beneficial effect upon local ecology."</p> <p>Generally remediation/improvement of soil quality increases nutrients which leads to a loss of biodiversity, as nutrient poor sites have a far richer biodiversity than nutrient rich sites.</p> <p>We do agree with the statement that "However this may also lead to the development of brownfield sites which may have an ecological value" Loss of brownfield sites of high biodiversity value for both species and habitats will cause a major net reduction in the biodiversity of Barrow.</p>	
67	Health and Safety Executive, Nuclear Directorate	<p>This development will be governed by the conditions of the nuclear site licence or other health and safety legislation. There is no objection on health and safety grounds to the issue of planning permission. The decision is made without prejudice to the interests of other branches of the Health and Safety Executive.</p>	Comments noted.
74	United Utilities	<p>2.3.9 Objection</p> <p>The Barrow Wastewater Treatment Works (WwTW) is located in the east of the area adjacent to Cavendish Dock. The WwTW was located there to be as remote as possible from sensitive receptors such as housing. Given the potential choices for housing allocation within the Barrow Borough Council Area it is not sustainable to place housing immediately next to a WwTW. If this was allowed, United Utilities would probably have to spend £Millions to reduce the risk of odours when plant breakdowns occur and looking strategically at the potential for development at the Salthouse site this would challenge the financial viability and considering environmental considerations the development would not be sustainable.</p> <p>BP2 Support</p>	<p>Policy BP21/BPSV2 Salthouse Housing: This is an area of previously developed land currently dominated by a semi derelict mill complex. The site is adjacent to an existing housing estate and, when developed, would be adjacent to Key Site 2 - Marina Village Housing. It is acknowledged that housing development within the vicinity of the Wastewater Treatment Works could result in conflict due to odour emissions caused by plant breakdowns, and that housing would be a more sensitive use than the current employment use. However, Planning Policy Statement 3: Housing (PPS3), makes it clear that when identifying suitable sustainable locations for housing development the 'priority for development should be previously developed land, in particular vacant and derelict sites and buildings.' PPS3 goes on to say that such sites should have access to 'a range of community facilities... with good access to jobs, key services and infrastructure.' The RSS sets an ambitious indicative target for the Borough of at least 80% of its housing to be accommodated on previously-developed land.</p>

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	<p>United Utilities supports the use of a BREEAM assessment. Whilst there is no shortage of potable water supply in the north west at the moment, predictions on global warming and increased use of water by our customers means that we cannot be complacent.</p> <p>United Utilities is aware that some local authorities are utilizing a national scheme a Code for Sustainable Homes which builds on "EcoHomes" and are adopting this as a means of encouraging developers towards environmental sustainability. Indeed the Department for Communities and Local Government is likely to require its application in future development. Water efficiency is part of the scheme.</p> <p>Whilst water meters encourage responsible use of potable water, we would also advise attention to building design to conserve potable water. This could include water saving devices such as low volume taps (except at the kitchen sink), low volume showerheads, dual flush toilets, save-a-flush devices, water efficient washing machines and dishwashers.</p> <p>In this way, the Barrow Port redevelopment is an opportunity for the local authority to demonstrate its responsible 'green' vision for the future.</p> <p>If you do not press for compliance with BREEAM because this could potentially harm regeneration, compliance with the above mentioned water saving methods is inexpensive.</p> <p>BP4 Objection</p> <p>Please would you add 'utility service capacity reinforcement works' to this list?</p> <p>4.3.18 Support</p> <p>United Utilities supports the intention to adopt best practice on minimising water pollution.</p> <p>5.2.142 Objection</p> <p>Landscape works to vacant land to the east of Cavendish Dock</p>	<p>As a previously-developed site within the developed area of Barrow town and adjacent to the proposed Marina Village, the Salthouse Housing Site is considered a suitable location for housing development. There have been complaints of odour nuisance from the nearby Waste Water Treatment Works and United Utilities are currently investing in phased upgrading works to the plant to address odour issues. Ongoing monitoring will determine the extent of the work required. Policy BP21 and the accompanying design guidelines outline how development should be designed and sited to minimise potential nuisance. However, it is unlikely that all odour emissions could be permanently prevented.</p> <p>The sustainability credentials of the site, the opportunity to address its current condition, and its contribution to meeting the RSS targets, all need to be balanced against the likelihood of occasional odour nuisance occurring. It is considered that with appropriate design and landscaping, development for residential use of this site would be acceptable.</p> <p>Policy BP2 requires a BREEAM Assessment for all new commercial developments with a floor space over 1,000 m² metres and a rating of Very Good or better is expected. The policy also requires all new housing developments of more than 30 homes to achieve a minimum of Level 3 of the Code for Sustainable Homes. Internal water use forms a mandatory element of the Code with minimum standards at each Level.</p> <p>BP4 (now BP15): Utility service capacity reinforcement works has been added to the list as suggested.</p> <p>4.3.18 (now 4.4.17) support for this slightly reworded paragraph is noted.</p> <p>5.2.142 (now design guidelines pages 82 and 92). These sections have been reworded to clarify the requirements for, and purposes of, the landscaping both here at Cavendish Dock and at Key Site 5 - Salthouse Housing. It is considered</p>
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		<p>which is said would also provide a buffer to the adjacent Wastewater Treatment Works (WwTW) would only provide a visual buffer. If there was a plant breakdown at the WwTW this landscape works would not counter the risk of odour nuisance.</p> <p>BP 21 Objection</p> <p>United Utilities objects to housing being placed next to the Wastewater Treatment Works (WwTW). The WwTW was located there to be as remote as possible from sensitive receptors such as housing. Given the potential choices for housing allocation within the Barrow Borough Council Area it is not sustainable to place housing immediately next to a WwTW. If this was allowed, United Utilities would probably have to spend £Millions to reduce the risk of odours when plant breakdowns occur and looking strategically at the potential for development at the Salthouse site this would challenge the financial viability and considering environmental considerations the development would not be sustainable. It is also noted that the site has other disadvantages in being contaminated land, having gas pipelines and an intermediate pressure pipeline running through the site.</p>	<p>that landscaping would provide both visual buffering to the WwTW and some buffering against odour nuisance, although it is accepted that it would not counter the risk entirely. Policy BP21 – Salthouse Housing has also been amended.</p>
85	BAE Systems Submarines	<p>We represent BAE SYSTEMS plc (BAES) and have been instructed to submit representations on the Barrow Port Area Action Plan Preferred Options DPD. The representations are in respect of BAES' surplus land within the Barrow Port Action Plan Area.</p> <p>The Defence Industrial Strategy (DIS) dated December 2005 stated that it was essential to protect the UK's capabilities unique to the delivery, operation and maintenance of Submarines. It does though also call for the rationalisation of facilities to reduce the underlying cost base.</p> <p>BAES site in Barrow has a key role to play in both the delivery of submarines and large naval ships for the UK. We are therefore pleased to note that areas of BAES land have been allocated for Port uses. BAES do though need to respond to the challenge in the DIS to rationalise their facilities.</p> <p>BAES therefore need to proactively identify surplus areas of the site. In our considerations we have specifically looked at areas of the site which in our opinion would add value to the Port Development Area.</p>	<p>The two sites suggested by BAES for residential use – the HIP site and the Crossfields site, both represent previously developed land and buildings with good access to a range of community facilities, jobs, key services and infrastructure.</p> <p>In addition to the above, the Crossfields site would have some merit as a housing site as BAE suggest, in providing scope for an iconic or imposing building to improve the southern dockside waterfront and to help draw interest over the proposed Barrow Island Footbridge. However, the site lies within Zones 1, 2 and 3 of the of the Health and Safety Executive (HSE) Hazardous Substance Consultation Zones relating to this nearby Gas Condensate storage facility, which impacts on the types of development considered appropriate. According to the guidelines (contained in the HSE's land use planning methodology -PADHI (Planning Advice for Developments near Hazardous Installations), housing of less than 30 units and at a density of less than 40 dwellings per hectare would be acceptable in zones 2 and 3 - most but not all of the site - and more than 30 units or more than 40 per hectare would only be acceptable in zone 3 (approximately</p>

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	<p>There are currently 2 sites in the dock area at Barrow that are surplus to BAES requirements. The 2 sites are shown on the attached plan and comprise:</p> <p>A. The Crossfields site. This was formally used as offices. The occupiers of the offices relocated within the BAES complex and the building has remained vacant since.</p> <p>B. The HIP Building. This was formally used primarily for storage but has not been used for a number of years and has also remained largely redundant and vacant.</p> <p>Barrow Port Area Action Plan</p> <p>The two surplus sites within BAES' complex in the Barrow Port Area Action Plan are both allocated as "Land to be Retained for Port Uses." However, as stated above, it is unlikely that the sites will be developed for port uses in the future. BAES would therefore like you to consider different allocations for the sites.</p> <p>It is considered that both sites are suitable to be allocated for residential use instead of Land to be Retained for Port Uses. This is on the following basis:</p> <ul style="list-style-type: none"> - The Crossfields site would be suitable for a landmark residential development. An iconic, tall residential building could be built on the site. Redevelopment on this site would exploit the attractive coastal location of the site and would assist in attracting new investment, with obvious regenerative benefits for the port and the wider area. It would also provide a crucial link between the underused port area, and the Marina Housing Village and Town Centre, providing a gateway to the waterfront. - The HIP building site would also be suitable for residential development. The area allocated for residential development (B11 Barrow Island Housing) wraps around the site on two sides and it would therefore be straightforward to integrate the sites in to the B11 area. <p>Iconic Residential Developments</p> <p>It is thought that landmark residential developments on both sites would create gateways into the Action Plan Area, as both sites are</p>	<p>half the site). In addition, the site adjoins the BAE land which is currently understood to be unused but may be used for employment use in the near future. The site currently has no adopted access.</p> <p>The HIP site houses a substantial existing industrial building which could readily be reused for industrial purposes, if still redundant. Whilst adjoining the church and residential development to the south, it faces a large industrial building to the north. Whilst this site could offer potential for housing, there is likely to be some residential amenity issues with the adjoining industrial development and the development would need to be of a similar scale to the existing building for some depth from the Michaelson Road frontage and would therefore likely in part to be flats, There would be some scope for semi detached properties to the rear.</p> <p>Development on these sites, particularly the Crossfields site, would be likely to be predominantly flats, which although potentially contributing to housing market renewal in providing modern larger flats, potentially with lift access, they would not significantly broaden the housing choice on Barrow Island.</p> <p>Both sites are in employment use and are well located in relation to existing employment uses, the port and the town centre. Given that the Council has at least a 5 year supply of land for housing and is unlikely to have difficulty identifying sites and approving suitable windfall sites to meet the longer term targets identified in the in the either the saved Local Plan or Regional Spatial Strategy, it is not considered appropriate to release such difficult and potentially valuable employment sites when sequentially preferable and better sites exist.</p> <p>The route for the Western Dock Access Road (which has now been approved and is under construction) does not involve the demolition of Egerton Court, against which there is a presumption in legislation and national and regional policy. The route involves an extension of Michaelson Road which is considered to be a better option for a number of reasons including its effect on the Conservation Area. The route has involved purchase of land and buildings which were in BAES' ownership and BAES' cooperation in securing the new route is welcomed.</p>
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	<p>located on significant routes of access to the Action Plan Area. The HIP building site would act as a gateway to those entering the Action Plan Area via the proposed Western Dock Access Road, and the Crossfields site would act as an iconic gateway to those accessing the Action plan Area from the proposed footbridge over Buccleugh Dock.</p> <p>The residential redevelopment of both sites would assist in achieving the Strategic Vision set out in the Barrow Port Area Action Plan, by creating "a high quality sustainable new location for urban living", and making the Action Plan Area "an attractive place for residents and a destination of choice for tourists."</p> <p>Western Dock Access Road</p> <p>It is understood that there are problems with the proposed Western Dock Access Road, and that Barrow Borough Council are in talks with BAES regarding a solution to the problems at the pinch point near the corner of Michaelson Road and Ramsden Dock Road. However, the area in question is in close proximity to an important part of BAES' Barrow operations.</p> <p>Given the problems with the "pinch point" it is proposed that a possible solution might be to relocate a proportion of the housing in this area to the vacant HIP building site. Whilst this area falls within a Conservation Area, it appears from plans that the housing at this location is not Listed. Accordingly, it is possible that residents could be relocated into new housing on the HIP site without requiring demolition of listed buildings. This would provide residents with new housing in the same neighbourhood whilst making way for a better route for the Western Dock Access Road.</p> <p>Improvements to the Residential Area</p> <p>The Barrow Port Area Action Plan Preferred Draft has identified that there is a clear over-supply of tenement style flats in the area, 50% of which are vacant, and that the condition and appearance of many residential buildings in this area is relatively poor. Integrating the HIP site and the Crossfields site into the B11 housing allocation will assist in the creation of a more sustainable community, by giving the opportunity to broaden the housing mix in the area beyond the current predominance of terraced and tenement properties.</p>	
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		<p>The submission draft of the Regional Spatial Strategy identifies the need for comprehensive regeneration to improve the housing stock of the area. Integrating BAES' two surplus sites into the B11 housing allocation would allow for the creation of a neighbourhood with homes of a better design and condition than the existing stock, and with an improved public realm.</p> <p>We trust the above is clear and that you will take our representations into account. We look forward to receiving notification that our representations have been received. We reserve the right to amend these representations or withdraw them if necessary. Please note BAES (Dave Cave) would welcome a meeting to discuss the above matter.</p>	
105	Morecambe Bay Hospitals NHS Trust	<p>Overall</p> <p>The Trust is supportive of the strategic vision for Barrow Port Area and, in particular, of those aspects which will help sustain local health services.</p> <p>Specific Points</p> <p>1. Health Issues</p> <p>From a public health perspective it is vital that the area provides appropriate recreational facilities to address current lifestyle issues. Cumbria PCT are best placed to assist the council in this area.</p> <p>The population will need access to local Primary care facilities. The Trust will want to be involved in discussions relating to this type of development to ensure it fits with the Trust's Strategic Direction for health services in the Furness area.</p> <p>2. Mixed Use Development (Page 27)</p> <p>The Trust supports the concept as it will allow for economic regeneration and improved housing which both affect the overall health of the population.</p> <p>3. Developer Contributions (Page 32)</p> <p>See point 1 above with reference to healthcare facilities.</p>	<p>Morecambe Bay Hospital NHS Trust's (the Trust) general support for the strategic visions for Barrow Port Area is welcomed and the particular support expressed for those aspects of the Barrow Port Area Action Plan Preferred Options document (PO document) that will help sustain local health services in noted.</p> <p>With regard he specific issues the Trust has identified:</p> <p>1. Health Issues</p> <p>The Trust has noted the importance of access to recreational facilities and Primary Care Facilities.</p> <p>The second bullet point of Objective 7 of the PO document recognises the serious challenge that the health issues, identified for those in the Area, represent. It also recognises the need to ensure access to recreational facilities and services. The Objective has now been expanded to include reference to the health issues of the wider town and include reference to the fundamental importance of access to Primary Care Facilities to the future to the Area.</p> <p>In addition to this Policy BP11 (now BP12) promotes and protects access to community facilities, and Section 5 of the Plan identifies the requirement for specific facilities in relation to each of the Key Sites, including open space and play space provision.</p> <p>The Trust has commented that Cumbria PCT would be best</p>

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		<p>4. Transport (Page 42)</p> <p>The Trust supports proposals for improving pedestrian and cycle routes, plus the proposal to improve road safety.</p> <p>Please ensure any public transport changes enhance access to hospital services at Furness General Hospital to guarantee access to hospital services.</p>	<p>placed to advise the Council in relation to ensuring the provision of appropriate recreational facilities to address current lifestyle issues.</p> <p>Cumbria PCT, now NHS Cumbria, were consulted in relation to the PO document and no comments were received. Since the receipt of the Trust's comments, LDF Officers have engaged with NHS Cumbria, attending two NHS Cumbria presentations. The first on the five challenges to health in Barrow and the second on the future for health services in Barrow. LDF Officers have also attended LSP Healthy Communities and Older People meetings, which are led by NHS Cumbria, and have had direct contact with the chair of this group regarding future Primary Care Facilities.</p> <p>2. Mixed Use Development The Trust's support for the concept of mixed use development within the Area is noted.</p> <p>3. Developer Contributions The Trust has inferred, although not specifically stated, their support for the inclusion of healthcare facilities as one area that developers could be asked to make a contribution towards within Policy BP4 (now BP15). Their support is noted.</p> <p>4. Transport The Trust's support in relation to proposals within the Plan to improve pedestrian and cycle routes and improve road safety is noted.</p> <p>The request that public transport changes should enhance access to hospital services is addressed in Paragraph 4.6.13 (now 4.8.10), which explains that the Council will work with partners to ensure that services meet local travel patterns of demand via a good network of routes and services, and point 10 of Policy BP11 goes on to seek to 'ensure that bus services are delivered in association with new development in the Area'.</p>
131	The National Trust	<p>Thank you for notifying me of the above consultation that closes today.</p> <p>Having scoped the relevant documentation the Trust has concluded that it does not wish to submit any comments on this</p>	<p>Comments noted.</p>

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		occasion. However, it does wish to remain on your database and receive details of future LDF consultations in the Borough.	
134	CABE	<p>Thank you for consulting CABE on your Area Action Plan.</p> <p>Unfortunately due to limited resources, we are unable to comment. However we would like to make some general comments which you should consider.</p> <ol style="list-style-type: none"> 1. Design is now well established in planning policy at national and regional levels and LDF's offer an opportunity to secure high-quality development of the right type, in the right place at the right time. 2. Robust design policies should be included within all LDF documents and the Community Strategy, embedding design as a priority from strategic frameworks to site-specific scales. 3. To take aspiration to implementation, local planning authorities' officers and members should champion good design. 4. Treat design as a cross-cutting issue - consider how other policy areas relate to urban design, open space management, architectural quality, roads and highways, social infrastructure and the public realm. 5. Design should reflect understanding of local context, character and aspirations. 6. You should include adequate wording or 'hooks' within your policies that enable you to develop and use other design tools and mechanisms, such as design guides, site briefs and design codes. <p>CABE also encourages an approach that utilises plans, graphics and illustrations where appropriate to help understanding of the area, the surrounding context, and spatial vision proposed.</p> <p>We would also like to respond by drawing your attention to the following CABE guidance that you might find useful.</p> <ul style="list-style-type: none"> - 'Making design policy work: How to deliver good design through your local development framework'. - 'Protecting Design Quality in Planning' - 'Design at a glance: A quick reference wall chart guide to 	Comments noted.

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		<p>national design policy'. - 'Creating Successful Masterplans - a guide for clients' and 'Design Reviewed Masterplans'. These and other publications, are available from our website www.cabe.org.</p>	
142	Barrow Civic & Local History Society	<p>1. Under 'mitigation measures' 7.4 , relevant to tourist facilities, I would stress that the 'high quality' should apply particularly to local history books, articles and leaflets. These should be accurate and free from grammatical errors and spelling mistakes.</p> <p>2. Cycleways should definitely be provided, but measures should be taken to STOP cycling on pavements and pedestrianised areas.</p> <p>3. In regard to historic sites and the interpretation facilities, it is imperative that the site of Barrow Village - a former Furness Abbey grange should be clearly recorded by plaques, waymarkers and literature. See our website for detailed information www.barrowhistorysociety.org.uk.</p> <p>4. A suggestion. A ferry service to Ireland? (see leaflet)</p>	<p>1. This comment relates specifically to the Sustainability Appraisal (SA) (see separate response), but most of the issues raised are relevant to the AAP.</p> <p>2. Extensive cycleway and open space provision is made within the AAP.</p> <p>3. The area of the site to which the Local History Society refers is not proposed for significant redevelopment under the AAP, but is included in the proposal for improved infrastructure to provide physical and visual linkages with the town centre under Policies BP11 and BP18, which would provide an opportunity for on-site interpretation. Most of the site of Barrow Village lies within the boundary of the forthcoming Town Centre AAP, where such opportunities can be explored further.</p> <p>4. In 2003, GP Wild were commissioned by Cumbria Tourist Board and Cumbria Inward Investment Agency to complete a Feasibility Study which examined the scope to develop and promote Cumbria as a Cruise Ship and/or Ferry destination.</p> <p>As part of this study, GP Wild examined the prospect for Ferry Services from two ports in Cumbria; Whitehaven and Barrow. Whilst the consultants determined that the key market for a potential ferry service from Cumbria would be to the Isle of Man rather than Ireland, it was unlikely that that there would be much potential for a ferry service from Cumbria to the Isle of Man and that a service would have to be restricted to a limited period of operation. The Feasibility Study also concluded that were a substantial Cruise Ship facility to become established, then a ferry service may become 'a more attractive proposition'.</p> <p>The Council therefore has no evidence to support the provision of a ferry service from the Port at this time.</p>
179	The Theatres	Thank you for your letter of 3 August consulting The Theatres	Comment and support for sporting and recreation facilities and

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	Trust	<p>Trust to the Preferred Options for the Barrow Port AAP Pre-Submission draft. We welcome the opportunity to comment.</p> <p>The Theatres Trust is the national advisory public body for theatres and a statutory consultee for planning applications affecting land on which there is a theatre. This applies to all theatre buildings, old and new, in current use, in other uses, or disused. Established by The Theatres Trust Act 1976 'to promote the better protection of theatres', our main objective is to safeguard theatre use in the UK, or the potential for such use but we also provide expert advice on design, conservation, property and planning matters to theatre operators, local authorities and official bodies.</p> <p>Due to the specific nature of the Trust's remit we are concerned with the protection and promotion of theatres and therefore anticipate policies relating to cultural facilities.</p> <p>We support the general theme of the document that the area should be developed for water-based recreational activities, sporting arenas and some residential in line with part of Priority 6 of the draft Community Plan to Increase the quantity, variety and quality of cultural and recreational opportunities and are pleased to note that you have included a policy for Developer Contributions.</p> <p>We have no particular comment to make on this DPD and look forward to being consulted on further LDF documents especially the Core Strategy stages, Planning Obligations SPD, Barrow Town Centre AAP and Development Control Policies.</p>	the policy for developer contributions (BP15) is noted.
187	Mr M N Fearn	<p>M3 Marina Link</p> <p>Object to ship lift type situation, should be a locking system. Having had much experience of these systems, especially with weather in Barrow channel and area, creating danger for yachts and small vessels.</p>	Policy BP17 of the Action Plan has been amended to allow for an overland boat lift or canal, as both are considered acceptable in principle.
190	Vulcan Road Tenants & Residents Association	<p>Mrs Carole Barnard, Secretary:</p> <p>I feel that the allotments should be got rid of.</p> <p>With ref to the Preferred Options Draft Barrow Port Area Action Plan and with ref to the allotments backing onto Vulcan Road from No's 63 - 41 I feel these are an eyesore and are not being</p>	<p>Three separate responses were received from members of the Vulcan Road Tenants & Residents Association. As residents directly affected by the AAP proposals, all three responses have been considered in detail. The Vulcan Estate itself lies outside the Action Plan Area.</p> <p>The existing Council owned allotments to the south of the</p>

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	<p>kept in a decent manner and would like to put forward that this area is landscaped for a better rear outlook for all residents of this area.</p> <p>Mr Tony Wilson Treasurer:</p> <p>With ref to the Preferred Options Draft Barrow Port Area Action Plan I would like to add a proposal for the rear area of Vulcan Road (area where possible) to be given rear access and car parking/ hard standing for residents. This may be practical from No's 63 to 41 Vulcan Road due to the railway line into Barrow running to the rear of 41 onwards.</p> <p>or</p> <p>Rear access and car parking / hard standing for Vulcan Road No's 63 to 1 with pathway to the rear for foot access to no's 41 to 1 if possible.</p> <p>Amanda Robinson - Burgess, Chair:</p> <p>Disappointed that Vulcan Residents & Tenants were not involved in the initiative from the outset, would like to be kept informed at every stage of the development.</p> <p>Do not want properties built to the rear of Vulcan Road houses. Would like to see safety of children is maintained whilst development is underway.</p> <p>Retain allotments but manage tenancies appropriately, it is important that the allotments' appearance does not let down the development.</p> <p>Provide a residents parking permit facility for Vulcan Road & Brathay Crescent to prevent visitors to the development taking precious parking spaces.</p> <p>Would like to be considered for a community centre - housing would be happy to give us the land adjacent to no. 63 Vulcan Road.</p>	<p>Vulcan Road estate have recently been closed due to low demand and contamination. The AAP states that provision of upgraded and relocated/rationalised allotments will need to be considered, should a renewed demand be demonstrated. Should this demand not materialise, this area will revert to open space and wildlife habitat. In order to meet the requirements of Policy BP18, the Design Guidelines for Marina Village support the development of a number of distinctive character areas. The land adjoining the rear of the Vulcan Road Estate falls into the 'The Fields' character area which will be the sport and recreation quarter for Marina Village. This area will include an athletics facility, pitches, multi use games areas, allotments and open space, and potentially a squash club. 'The Fields' character area does not include proposals for any residential development. Pedestrian and cycle access are to be provided to and from the Vulcan Estate to link with the existing and proposed routes within Marina Village and around Cavendish Dock.</p> <p>The Vulcan Tenants and Residents Association and the Barrow Tenants Forum are both General Consultation Bodies and are included on the Council's database to be consulted on all relevant LDF documents.</p> <p>The AAP makes provision for public parking at the Marina and principal facilities, and appropriate levels of residential car parking in accordance with the Supplementary Planning Guidance 'Parking Guidelines in Cumbria', to ensure, amongst other things, that parking for existing residents is not compromised.</p> <p>Existing parking issues on the Vulcan Estate and operation of residents parking schemes are not directly relevant to the AAP. The Council's Housing Department is aware of the comments made and the issues raised, and the request for a residents parking permit facility has been passed to the County Council.</p> <p>Whilst the desire for off road parking is understood, it is not considered necessary for land within the AAP Area to be provided or sold to Vulcan residents for additional access and parking.</p> <p>The Council's Housing Department is aware of the request for</p>
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			<p>a community centre for existing residents on land outside the AAP area, and the Housing Department have confirmed that there are no current plans for such provision. The land in question does represent valuable public open space for residents. Whilst no new community centre is specified for new or existing residents in the AAP area, many of the facilities proposed would no doubt provide space for local meetings and events, which would add to the facilities' viability.</p>
191	Homes and Communities Agency	<p>(Comments were sought and received from English Partnerships who became part of the Homes and Communities Agency on 1 December 2008.)</p> <p>I refer to the above Development Plan Document, and would like to take the opportunity to make comment on the Preferred Options.</p> <p>English Partnerships is the national regeneration agency, and we help to support the government in the delivery of high quality sustainable growth throughout England through:</p> <ul style="list-style-type: none"> - Developing our own portfolio of strategic sites; - Acting as the Government's specialist advisor on brownfield land; - Ensuring that surplus Government land is used to support wider Government objectives, with a particular focus on the implementation of the Sustainable Communities Plan; - Helping to create communities where people can afford to live and work; and - Supporting urban renaissance by improving the quality of our towns and cities. <p>Our programmes are designed to:</p> <ul style="list-style-type: none"> - Increase the supply of high quality affordable housing; - Make the very best use of the nation's scarce supply of land by identifying previously-developed land and increasing its supply; 	

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	<ul style="list-style-type: none"> - Reduce the stock of low demand and abandoned housing in the Housing Market Renewal areas, and other areas suffering from low demand; - Deliver high quality sustainable urban regeneration in areas experiencing economic restructuring; - Increase the quality and quantity of private sector investment in housing and regeneration; - Set and promote best practice in design and construction standards across the regeneration and development industry; and - Improve regeneration skills. <p>You will be aware that English Partnerships is actively engaged with partners and stakeholders throughout Barrow-in-Furness and the West Lakes to assist in the delivery of social, economic and physical regeneration.</p> <p>English Partnerships is broadly supportive of the principles embodied within the Area Action Plan Preferred Options. However, we would like to make the following comments.</p> <p>General:</p> <p>English Partnerships has been requested by Barrow Borough Council to produce a masterplan to formulate proposals to rejuvenate the residential community of Barrow Island. The area in question includes the community referred to as 'Barrow Island Housing' within the Area Action Plan, and also the 'triangle' to the north west of this community. However, the Area Action Plan excludes this area; English Partnerships would suggest that this area is included within 'Barrow Island Housing', to provide planning context for the emerging masterplan.</p> <p>Policy BP11: Retailing Opportunities within the Port Action Plan Area:</p> <p>This sets out policy relating to retailing opportunities. English Partnerships supports the principle of seeking to ensure the vitality and viability of Barrow Town Centre, and limiting retail development in the Port area to local and ancillary facilities. However, there is no reference made to the possible provision of</p>	<p>English Partnerships' (now the Homes and Communities Agency (HCA) broad support for the principles of the AAP is welcomed.</p> <p>It is not considered appropriate that the Action Plan Area be extended at this late stage of the Plan's development. The extent of the Acton Plan Area was established in the LDS and at both the issues and options and preferred options stages and comment has only been sought in respect of proposals for the defined area.</p> <p>English Partnerships/HCA commissioned a Barrow Island Masterplan and this Council resolved to support its production by appointing an officer and member to the Barrow Island Masterplan Steering Group in 2007. The commission was to promote a realistic and deliverable masterplan to inform the key objective of the regeneration and future development of the Barrow Island Area of Barrow, building on the Area Action Plan. It was understood that the Masterplan, as well as exploring options for the areas of Barrow Island outside the AAP area, would add detail to the AAP proposals and in particular ideas for the Barrow Island Housing area. This</p>
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	<p>such facilities within the 'Barrow Island Housing' area, and there is a possibility that the masterplanning work that is underway for this area may highlight additional requirements in this respect. Therefore we would suggest that provision of such services is also considered within the Barrow Island Housing area.</p> <p>Key Site 2 - Marina Village Housing (MVH1):</p> <p>English Partnerships is supportive of this housing opportunity, and the principles incorporated within the Area Action Plan. However, we do have some concerns that the standards in terms of design and build quality appear to be quite limited, and indeed, the Area Action Plan makes reference to 'EcoHomes' ratings. We would suggest that the Area Action Plan takes account of recent changes in this respect, and looks to adopt the new Code for Sustainable Homes, with a minimum rating of Level 3. Consideration should also be given to other national standards such as Lifetime Homes, Secured by Design, and the achievement of high NHER (National Home Energy Ratings) ratings.</p> <p>Policy BP22: Barrow Waterfront Gateway Opportunity Area Preferred Option:</p> <p>English Partnerships is supportive of the general principle of the plans for the waterfront opportunity. However, we do have some concerns that there is a strict 'zoned' approach, and hence a distinct separation between the community of Barrow Island, the Waterfront Business Park, and the waterfront itself. The proposals present a great opportunity to reconnect the community of Barrow Island with their waterfront, and in reality, the Business Park may present a social and physical barrier. We believe that there is an opportunity to 'blur' the boundaries between these 'zones', and that a mixed use approach to the delivery of the Business Park and improvements to the Barrow Island community may be more appropriate, particularly in the northern most section of the Business Park area.</p> <p>Policy BP25: Barrow Island Housing - Preferred Option:</p> <p>English Partnerships is supportive of the policy to promote Barrow Island as a sustainable community, as demonstrated by our commitment to masterplan the area along with our partners and key stakeholders. As stated above, we do have concerns that the area immediately to the north west of this area has been omitted</p>	<p>Masterplan has not been completed.</p> <p>Policy BP11 (now BP10). The support for the principle of the policy to protect the town centre is noted. The point about possible further local facilities on Barrow Island is also noted. The facilities centred around Anchor Road would be regarded as a Local Centre in terms of PPS6 and further provision to serve local need would be acceptable in principle. The policy allows for this and the supporting text has been amended to clarify this.</p> <p>Policy BP2 requires Marina Village to attain Level 3 of the Code for Sustainable Homes and to accord with Secured by Design principles. The erroneous reference to the eco homes rating in the Marina Village Housing design guidelines text has been removed.</p> <p>Lifetime Homes principles contribute to the achievement of ratings under the Code for Sustainable Homes, but are not currently mandatory to achieve Level 3 (recent government advice states that progress against this standard will be reviewed in 2010 to consider the case for regulation). It is likely Marina Village will embody some of these principles to help achieve the Code 3 rating.</p> <p>Policy BP22: The Waterfront Business Park, allotments, Marina Service Area, Port-retained land and Barrow Island Housing Areas proposals, all form part of ongoing mixed use future for Barrow Island. The Waterfront Business Park does not directly adjoin the Walney Channel waterfront and the AAP policy and guidelines requires and aims to improve public access to the waterfront. The AAP proposes improved allotment provision, new public road, pedestrian and cycle access from Barrow Island down to the waterfront and pedestrian and cycle access to the dockside and across the Barrow Island Footbridge to Marina Village. (Some of these improvements form part of the approved planning consents and are under construction (see page 96 of AAP). These proposals will help 'blur' the distinction between the Business Park and the Barrow Island Housing Area.</p> <p>The site for the Waterfront Business Park has a long standing employment use and allocation for partly restricted B1 B2 and B8 employment use in the Local Plan. English</p>
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	<p>from the Area Action Plan, and we would wish to see this community included within the Barrow Island Housing area. There is also no specific reference within Policy BP25 regarding access to facilities and services, though this may not prove to be problematic in planning terms due to the individual policies in respect of these points. We feel that the standards for new homes contained within the Policy are limited (principles of Lifetime Homes), and should be broader, including standards such as the Code for Sustainable Homes, and Secured by Design. English Partnerships would also suggest that Policy BP25 states that the improvements to this community will be formulated through a masterplanned approach.</p> <p>Once again, English Partnerships would like to express their overall support for the Area Action Plan, and hope that these comments are of assistance. We look forward to a continuing dialogue with regards to the development your policies in respect of Barrow Port.</p> <p>In terms of any future consultation, we feel that it would be appropriate for English Partnerships to be treated as a statutory consultee, and therefore we would be in a position to provide detailed comments at an earlier stage in the process.</p>	<p>Partnerships/HCA are suggesting only part of the site is developed for alternative uses (which would still represent zoning at a lower scale) and this would still allow some business use of the site, but could raise issues of compatibility, particularly with the B2 and B8 and existing, potential and approved port uses, and could compromise the Council's ability to find sufficient high quality brownfield employment sites of sufficient size and status to represent a regionally significant employment site in accordance with Policy W2 of the RSS.</p> <p>Policy BP25 of the AAP requires site BIH2 to embody the principle of Lifetime Homes. It is not required to achieve a particular level of the Code for Sustainable Homes, but would need to meet the building regulations at the date of the relevant application. DCLG has indicated that in respect of energy efficiency, the building regulations are to be progressively tightened with the current aim to reach the equivalent of Level 4 of the Code by 2013, when site BIH2 is proposed to be phased. Amendments to the building regulations, if progressed as planned, would mean the whole building industry would be geared up to achieving the new standards. In the absence of this wider change, it is considered that to require this small site to meet a high Code level given the likely cost of its remediation, could render the development unviable, thus losing the opportunity to broaden the housing mix on Barrow Island. The lifetime homes principles were considered important here, given the lack of almost any post war properties on Barrow Island and the difficulties of adapting the existing housing stock. Policy BP2 would already require the development to accord with Secured by Design principles. The improvements to Barrow Island mentioned and supported by the AAP will be progressed through a variety of means, with the AAP and the other LDF documents providing the planning framework. The Council has agreed to support the development of the Barrow Island Masterplan as taking forward elements of the AAP proposals, but improvements that accord with the policies of the AAP should not be delayed unnecessarily. Any planning policy documents would need to be prepared under the Local Development framework as a DPD or SPD.</p> <p>The relevant regulations prescribe a list of specific consultation bodies who must be consulted. EP/HCA are not in this list.</p>
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			However, their comments are welcomed and they (or successor organisations) will be consulted on all future LDF documents as requested.
192	Wm Morrison Supermarkets Plc	<p>With reference to the above, and on behalf of our clients, Wm Morrison Supermarkets Plc, we write to thank you for providing us with the opportunity to comment on the Barrow Port Area Action Plan.</p> <p>As you are aware, Morrisons currently operate a store that is within the defined AAP boundary. It is also specifically referred to within the document.</p> <p>They, in principle, support the proposals set out within the document, and acknowledge their role in currently attracting greater footfall into the Port area.</p> <p>Our client generally supports the proposed new residential development, but respectfully requests that they are fully consulted on any plans in the vicinity of their store. For instance whilst they do not necessarily wish to prevent new housing immediately adjacent to their store, they are concerned that any proposed layout must take into account the stores permitted operating hours and also the stores service yard. Any new development must be appropriately sited and orientated to ensure that in future, it will not unduly restrict our clients legally permitted activities through potential complaints over noise and lighting etc. In the same regard, our client would not wish to be seen as giving rise to such complaints in the future.</p> <p>I trust that the above is helpful and would be grateful if you could ensure that Peacock & Smith remain on the consultation database on behalf of Wm Morrison to be informed of the outcome of this consultation stage.</p>	Comments noted.
193	Amstone Developments	<p>Further to our meeting of 16 August, we write to thank you for outlining the Council's current position with regard to the Salthouse Mills site. The purpose of this letter is to make representations to your Council's Port Area Action Plan. Our client Amstone Developments are strongly supportive of the Council's general strategy for regeneration in the Action Area and would like to work alongside the Council to deliver the environmental and housing benefits that are contained within the Plan. Similarly, there is support for the allocations of the Marina Village site which is (like Salthouse Mills) an important site to bring forward for</p>	<p>Amstone Developments' support for Marina Village and the principle of development on the Salthouse Housing site is noted.</p> <p>Amstone have however suggested with regard to the Salthouse Housing Site that a) the site should be brought forward into Phases 2 and 3 (which were 2007-2011 and 2011-15 in the Preferred Options document)) and b) that the number of dwellings should be increased from 250 on 8.49 ha to 300 on around 6.5 ha; and c) that the Salthouse Mill</p>

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	<p>regeneration in Barrow. The identification of the Salthouse Mills site for residential development in principle is also supported as the redevelopment of the site will clearly enhance the environment in and around the site and achieve the Action Area Plan objectives. There is considerable common ground between our clients and the strategy the Council has for regeneration.</p> <p>The only area we suggest the Council should review in its strategy is how (and over what timescale) the regeneration objectives can actually be delivered, and we have concerns that particularly in the 2007-2011 period there will be difficulties. In this context the aim of these representations is to bring forward the timing of the proposed allocation of Salthouse Mills site for residential development to before 2015.</p> <p>There are a number of reasons which we believe support the contention that the regeneration of the Salthouse Mills site should take place sooner rather than later, which would help achieve the Council's objectives. These relate to both statistical consideration of the housing land supply position in Barrow and also the regeneration and other benefits of the development of the site being allowed to take place in the short term.</p> <p>General Policy</p> <p>In general policy terms we agree that the Council's intentions for the Port Area accord with the White Paper about Planning for a Sustainable Future, produced during May, and PPS3. Although the PPS aims to put in place a strategy for a managed release of housing land over a five, ten and fifteen year period, in the context of the most recent pronouncements we suggest the advice contained in paragraph 72 of the PPS concerning the need to avoid sites being withheld from housing on the grounds of prematurity is also relevant.</p> <p>We welcome the Council's strategy for regeneration in the Action Area Plan and we suggest that sites for regeneration should be allowed to come forward as a priority over other sites which may not be in the Action Area Plan. It there is a strategy to phase housing land, regeneration sites in general should be in the first phase ahead of other non-regeneration sites in the Borough.</p> <p>One further point to make is that the submitted draft RSS figures are, we suggest, likely to be viewed upwards if more recent</p>	<p>building should be cleared without consideration of its reuse.</p> <p>Amstone's reasoning for requesting that the site being brought forward appears to be in part their view that redevelopment of the site would bring regeneration benefits over and above those potentially offered by sites outside the Action Plan Area, and they suggest a potential shortfall in the Borough's housing provision. They draw attention to Planning Policy Statement 3: Housing which advises that there is a need to avoid sites being withheld from housing on the grounds of prematurity. What PPS3 actually says is that 'Local Planning Authorities should not refuse applications solely on the grounds of prematurity'. PPS3 and the RSS are clear that Local Planning Authorities need to manage housing and phase allocations.</p> <p>The overall housing targets for the Borough will be set out in the forthcoming Core Strategy DPD and will need to be in general conformity with the RSS. The RSS sets out an annual average net additional dwellings figure of 150 dwellings.</p> <p>The RSS figure is a figure to be 'achieved' rather than an absolute maximum not to be exceeded. The supporting RSS supporting text indicates that LPAs can exceed the figure in any one year, although other policy and supporting text makes it clear that housing supply still needs to be managed. "The requirement figures are average annual figures to be achieved during the overall period covered by this RSS, from 2003 to 2021 rather than an absolute annual target, and may be exceeded where justified by evidence of need, demand, affordability and sustainability issues and fit with relevant local and sub-regional strategies. Some areas will achieve lower levels in the early years, for example during major housing renewal, which will be compensated later."</p> <p>The Core Strategy will need to set out the management policies and unrestrained permissions and allocations are clearly unacceptable. Whilst it is clear is that the housing provision in the AAP, subject to appropriate phasing, would not result in any overprovision in itself, if the large number of extant planning permissions (731 as at 31 March 2008) were to be completed over a short period, this could result in overprovision. The Council considers that it has a 5 year land supply in accordance with PPS3.</p>
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	<p>household projection figures and Government statements on housing are incorporated so the Council may have to find more land in any event.</p> <p>The Action Area Plan</p> <p>The Port Area Action Plan seeks to deliver 925 dwellings on three sites, these being the Marina Village Housing, Barrow Island and Salthouse housing. The 250 dwellings on the Salthouse housing site (in effect our client's site) are to take place between 2015 and 2019.</p> <p>The first phase of the development is from 2007 - 2011 and is proposed to yield 400 dwellings on the Marina Village housing site and the second phase from 2011 - 2015 a further 275 dwellings mainly on the Marina Village housing site. We support the Council's aim to provide a minimum of 400 dwellings in the first phase of the Action Area Plan period up to March 2011.</p> <p>Our initial view is that the overall figure of 925 units to be provided in the Port Area Action Plan in general may underestimate its potential for housing - particularly on the Salthouse Mills site. Our initial assessment is that a figure approaching 300 on our client's site would be more achievable. We understand from our meeting that the Council is in the process of discussing the Marina Village site with potential Development Partners, and this will result in a developer being appointed in March 2008. In our view the earliest that a planning application is likely to be submitted on the Marina Village site therefore would be in Summer 2008, which your Council may approve towards the end of 2008. On this basis, we think that development is likely to start on the Marina Village site in mid 2009 and that dwellings would not therefore come forward on that site until 2010. It appears difficult to see how 400 dwellings could come forward on the site by March 2011.</p> <p>Given that scenario we would like to discuss with the Council the principle of bringing forward the development of the Salthouse Mills site into earlier phases of the Action Area Plan. It is the case that the site could yield dwellings in the 2007-2011 phase and also before 2015. We understand the Council's position in that they would not want to prejudice the delivery of housing on its Marina Village site. However, given the likely problems of delivery of the 400 dwellings in the first phase, we would wish to</p>	<p>However, the proposed phasing policy has been reviewed in the light of the adoption of the revised RSS in September 2008, in line with the anticipated dates the various sites could /should come forward and the appropriate and anticipated numbers of homes that could be progressed per annum. Salthouse is proposed to be moved forward into phases 2 and 3 which now run from 2009-13 and 2013-17.</p> <p>Policy BP2 states that "New housing should be developed at a density appropriate to its design and location and the objectives of housing market renewal, whilst mindful of the national indicative minimum density of 30 dwellings per hectare and the requirement to make efficient use of land. The numbers attached to each site in the AAP reflect what the Council would expect to see on each site bearing in mind the constraints, policy requirements and the likely developable area. At the Salthouse site (which is larger than the applicant's ownership), extensive open space, landscaping and buffering will be required to the UU works, the various pipelines across the site, and to the adjoining SPA/SSSI and County Wildlife Site. It is not therefore recommended that the 250 number be increased.</p> <p>Whilst the poor state of the Salthouse Mills complex is agreed, it is not agreed that the removal of the buildings entirely would necessarily represent a planning gain. Sequentially, historically and environmentally, as the Action Plan indicates, the reuse of some of part of the complex would be preferable and should be explored. Reuse could offer a striking built form of development; If reuse proves impractical the Mills should influence the design of the new build which would also distinguish the development from Marina Village.</p>
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	<p>discuss how the Marina Village and Salthouse Mills sites could be developed at the same or over similar timescales. These discussions would cover matters such as the phasing of Salthouse Mills (e.g. using a phasing condition controlling dwelling completions annually) and the market to which the site would aim to address - this could be different in some respects to Marina Village. We suggest in reality the two sites could be complementary and would therefore welcome further discussions on this point. We therefore endorse the Council's aim to deliver regeneration of the Port Area as quickly as possible. The fact that there may be two large sites within the Action Plan Area should not mean that the development of both sites at one time is inadvisable.</p> <p>Site Specific Benefits</p> <p>My clients, are, as you know, in the process of preparing a master plan for the site and have appointed its professional team to examine all the issues we discussed at our recent meeting. This includes the issue of traffic transportation, flooding and the ecological constraints to development. We are also aware of the issues with regard to the United Utilities works. Our view is that it will be wholly possible to develop the site having regard to the need for appropriate clearance from the water treatment works and further information is being obtained in this regard. Negotiations are also taking place with a number of third parties with regard to infrastructure matters. There is clear potential for enhancement of the waterside environment with regard to both ecology and public access as discussed. The removal of the Salthouse Mills buildings themselves can be viewed as a considerable planning gain. The buildings are unattractive and the principle of their redevelopment is agreed to be beneficial to Barrow. We do, though, consider there is significant benefit in their early removal and replacement with a more environmentally sensitive form of residential based development.</p> <p>In summary, therefore, our position in relation to the Port Area Action Plan relates to the following:</p> <ol style="list-style-type: none">1. Our client supports the Council's strategy and justification for regeneration within the plan. We support the Council's identification of Salthouse Mills site for housing.2. We suggest the benefits of regeneration of the area should not	
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		<p>be delayed in accordance with the advice in PPG3 paragraph 72 on the basis of 'prematurity'.</p> <p>3. We support the housing proposals of the Action Area Plan to deliver 925 dwellings as a whole although this appears to underestimate the potential of the Salthouse Mills site.</p> <p>4. We request the Council reviews the ability of the Action Area Plan to deliver 400 dwellings from 2007 - 2011. This unfortunately may not be possible given the timescales of the Marina Village site. The Salthouse Mills site could undoubtedly contribute towards the shortfall of delivery up to the period March 2011 and beyond.</p> <p>5. We suggest further discussions take place with a view to the Marina Village and Salthouse Mills also coming forward for development at the same or similar times. My clients are prepared to agree (for example) a phasing programme for the Salthouse Mills site to ensure the two sites in practical terms could be complementary.</p> <p>6. We agree with the Council that there are clear benefits of regeneration of the Salthouse Mills site but these should be given more priority. The concept of the site remaining undeveloped until 2014/2015 will certainly cause more impact on the environment than if the site were to be redeveloped in the short term.</p> <p>We look forward to discussing this position with you further with a view to Salthouse Mills site being brought forward in the overall phasing of development in the Port Area Action Plan.</p>	
Ref:	Consultee	Late Comments Received	
1	4NW	<p>(Late Comments) (Comments were sought and received from the North West Regional Assembly, who were replaced as regional planning body by 4NW on 15 July 2008)</p> <p>Thank you for the opportunity to comment on the above document. The following represents officer level comments on the consultation document.</p> <p>I understand that the consultation deadline for responses was the 14th September, however I hope due consideration will be given to the Assembly's comments in preparation of subsequent versions of the document.</p> <p>I would like to take this opportunity to inform you of the current situation regarding the Regional Spatial Strategy. As you are aware the Adopted RSS Regional Planning Guidance for the North West (RPG13) now forms an integral part of the development plan and should be given due consideration when assessing planning documents. In addition the Submitted Draft Regional Spatial</p>	

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	<p>Strategy for the North West of England has now undergone a number of periods of consultation, with an Examination in Public which ended on the 15th February 2007. The panel report was published on the 8th May 2007. As the document is now somewhat progressed in the process towards its adoption, it should also be given some consideration when assessing planning documents.</p> <p>Housing</p> <p>There is no discussion of affordability issues in the AAP apart from one reference in para 5.2.38 that explains that due to the presence of small, inexpensive housing there is no need for affordable housing through new development. Whilst this may be the case at the moment, this situation must be kept under review to ensure that as new property is developed affordability is 'managed'. For that reason including an indicator in the implementation and monitoring section which covers affordability is suggested. There is increasing evidence, for example, that affordability is becoming more of an issue in Pathfinder areas across the region. This highlights the need to take a proactive approach rather than assuming affordability will not become an issue in the future. Adopted RSS policy UR9 and Submitted Draft RSS policy L5, provide guidance on affordable housing issues.</p> <p>I support the proposed scale of housing figures in the AAP as it is well within the 150 per annum for Barrow set out in both Submitted Draft RSS policy L4 and the EiP Panel Report.</p> <p>I welcome the clear phasing policy but would have expected to see more guidance on the type and tenure of properties to be achieved. There is a clear statement about the need to improve the balance of the housing offer at the beginning of the document, although surprisingly that isn't followed up with a specific objective on housing to support the overall vision. In the discussion of the individual areas and sites within them there is no indication of the type / tenure to be achieved. I suggest that this is critical in achieving a mixed community which meets identified needs.</p> <p>Policy BP2, of the document, requires all housing developments above 30 homes to achieve minimum level 3 of Code for Sustainable Homes. Policy L4 in Submitted Draft RSS is clear that all new homes should be built to CSH standards. I welcome the reference to Lifetime Homes in Policy BP25 of the document which is supported in policy L4 of the Submitted Draft RSS.</p> <p>Transport</p> <p>I am satisfied that the document has adequately addressed accessibility issues and agree with the conclusion that the proposals in the document will result in improved links between the area and the town centre.</p> <p>I welcome the high priority that is being given to provision of improved pedestrian connectivity, and support the Council's attempt to reduce the number of car trips, especially to the town centre which is less than 2km away. Pedestrian environments will also be improved with provisions being made to those with disabilities. Support is offered to this approach in Adopted RSS policy T1 and Submitted Draft RSS policy RT7.</p> <p>Submitted RSS policy RT1 & RT4 also offer support to encouraging the transfer of freight from road to rail or water to and from the site - part of a wider range of measures to ensure improve access. This approach should also reduce, or at least, ensure overcrowding is kept at a minimum on the highway network from HGV's.</p> <p>Business/Employment</p> <p>I am generally supportive of the approach taken by the AAP to employment provision as it is broadly in accordance with the</p>
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		<p>guidance given in Adopted RSS policy EC1 and Submitted RSS policies W3 and CNL2.</p> <p>Finally, the Assembly has prepared a number of documents which may be of some assistance in preparing the AAP, in particular;</p> <ul style="list-style-type: none"> - The North West Best Practice Design Guide. The document provides broad advice on design issues with more specific guidance on topics such as, Biodiversity, Design and Security, EcoHomes, Energy Efficiency, Use of Renewable Energy, Sustainable Drainage and Modern Methods of Construction. - The NWRA (in association with a number of partners) have produced a Sustainability Appraisal Toolkit for use with a variety of strategies and development plans. The toolkit aims to ensure integrated plans and projects create sustainable developments within the North West. - The Draft Green Infrastructure Guide for the North West provides a detailed definition of green infrastructure, as outlined in Policy EM3 of the Submitted Draft RSS. The guide offers broad advice on how to plan and enhance green networks.
3	Environment Agency	<p>(Late Comments)</p> <p>Thank you for forwarding the above documents which were received on 6th August 2007. This letter represents the Environment Agency's consultation response to the Barrow Port Area Action Plan Development and the Sustainability Appraisal documents. I apologize for the delay in replying to this consultation.</p> <p>Biodiversity</p> <p>The Agency considers the results of the Sustainability Appraisal and particularly the Habitats Regulations Assessment have not been fully integrated into the draft plan.</p> <p>All of the policies listed in the Habitats Regulations Assessment as likely to have a significant effect on Natural 2000 sites must be reconsidered to avoid effect or assessed further in order for the plan as a whole to comply with the requirements of the Habitats Regulations as amended.</p> <p>The Habitats Regulations Assessment (Screening) of the Action plan (August 2007) identifies all but two (BP3 and BP15) of the twenty seven policies as having a likely significant effect on European Protected sites around Barrow. For some policies avoidance/mitigation wording has been recommended by White Young Green in the screening document and where agreeable with Natural England this should be included. We believe that further assessment of the effect of a number of the existing policies (alone and in-combination) on the integrity of these sites (Appropriate Assessment) should be carried out and changes to the policies made before the plan can be adopted. Policies may need to be altered so as to avoid any significant effect and/or appropriate mitigation measures be included.</p> <p>The in-combination part of the Habitats Regulations Assessment should not only consider the potential in-combination effects of implementing the policies within the plan but should also consider in-combination effects with other plans and projects that are likely to have a significant effect on Morecambe Bay SAC/SPAIRAMSAR.</p> <p>Further advice from Natural England should be sought.</p>

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	<p>The existing discharge consent for Barrow Waste Water Treatment works is under review by the Environment Agency as part of its Review of Consents process to assess compliance with the Habitats Regulations. We have not been able to conclude that the existing discharge is not having an adverse affect on the site integrity of Morecambe Bay SAC/SPA and as such further analysis of the options available is being undertaken. We would recommend that discussions be held with United Utilities to ensure that the waste water requirements of all proposed development within this plan can be met, and comply with the requirements of the Habitats Regulations. This will also need to form part of the Habitats Regulations Assessment of this plan before it can be adopted.</p> <p>The Habitats Regulations Assessment and the plan itself should consider further the environmental infrastructure requirements of the delivery of each relevant policy e.g. environmental limits, constraints and infrastructure capacity. This needs to include flood risk management, water resources and waste management provision (EM5 Integrated Water Management, Draft NW Regional Spatial Strategy).</p> <p>Section 2.5.3 -The Key Issue should be reworded to protect and enhance European Sites, not minimize impacts. This section also needs to make reference to the delivery of National and Local Biodiversity Action Plan responsibilities (NERC duty, PPS9) and protected species which are also key Biodiversity and Nature Conservation issues. The consideration of ecological frameworks (functioning ecological networks) should also be included here and needs to be fully integrated into Policy BP SV2 Spatial Strategy (Draft NW Regional Spatial Strategy Policy EM1) along with Green Infrastructure provision (Draft NW Regional Spatial Strategy Policy EM3).</p> <p>Section 5.3.4: Not all of the relevant Biodiversity Action Plan species and habitats are considered in the Sustainability Appraisal and they are not referred to in the plan itself. As an example a considerable area of reed bed (Priority BAP habitat) is located within the Salhouse Pool County Wildlife Site included within CD2 Cavendish Dock Environmental Improvements area.</p> <p>This section of both the Sustainability Appraisal and the plan needs further work to comply with PPS9 Biodiversity and Geological Conservation and the NERC duty on all Local Planning Authorities. Biodiversity opportunities mapping and the provision of ecological frameworks needs to be highlighted, Policy EM1 of the draft North West Regional Spatial Strategy. This needs to be fully integrated into BPSV1 and BPSV2. Section 5.3.10 refers to Key Sustainability Issues relating to the environmental situation:</p> <ul style="list-style-type: none">- The first bullet should be protect and enhance the Natural 2000 network of European protected sites (to ensure compliance with the Habitats and Birds Directives).- Delivery of the requirements of the UK Biodiversity Action Plan and the Cumbria BAP should also be high on the list as should the protection of European and UK protected species in their natural range (NERC Duty and PPS9).- Provision of a functioning ecological network to protect existing biodiversity and allow population adjustment in the face of climate change should also be included.- A greater understanding of the environmental infrastructure requirements needed to deliver the plan sustainability also needs to be included. <p>The above needs to be reflected in Table 5.4.</p> <p>We recommend that further consideration be also given to the provision of green infrastructure within the plan area and links to the surrounding areas, NW Green Infrastructure Guide.</p> <p>Section 8.1 Next Steps does not refer to the need to complete the Habitats Regulations Assessment in order to conclude no</p>
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Barrow Port Area Action Plan: Responses to Preferred Options Consultation and Recommended Responses

	<p>adverse effect on any Natural 2000 site, alone or in-combination before the plan can be adopted, DCLG guidance.</p> <p>Flood Risk</p> <p>A Strategic Flood Risk Assessment was commissioned in 2005 to assess future flood risks for development in flood risk zones. The study was undertaken for new land uses allocations and the Barrow Port Masterplan.</p> <p>Construction of all buildings in the dockside and the cruise facility should only be considered if floor levels are set to mitigate against the risk of tidal inundation, which includes setting the crest of the spine road above the 1 in 200 year tidal level. It is intended that individual development projects are set out using the Strategic Flood Risk Assessment to ensure any new development are unaffected by flooding or liable to cause flooding to existing buildings</p> <p>Individual sites of development will need to be considered with completion of a Sequential Test Exception Test as required by PPS25 Development and Flood Risk for the site followed by the inclusion of a Flood Risk Assessment that addresses the flood potential and possible mitigation.</p> <p>The disposal of surface water does not seemed to be covered in the action plan however the number of houses and buildings proposed will create significant surface water run-off and will need to be addressed by the use "Sustainable Urban Drainage" scheme when feasible.</p> <p>Water Resources</p> <p>Key Site 2 - Marina Village Housing (MVH1)</p> <p>5.2.112 It is stated that "A sustainable and innovative 21st century approach to the development of Marina Village that makes use of current best practice to make it more energy and resource efficient will be encouraged."</p> <p>5.2.113 Individual buildings should be efficient in their use of energy and water by incorporating energy and water saving devices, together with renewable energy technologies.</p> <p>However, in a Sense of Place on pages 63-65, 'Dockside' is the only area which is specifically stated as being the green quarter with a higher eco-homes rating expected in this area. Is there a reason why high eco-home rating is not the aim for all residential homes being built under this area action plan? We would request that a high eco-home rating be the aim for all properties in the proposed residential housing areas.</p> <p>Key Site 5 - Salthouse Housing (SH1)</p> <p>5.2.185 We support that the Council wish to see the concept of eco-housing explored for the Salthouse Site.</p> <p>5.2.186 We support that the Council deems it necessary to seek innovative design solutions in the development of new housing to include the consideration of green roofs, renewable energy solutions, Sustainable Drainage (SUDS) and other sustainable building techniques. We would request that water efficiency be included in this scope.</p> <p>Key Site 6 - Waterfront Business Park (WBP1)</p>
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Barrow Port Area Action Plan: Responses to Preferred Options Consultation and Recommended Responses

	<p>5.3.47 "Methods of energy generation and energy conservation" is discussed but there is no specific section regarding water usage and efficiency.</p> <p>We support that the Council should explore innovative approaches in relation to sustainable construction. The inclusion of water efficient technologies and construction should be included in all areas of development and not just housing. New development should be sensitive to the water requirements of the environment and should not increase pressure where water availability is already under pressure. The Authority and developers should satisfy themselves that the water company can meet the water requirements of these new developments.</p> <p>Experts predict that climate change will result in longer drier summers and we have already experienced droughts in Cumbria during 1995 and 2003. Climate change will increase pressures on our water sources including those relied upon to provide water for public water supply. Water efficient design, technology and awareness is vital if we are to reduce the adverse impacts of climate change on the water resources in Cumbria and these issues should form an integral part of the plan.</p> <p>Barrow in Furness is located in United Utilities West Cumbria water resource zone which is identified as experiencing a supply/demand deficit in the future. Therefore it is essential that water resources and water saving are fundamental aspects of the strategic planning process for this area.</p> <p>It is evident that water resources in Cumbria are a vital resource and therefore essential that local authorities address this issue within their strategies for future development. This is substantiated by Section 83 of the Water Act 2003 which places a duty on all public authorities to take into account the desirability of conserving water supplied to premises. This applies to both their actual usage as well as where their functions might have an impact on water use.</p> <p>This is not intended to restrict justifiable use but to ensure consideration of water conservation in the development of policies and activities. Activities such as dewatering will no longer be exempt from requiring an abstraction licence. Any abstraction over 20m³ a day will therefore be licensable. These changes could become effective as early as April 2008. We would request that the Council contact the Water Resources team to enquire about this change in legislation.</p> <p>Contaminated land</p> <p>2.5.25 The key issues and opportunities should include an assessment in the site investigation and risk assessment to determine the degree of remediation of soils and to protect Controlled Water receptors as well as for end use development. There is reference to our previous comments in the appendix of the sustainability report referenced to Section 5.7.4 derelict land, but? I couldn't find where these were included in the document. Water resource issues - reference to recharge being imbalanced with abstraction - groundwater may need to comment.</p> <p>Recreation</p> <p>The development at Barrow Port will benefit the local community greatly. It will provide greater access to the outdoors and an improved environment to live in. This will result in health benefits to the community as there is much evidence that health is improved with the access to green spaces and with the provision of more public spaces for people to enjoy. This meets many of the objectives of the Government, and in particular it helps towards the aim for 50% of the population to be reasonably active by 2011.</p>
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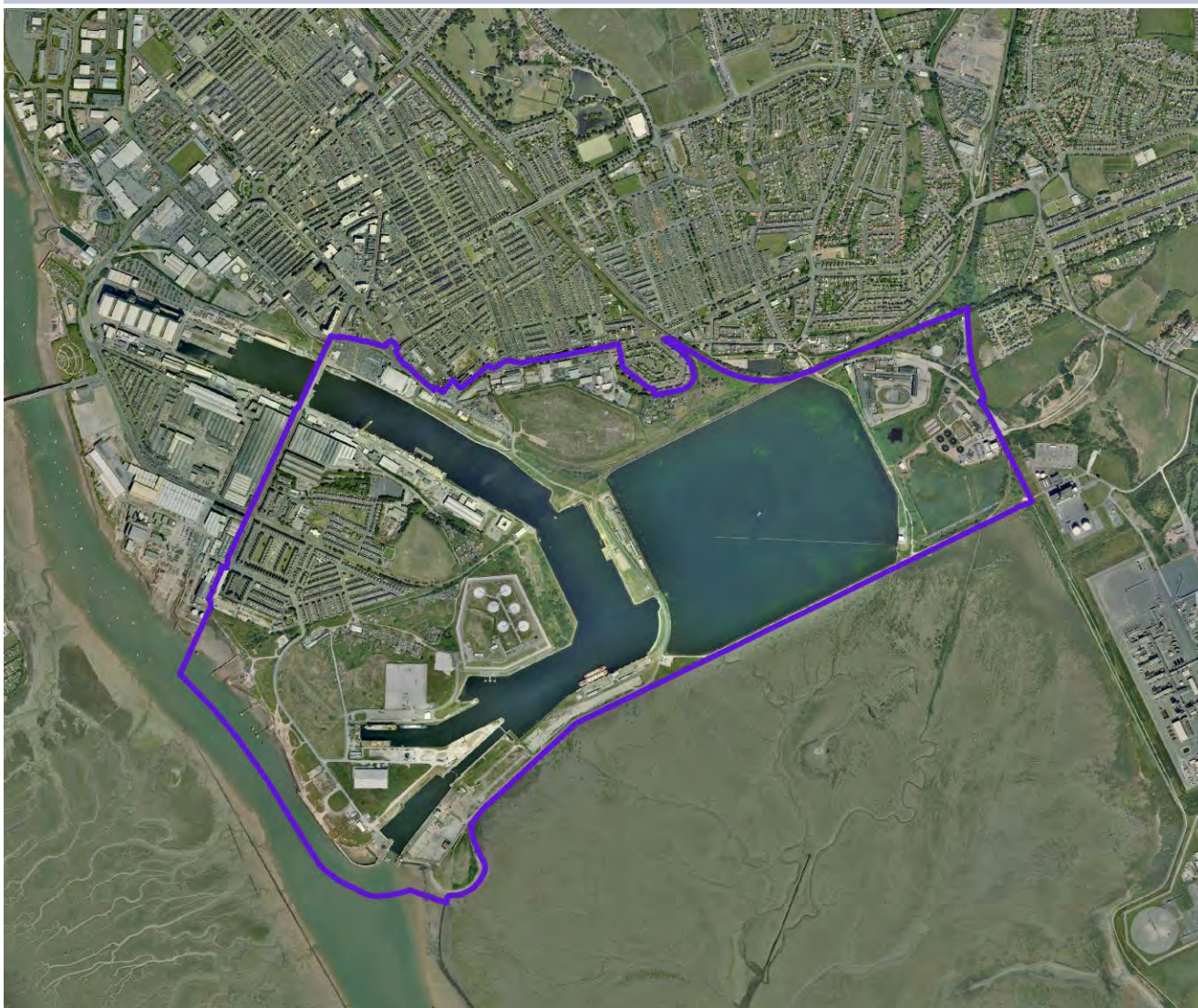
Barrow Port Area Action Plan: Responses to Preferred Options Consultation and Recommended Responses

		<p>It is important that the infrastructure of the development meets the needs of all sectors of the community. This includes easy access for those with mobility difficulties. It would also be greatly beneficial if transport links to and around the site could be geared towards sustainable transport modes.</p> <p>The final scheme should meet the needs of the local community as well as encouraging new people to the area. This development provides a good opportunity to promote water sports in the area and at a county level. In particular, it could be greatly beneficial to motor sports enthusiasts who have relatively few facilities and locations to enjoy their sport in Cumbria.</p> <p>The Checklist can be used by both developers and architects to review good practice and demonstrate the sustainability performance of their proposed developments.</p> <p>Planners can also use it to assess a planning application and, through forward planning, compare the sustainability of different development site options." The Checklist could be used as a tool to promote sustainable development across the area by setting minimum scores for certain sections of the Checklist for larger developments. Details of the sustainability checklist can be found via the following web-link: http://www.nwra.gov.uk/documents/?page id=4&category id=27</p>
194	Ventra Investments	<p>(Late Comments)</p> <p>My clients Ventra Investments Ltd are the owners of 10A - 17H Egerton Court. My clients are supportive of Policy BP25 and would wish to play a part in the development of Barrow Island. Please involve us in future consultations.</p> <p>Policy BP25 Supporting</p> <p>The upgrading of Egerton Court will require significant investment in the buildings themselves as well as the public realm. Will there be any financial incentives?)</p>

Development Plan Document

Barrow Port Area Action Plan

Proposed Submission Document: Committee Draft-April 2009



Barrow-in-Furness Borough Council

Part of the Barrow-in-Furness Local Development Framework

Barrow Port Area Action Plan Development Plan Document: Proposed Submission Document:

(Draft for Committee Consideration: April 2009)



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



View of part of Action Plan Area looking east across Salhouse Mills and Cavendish Dock

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Section 1: Introduction

1.1 Barrow & the Port Action Plan Area

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

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

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

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

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

1.2 The Local Development Framework

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

1.3 The Barrow Port Area Action Plan

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

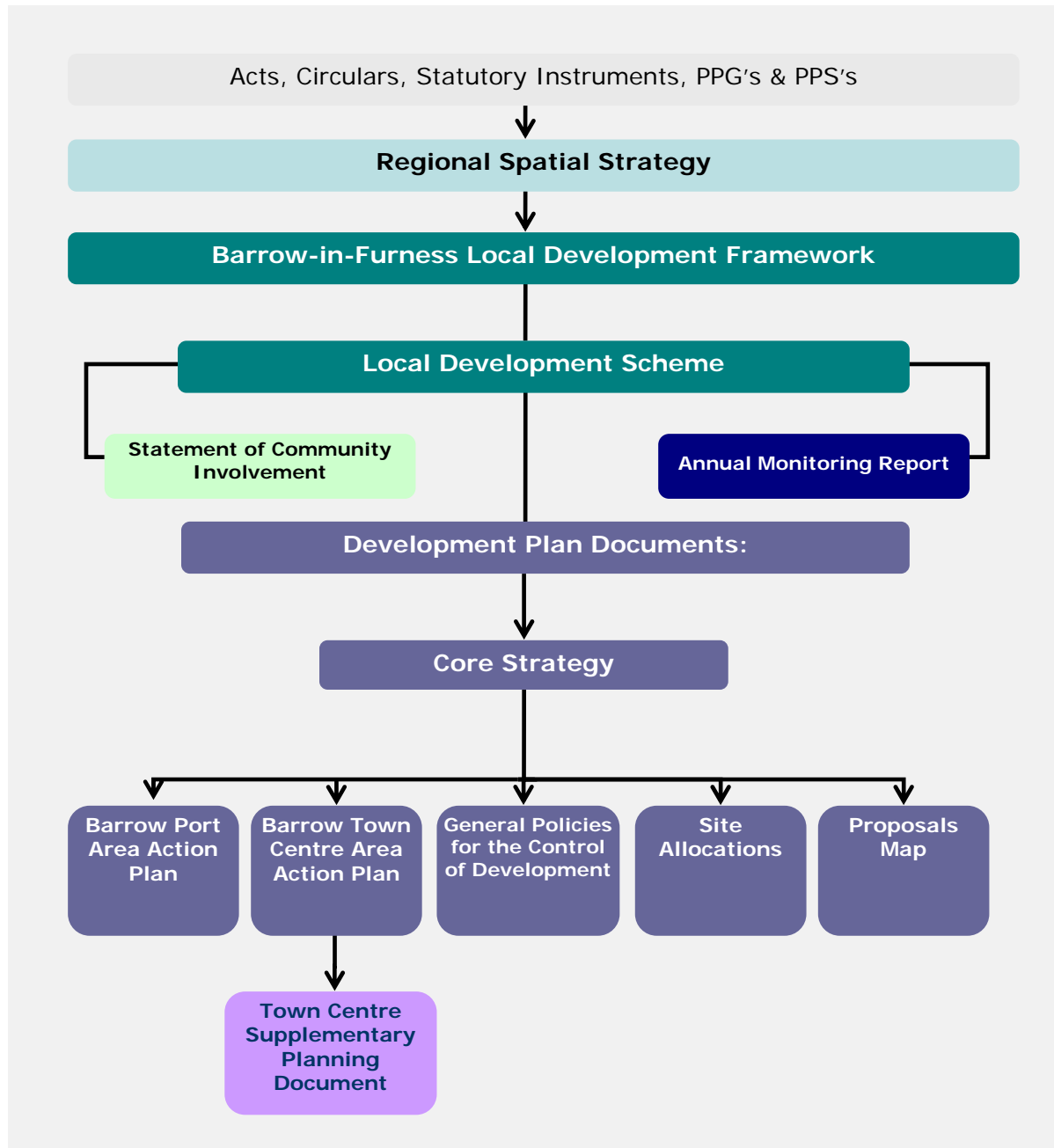
1.3.2 When adopted or approved by the Local Planning Authority, DPDs have the status of being part of the 'development plan' under the Act. Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Area Action Plans (AAPs) are a type of DPD setting out land allocations and planning policies for a specific part of the Local Planning Authority's area where

significant change is envisaged. A fuller explanation of the various elements of new system is set out in Council’s Local Development Scheme (LDS).

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

1.3.4 This document is the ‘Proposed Submission Draft Barrow Port Area Action Plan’.

Figure 1: Barrow Local Development Framework



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

1.3.6 The Area Action Plan will:

- Expose the issues, needs, natural resources and constraints facing the area.
- Set out a vision, objectives and spatial planning framework for the area.
- Identify opportunities to deliver change.
- Guide future development and regeneration, including the allocation of land.
- Identify short, medium and long term approaches to effectively manage this transformation.

The Area Action Plan Preparation Process

1.3.7 The process for preparing the Area Action Plan is prescribed by legislation and involves consultation with the public and stakeholders in accordance with the legislation and where relevant, the Council's Statement of Community Involvement (SCI). Changes to the LDF system were introduced in June 2008 and further changes are likely later in 2008/9. The Barrow Port Area Action Plan was initially prepared under the original LDF system - until after its 'Preferred Options' stage. The later stages are being prepared under the amended LDF system. The Council has not yet updated its SCI in line with the amended LDF system. The Action Plan's progression through the key stages of the two systems is summarised below:

Figure 2: The Area Action Plan Process

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

1.3.8 The preparation process has involved an appraisal of the existing situation to establish the issues and opportunities; community engagement (designed to ensure that the community is given an opportunity to raise particular issues and contribute to the development of the Preferred Options); and continuous liaison with key stakeholders to inform the development of the policies and proposals.

1.3.9 These stages are explained in more detail below.

Evidence Gathering

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

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

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

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

Development of Preferred Options in Consultation

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

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

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

Public Participation on the Preferred Options

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

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

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

Submission and Examination

1.3.20 The Proposed Submission Draft document has taken into account the comments made on the Preferred Options document and is intended to be submitted to the Secretary of State, for independent Examination. Representations are invited over a six week period.

1.3.21 An Examination will be held into the soundness of the submitted document. Following receipt of the binding report of the Inspector appointed to consider the soundness of the DPD, the DPD will, if appropriate, be adopted by the Council.

Sustainability Appraisal and Strategic Environmental Assessment

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

Appropriate Assessment

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

Planning Policy Context

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

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

1.3.26 The Area Action Plan is now being submitted for examination ahead of the Council's Core Strategy. The Area Action Plan would need to be in conformity with the Core Strategy if this had been adopted. As the Action Plan is written to be in general conformity with regional planning guidance and is consistent with the key themes of the Sustainable Community Strategy and a number of other relevant plans and strategies, it is considered that there is unlikely to be any conflict with the Core Strategy once this is adopted. These relationships are further explained at Appendix 3. Additional text has been added to explain the policy framework.

1.3.27 The other relevant plans and strategies include the Sustainable Community Strategy, Local Transport Plan and the Regional Economic Strategy. The Structure Plan, which has been partly saved for development control purposes only, has also been referred to as this and the non-statutory Cumbria Sub-Regional Spatial Strategy are both recent documents and provide a Cumbria planning policy perspective.

1.4 The Area Action Plan Structure and Aims

1.4.1 The structure of the document is as follows:

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

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

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

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

Section 2: The Action Plan Area Today

2.1 Introduction

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

2.2 Historical Evolution

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

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

2.2.3 The development process is illustrated at Figure 5 overleaf.

Key issues and opportunities

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

2.3 Land Use

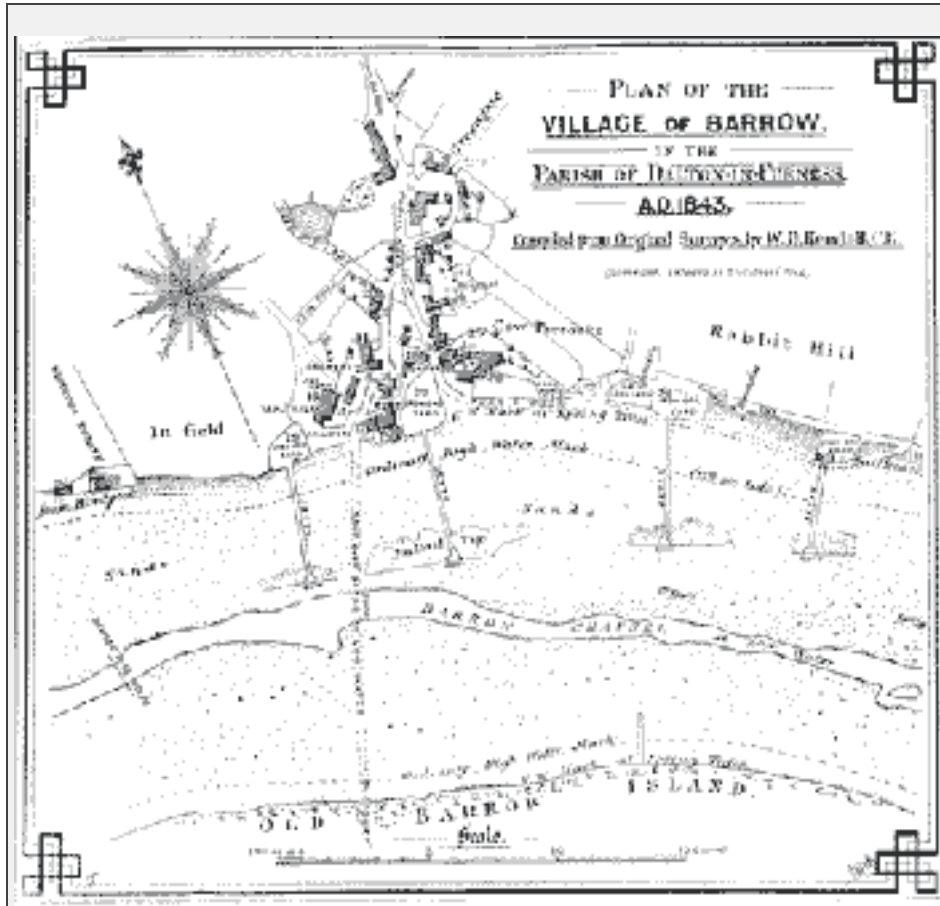
The Port/Docks

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

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

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

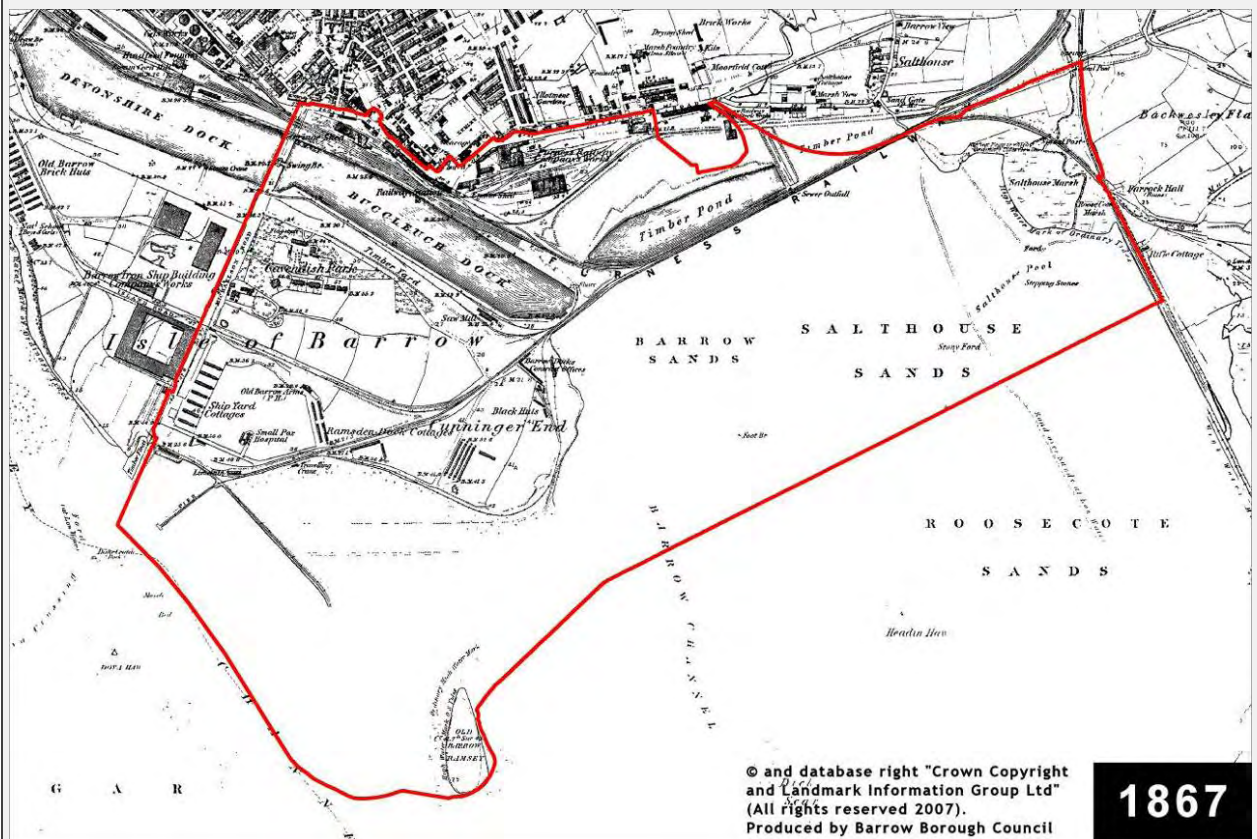
Figure 3: Historic Plans



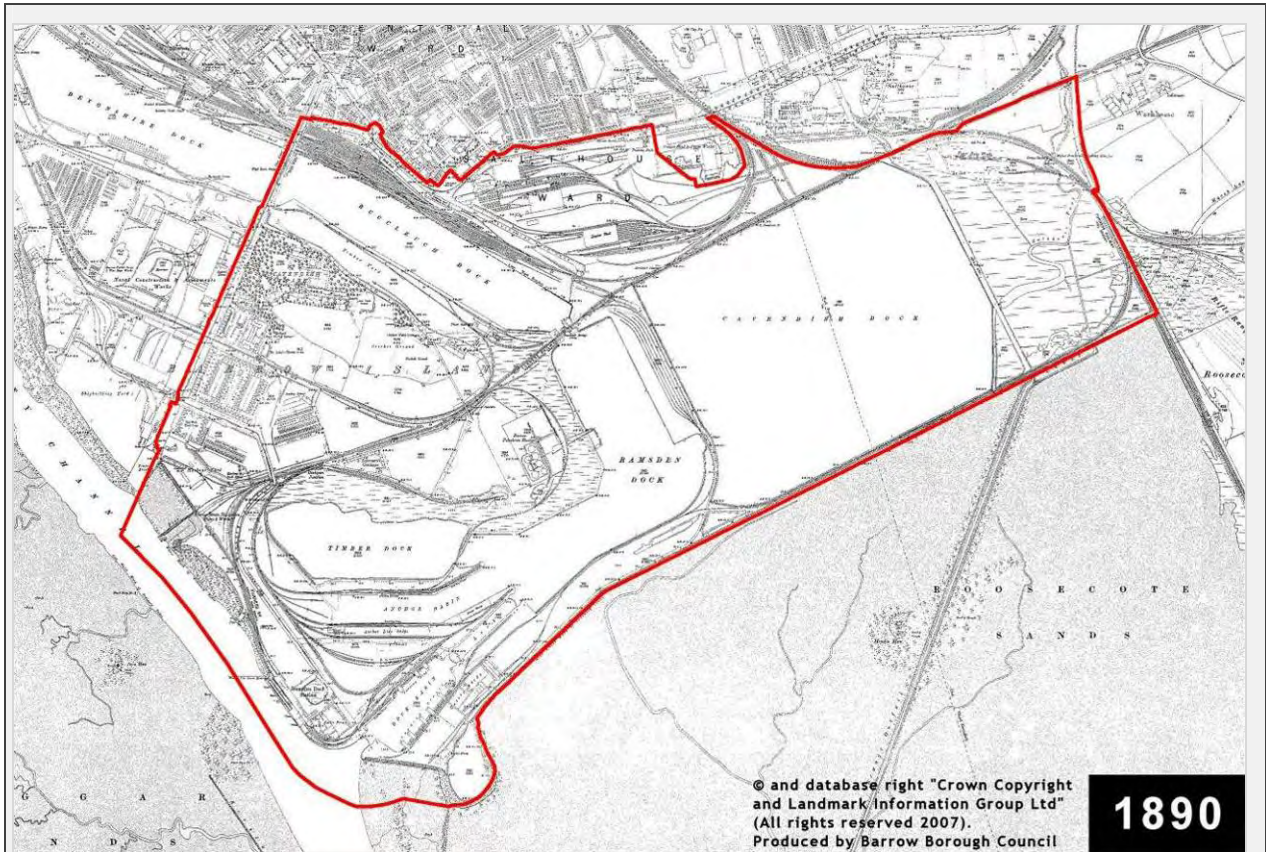
Plan of 1843 showing Barrow as a small village near to the present Schneider Square.

Barrow Island was still an island.

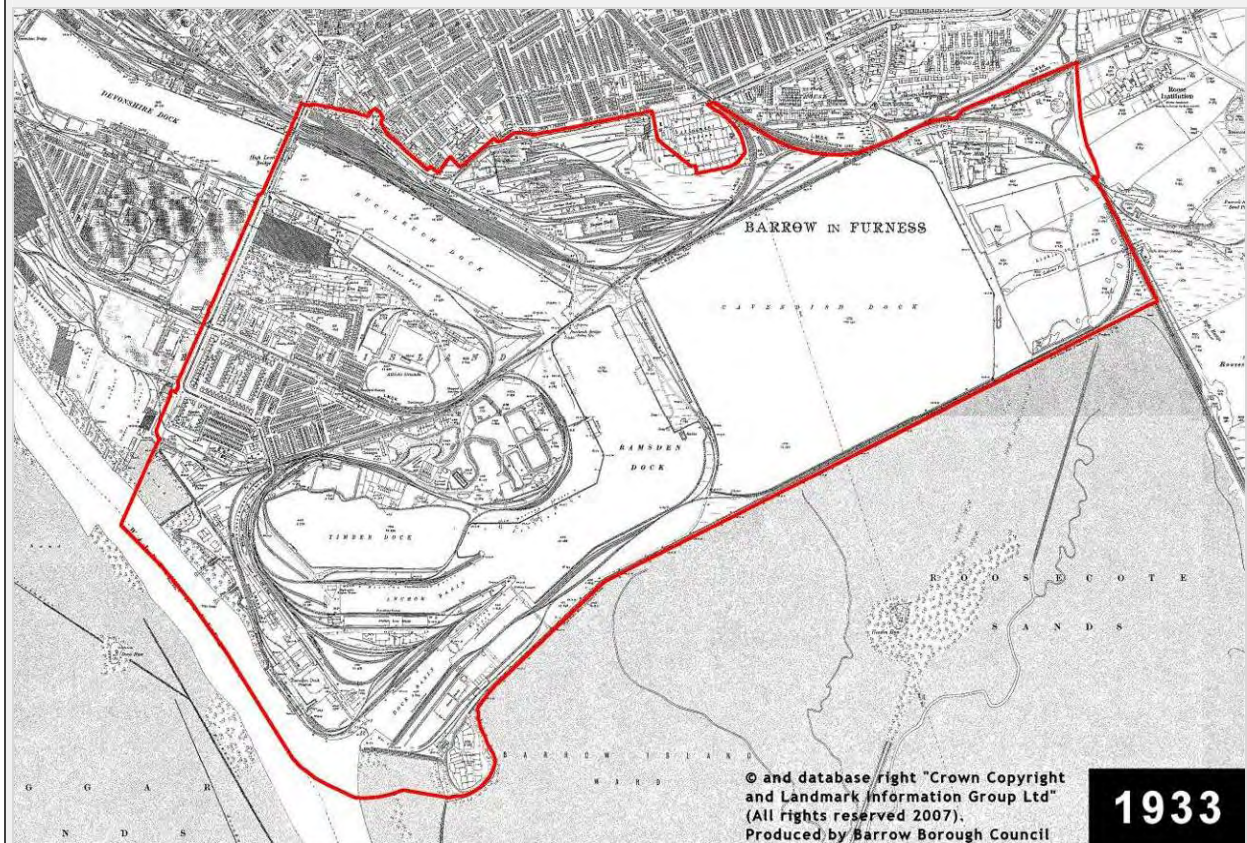
The original jetties can be seen, as can the road/ford across Barrow Channel where Michaelson Bridge now stands.



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



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



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

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

Key issues and opportunities

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

The Walney Channel Waterfront

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

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

Key issues and opportunities

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

Industrial / Commercial Uses

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

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

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

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

Key issues and opportunities

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

Residential / Community

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

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

Key issues and opportunities

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

Retail

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

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

Key issues and opportunities

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

Recreation

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

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

Key issues and opportunities

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

Vacant, Underused and Derelict Land and Buildings

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

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

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

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

Key issues and opportunities

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

2.4 Socio-Economic Profile

Local Community and Population

2.4.1 According to the 2001 Census (Office of National Statistics – ONS) the Borough's population of 71,979 is concentrated within its two principal settlements of Barrow 59,181 and Dalton 8,057 with the remainder living in the smaller outlying villages such as Askam and Ireleth, Lindal, and the more rural areas of the Borough. According to the Census, the Borough's population showed a 1.57% fall between 1991 and 2001 compared to a fall over the previous decade of 1.3%. The 2006 mid-year estimated population is 71,800, a fall of - 0.3% since the 2001 census. Barrow is the only Borough in Cumbria with an estimated decline since 2001.

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

Housing

Ownership

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

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

Housing Stock by Tenure (2001 census)

Housing Type

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

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

House Type (2001 Census)

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

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

Council Tax Band (ONS 2003)

Vacancy

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

House Prices & Affordability

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

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

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

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

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

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

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

Housing Need

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

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

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

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

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

Barrow Borough Council

Employment

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

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

Percentage of persons economically active (ONS 2001)

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

Percentage of persons economically inactive (ONS 2001)

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

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

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

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

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

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

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

Distance from place of work (ONS Census 2001)

Deprivation

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

Health

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

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

Health Perceptions (ONS Census 2001)

Access to Services

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

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

Vehicle Ownership (ONS Census 2001)

Education

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

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

Qualifications (ONS Census 2001)

Key issues and opportunities

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

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

2.5 Environmental Quality

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

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

Biodiversity and Nature Conservation

Designated Sites

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

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

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

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

Protected Species & Priority Habitats & Species

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

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

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

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

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

Key issues and opportunities

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

Archaeology and Cultural Heritage

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

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

Key issues and opportunities

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

Conservation Areas/Listed Buildings

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

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

Key issues and opportunities

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

Urban Design Analysis

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

Urban Structure

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

Key issues and opportunities

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

Urban Grain

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



Key issues and opportunities

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

Landscape

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

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

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



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

Key issues and opportunities

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

Density and Mix

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

Key issues and opportunities

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

Scale

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

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



Key issues and opportunities

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

Appearance

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

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

Key issues and opportunities

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

Pollution and Contamination

Air and Noise Pollution

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

Land Quality Assessments

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

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

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

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

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

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

Key issues and opportunities

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

Flood Risk

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

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

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

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

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

Key issues and opportunities

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

2.6 Transport & Movement

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

Road Infrastructure

2.6.2 There are two highways that access the Area currently. Cavendish Dock Road in the North and the Ramsden Dock Road in the south. Both of these routes connect to the strategic road network via the A590. The southernmost portions of both these roads within the dock estate are privately owned by ABP.

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

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

Rail

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

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

Bus

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

Cycling and Walking

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

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

Water Based Transport

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

Key issues and opportunities

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

Section 3: Strategic Vision and Objectives

3.1 Introduction

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

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

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

3.2 Strategic Vision & Objectives

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

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

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

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

Policy BP SV1: Strategic Vision for Barrow Port Area

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

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

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

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

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

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

5. improving accessibility and managing travel demand

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

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

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

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

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

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

3.3 Spatial Strategy

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

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

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

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

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

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

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

- a) **The Marina Village Opportunity Area:**
- 1) Barrow Marina (M1, M2, M3, M4) as a focus for activity on the waterfront to include clubhouse and servicing facilities and a pedestrian/cycle bridge over Buccleuch Dock and a new link to Walney Channel (12.58 ha)
 - 2) Marina Village Housing as a major new waterfront housing opportunity for the town set in quality public realm and with associated sports and leisure facilities (26.39 ha)
 - 3) Land at Cavendish Dock (CD1, CD2) including a new Wildlife Attraction for the town with enhanced and sensitive access to the natural assets (80.13 ha)
 - 4) Barrow Watersports Centre as a major new tourism and water based leisure opportunity (2.55 ha)
 - 5) Salthouse Housing as a new waterfront housing area for Barrow adjacent to the natural assets of Cavendish Dock (7.96 ha)
- b) **The Waterfront Gateway Opportunity Area:**
- 1) Waterfront Business Park as a major new business and employment location for Barrow, including the relocation and enhancement of existing allotments (24.4 ha)
 - 2) Barrow Cruise Facility to include new built facilities to maximise the benefits of the emerging cruise market in Barrow (4.06 ha)
 - 3) Barrow Island Housing (BIH1, BIH2, BIH3), housing, public realm improvements and open space to enhance the living environment of existing residents (29.94 ha)
- c) **The Port:**
- 1) Land retained for port-related use and development (BP8) (55.99 ha)

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



Figure 4: Extract from Proposals Map ©

Section 4: Area Wide Policies

4.1 Introduction

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

4.2 Promoting Comprehensive Development

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

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

Policy BP 1: Promoting Comprehensive Development

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

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

4.3 Development Quality & Sustainability

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

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

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

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

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

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

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

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

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

Policy BP 2: Development Quality & Sustainability

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

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

BREEAM Assessment

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

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

Layout

Building design and layout must:

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

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

Density

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

Security

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

Accessibility

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

Parking

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

- **the standards set out in the Regional Spatial Strategy for non-residential developments;**
- **the standards set out in the saved Supplementary Planning Guidance 'Parking Guidelines in Cumbria' for residential developments.**

Permitted Development

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

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

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

Policy BP 3: Removal of Permitted Development Rights

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

4.4 Environmental Protection & Enhancement

Conservation of the Natural & Built Environment

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

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

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

The Built Environment

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

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

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

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

The Natural Environment

4.4.8 As set out in Section 2, the Action Plan Area includes parts of designated sites of international importance for nature conservation in the form of the Morecambe Bay SAC/SPA/Ramsar. The Council places a high value on the protection of these ecological features, and in considering new development will ensure that the requirements of the Habitats Directive, which seeks to protect the integrity of these sites, are met.

4.4.9 Whilst legislation and national policy rightly affords the highest protection to the international designations and European Protected Species, and the nationally designated SSSIs and Protected Species; the Council is aware of the importance of wider environmental protection and the maintenance and enhancement of biodiversity, in particular the UK and Cumbria Biodiversity Action Plan Species.

4.4.10 The Council will continue to work closely with Natural England to ensure that these important issues are effectively integrated into the spatial approach to the Area. Where appropriate, developers will be expected to take advice from a qualified ecologist and undertake appropriate ecological surveys prior to the submission of any planning application and to implement appropriate mitigation measures as considered necessary.

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

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

- 1) Proposals must preserve listed buildings and respect, contribute to, and reinforce the character of the Barrow Island and St. George's Square Conservation Areas. Applications for outline consent within the conservation areas will not be acceptable. Consent for the demolition or partial demolition of listed buildings or unlisted buildings that make a positive contribution to conservation areas will not be granted other than in exceptional circumstances.**
- 2) The Action Plan Area includes parts of the South Walney and Piel Channel Flats SSSI and a site of regional importance in the form of Salthouse Pool County Wildlife site. The Council places a high value on the protection of these ecological features and in considering new development will ensure that proposals are not detrimental to the special interest of these sites.**
- 3) Enhanced public access to these areas will be sought whilst having regard to nature conservation.**

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

4.4.12 The majority of the Area is low lying and is significantly made up of land reclaimed from the sea. Parts of the Area lie within Flood Zones 2 and 3 identified by the Environment Agency. A Strategic Flood Risk Assessment (SFRA) has been carried out to fully assess the risks of flooding in accordance with PPS25 – Development and Flood Risk. The SFRA reviewed the accuracy of published flood risk zones and assessed future risks. Based on the conclusions of the study, the proposed allocations in the Area Action Plan are considered acceptable in relation to flood risk, subject to detailed design and mitigation and site specific Flood Risk Assessments in line with the requirements of PPS25, which recommends that all development proposals on sites of over 1 hectare in size, or located in Flood Risk Zones 2 or 3 should be accompanied by a Flood Risk Assessment. The conclusions in respect of the Key Sites are set out in Section 5.

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

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

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

4.4.16 The Council recognises the environmental, social and economic need to minimise future energy consumption and is keen to promote the use of renewable energy within the Area and in line with national and regional policy, which encourages local authorities to develop policies requiring viable targets for a proportion of the energy to be used in new

development to come from renewable energy or low carbon energy sources. The Council is mindful of the relatively high costs, both of preparing assessments and implementing renewable energy generation schemes bearing in mind the Area's property values and the high remediation costs of many of the sites in the Area. The Council would not wish to prejudice worthwhile schemes for energy efficient new homes by setting standards which render schemes unviable. As set out in paragraph 4.3.7, the Council supports a single accreditation system for higher standards as set out in the Code for Sustainable Homes and Policy BP2 sets out the requirements to meet the Code. However, as renewable energy requirements are not currently mandatory elements of the Code, Policy BP5 also requires on site renewable energy provision in line with the Code's currently non-mandatory element, unless this can be clearly shown to be impractical.

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

Policy BP 5: Environmental Management

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

- 1) Assessing all applications for new development against the Stage 2 Strategic Flood Risk Assessment (SFRA) and other advice produced by the Environment Agency.**
- 2) Requiring the appropriate remediation of contaminated land through new development, particularly through the adoption of sustainable remediation techniques;**
- 3) Requiring that all housing or industrial/commercial developments provide carefully screened provision for refuse and recycling and access for waste collection vehicles;**
- 4) Minimising the energy consumption requirements of new development through innovative and efficient design and alignment and incorporating the use of renewable energy technologies into new development wherever practicable as follows:**
 - a) All residential development of 30 units or more should incorporate on site renewable energy equipment to reduce predicted CO² emissions by at least 10%.**
 - b) All non-residential development of 1000 m² floorspace or over should incorporate on site renewable energy equipment to reduce predicted CO² emissions by at least 10%.**
 - c) Small-scale community and on-site renewable energy projects will be encouraged and all developments of 10 homes or more will be expected to show consideration of on-site renewable energy potential.**
- 5) Ensuring that wherever possible new developments adopt best practice in minimising water pollution.**

4.5 Housing Development & Phasing

Housing Market Renewal

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

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

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

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

Affordability

4.5.5 In view of the information summarised in Section 2, which does not provide any clear evidence of an affordability issue, and the high remediation and infrastructure costs of the larger sites proposed to be allocated, and also the relatively low property prices elsewhere in and adjoining the Action Plan Area; no Affordable housing (as defined by PPS3) is proposed to be required through new development. However, such affordable housing provision, for rent or shared equity would be supported. Providing a proportion of smaller and therefore lower priced units will assist in creating choice and inclusivity.

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

Housing Targets

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

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

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

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

	Total	Annual Average	Period
Planning Permissions			
Local Plan Housing Chapter Alteration 2006: Permissions Required 1 April 2002 - 31 March 2016	1692	N/ A - targets are in phases	14 years
Permissions Granted 1 April 2002 - 31 March 2008	1082	180 per annum	6 years
Net Additional Dwellings			
RSS: Net Additional Dwellings Required 1 April 2003 - 31 March 2021	2700	150 per annum	18 Years
Net Additional Dwellings Required 1 April 2003 - 31 March 2008	750	150 per annum	5 years
Net Additional Dwellings Provided 1 April 2003 - 31 March 2008	430	86 per annum	5 years
Units with extant planning permission at 31 March 2008	731	n/a	n/a
Net Additional Dwellings required 2008-2021 assuming full balance of RSS requirement to be found and divided equally over the remaining years (for illustration only)	2270	175 per annum	13 years
Barrow Port Area Action Plan Provision			
Allocations Total 2009 – 2021	925	77 per annum	12 years

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

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

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

4.5.13 As part of developing the evidence base for its LDF, the Council commissioned an Urban Capacity Study (UCS) which assessed the suitability and potential yield of a number of sites within the Borough that were neither allocated nor had planning permission. These included six sites within the Action Plan Area. Any conclusions or scoring of the UCS in respect of a particular site did not imply that the site would or would not be allocated, but the UCS

gave an indication of the numbers of sites the Council may need to allocate (following proper consideration through the development plan process), and an indication of whether the Council could meet any relevant brownfield land targets. The UCS sites within the AAP Area were:

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

Phasing

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

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

4.5.16 The number of dwellings proposed within the Action Plan Area is too large to be delivered within a single phase or year. The order of phasing set out recognises the current saved allocation of the Marina Village site (for 450 dwellings) and its contribution to the Borough's regeneration, particularly the associated infrastructure and sports and leisure facilities, and the likely delivery of the site bearing in mind the ongoing developer procurement process. The phase totals are also informed by: the RSS targets; an analysis of previous performance, commitments and other allocations as set out in the AMR; Donaldsons' Market Appraisal Report (see Appendix to report 'Marina Link – Port of Barrow, Economic Appraisal – Final Draft, May 2006); and by feedback from potential developers.

Figure 6: Proposed Phasing

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

Policy BP 6: Phasing of New Housing

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

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

Planning permission may be subject to phasing agreements to stipulate the maximum number of dwellings to be constructed per annum.

4.6 Economy, Employment & Tourism Development

Delivering Economic Growth & Prosperity

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

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

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

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

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

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

Policy BP 7: Supporting & Relocating Existing Businesses

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

Port Activity

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

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

Constraints

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

Opportunities

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

4.6.9 Following the preparation of the Barrow Port Masterplan, the Strategic Management Agreement reached between ABP and other partners, included working together towards a staged release of surplus operational port land to maximise employment opportunities for the town. The Proposals Map identifies the land within the Area that is to be retained for port uses in accordance with Policy BP8.

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

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

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

Policy BP 8: Economic Viability of Port Operations

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

- 1) **ensuring development proposals do not impede the operational requirements or prejudice the economic viability of the port; and**
- 2) **protecting current and future port operations by safeguarding port related employment land, as identified on the Proposals Map (42.67 ha) for such uses.**

Tourism & Leisure Facilities

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

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

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

4.6.16 The replacement and relocation of the obsolete athletics facility at Park Vale, Walney is identified as a priority in the UK Athletics Strategy (UK Athletics Planning and Delivery 2007-12). This is also identified in the Barrow Borough Sport and Physical Activity Strategy 2006-2011, as is the development of watersports facilities - both of which would form a 'Sports Village' at The Waterfront Barrow-in-Furness. The latter Strategy also supports the replacement squash facilities for those now closed and due to be demolished at St George's Square.

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

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

Policy BP 9: Tourism/Leisure Facilities

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

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

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

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

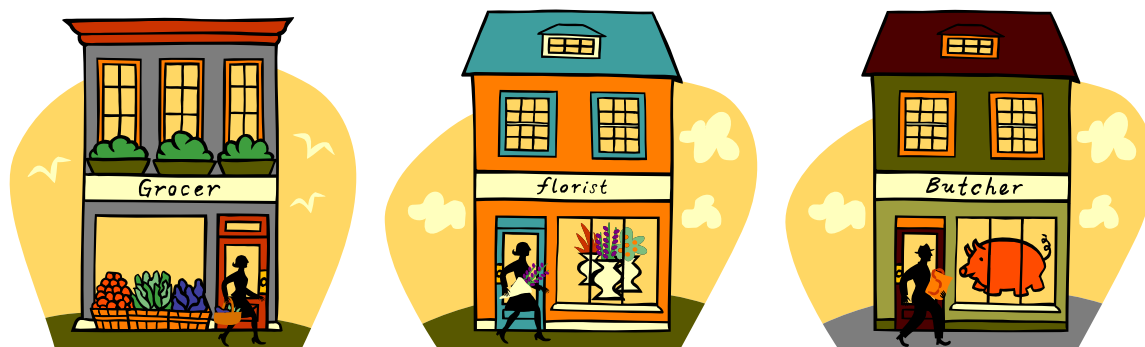
4.7 Retail Development

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

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

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

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



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

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

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

Policy BP 10: Retailing Opportunities within the Action Plan Area

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

Ancillary Retail:

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

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

Independent Retail

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

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

4.8 Transport & Infrastructure

Improving Connectivity

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

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



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

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

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

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

4.8.6 A new pedestrian/cycle bridge over Buccleuch Dock is considered essential to achieve the sustainable transport aspirations, and as a statement of the regeneration of the Action Plan Area. This will effectively connect residents of the new developments at Marina Village and the wider town to existing and proposed new facilities such as the Business Park and Cruise Facility and vice versa. This new 'Barrow Island Footbridge' is proposed at the narrowest point between Buccleuch and Ramsden Docks at the point where a railway bridge used to cross.

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

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

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

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

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

4.8.12 In order to properly assess and manage the traffic impacts of new development, major development applications should include a transport assessment in accordance with the

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

Policy BP 11: Improving Connectivity

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

- 1) **Improving visual and physical linkages between the waterfront, dockside and town centre;**
- 2) **Creating an extension of Town Quay to enhance pedestrian and cycle access to the dockside and the town centre;**
- 3) **Improving access into the Area, including through the creation of new accesses and the enhancement of existing accesses from Salthouse Road;**
- 4) **Enhancing access to serve the Waterfront Business Park and the Cruise Facility and limiting the impacts of traffic on the Barrow Island residents and Conservation Area through the development of the Western Dock Access Road;**
- 5) **Providing for the effective access of leisure craft to the dock system and the Marina through the provision of a new Marina Link;**
- 6) **Maximising public access to the waterfront at Barrow Island;**
- 7) **Promoting a pedestrian and cycle network within the Action Plan Area that will provide connections to the wider town's network, including:**
 - a) **Improving connections between existing communities, the proposed Waterfront Business Park, Cruise Facility, and Marina Village through the development of a pedestrian/cycle bridge at Buccleuch Dock - the 'Barrow Island Footbridge';**
 - b) **Creating and enhancing a continuous pedestrian/cycle route around Cavendish Dock – the 'Cavendish Dock Trail';**
 - c) **Ensuring safe pedestrian and cycle connections between Marina Village and the town centre across Salthouse Road;**
 - d) **The provision of a new pedestrian/cycle route to the north of Waterfront Business Park; and**
 - e) **Provision of lockable cycle storage in conjunction with new development as appropriate.**
- 8) **Improving road safety within the Action Plan Area with specific emphasis on preventing serious child road casualties;**
- 9) **Improving access to the operational port from road and sea to support new opportunities to increase the proportion of freight moved by sea and minimise the environmental and social impacts of freight transport; and**
- 10) **Seeking to ensure that bus services are delivered in association with new development in the Area and creating connections to the town centre and its railway station.**

Community Facilities

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

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

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

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

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

4.8.18 Whilst the identified requirements for community facilities for Key Sites are set out in Section 5, including those for play space provision, all relevant applications and windfall applications will need to be assessed as to whether a current shortfall exists. This assessment will be informed by the Accessibility Criteria set out in Appendix RT(d)3 of the RSS. Whilst these Accessibility Criteria were initially developed to inform decisions relating to the level of car parking required for specific developments, the basis of the model is an overall assessment of accessibility and it therefore can be used to assess accessibility to services and community facilities.

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

Policy BP 12: Access to Community Facilities

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

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

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

Public Realm & Open Space

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

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

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

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

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

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

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

4.8.26 Other development proposals will be assessed against Policy BP13 below.

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

- The public realm should be designed to meet the needs of the Action Plan Area as a modern, thriving, economic and social place.

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

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

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

Public Art

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

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

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

Policy BP 14: Promoting the Use of Public Art

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

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

4.9 Developer Contributions

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

Policy BP 15: Developer Contributions

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

Areas in which contributions could be required include:

- **Highway works**
- **Public transport works and travel plans**
- **Cycle and pedestrian access improvements**
- **Land remediation**
- **Landscape works**
- **Public art and community arts projects**
- **Public realm/open space**
- **Public realm maintenance and cleaning regimes**
- **Leisure and community facilities**
- **Education provision**
- **Healthcare facilities**
- **CCTV or other Crime and Disorder initiatives**
- **A Marina Link**
- **Biodiversity mitigation and enhancements**
- **Service diversion**
- **Utility service capacity reinforcement works**
- **Conservation and enhancement of the historic environment**

Section 5: Opportunity Areas & Key Sites

5.1 Introduction

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

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

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

a) The Marina Village Opportunity Area:

- 1) Barrow Marina (M1, M2, M3, M4) as a focus for activity on the waterfront to include clubhouse and servicing facilities and a pedestrian/cycle bridge over Buccleuch Dock and a new link to Walney Channel (12.58 ha)
- 2) Marina Village Housing as a major new waterfront housing opportunity for the town set in quality public realm and with associated sports and leisure facilities (26.39 ha)
- 3) Land at Cavendish Dock (CD1, CD2) including a new Wildlife Attraction for the town with enhanced and sensitive access to natural assets (80.13 ha)
- 4) Barrow Watersports Centre as a major new tourism and water based leisure opportunity (2.55 ha)
- 5) Salthouse Housing as a new waterfront housing area for Barrow adjacent to the natural assets of Cavendish Dock (7.96 ha)

b) The Waterfront Gateway Opportunity Area:

- 1) Waterfront Business Park as a major new business and employment location for Barrow including the relocation and enhancement of existing allotments (24.4 ha)
- 2) Barrow Cruise Facility, to include new built facilities to maximise the benefits of the emerging cruise market in Barrow (4.06 ha)
- 3) Barrow Island Housing (BIH1, BIH2, BIH3), housing, public realm improvements and open space to enhance the living environment of existing residents (29.94 ha)

c) The Port

- 1) Land retained for port-related use and development (BP8) (55.99 ha)

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

5.2 Marina Village Opportunity Area



Figure 7: Marina Village Opportunity Area © A

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

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

Policy BP 16: Marina Village Opportunity Area

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

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

(Phase 2 of Policy BP6)

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

Followed by:

(Phases 2/3 of Policy BP6)

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

Followed by:

(Phase 3 of Policy BP6)

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

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

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



Figure 8: Barrow Marina © A

Location & Character

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

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

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

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

Key Features / Issues

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

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

- For the Marina and Marina Service Area to operate effectively together and to create essential linkages with Barrow Island and the Waterfront Opportunity Area, a new pedestrian/cycle bridge – the Barrow Island Footbridge will be required across Buccleuch Dock. The bridge has been the subject of an options appraisal. (The Waterfront, Barrow: Pedestrian Bridge Option and Operating Study. White Young Green for West Lakes Renaissance. March 2007).
- The need to ensure development proposals do not impede the operational requirements or prejudice the economic viability of the port, should inform the layout, design and operation of the Marina, Marina Link and Barrow Island Footbridge, and consultation with Associated British Ports (ABP), BAE Systems should be carried out in the detailed development of any proposals.
- The site area proposed for the Marina Service Area is within a Health and Safety Executive Hazardous Substances Consultation Zone 1 associated with the Gas Condensate storage area. Any development proposals at this site will need to take account of the Health & Safety Executive's Land Use Planning Methodology – PADHI (Planning Advice for Developments near Hazardous Installations).
- The Strategic Flood Risk Assessment (SFRA) identifies that the land based Marina facilities fall within the Flood Risk Zone 1 and 2 with a small area in Zone 3. Some elements of the Marina will be classed as Water Compatible Development under PPS25. The conclusions of the SFRA are that the finished floor level of proposed development at the Marina Service Area will need to be set at no lower than 5.57m AOD (Above Ordinance Datum) to mitigate any risk to the development. (An additional freeboard height will be required, to be specified by the Environment Agency). A site specific Flood Risk Assessment will be required in line with the minimum requirements as set out in PPS25.
- Part of the Site for the Marina Link lies within the SSSI, SAC, SPA and Ramsar. The Council places a high value on the protection of these ecological features, and in considering new development will ensure that the requirements of the Habitats Directive, which seeks to protect the integrity of these sites, are met.
- The non-designated areas within and adjoining the Marina Sites are also known to house Protected Species in the form of Slow Worms and Common Lizards and Priority Habitats in the form of Open Mosaic Habitat, and the Marina sites are likely to also have biodiversity value which needs to be recognised and addressed.

Development Approach

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

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

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

5.2.11 The proposed link is to be between Walney Channel and Anchor Line Basin by way of a canal or overland boat transfer. Whilst both options were shortlisted and taken forward for

full economic and financial evaluation in the Genecon options appraisal, an overland travelling lock transfer was initially preferred in capital and operational cost terms. Further discussions with interested developers and the port operator now indicate a preference for a canal. Either option is acceptable to the Local Planning Authority, subject to the requirements of Policy BP17 and the design guidelines set out below.

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

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

M1 Marina & Associated Facilities

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

M2 Marina Service Area

- Secure boat storage and brokerage
- Long stay car parking
- Marina stores and toilets/showers
- Boat repair workshops
- Marina fuelling area
- Additional marina berths on floating pontoons

M3 Marina Link

- A new link between Anchor Line Basin and Walney Channel.

M4 Barrow Island Footbridge

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

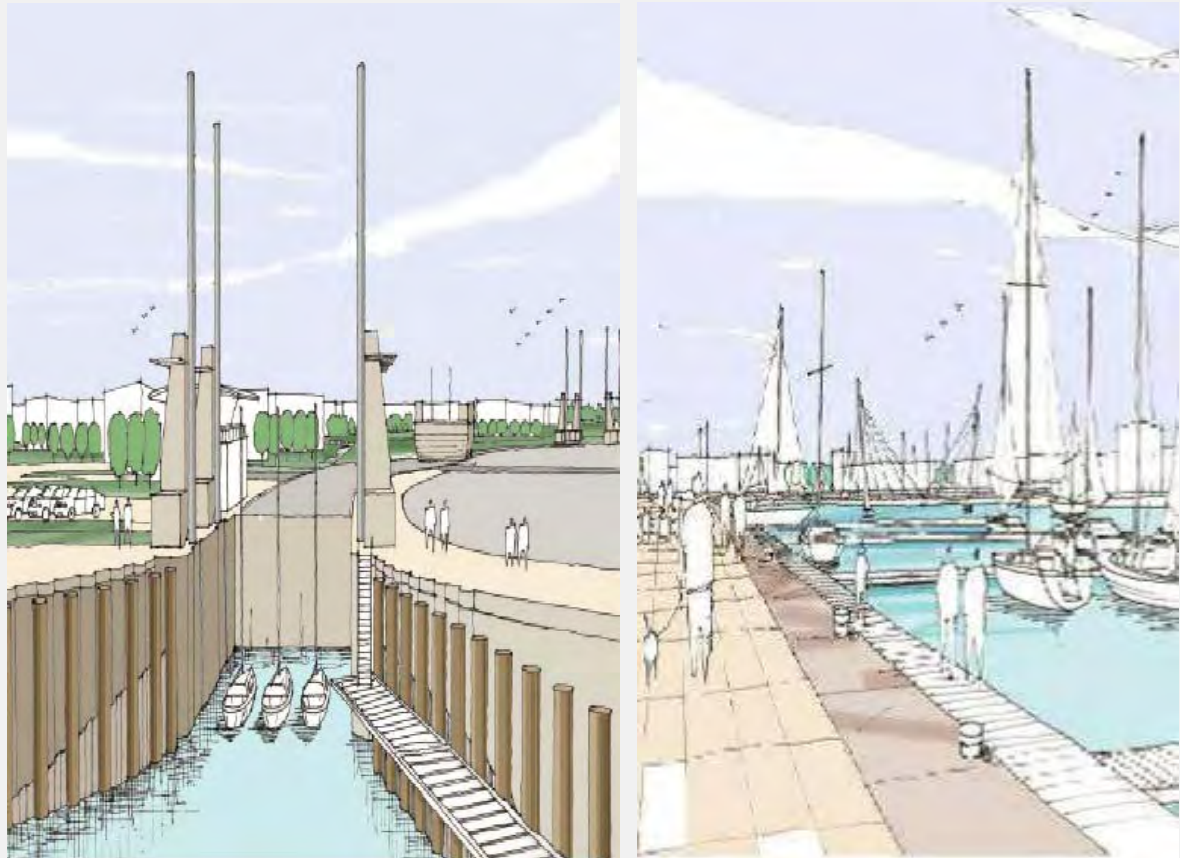
The development of Barrow Marina will be expected to conform to the following:

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

Design Guidelines

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

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



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

Movement

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

The Barrow Island Footbridge

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

<ul style="list-style-type: none"> • The bridge will need to: <ul style="list-style-type: none"> ○ Have a deck level which is level with the dockside or above when closed, and be fully accessible; ○ Give unlimited headroom over a width of not less than 40m for infrequent use by larger vessels (envisaged as being for BAE vessels); and ○ Give a headroom of not less than 20 metres for frequent use (envisaged as being for marina access). 	<ul style="list-style-type: none"> • Following the completion of the bridge option and operating study and consideration of its recommendations, and discussions with the port operator and principal dock users, the partners have concluded that a bridge with central swing sections and a smaller bascule is the preferred option as illustrated below.
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Proposed Bridge Design © West Lakes Renaissance/Royal Haskoning

Public Space / Landscape

<ul style="list-style-type: none"> • The development of the Marina will be expected to contribute to the public realm aspirations for the wider Marina Village Opportunity Area as set out in Policy BP16 of this Area Action Plan. In particular the following will be required to be provided: <ul style="list-style-type: none"> ○ An area should be set aside at the southern end of the Marina Service Area for potential future viewing of watersports (subject to consultation with the HSE). ○ The Marina facilities at Buccleuch Dock should be developed around a new public square. ○ The Marina should contribute to the improvement / extension of Town Quay. 	<ul style="list-style-type: none"> • Landscaped 'green infrastructure' links must be provided, including along the Marina Service Area access road and Barrow Island footbridge approach. These should provide opportunities for incorporating biodiversity into landscaping and where possible, for example at the Marina Service Area, further areas should be set aside for biodiversity rich landscaping. In line with Policy BP14, the appropriate inclusion of public art will also be sought within proposals, particularly in the public spaces along Buccleuch Dock.
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Key Site 2 – Marina Village Housing



Figure 9 : Marina Village Housing © A

Location & Character

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

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

Key Features / Issues

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

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

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

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

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

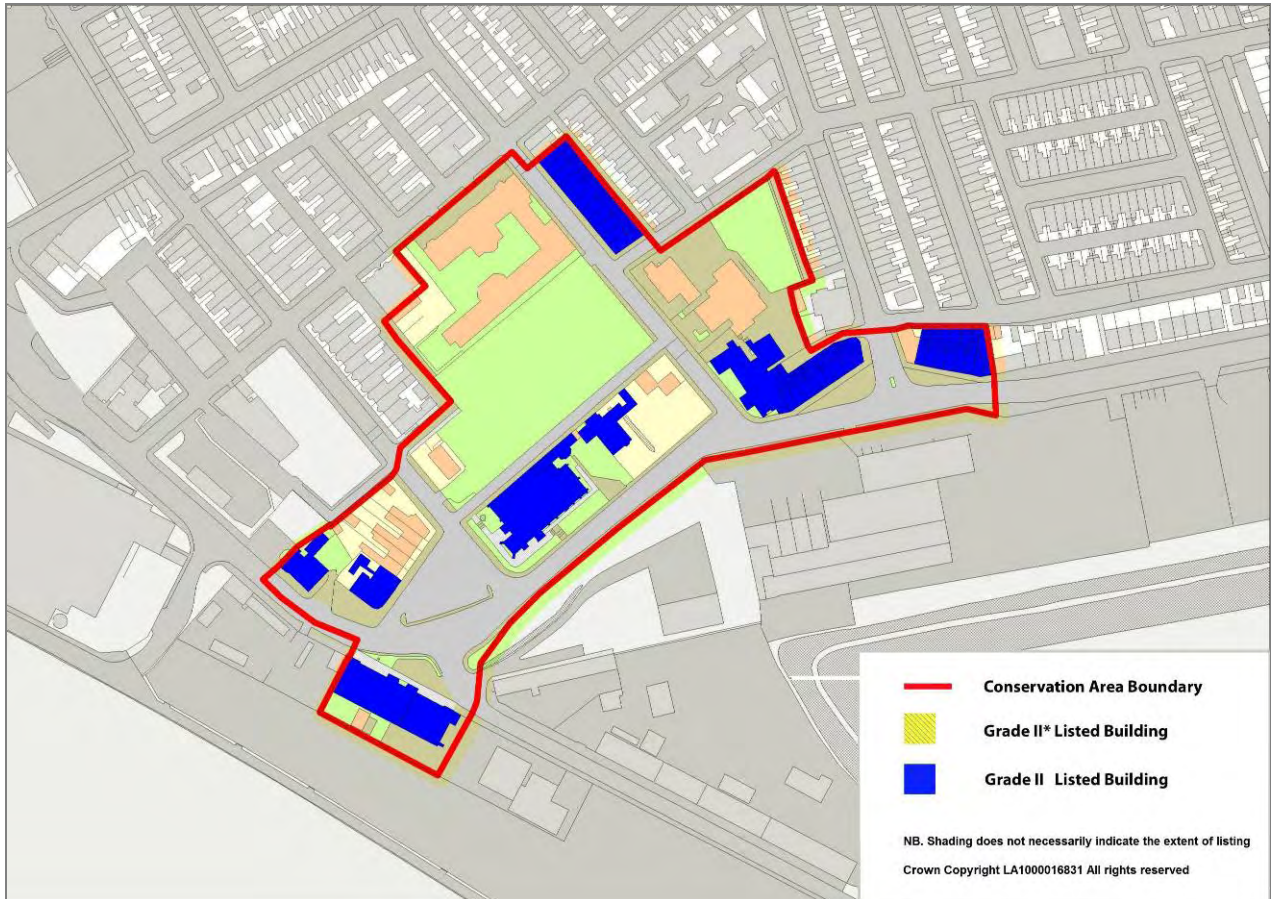


Figure 10: St George's Square Conservation Area with Listed Buildings

Development Approach

Comprehensive Development

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

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

A High Quality and Sustainable Development

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

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

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

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

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

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

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

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

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

Policy BP 18: Marina Village Housing

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

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

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

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

- a) The clearance and removal of all existing buildings and incompatible uses on the whole of the site, with the exception of the listed former station building.
- b) Remediation of the whole site.
- c) Creation of a new waterfront quarter for the town and a new leisure destination in Barrow.
- d) A development which demonstrates high quality design that responds to its context in layout, scale and detail, with an integrated approach to design across the site.
- e) A development with active frontages to the main waterfront and to the town centre along Salthouse Road.
- f) Development adjacent to the waterfront which takes advantage of the unique location to create a distinctive place.
- g) Housing density across the site to an average of 40 residential units per hectare with higher densities being accommodated on the waterfront to Buccleuch Dock.
- h) A development planned in conjunction with the Barrow Marina to create a new waterfront onto Buccleuch Dock including the new pedestrian/cycle bridge to Barrow Island.
- i) The creation of high quality pedestrian and cycle linkages with the existing town centre, the developments on Barrow Island and the wider strategic network.
- j) A network of public realm and open space to link with adjoining public and open space.
- k) New and improved vehicular access to the site including a realignment of Cavendish Dock Road, a new access point as a southwards extension of Rawlinson Street and improvements to Salthouse Road.
- l) Carefully designed neighbourhood recycling facilities.
- m) A development that is designed sensitively to prevent damage to the integrity of the environmental designations at Cavendish Dock.
- n) Protection and enhancement of the listed buildings and important open spaces in the St George’s Square Conservation Area.
- o) The provision of appropriate measures to manage flood risk.

Design Guidelines

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

Design Principles

A Piece of Town

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

The New Waterfront

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

A Walkable & Active Neighbourhood

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

Quality Streets and Spaces

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

Working with Nature

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

The Character Areas & A Sense of Place

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| <ul style="list-style-type: none"> • In order to create a strong sense of place throughout Marina Village and avoid monotony, the Area Action Plan supports the development of a number of distinctive Character Areas within an overall integrated design across the site. The approximate locations are shown on Figure 11. • The key route into Marina Village should be identified by the creation of a tree-lined avenue. Off of this, there should be a series of more tranquil urban streets and a mix of hard and soft spaces. | <ul style="list-style-type: none"> • All of the Character Areas should be connected by a network of streets, squares and open spaces. The four proposed residential Character Areas are: <ul style="list-style-type: none"> ○ Marina Quays ○ St. George's ○ Park View ○ Dockside • The three other identified Character Areas are: <ul style="list-style-type: none"> ○ The Fields ○ Ramsden Dock (See Key Site 4) ○ Marina Link (See Key Site 1) |
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<p>Marina Quays</p> <ul style="list-style-type: none"> • ‘Marina Quays’ will be the public face of a regenerated Barrow and contain a mix of uses including the onshore facilities associated with the adjacent Marina, leisure, retail provision and housing. To maximise the potential of the Buccleuch Dock urban waterfront, higher densities are encouraged within this area and residential development will therefore be predominately apartments and townhouses. Development will be expected to address the waterfront and Cavendish Dock Road. A series of public spaces along the waterfront should be linked by an extension of Town Quay. A new landmark pedestrian/cycle bridge over the Dock will link to Barrow Island. 	<p>Park View</p> <ul style="list-style-type: none"> • ‘Park View’ will be the quiet quarter of Marina Village and should focus on a central residential park or village green. A mix of family housing should be developed and townhouses should define the key routes (Salthouse Road and the extension of Rawlinson Street). Streets at the heart of the quarter should be pedestrian orientated to allow for safe play and discourage traffic and speed.
<p>St George’s</p> <ul style="list-style-type: none"> • ‘St George’s’ is adjacent to St George’s Conservation Area and sits below the historic St George’s Church. It forms the primary gateway into Marina Village. Townhouses and apartments may define the key routes (Cavendish Dock Road and the extension of Rawlinson Street). Off the key routes, a mix of family housing should be developed which responds to the character of the Conservation Area and adjacent town centre to provide a high quality gateway to Marina Village. 	<p>Dockside</p> <ul style="list-style-type: none"> • ‘Dockside’ will be the green quarter with a higher Code for Sustainable Homes rating of 4 sought. A mix of family housing should be developed along with apartments or townhouses which will allow views across Cavendish Dock. Avoiding any significant adverse environmental impact on Cavendish Dock is essential, and the latest thinking in sustainable design and construction will be a priority in this area.

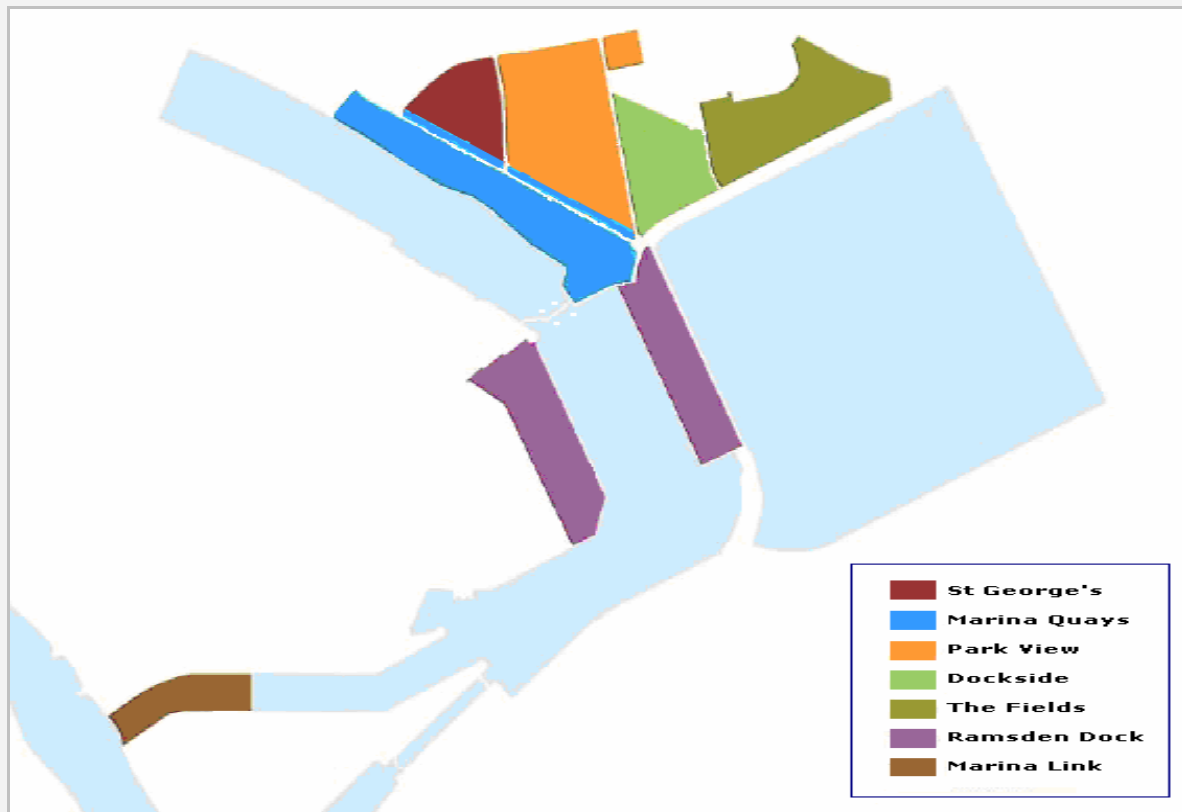


Figure 11: Marina and Marina Village Character Areas

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

Built Form

Character

<ul style="list-style-type: none"> • The appearance of the built environment defines an area’s identity and character and creates a sense of place. ‘Anywhere’ type development and standard designs duplicated and brought in from elsewhere do not create a sense of place. The design of buildings and public spaces (including streets) should respond to both the context and the emerging Character Areas of Marina Village. • This new ‘Waterfront Quarter’ should be given its own distinct identity reflecting its special waterside location and respecting the character and history of Barrow, but should also be an integral part of the town’s urban structure. Common elements or themes will help create a sense of place. • Development adjacent to the waterfront should take advantage of its location to create a distinctive place. Waterside architecture should be appropriate in scale and relate to the water in style and use of materials. Development will be expected to address the waterfront with ‘end-on’ development blocks avoided. 	<ul style="list-style-type: none"> • An area should be visually interesting if people are to enjoy being there. Variety in architectural style can contribute to an area’s identity, and responding to local context should not restrict innovative or contemporary design. Equally, contemporary design and innovation can and should reflect local character and setting. • Landmarks, vistas and focal points create interest and a sense of place that enlivens and gives an area its character. Existing landmarks should be respected (e.g. the Town Hall, St George’s Church and dock crane) and new landmarks and vistas created to aid legibility and create visual links both within and outside Marina Village and help draw people along the streets. Generally, views down streets should be terminated with built form or open up into a public space.
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- Incorporating public art and crafts within a development can make a place memorable.
- Strong corner buildings hold an urban area together, create visual interest and act as local minor landmarks. Corners should generally be higher than the surrounding buildings and could be set slightly forward of the building line to increase their prominence.
- Modern housing often lacks the three dimensional qualities of traditional buildings – windows are often flush with external walls and lack elegance in their detailing, eaves hardly overhang, porches and balconies appear stuck on rather than integral, and changes in materials rather than richer detailing that casts shadows, create interest. As a result buildings appear ‘flat’. High quality design, whatever the architectural style, tends to have a much more sophisticated approach, for example by:
 - Designing buildings in three dimensions as a whole so that elements are not ‘bolted-on’ at the end;
 - Designing windows and doors so that they are set back from the external façade to introduce depth;
 - Incorporating three dimensional detailing, from traditional brick corbelling to more contemporary features, that again give depth to the building; and;
 - Ensuring changes of materials relate to the built form, rather than being an arbitrary way of introducing variety.



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

Layout

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



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

Materials

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

Density

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

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

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

Public Realm

Public Spaces

- The development of Marina Village should accommodate a network of high quality public spaces, with a minimum provision as follows:
- | | |
|---|---|
| <ul style="list-style-type: none"> • Square 1 - a focus for the leisure offer and one of the locations suitable for the Marina and retail offer, this will be a key public space of around 0.4 ha. It will be a lively space with activities spilling out of the surrounding buildings. Reference should be made to the history of the site in the design of the square. | <ul style="list-style-type: none"> • Central Park - a sizable central park of around 0.6 ha should be located in the core of the residential area. Overlooked by family housing, this sheltered park or green should contain equipped play facilities for local children and provide a green lookout for the surrounding residents and contribute to the network of green spaces. |
| <ul style="list-style-type: none"> • Square 2 - this square of around 0.4 ha could be the alternative location for the Marina and retail offer and should be the central public space along the dockside and located approximately where Town Quay ends today. Views should be opened up across the dock from an extended Rawlinson Street, with good views of the shipyard and proposed new Barrow Island Footbridge. | <ul style="list-style-type: none"> • Cavendish Dock Trail - the Dock Trail should provide the green buffer between Marina Village Housing and the ecologically sensitive Cavendish Dock and railway line. It will also provide part of a wider route in the area connecting to the new Barrow Island Footbridge and will offer a significant contribution to the network of green spaces. (See Key Site 2). |
| <ul style="list-style-type: none"> • Square 3 & Viewing Area – this public space will be around 0.5 ha where the main access road terminates and the proposed Footbridge lands and is the interface between Marina Village and the Watersports Centre. It is also where the three docks come together. This space should be designed to provide a transition between the hard Town Quay and the softer landscape of the Cavendish Dock Trail. | <ul style="list-style-type: none"> • Eco Park – this small park of around 0.3 ha will provide valuable wildlife habitat featuring wetland areas and will be an ecological resource available to residents and children. This will also contribute to the network of green spaces. |

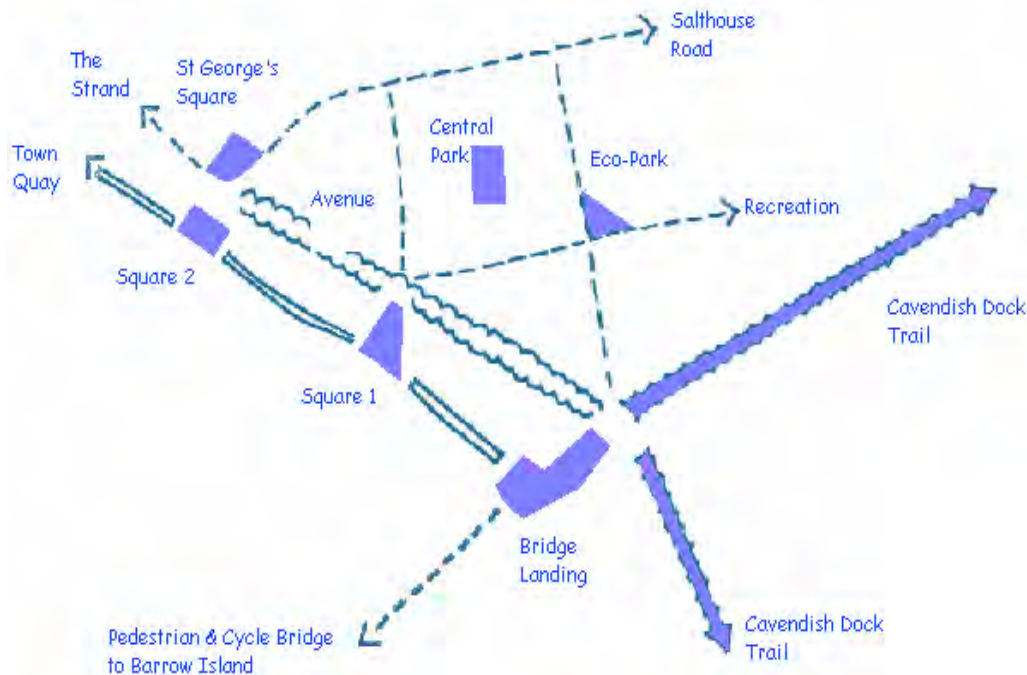


Figure 12: Illustrative Public Realm Layout

Design

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



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

Surfacing

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

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

Public Art

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

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



Figure 13: Land at Cavendish Dock © A

Location & Character

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

Key Features / Issues

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

- Cavendish Dock is designated as part of a SSSI, a SPA and Ramsar, primarily for its bird interest, particularly that of moulting mute swans and wintering waterfowl. It supports a range of established habitats and a high level of biodiversity. The Council places a high value on the protection of these ecological features, and in considering new development will ensure that the requirements of the Habitats Directive, which seeks to protect the integrity of these sites, are met. Natural England and the Environment Agency should be consulted prior to any planning applications being made and closely involved with the development and management of Cavendish Dock.
- An existing vehicular access runs along the peninsular between Cavendish and Ramsden Dock to serve the port operational land to the south. Private access roads run from Salhouse Road under the railway and on to Salhouse Mills and along the eastern edge of Cavendish Dock. These links will need to be maintained.
- The freight railway line adjacent to the northern and western sides of Cavendish Dock is active and is currently used by the BNFL facility on Ramsden Dock. Although used infrequently, it is an important element of the transport infrastructure for the port and is important to the port operator ABP and its owners BNFL and Network Rail, who own

and operate the section along the northern side to Salthouse Junction where it meets the main line.

- Accessibility and infrastructure are very poor at Cavendish Dock. Some improvements to access (signing, resurfacing, improvements to roads and car parking) will be required. In addition, public access, rights of way and cycle paths should be upgraded, segregated and formalised and complete pedestrian and cycle access around the circumference of the Dock, with access to the shore where possible and practicable, achieved, through the development of the Cavendish Dock Trail.
- The Strategic Flood Risk Assessment (SFRA) identifies that the land based facilities fall predominantly within Flood Risk Zone 2 with a small area in Zone 3 (around Salthouse). Although the proposals will be classed as Water Compatible Development, a site specific Flood Risk Assessment will be required in line with the minimum requirements as set out in PPS25.
- Parts of the site lie within the Explosive Safeguarding (consultation) Areas and the Consultation Zones relating to the North Morecambe Bay Gas Terminal at Roosecote (see paragraph 2.3.7).

Development Approach

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

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

5.2.33 The Cavendish Dock Wildlife Attraction and its pedestrian and cycle routes could potentially form part of the North West Coastal Trail Regional Park or the Morecambe Bay (and Duddon) Regional Park.

5.2.34 The challenges for development of this key site are:

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

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

5.2.36 Funding has been sought by the County Council to deliver significant elements of the Cavendish Dock Wildlife Attraction and Cavendish Dock Trail. Planning permission has recently been sought by the County Council for two projects. The first (6/08/9014), for which planning permission has been granted, is for a 220m section of boardwalk along the edge of the south west corner of the Dock. This has been designed for pedestrians, cyclists and wheelchair users, to avoid them having to use the carriageway of the adjacent private access

road to the port retained land to the south, and to improve their experience of the Dock. The boardwalk also includes two fishing/bird watching platforms. The second (6/08/9017) is for a series of boardwalks through the United Utilities owned reedbeds to the east of the Dock. These would allow off road access along a section of the Dock shore and access to view and enjoy the reedbeds and Salthouse Pool (which lies within the County Wildlife Site). These boardwalks are intended for pedestrians, and whilst they would have wheelchair/pushchair access, in view of design constraints, this would be from certain of the directions only.

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

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

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

The following land uses will be supported for the site:

CD1 Cavendish Dock Wildlife Attraction (77.10 ha)

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

CD2 Environmental Improvement Area (3.03 ha)

- **Environmental management and enhancement measures**

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

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

Design Guidelines

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

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

Access and Movement & the Cavendish Dock Trail

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

Materials & Sustainability

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

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| <ul style="list-style-type: none"> • The Cavendish Dock Trail and associated public spaces should provide a safe, attractive and interesting accessible route/facility and should: <ul style="list-style-type: none"> ○ Include a landscape buffer on the northern edge of the Dock behind the railway line alongside Marina Village Housing. ○ Include landscaping works to the vacant land to the east of Cavendish Dock around Salthouse Pool; to enhance and protect the wetland habitats. This will contribute to a buffer the adjacent United Utilities facility and Salthouse Housing (Key Site 5). ○ Include landscaping works between the site and Salthouse Housing. ○ Incorporate a buffer on the western peninsular, including carefully deigned bunding to screen car parking and reduce noise from this and the adjacent Watersports Centre. | <ul style="list-style-type: none"> • The design of the landscaping must reflect and retain elements of the 'open' character of the site and also be designed to allow visibility to aid security. No parts of the route should be completely hidden from general view. • These landscaped areas will contribute to the network of open space and green infrastructure as envisaged in Policy BP13 and provide habitat and where possible mitigation against loss of habitat elsewhere in the Action Plan Area. • Small islands within the Dock itself to provide enhanced habitat and add interest would be supported, subject the full agreement of Natural England. • Incorporating public art within improvements to an area can make a place more memorable and help interpret the local environment and the appropriate inclusion of public art in will be expected line with Policy BP14. |
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Key Site 4 – Barrow Watersports Centre



Figure 14: Barrow Watersports Centre © A

Location & Character

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

Key Features/Issues

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

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

- According to the revised Flood Risk Mapping undertaken as part of the Strategic Flood Risk Assessment, most of the site lies within Zone 2 with a small area of the site adjacent to Ramsden Dock wall in Zone 3. Although the development may be classed as Water Compatible Development, a site specific Flood Risk Assessment will be required in line with the requirements of PPS25. In terms of ensuring safe access to the site, the minimum level of the existing access road is at 6.4 metres AOD, which is acceptable in relation to possible flood risk.
- The Council fully support the use of Ramsden Dock for Watersports, building on the current activity. However it should be noted that Ramsden Dock handles specialist vessels such as nuclear fuel carriers for BNFL and condensate vessels for Centrica. It is also used to support offshore energy and infrastructure projects. Proposals for the Watersports Centre should therefore be developed in consultation with existing dock users to avoid conflict. The site also lies within the outer Explosive Safeguarding (consultation) Area (see paragraph 2.3.7).
- Immediately to the east of the site is Cavendish Dock SSSI, SPA and Ramsar site. The Council places a high value on the protection of these ecological features, and in considering new development will ensure that the requirements of the Habitats Directive, which seeks to protect the integrity of these sites are met.

Development Approach

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

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

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

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

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

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

Policy BP 20: Barrow Watersports Centre

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

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

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

- a) Development should respond to the visually important location of the site and a landmark building of high quality design will be expected.
- b) Development should closely relate to the proposals for the Cavendish Dock Wildlife Attraction and Marina Village Housing to ensure effective integration of uses/design.
- c) A single building will be preferred to accommodate all watersports and subsidiary uses.
- d) Development and usage should not impede the operational requirements of the port.

Design Guidelines

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

Sense of Place	
<ul style="list-style-type: none"> • A development approach that establishes this location as a destination for visitors and tourists will be sought. The benefits of the impressive frontage onto Ramsden Dock should be maximised with public access to the waterfront being accommodated where possible. • The built form should be of a quality and scale to deliver a landmark development that will make a clear statement about the ambitions for the regeneration of the Area. 	<ul style="list-style-type: none"> • An innovative and contemporary design response to this important site will be sought, but one which responds to its context and in particular the adjoining development at Marina Village. • Notwithstanding the aspiration for a high quality contemporary design, the approach to development on this site should also take account of the immediately adjacent Cavendish Dock and the sensitive habitats that it accommodates.
Layout & Built Form	
<ul style="list-style-type: none"> • The site is fundamentally a large open area with very few built reference points and an important panoramic aspect. The site will be visible from either the approach from Cavendish Dock Road or from the water, as part of the open panoramic views. It is imperative that the proposed building creates a significant impression on these views. The incorporation of first floor race control and viewing facilities will assist in providing the appropriate scale and impact of development. 	<ul style="list-style-type: none"> • The provision of all of the accommodation into one single footprint is preferred. This will promote the long-term viability of its use. Location and orientation of the footprint should be determined by scale of the building in relation to the width of the site and its aspect and relationship to Ramsden Dock. • The potential to accommodate or integrate with the facilities for the Cavendish Dock Wildlife Attraction (Key Site 3) should also be explored.

<ul style="list-style-type: none"> • The shared use of the facility by different user groups will be encouraged to ensure the viability of the development in the long term. Any conflict between uses should be resolved through the design of the building/site. • The exposed marine environment will require a building which provides sufficient shelter for the activities it houses, yet has an open, outward looking relationship with Ramsden Dock and consequently the prevailing wind. 	<ul style="list-style-type: none"> • In addition to the permanent built elements, it is also recognised that the development approach may also need to accommodate temporary facilities such as hospitality tents.
<p>Materials & Sustainability</p>	
<ul style="list-style-type: none"> • The use of locally sourced materials for the Watersports Centre will be sought wherever possible, to reduce the transport cost to the environment, support local industry and ensure that the character of the development relates to the locality. • Although local materials such as red sandstone, local red brick, green and blue grey slate and timber have been used traditionally in the area, they can also be used in contemporary way to reinforce a sense of place without restricting innovative design. Such materials can also be incorporated into the public realm and landscape and not restricted to the building. 	<ul style="list-style-type: none"> • The specification of materials with low embodied energy, from renewable resources (e.g. timber), recycled sources (e.g. steel, aluminium), a long life expectancy and potential for recycling will support sustainable building practices. • The proposed Watersports Centre should achieve a BREEAM Rating of 'Very Good' or equivalent in line with Policy BP2 as demonstrated by a bespoke assessment with specific criteria.
<p>Movement</p>	
<ul style="list-style-type: none"> • The site will be accessed via the upgraded Cavendish Dock Road. • Limited car parking and adequate disabled parking should be provided adjacent to the building. Additional car parking for events could be accommodated to the east of the railway line providing an adequate buffer is provided to Cavendish Dock. This would need to be designed in conjunction with the parking and access arrangement for the Cavendish Dock Wildlife Attraction and is further justification for a shared facility for these two attractions. 	<ul style="list-style-type: none"> • New and improved links to the pedestrian and cycle network will be sought as part of the development approach. • It is anticipated that the extension of the Town Quay along Ramsden Dock and Barrow Island Footbridge will provide good access to the Watersports Centre for both users and spectators.
<p>Public Space / Landscape</p>	
<ul style="list-style-type: none"> • The layout and design of the Watersports Centre must integrate effectively with the proposals for Marina Village Housing to the north. The proposed approach to public realm at Marina Village Housing includes a large public open space at the landing of the Barrow Island Footbridge, which should act as a viewing area for water sports. 	<ul style="list-style-type: none"> • In addition, the Council recognise the value of watersports and in particular power boat racing to bring visitors to the Area. In order to facilitate safe viewing facilities it is expected that demountable stands and other temporary structures will need to be accommodated within the main public space.

Key Site 5 – Salthouse Housing



Figure 15: Salthouse Housing © A

Location & Character

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

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

Key Features / Issues

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

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

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

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

Development Approach

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

5.2.51 National and regional housing policy identifies previously developed land and the re-use of existing buildings in particular as a priority in creating sustainable development, and the RSS sets an ambitious indicative target for the Borough of at least 80% of its housing to be accommodated on previously-developed land. The Council would therefore support the retention and restoration of the better of the remaining Salthouse Mills buildings, subject to an appraisal of the buildings' condition and potential for conversion. Should conversion be proposed, then the requirements of the Policy BP2 in respect achieving of Level 3 of the Code for Sustainable home will be waved in respect of the conversion, in view of the contribution made to suitability by reusing the existing historic buildings. An assessment against the Code will be still be required, which demonstrates adherence to those elements of the Code unconstrained by the reuse of the existing buildings.

5.2.52 Whilst the Council are still keen to focus housing on Marina Village Housing site as the priority for the Action Plan Area (and as the saved housing allocation for the Area) on the basis that it will deliver other important regeneration elements including the Marina, and will create a critical mass; in order to help meet the Council's RSS housing targets, Salthouse

Housing is also proposed to be developed in Phases 2 and 3 (2009-2017) as set out in Policy BP6.

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

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

Policy BP 21: Salthouse Housing

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

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

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

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

- a) **All development should demonstrate innovative design that clearly responds to the distinctive waterfront context and the history of the site in layout, scale and detail.**
- b) **Housing density across the site should be to an average of 40 units per hectare (net).**
- c) **The future of the Salthouse Mills should be appraised and restoration and conversion will be supported subject to practicality.**
- d) **Development should be designed to prevent damage to the integrity of the environmental designations at Cavendish Dock.**
- e) **Carefully designed public access and open space shall be provided to Cavendish Dock in conjunction with the proposals for Key Site 3.**
- f) **An extensive landscaped area of around 100m will be expected to act as a buffer to the adjacent waste water treatment works in line with the design guidelines set out in this Area Action Plan.**
- g) **Development should incorporate the use of locally sourced materials wherever possible.**
- h) **Prior to the granting of planning permission, the Local Planning Authority must be satisfied that the site can be properly served by an appropriate vehicular access which is acceptable for adoption by the Highway Authority.**
- i) **High quality new and upgraded pedestrian and cycle linkages with the town centre and the rest of the Action Plan Area should be developed, including the Cavendish Dock Trail. These should incorporate the existing pedestrian and cycle route across the site.**
- j) **Development should be phased as set out in Policy BP6 and a site phasing plan will be required to ensure the site and the associated infrastructure is delivered in an acceptable and coherent manner over the two relevant Action Plan Phases.**

Design Guidelines

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

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

<h3>Sustainability</h3>	
<ul style="list-style-type: none"> The Council wish to see the concept of 'eco-housing' explored for new build elements of the site. The site is in a sensitive location and in differentiating its offer from other housing being provided elsewhere in the Action Plan Area, the Council feels that this is an appropriate response. As a minimum, however, all new housing development at Salthouse will be subject to a Code for Sustainable Homes assessment with new build designed to meet a minimum of Level 3 standard in accordance with Policy BP2, with an aspiration to meet Level 4. 	<ul style="list-style-type: none"> In accordance with Policy BP5, on site renewable energy provision to reduce predicted CO² emissions by 10% is also required (in line with the method and standards of this non-mandatory element of the Code). The finished floor levels of the buildings should be raised to address the issue of flood risk in line with the findings of a site specific Flood Risk Assessment in accordance with the requirements of PPS25, and informed by the Council's Strategic Flood Risk Assessment.
<h3>Materials</h3>	
<ul style="list-style-type: none"> Locally sourced materials should be used wherever possible to reduce the transport cost to the environment, support local industry and ensure that the character of the development relates to the locality. Dependant on the future of the Salthouse Mills buildings, the potential to re-cycle/re-use materials from these buildings should be considered. Local materials can also be used in contemporary way to reinforce a sense of place without restricting innovative design. Such materials can also be incorporated into the public realm and landscape and not restricted to buildings only. 	<ul style="list-style-type: none"> The specification of materials with low embodied energy e.g. the reuse of the existing building or their materials, the use of materials from renewable resources (e.g. timber), recycled sources (e.g. steel, aluminium), and the use of materials with a long life expectancy and potential for recycling, will support sustainable building practices.
<h3>Movement and Access</h3>	
<ul style="list-style-type: none"> The Council acknowledge that vehicular access to the site is a major constraint. One of the current accesses is via an unadopted private lane under the railway from Salthouse Road. This route is unlikely to be unacceptable as the main access to the site due the potential for flooding and the implications for emergency services as a result of the restricted height under the railway bridge. The other current access is also via private road from Rampside Road which also serves the waste water treatment works. All vehicle access options will be expected to be explored, particularly those from the east via Rampside Road. An appropriately designed access which is acceptable for adoption by the Local Highway Authority must be provided and this must also be acceptable in terms of its impact on any adjoining land users. 	<ul style="list-style-type: none"> There are currently two public footpaths across the site, one of which is also part of an important recreational cycle route which links with the Westfield Trail. These will need to be retained and upgraded (diverted as necessary) to link with the new foot and cycle paths, including the Cavendish Dock Trail.



Aerial View of Salthouse Mills and the Wastewater Treatment Works

Public Space / Landscape

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

5.3 The Waterfront Gateway Opportunity Area



Figure 16: The Waterfront Gateway Opportunity Area © A

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

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

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

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

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

Policy BP 22: Barrow Waterfront Gateway Opportunity Area

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

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

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

Key Site 6 – Waterfront Business Park



Figure 17: Waterfront Business Park © A

Location & Character

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

5.3.7 Importantly, the site is also located immediately adjacent to the proposed location for the Barrow Cruise Facility and these two key developments, together with the Marina Link, will form part of a comprehensive approach to the Barrow Waterfront Gateway Opportunity Area, albeit phased over different timescales.

Key Features / Issues

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

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

the nature and scale of traffic from the existing port and the proposed Business Park and the adjacent Cruise Facility in its current form. Planning permission has been granted for a new access road (see 5.3.11).

- The site is adjacent to an SSSI, SAC, SPA and Ramsar site. The Council places a high value on the protection of these ecological features, and in considering new development will ensure that the requirements of the Habitats Directive, which seeks to protect the integrity of these sites, are met.
- Although outside any designated areas, the site itself has a recognised biodiversity value and is known to house Protected Species in the form of Slow Worms and Common Lizards and potentially a Barn Owl; together with UK BAP species including the Dingy Skipper Butterfly.
- The area falls within the established Flood Zones 1, 2 and 3 identified by the Environment Agency. Further detail has been provided in the Strategic Flood Risk Assessment (SFRA) which indicates that site is flood free for a 1 in 200 year event, but partially inundated for a 1 in 1000 year event and would therefore be classified as Zones 1 and 2. A small section of the waterfront access road would remain within Zone 3. The SFRA concludes that the proposed uses are appropriate in line with PPS25.
- All new floor levels should be at a minimum of 7.32 AOD as recommended by the Environment Agency as a condition in respect of the outline planning application 2006/1495 (see 5.3.12). Ground levels across part of the site are also currently being raised as part of the approved planning consents. The Environment Agency should be consulted prior to any further planning applications and a site specific Flood Risk Assessment will be required in line with the requirements of PPS25.
- The development approach to the site will need to accommodate vehicular access to the Marina Service Area (see Key Site 1) and continued vehicular service access to the operational Gas Condensate facility. This facility, and the Explosive Safeguarding (Consultation) Areas associated with the port facilities, will need to be considered in terms of restrictions on the levels of use that may be placed on adjacent development as a result of HSE requirements (See 2.3.7).
- Impact on adjacent residential areas is an important consideration in the development of proposals and the design of the Business Park must take into account the amenity of nearby residents and maximise the positive effects of the development on the existing Barrow Island community.

The Current Planning Position

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

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

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

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

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

Development Approach

Creating a New Waterfront

5.3.14 The Council are committed to the principle of creating a new, designed waterfront gateway for Barrow. In achieving this, the development approach for Waterfront Business Park needs to allow for the integration of the adjacent Cruise Facility and public access to the waterfront. The Business Park, Cruise Facility and Marina Link will form the new waterfront gateway for Barrow and as such the Walney Channel frontage is key. As the arrival point for water-borne visitors, this is an important element for the regeneration and development of the site.

Protecting the Town Centre

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

Improved Connectivity

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

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

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

A Unique Business Location

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

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

Policy BP 23: Waterfront Business Park

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

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

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

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

Design Guidelines

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

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

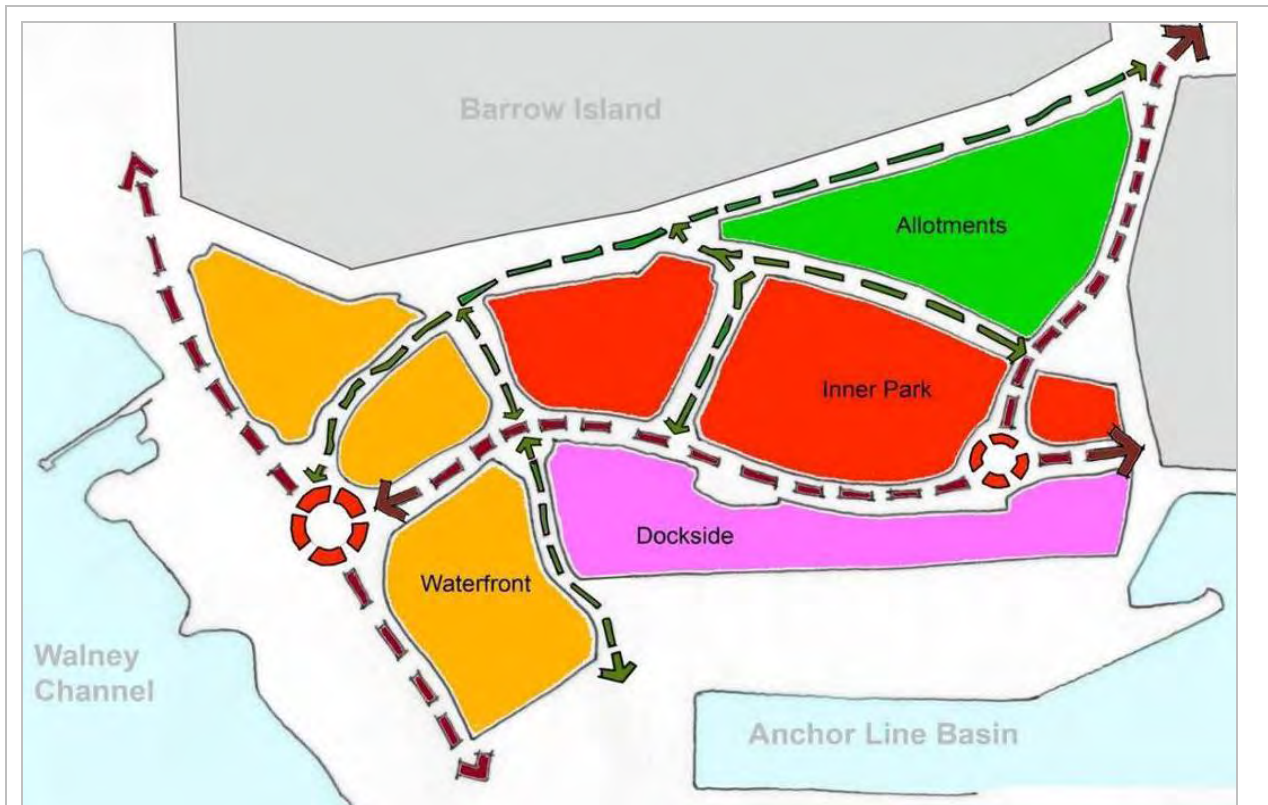


Figure 18: Waterfront Business Park Character Areas

Layout

- The layout of the site will be expected to address its waterfront location to create a new high quality frontage and create a gateway for the town and Cumbria.
- The approved layout is an informal one focussed on a Central Spine Road leading from a new roundabout in a central position along the frontage of the site along the proposed Western Dock Access/Waterfront Access Road. A central area along the Central Spine Road (The Central Hub) features a public space with small seating areas, a waterfall and artwork. From the Central Spine Road will be entrances to access/parking areas serving a number of business units.
- Whilst the basic road layout is now approved, the layout of individual areas and buildings is not. The layout of the remaining internal accesses and building siting should follow the advice set out in these design guidelines.
- The layout of the Waterfront Business Park should be co-ordinated with the proposed Cruise Facility (Site CF1) as set out in Policy BP24, which states that development should maximise the potential of the waterfront location through design quality, massing and orientation and allow for public open space and access to the waterfront.
- Frontage buildings should be orientated towards the waterfront and high quality architecture is essential on the frontage to reflect its strategic gateway role and to screen more functional uses and car parking behind. Frontage buildings will afford views over the water and towards the Islands and will provide the façade to the business park as viewed from the Western Dock Access Road and from the Channel and beyond.
- New buildings adjoining the proposed pedestrian/cycle route and landscaped areas adjacent the Barrow Island Housing area, should also provide some overlooking to these spaces to aid their supervision and security.
- Waterfront built frontage should be at scale to help address and buffer the issues of exposure to wind and sea; and buildings generally should be sited and orientated to reduce the impact of the wind.
- Plots should be laid out with servicing and parking to the rear, away from the main access roads and views from Walney Channel; and away from or screened from Anchor Line Basin and the users of the Marina Link. There will be a requirement for a high level of soft landscaping to areas visible from the road or water to complement the landscaping of the public realm.

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



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

Built Form

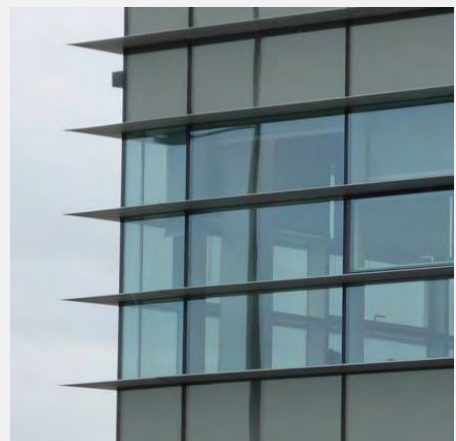
- A holistic approach to the design of built form on the site will be sought. The response to built form should reinforce a sense of place and unity for the Business Park. At the same time unity should not be taken to mean uniformity, and individual architectural responses will be appropriate whilst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



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

Scale and Massing

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



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

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

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

Public Realm

- Due to the access requirements of commercial vehicles, security concerns and extensive parking areas, business parks can sometimes be unfriendly places and difficult to navigate, especially for pedestrians. This could be avoided at Waterfront Business Park through the design, layout, and location of public space and landscaping. The public realm in the Waterfront Business Park should create a pleasant working environment and legible environment for visitors and users of the Business Park.
- Elements of the public realm have already been approved as part of the recent planning consents, including those for the Waterfront Access Road and Central Spine Road and the off-road pedestrian and cycle links. The public realm works beyond these, including within Key Site 8 - Barrow Island Housing, have not yet been agreed and these must reflect the design guidelines for Key Site 8. Although some details of these were indicated as 'illustrative' on the recent planning applications, the Council indicated concerns over their design, which was not considered to respect the character and appearance of Barrow Island and its Conservation Area. Nor do they form part of a wider public realm enhancement proposal for Barrow Island, which is expected and which the County Council has previously indicated would be forthcoming.

Hard Landscape Materials

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

Street Furniture

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



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

Lighting

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

Public Art

- Art in the public realm can be diverting, inspiring, and informative. It can help further urban regeneration, encourage interest in the public realm, and stimulate inward investment. Public art does, however, require high quality architecture and public spaces to be truly successful.
- In adding to the uniqueness of the business location, public art will be promoted through the development of the Waterfront Business Park in line with Policy BP14 and the Barrow-in-Furness Port Art & Landscape Strategy.
- There will be a hierarchy of art elements in the public realm, from large commissioned pieces down to incidental artworks in public spaces and temporary artworks. Art installations must be appropriate in complementing the architecture, history and geography of the area and reflect the industrial/maritime heritage of the area, in defining a unique sense of place for the Business Park.
- Some public art proposals for the public realm have already been approved as part of the recent planning consents and these include a number of location for sculptures, at:
 - The roundabout at the main junction of the Central Spine Road with the Waterfront Access Road.
 - The Central Hub along the Central Spine Road.
 - The roundabout at the end of the Central Spine Road.
 - The gateway to Ramsden Dock Road where it is being stopped up.
- The design of these sculptures has not yet been agreed.
- In addition to the sculptures, contributions will be sought, as appropriate, for the artwork within the public realm; and may be sought to commission or develop the art proposals for the Barrow Island Housing Area as set out in Key Site 8.



Examples of Public Art

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

Key Site 7 – Barrow Cruise Facility



Figure 20: Barrow Cruise Facility © A

Location & Character

5.3.22 The site for the Cruise Facility lies to the south of the Barrow Island Housing area and immediately to the west of the Waterfront Business Park, overlooking Walney Channel.

Key Features / Issues

5.3.23 As part of a new, designed waterfront gateway for Barrow, the Cruise Facility will form an arrival point for water-borne visitors. Its integration with the Waterfront Business Park and its design quality are considered to be important considerations in the overall regeneration of Barrow.

5.3.24 In addition to the site's positive attributes, not least its location on Walney Channel with its existing deep water jetty and the Channel's capacity for larger vessels, there are a number of issues related to the current site condition and to operational aspects, which need to inform the development approach, as follows:

- The area of Walney Channel at this site for the Cruise Facility lies partly within the South Walney and Piel Channel Flats Site of Special Scientific Interest (SSSI) and Morecambe Bay, SPA and Ramsar, and entirely within the Morecambe Bay SAC. The Council places a high value on the protection of these ecological features, and in considering new development will ensure that the requirements of the Habitats Directive, which seeks to protect the integrity of the sites, are met.
- Due to navigational constraints, Walney Channel is currently not able to accommodate larger cruise vessels (currently the port operator is limiting vessel length to 210m or less). The large tidal range also creates a practical problem for the safe embarkation from ship to shore via traditional passenger gangways.
- Smaller cruise vessels are able to enter the enclosed dock system.

- Although dredged regularly for existing port operations, in view of the protected status of Walney Channel, the additional dredging works necessary to allow the access of larger cruise vessels, would require a specific detailed assessment under the Habitats Directive.
- An appraisal of the demand and scope and options for a Cruise Facility at Barrow was undertaken in the Study 'A Plan for Developing Cumbria Cruise Ship Terminals. Genecon for Cumbria Tourist Board and Cumbria Inward Investment Agency. August 2005'.
- Due to the nature of the proposed use, the Cruise Facility must be a secure location and this will have an impact on the ability to deliver public access to the waterfront.
- Coach and car parking will need to be accommodated on site to serve the facility including a coach drop off/pick up point.
- Barrow Island Sailing Club operates from a site immediately to the north. The Council wish to see this existing recreational facility retained and enhanced.
- The Strategic Flood Risk Assessment for Barrow-in-Furness notes that without mitigation, maintained at its present levels the site would result in flooding at a 1 in 200 year event (i.e. Zone 3). Although the Cruise Facility could be regarded as Water Compatible Development as set out in PPS25, the site in its current condition is at high risk of flooding and therefore finished floor levels within buildings and structures should be based on a minimum of 7.1 metres AOD, with a freeboard as specified by the Environment Agency. A site specific Flood Risk Assessment will be required in line with the requirements of PPS25.

Development Approach

5.3.25 There are a number of benefits in establishing a Cruise Facility at Barrow. It will enhance the image of the town and firmly establish it as a gateway to Cumbria, with significant potential spin-off benefits for Barrow and the wider Furness economy.

5.3.26 The Cruise Facility will make an important contribution to the creation of a new waterfront and would be highly visible from Walney Island and Channel. In order to maximise the potential of this site, the Council is seeking an integrated approach that will see the Cruise Facility planned in conjunction with the Waterfront Business Park and Marina Link to create a new waterfront gateway for Barrow.

5.3.27 Cruise Terminals are identified in the RES as a Tourism Signature Project for the region. The Cumbria Tourism Strategy and Growth Marketing Strategy identify the Barrow Marina, power boating facilities and Cruise Terminal as key/sub-regional Signature Projects. The existing cruise market in Barrow is small, but with a known potential for expansion, subject to the provision of suitable and improved facilities. The Council is firmly committed to the provision of improved dedicated facilities.

5.3.28 The 2005 Genecon Study concluded that for Cumbria to increase the number of cruise vessels and exploit the growing cruise market, a mix of focused marketing and port investment in Barrow was required. The recommended investment included a dedicated cruise terminal along the deep water berth in Walney Channel to accommodate vessels of up to 240m in length.

5.3.29 Subsequent concerns about vessels of this large size safely navigating Walney Channel resulted in the commissioning of a further study by ABP, which recommended temporarily limiting the size of cruise vessels to 210m whilst closely monitoring navigation issues, with a view to assessing whether to pursue the accommodation of larger vessels. Cumbria Tourism subsequently launched a further marketing campaign of Barrow and the Lake District as a cruise destination, concentrating on vessels of up to 210 metres. After the conclusion of the monitoring and the marketing campaign in early 2011, the nature of the new facilities required will be confirmed.

5.3.30 The development of a new Cruise Facility will make an important contribution to the creation of a new waterfront. It is a desirable and positive element of the Action Plan that the Council and its partners are keen to secure. The preference is for a new bespoke high quality terminal building with public access and open space/wildlife habitat to adjoining areas of the waterfront. Whatever the scale of the facilities ultimately provided, high quality design need not, and should not, be compromised.

5.3.31 Should a cruise terminal building not come forward in the way it is currently envisaged in the medium to longer term, it is important that the current offer is improved; be that with vessels entering the dock system or docking in Walney Channel. The site (CF1) would then provide a high quality landscaped space for demountable facilities, temporary parking for cruise visits or events at the waterfront; and provide valuable waterfront open space and habitat when not in use for these purposes.

5.3.32 In such circumstances, and in view of the prominence and environmental sensitivity of this waterfront location, restrictions of the use of the site to cruise visit related and associated waterfront events only, will be imposed. These restrictions will include control over its use for parking, in order to prevent its permanent or general use as a car park. These restrictions would not apply to general public access and enjoyment.

Policy BP 24: Barrow Cruise Facility

The development of a Cruise Facility and associated services/infrastructure will be supported on Walney Channel as a gateway arrival point for Barrow and Cumbria.

The development of the Cruise Facility will be expected to conform to the following:

- 1) The terminal building and associated parking and reception facilities should:
 - a) Maximise the potential of the waterfront location through design quality, massing and alignment and relate to the Waterfront Business Park and the Marina Link in terms of location and orientation to create a 'planned' waterfront;**
 - b) Include a single building to house all terminal and subsidiary uses;**
 - c) Avoid associated on-site coach/car parking directly onto the waterfront wherever possible and parking facilities should be landscaped to a high degree to reduce visual impact; and**
 - d) Development should allow for public open space and access to the waterfront where practicable.****
- 2) If it is demonstrated that a terminal building cannot not come forward as planned, a high quality landscaped space for demountable cruise reception facilities, waterfront-related events, together with associated temporary parking facilities should be provided.**
- 3) Development should ensure that the facilities associated with the Barrow Island Sailing Club are retained and enhanced.**

Design Guidelines

5.3.32 The approach to the Cruise Facility will be expected to reflect the following design guidelines:

Built Form	
<p>A Terminal Building</p> <ul style="list-style-type: none"> • The Cruise Facility Terminal Building would be a key element in the creation of a vibrant and high quality waterfront as a gateway to Barrow and the wider tourist attractions of Cumbria and the Lake District. • The requirement for a Terminal Building will therefore be for a high quality permanent structure which will maximise the potential of the waterfront, provide enhanced facilities for passengers and staff, and assist in the marketing of local tourist destinations and destinations in wider Cumbria. 	<ul style="list-style-type: none"> • A single building of no more than two storeys in height should be designed and sited to integrate with the adjacent Waterfront Business Park and the existing retained building (the Smite building) and provide potential for screening of car/coach parking.
<p>Barrow Cruise Terminal Concept Design. For illustration only. © West Lakes Renaissance</p>	
<p>A Terminal Facility</p> <ul style="list-style-type: none"> • The Terminal Facility, in the absence of a terminal building, should comprise a high quality hard and soft landscaped space for: <ul style="list-style-type: none"> ○ Demountable facilities, e.g. a marquee; ○ Temporary parking facilities in association with cruise visits or events at the waterfront for cars, coaches and taxis; ○ Outdoor assembly e.g. for bands; and ○ Public access and enjoyment of the waterfront with seating areas. 	<ul style="list-style-type: none"> • In addition to the public realm/landscape guidance below, which will apply in all circumstances; all built form including fencing and walling etc. will need very careful consideration, in the absence of a terminal building. • A high quality durable multi-purpose open space should be created to cater for the facilities identified, but one which is low key when not in use. • Parking facilities should be designed so as to be dual purpose, and given the temporary nature of their use, should not be obviously marked out as a formal car park.

<ul style="list-style-type: none"> Given the exposed location and intermittent nature of the use, elements such as seating and shelters should be designed using durable materials, with a preference for these to be built into the landscape using natural materials. 	
<p>Public Realm / Landscape</p>	
<ul style="list-style-type: none"> The development of the Cruise Facility will be expected to be accompanied by public realm developments along the proposed Western Dock Access Road to provide a welcoming public space at the Cruise Facility. The scheme should include a coach drop-off and pick up point incorporating hard standing areas, sheltered areas, seating, and appropriate lighting. The roundabout on Western Dock Access Road at the junction of the access to Waterfront Business Park and the Cruise Facility will act as a local gateway feature to the recreational routes available from this point. A compelling view of the Area from a cruise ship should be a consideration in the landscaping that takes place. As cruise ships are a number of storeys in height, the use of land art could be an opportunity to create an interesting focal point. The artwork could reflect the prominent local industrial and maritime history by the use of local maritime or industrial materials, or it could reflect the nature conservation value in the surrounding nationally important wildlife conservation areas. 	<ul style="list-style-type: none"> The Council is keen to see the use of public art as part of the Cruise Facility proposals. If properly aligned and implemented this could add greatly to the gateway role of the facility and make a positive arrival statement for visitors. The approach to the design of public realm/landscape and public art should be informed by the Barrow-in-Furness Port Art & Landscape Strategy. Landscape improvements will also be expected to improve the context and visual impact of the Barrow Island Sailing Club as a part of a coordinated approach to the waterfront. Sculptural mounding of natural grasses could improve the view and form natural screening from the wind.
<p>Movement</p>	
<ul style="list-style-type: none"> Vehicular access to the Cruise Facility should be via the Western Dock Access Road. Consistent with the intention of providing public access wherever possible along the waterfront; footpaths, viewpoints and seating areas(s) should be provided. Connections to existing and proposed pedestrian and cycle routes should be accommodated. Footpaths, cycle links and seating areas should be carefully designed and sited to ensure the safety of users through permeability and visibility, particularly as the area is away from residential development. 	<ul style="list-style-type: none"> To combat tidal access constraints, a practical solution to the disembarkation of passengers from cruise ships will be required. One option would be to have a dedicated, flexible hydraulic gangway on the quayside which would allow enough flexibility to cope with tidal change, whilst allowing free access for passing vehicles, discharge directly into the adjacent terminal building and enable automatic adjustment.

Key Site 8 – Barrow Island Housing (BIH1, BIH2, BIH3)



Figure 21: Barrow Island Housing © A

Location & Character

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

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

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

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

Key Features / Issues

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

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

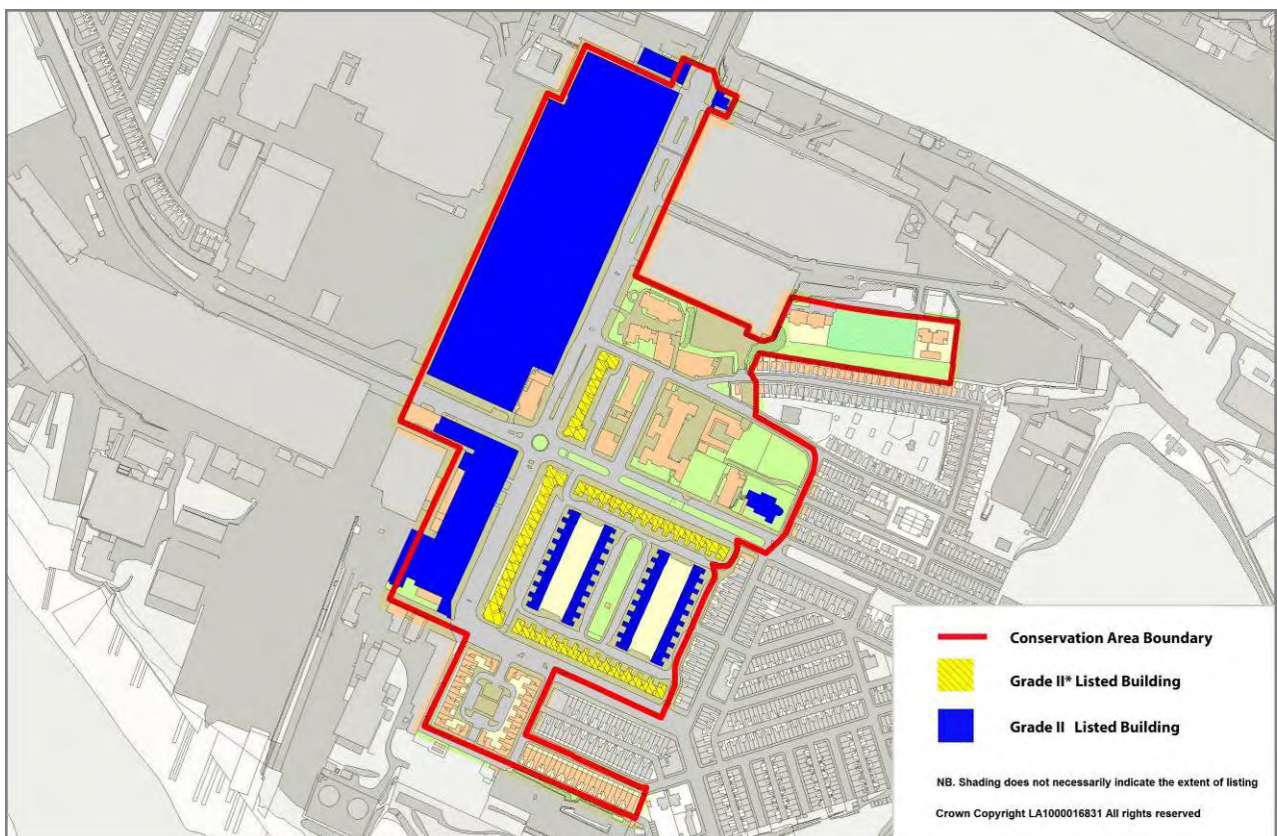


Figure 22: Barrow Island Conservation Area

Development Approach

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

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

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

5.3.39 The key challenges for the area are to:

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



Island Road Tenement Block and the Devonshire Buildings

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

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

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

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

5.3.44 In order to help create a sustainable community in the area and to broaden the housing mix beyond the current predominance of terraced and tenement properties, a small site is identified for new housing development at Farm Street (BI:2). This site will provide an opportunity to develop family housing with gardens, and to provide modern adaptable and fully accessible housing to broaden choice. In the longer term, and beyond the life of the Area Action Plan, other opportunities for new residential development may also emerge.

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

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

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

Policy BP 25: Barrow Island Housing (BIH1, BIH2, BIH3)

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

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

Design Guidelines

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

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



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

Materials

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

Movement

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



Figure 23: Aerial View of Site BIH2 © A

Public Open Space

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

Streetscape

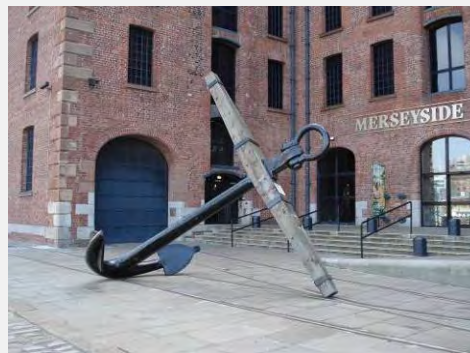
- A noticeable characteristic of the Barrow Island Housing Area is the wide pavements, which help define the distinctive boulevards in this area. There are street trees located on the wide pavements on Michaelson Road, the presence of which dates back to the construction of the factory buildings and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



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

Street Furniture, Street Lighting & Highway Signage

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



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

Public Art & Anchor Road

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

Trees

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

Section 6: Implementation & Monitoring

6.1 Implementing the Area Action Plan

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

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

Project Delivery

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

Funding

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

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

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

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

Delivery Mechanisms

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

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

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

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

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

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

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

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

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

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

Developer Contributions

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

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

6.2 Targets, Monitoring & Evaluation

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

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




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

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

Table 6.1 Implementation Strategy/Timetable

Policy Ref.	Policy/Proposal	Phasing/Timeframe																Delivery Partners	Funding
		Phase 1			Phase 2				Phase 3				Phase 4						
	LDF Phase	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21			
Infrastructure																			
BP11	Western Dock Access Road																CCC/WLR	NWDA via WLR	
BP11 & BP17 M4	Barrow Island Footbridge																WLR/PR/CCC/ABP	NWDA via WLR/PR/BBC	
Marina Village Opportunity Area																			
BP17 (M1)	Marina and associated facilities																PR/WLR/BBC/ABP	PR/WLR	
BP17 (M2)	Marina Service Area																PR/WLR/BBC/ABP	PR/WLR	
BP17 (M3)	Marina Link																PR/WLR/BBC/ABP	PR/WLR	
BP18	Marina Village Housing inc Athletics Facility																PR/WLR/BBC	PR/ NWDA via WLR/BBC	
BP19 (CD1)	Cavendish Dock Wildlife Attraction																CCC/PR/ABP	LRP/ NWDA/PR	
BP19 (CD2)	Cavendish Dock Environmental Improvement Area																CCC	LRP/ NWDA/PR	
BP20	Barrow Watersports Centre																PR/WLR/BBC	PR/WLR/ BBC	
BP21	Salthouse Housing																PR	PR	
Waterfront Gateway Opportunity Area																			
BP23	Waterfront Business Park																CCC/WLR/PR	NWDA via WLR/ERDF/PR	
BP24	Barrow Cruise Facility																PR	PR/ NWDA via WLR	
BP25 (BIH1 & 3)	Barrow Island Housing Area Improvement																BBC/CCC/WLR	WLR/CCC/PR	
BP25 (BIH2_)	Barrow Island Housing																PR	PR	

Timing

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

Partners

- BBC Barrow Borough Council
- WLR West Lakes Renaissance
- CCC Cumbria County Council
- ABP Associated British Ports
- PR Private Sector

Funding

- PR Private Sector
- LRP Land Reclamation Programme
- ERDF European Regional Development Fund
- WLR West Lakes Renaissance
- NWDA North West Regional Development Agency

Table 6.2 Policies and Related Targets & Indicators and Objectives

AAP Policies	Associated Targets	Indicators
<p>BPSV1 – Strategic Vision for Barrow Port Area</p>	<p>Provision of mixed–use development including: -</p> <p>Barrow Marina including Marina Link & Barrow Island Footbridge Marina Village Housing including athletics and sports facilities Cavendish Dock Wildlife Attraction Watersports Centre Salthouse Housing Waterfront Business Park Cruise Facility Barrow Island public realm improvements and new housing.</p>	<p>Completed projects: -</p> <p>Barrow Marina including Marina Link & Barrow Island Footbridge Marina Village Housing including athletics and sports facilities Cavendish Dock Wildlife Attraction Watersports Centre Salthouse Housing Waterfront Business Park Cruise Facility Barrow Island public realm improvements and new housing.</p> <p>Borough Rank in Indices of Multiple Deprivation</p> <p>Total Population of the Borough</p> <p>Borough Population aged 15-29</p> <p>Gross Annual Pay - All Workers</p> <p>Number & % of Incapacity Benefit Claimants</p>
<p>Relevant Objectives: 1, 2, 3, 4, 5 & 7</p>		
<p>BPSV2 – Spatial Strategy for Barrow Port Area Action Plan</p>	<p>Provision of mixed–use development including: -</p> <p>Barrow Marina including Marina Link & Barrow Island Footbridge Marina Village Housing including athletics and sports facilities Cavendish Dock Wildlife Attraction Watersports Centre Salthouse Housing Waterfront Business Park Cruise Facility Barrow Island public realm improvements and new housing.</p>	<p>Completed projects: -</p> <p>Barrow Marina including Marina Link & Barrow Island Footbridge Marina Village Housing including athletics and sports facilities Cavendish Dock Wildlife Attraction Watersports Centre Salthouse Housing Waterfront Business Park Cruise Facility Barrow Island public realm improvements and new housing.</p>
<p>Relevant Objectives: 1, 2, 3, 4, 5, 6 & 7</p>		
<p>BP1 – Promoting Comprehensive Development</p>	<p>Provision of mixed–use development including: -</p> <p>Barrow Marina including Marina Link & Barrow Island Footbridge Marina Village Housing including athletics and sports facilities Cavendish Dock Wildlife Attraction Watersports Centre Salthouse Housing Waterfront Business Park Cruise Facility Barrow Island public realm improvements and new housing.</p>	<p>Completed projects: -</p> <p>Barrow Marina including Marina Link & Barrow Island Footbridge Marina Village Housing including athletics and sports facilities Cavendish Dock Wildlife Attraction Watersports Centre Salthouse Housing Waterfront Business Park Cruise Facility Barrow Island public realm improvements and new housing.</p>
<p>Relevant Objectives: 1, 2, 3, 4, 5, 6 & 7</p>		

AAP Policies	Associated Targets	Indicators
<p>BP2 – Development Quality & Sustainability</p>	<p>Non-residential development with a floor space above 1,000 square metres to have a BREAM rating of Very Good or better</p> <p>900 new dwellings constructed to Level 3 of the Code for Sustainable Homes</p> <p>Appropriate levels parking having regard to: - the standards set out in the Regional Spatial Strategy for non-residential developments; - the standards set out in the saved Supplementary Planning Guidance 'Parking Guidance in Cumbria' for residential developments.</p>	<p>Amount of non residential floorspace to BREEAM Very Good or better</p> <p>Number of new dwellings constructed to Level 3 of the Code for Sustainable Homes</p> <p>Density of completed housing development</p> <p>Number of new and converted dwellings on previously-developed land (Core Indicator H3)</p> <p>Borough Recorded Crime number & rate in comparison with Cumbria, Regional and National rates</p> <p>Parking spaces per dwelling</p> <p>Building for Life Assessment Score for completed residential development</p>
<p>Relevant Objectives: 3, 4 & 6</p>		
<p>BP3 – Removal of Permitted Development Rights</p>	<p>No specific target has been identified</p>	<p>Number of planning approvals with conditions(s) withdrawing permitted development rights.</p>
<p>Relevant Objectives: 3 & 6</p>		
<p>BP4 – Conservation & Enhancement of the Natural & Built Environment</p>	<p>Enhancement and preservation of: Designated Conservation Areas; sites of international, national, and local conservation importance.</p>	<p>Residential vacancy rates in the Borough and in Barrow Island Ward</p> <p>Number of Listed Buildings (Entries)</p> <p>Number of Listed Building demolished</p> <p>Number of Conservation Areas</p> <p>Quality of Sites of Special Scientific Interest - % area attaining PSA targets</p>
<p>Relevant Objectives: 3 4 & 6</p>		
<p>BP5 – Environmental Management</p>	<p>Residential development of 30 units or more to incorporate on site renewable energy equipment to reduce predicted CO² emissions by at least 10%</p> <p>Non-residential development of 1000 m² floorspace or over to incorporate renewable energy equipment to reduce predicted CO² emissions by at least 10%.</p>	<p>Area of derelict and underused land remediated and/or brought into beneficial use. (Ha)</p> <p>Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds (Core Indicator E1)</p> <p>Quality of SSSIs - % area attaining PSA targets</p> <p>Household waste collected per person BVPI 84a</p> <p>% of household waste recycled BVPI 82a(i)</p>

AAP Policies	Associated Targets	Indicators
		<p>% of household waste composted BVPI 82b(i)</p> <p>Number of homes incorporating on site renewable energy equipment to reduce predicted CO² emissions by at least 10%</p> <p>Amount of non-residential development of 1000 m² floorspace incorporating renewable energy equipment to reduce predicted CO² emissions by at least 10%.</p>
Relevant Objectives: 6		
BP6 – Phasing of New Housing	Provision of 925 residential units	<p>Net additional dwellings across Borough (Core Indicator H2(a))</p> <p>Number of completed dwellings within the Action Plan Area</p> <p>Borough-Wide Affordability Ratios: - Mean Income: Mean House Price Median Income: Median House Price Lower Quartile Income: Lower Quartile House Price</p> <p>House Prices by Ward: Barrow Island Central Roosecote</p>
Relevant Objectives: 2, 3, 4 & 7		
BP7 – Supporting & Relocating Business	To assist in the relocation of businesses from the Area where necessary, to elsewhere in Barrow Borough	No measurable indicator has been identified
Relevant Objectives: 1, 2, 3		
BP8 – Economic Viability of Port Operations	Retention of port related land use.	Amount of floorspace developed on port retained land for port-related and non-port related uses.
Relevant Objectives: 1, 2, & 5		
BP9 – Tourism/Leisure Facilities		<p>Amount of completed retail A1, office A2 & B1(a) and leisure D2 development (Core Indicator BD4)</p> <p>Jobs by sector within the Borough, including manufacturing, finance, IT, and other businesses activities and tourism-related (Nomis).</p> <p>Amount of completed floorspace developed for employment uses by type, B1 B2 B8. (Core Indicator BD1)</p> <p>Amount of completed floorspace developed for employment uses by type, which is on previously-developed land. B1 B2 B8. (Core Indicator BD2)</p> <p>Amount of completed retail A1, office A2 & B1(a) and leisure D2 development</p>

AAP Policies	Associated Targets	Indicators
		Museum Visits per 1,000 population
Relevant Objectives: 1, 2, & 3		
BP10 – Retailing Opportunities	Completed Projects: - Provision of new retail units	Amount of completed retail A1, office A2 & B1(a) and leisure D2 development (Core Indicator BD4) Jobs by sector within the Borough, including manufacturing, finance, IT, and other businesses activities and tourism-related (Nomis). Proportion of vacancies of commercial properties within the town centre's main shopping streets of Dalton Road and Portland Walk
Relevant Objectives: 1, 2, 4, 5 & 7		
BP11 – Improving Connectivity	Improvement to vehicle infrastructure, public transport, pedestrian and cycle access: Extension to Town Quay Western Dock Access Road Creation of Marina Link Barrow Island Footbridge Cavendish Dock Trail Provision of new pedestrian/cycle route to north of Waterfront Business Park. Improved road safety within the Area with specific emphasis on preventing serious child road casualties: - Reduction in road casualties - No children killed or seriously injured	Completed projects: Extension to Town Quay Western Dock Access Road Creation of Marina Link Barrow Island Footbridge Cavendish Dock Trail Provision of new pedestrian/cycle route to north of Waterfront Business Park. Amount of new residential development within 30 minutes public transport time of key services in Borough and Action Plan Area Motor vehicle traffic flow estimates (million vehicle km) Car traffic flow estimates (million vehicle km) Road Casualties: overall Road Casualties: people killed or seriously injured Road Casualties: children killed or seriously injured
Relevant Objectives: 1, 2, 3, 4, 5 & 7		
BP12 – Access to Community Facilities	All Port Area population to be within a reasonable distance of a range of community facilities	Amount of new residential development within 30 minutes public transport time of key services in Borough and Action Plan Area Life Expectancy at Birth - Males and Females Mortality due to circulatory disease per 100,000 population of those under 75 Mortality due to cancer per 100,000 population of those under 75

AAP Policies	Associated Targets	Indicators
Relevant Objectives: 5 & 7		
BP13 – Public Realm/Open Space	New public realm including: - New open space at Marina Village New play space provision at Marina Village and Salthouse Extension to Town Quay Relocation and enhancement of allotments Public realm enhancements at Barrow Island	Completed Projects: - Central Park Town Quay extension Number of new equipped play areas provided Amount of enhanced allotment provision (Ha)
Relevant Objectives: 3, 4, 5 & 7		
BP14 – Promoting the use of Public Art	No specific target has been identified	No specific indicator has been identified
Relevant Objectives: 3 & 4		
BP15 – Developer Contributions	Developer contributions for delivery and maintenance of infrastructure/facilities where appropriate	Number of planning approvals with Obligations or attracting contributions under the Community Infrastructure Levy
Relevant Objectives: 3 & 7		
BP16 – Marina Village Opportunity Area	Provision of mixed-use development including: - Barrow Marina including Marina Link & Barrow Island Footbridge Marina Village Housing including athletics and sports facilities Cavendish Dock Wildlife Attraction Watersports Centre Salthouse Housing	Completed projects: - Barrow Marina including Marina Link & Barrow Island Footbridge Marina Village Housing including athletics and sports facilities Cavendish Dock Wildlife Attraction Watersports Centre Salthouse Housing Number and % of housing completions in line with Policy BP6
Relevant Objectives: 1, 2, 3, 4, 6 & 7		
BP17 – Barrow Marina	Completed Projects: - Development of Marina, Marina Service Area, Marina Link and Barrow Island Footbridge	Completed Projects: - Marina, Marina Service Area, and Marina Link and Barrow Island Footbridge Number of mooring numbers at Barrow Marina
Relevant Objectives: 1 & 4		
BP18 – Marina Village Housing	BP6/18 target: Provision of 650 residential units BP18 targets: - Provision of athletics facilities and sports pitches - Provision of retail units - Provision of hotel - Provision of an equipped play area	Completed projects: - Athletics facility and sports pitches - Retail units - Hotel - Equipped play area Number and % of housing completions in line with Policy BP6

AAP Policies	Associated Targets	Indicators
		<p>Amount of completed retail A1, office A2 & B1(a) and leisure D2 development (Core Indicator BD4)</p> <p>Building for Life Assessment Score for completed residential development</p>
Relevant Objectives: 1, 2, 3, 4 & 7		
BP19 – Land at Cavendish Dock	Development of access, viewing, interpretation, and visitor facilities at Cavendish Dock and environmental enhancement and management measures in place	<p>Completed projects: -</p> <p>Cavendish Dock Wildlife Attraction</p> <p>Cavendish Dock Visitor Centre</p>
Relevant Objectives: 4 & 6		
BP20 – Barrow Watersports Centre	Completion of Watersports Centre	<p>Completed projects:</p> <p>Watersports Centre</p> <p>Jobs by sector within the Borough, including manufacturing, finance, IT, and other businesses activities and tourism-related (Nomis).</p>
Relevant Objectives: 4 & 7		
BP21 – Salthouse Housing	<p>BP6/21 target:</p> <p>Provision of 250 residential units.</p> <p>Provision of equipped play area</p>	<p>Number and % of housing completions in line with Policy BP6</p> <p>Completion of equipped play area</p> <p>Number of complaints of odour nuisance from residents</p> <p>Building for Life Assessment Score for completed residential development</p>
Relevant Objectives: 1 & 3		
BP22 – Waterfront Gateway Opportunity Area	<p>Provision of mixed use development including: -</p> <p>Cruise Facility</p> <p>Waterfront Business Park</p> <p>Public Realm Enhancement works in accordance with Policy BP25</p>	<p>Completed projects: -</p> <p>Cruise Facility</p> <p>Waterfront Business Park</p> <p>Barrow Island Housing public realm improvements and new housing.</p> <p>Number and % of housing completions in line with Policy BP6</p> <p>Jobs by sector within the Borough, including manufacturing, finance, IT, and other businesses activities and tourism-related (Nomis).</p> <p>Amount of completed floorspace developed for employment uses by type; B1 B2 B8 (Core Indicator BD1)</p> <p>Amount of completed floorspace developed for employment uses by type, which is on previously-developed land; B1 B2 B8 (Core</p>

AAP Policies	Associated Targets	Indicators
		Indicator BD2)
Relevant Objectives: 1 2 & 3		
BP23 – Waterfront Business Park	<p>Development of Waterfront Business Park</p> <p>Non-residential development with a floor space above 1,000 m² to have a BREAM rating of Very Good or better</p>	<p>Completed projects: - Waterfront Business Park</p> <p>Jobs by sector within the Borough, including manufacturing, finance, IT, and other businesses activities and tourism-related (Nomis).</p> <p>Amount of completed floorspace developed for employment uses by type; B1 B2 B8 (Core Indicator BD1)</p> <p>Amount of completed floorspace developed for employment uses by type, which is on previously-developed land; B1 B2 B8 (Core Indicator BD2)</p> <p>Amount and proportion of on-residential development with a floor space above 1,000 square metres to have a BREAM rating of Very Good or better</p>
Relevant Objectives: 1, 2 & 3		
BP24 – Barrow Cruise Facility	Development of Cruise Facility and associated infrastructure	<p>Completed projects: - Cruise Facility</p> <p>Number of cruise visits per annum</p> <p>Amount of completed retail A1, office A2 & B1(a) and leisure D2 development (Core Indicator BD4)</p> <p>Jobs by sector within the Borough, including manufacturing, finance, IT, and other businesses activities and tourism-related (Nomis).</p>
Relevant Objectives: 4 & 5		
BP25 – Barrow Island Housing	<p>BP6/25 Target: Provision of 25 residential units</p> <p>Public Realm Enhancement works in accordance with Policy BP25</p>	<p>Completed projects: -</p> <p>Barrow Island Housing public realm improvements BI: 1</p> <p>Number and % of housing completions in line with Policy BP6 at site B1: 2.</p> <p>Building for Life Assessment Score for completed residential development</p> <p>Vacancy Rates within the Action Plan area</p>
Relevant Objectives: 1 & 7		

Appendices

Appendix 1: Glossary & Abbreviations

Affordable Housing

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

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

AA Appropriate Assessment

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

BAE Systems

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

Biodiversity

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

BREEAM

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

Brownfield Land

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

The definition includes defence buildings, but excludes:

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

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

CABE Commission for Architecture and the Built Environment

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

Contaminated Land

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

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

Conservation Areas

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

DCLG or CLG Department for Communities and Local Government

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

Density

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

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

Development Plan

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

DPD Development Plan Document

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

Green Infrastructure

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

HMR Housing Market Renewal

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

Listed Buildings

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

LDD Local Development Documents

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

LDF Local Development Framework

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

LDS Local Development Scheme

The LDS sets out the programme for preparing the LDDs.

LTP Local Transport Plan

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

PPG Planning Policy Guidance

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

PPS Planning Policy Statement

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

Ramsar Sites

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

RES Regional Economic Strategy

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

RPG Regional Planning Guidance

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

RSS Regional Spatial Strategy

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

SSSI Sites of Special Scientific Interest

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

SAC Special Area of Conservation

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

SPA Special Protection Area

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

SCI Statement of Community Involvement

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

SEA Strategic Environmental Assessment

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

SPD Supplementary Planning Documents

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

SPG Supplementary Planning Guidance

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

SA Sustainability Appraisal

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

The Act

The Planning and Compulsory Purchase Act 2004.

Use Classes

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

Appendix 2: List of Background Documents

National planning guidance

- PPG's, PPS's & Circulars

See Department for Communities and Local Government website:

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

Regional planning guidance

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

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

County Planning Documents

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

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

Borough Planning Documents

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

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

Other Barrow Borough Council Documents

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- Furness and West Cumbria Housing Renewal Prospectus. DTZ Piedad Consulting for Barrow-in-Furness Borough Council and Others. November 2005
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- Barrow Strategic Housing Market Assessment. Northern Housing Consortium Ltd for Barrow Borough Council. (Forthcoming)
- Barrow Island Conservation Area Appraisal. Gillespies for Barrow Borough Council (2007)
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- Strategic Flood Risk Assessment - Phase 1. ABP MER for Barrow Borough Council 2005
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- The Waterfront, Barrow: Pedestrian Bridge Option and Operating Study. White Young Green for West Lakes Renaissance. March 2007
- Barrow Island Public Participation Project - Revision 1 Capita Symonds for Cumbria County Council. June 2005
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- Northwest Regional Economic Strategy. North West Regional Development Agency. 2006
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- Cumbria Local Transport Plan 2006-2112. Cumbria County Council. April 2006
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Appendix 3: Relationship to Other Plans and Strategies

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

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

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

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

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

Area Action Plan Objectives (Section 3.2)	North West of England Plan: The Regional Spatial Strategy (RSS)	Cumbria and Lake District National Park Joint Structure Plan (saved policies)	Sustainable Community Strategy 2008 (SCS)	Area Action Plan (AAP) response to these other Plans
	<p>communities. This includes support for regeneration based around opportunities for sustainable growth in coastal tourism and recreation, opportunities associated with reuse of developed coast and former docks, and the diversification of economic activity in coastal communities and rural coastal areas.</p> <p>Policy W6 – Tourism and the Visitor Economy states that plans and strategies should seek to deliver improved economic growth and quality of life through sustainable tourism activity in the North West, including wherever possible, tourism development close to the National Parks thus spreading the economic benefits of tourism.</p> <p>Policy EM3 - Green Infrastructure and EM4 –Regional Parks support the delivery of new and improved multi-functional green infrastructure and Regional Parks, and identify Morecambe Bay and the North West Coastal Trail as potential projects (both of which are likely to include parts of Barrow Borough).</p> <p>Policies L1 - Heath, Sport, Recreation, Culture and Education Services Provision supports the development of new and enhanced accessible sport and recreational facilities.</p>	<p>local community.</p> <p>The supporting text explains that the Regional Economic Strategy stresses that tourism development can aid the regeneration of West Cumbria and Furness and that Key Service Centres provide excellent and accessible locations for new tourism facilities.</p>	<p>attractive and interesting place to visit and stay.</p>	<p>The Community Strategy recognises that leisure and tourism development offers a clear potential to create new jobs within Barrow and the RSS recognises the leisure and tourism opportunities offered by the Port, the coastal location and the area’s maritime heritage.</p> <p>The RSS also supports the delivery of Regional Parks and identifies Morecambe Bay and the North West Coastal Trail as potential projects, both of which are likely to include parts of the Borough and aims to support the development of new and enhanced sports and leisure facilities and promote the benefits of a healthy diet and regular exercise. There are direct and tangible benefits to health, longevity and quality of life from this approach and the Area represents an important opportunity to accommodate new provision of benefit to the widest population.</p> <p>The Plan seeks to maximise the potential role for leisure and tourism in the Area by promoting a range of new facilities (BP9, BP17, BP18, BP19, BP20 and BP24) that maximise the benefits of the natural and man-made elements of the coastal location. This is carefully balanced against the recognised importance of protecting both the economic future of the operational port (BP8) and the natural assets of the coast (BP4, BP5 and BP9).</p>

Area Action Plan Objectives (Section 3.2)	North West of England Plan: The Regional Spatial Strategy (RSS)	Cumbria and Lake District National Park Joint Structure Plan (saved policies)	Sustainable Community Strategy 2008 (SCS)	Area Action Plan (AAP) response to these other Plans
				<p>In addition, the approach recognises the importance of Barrow as a potential coastal gateway to the sub-region and seeks to promote this through new development and design (BP22, BP23 and BP24).</p> <p>Conclusion The Area Action Plan objectives and policies are considered to be in general conformity with the RSS, consistent with the key themes and priorities of the SCS, and reflect also the saved Structure Plan and the non-statutory Cumbria Sub Regional Spatial Strategy.</p>
<p>5 - Improving accessibility and managing travel demand</p>	<p>Policy DP1 - Spatial Principles sets out how plans and strategies should manage travel demand, reduce the need to travel and increase accessibility.</p> <p>Policy RT2 – Managing Travel Demand seeks to ensure that major new developments are located where there is good access to public transport backed by effective provision for pedestrians and cyclists to minimise the need to travel by private car.</p> <p>Policy RT9 - Walking and Cycling sets out how plans and strategies should support high quality integrated provision for pedestrians and cyclists which can contribute towards the achievement of wider regional objectives, including enhancing</p>	<p>Policy T30: Transport Assessments This policy sets out the requirement for Transport Assessments for development proposals in accordance with national guidance. They are used to ensure that due consideration is given to the accessibility of sites proposed by all modes of transport.</p> <p>Policy T31: Travel Plans These apply to significant developments over certain thresholds</p>	<p>Priority 1 – Provide more and better jobs for local people A key aim is to improve transport and technology links to enable Barrow to realise its potential as a location for investment, growth and prosperity.</p> <p>Priority 8 – Help for those areas in greatest need seeks to ensure a joined up approach at the local level to deliver meaningful change in areas of the Borough in the greatest need.</p> <p>Priority 6 - Ensuring our young people have the start in life they deserve</p>	<p>The AAP includes policies on improving connectivity and access to community facilities (BP11 and BP12).</p> <p>The Plan seeks to ensure that the benefits of regeneration are felt as widely as possible, not only through improved transport links, but also by providing direct benefits to local communities. The Plan seeks to promote a sustainable response to accessibility both within the Area and in ensuring wider connectivity including access from the sea in a holistic transport response (BP11).</p> <p>In helping to creating a sustainable community in the Area and promoting sustainable development, the Plan also requires access for residents to a</p>

Area Action Plan Objectives (Section 3.2)	North West of England Plan: The Regional Spatial Strategy (RSS)	Cumbria and Lake District National Park Joint Structure Plan (saved policies)	Sustainable Community Strategy 2008 (SCS)	Area Action Plan (AAP) response to these other Plans
	accessibility for all to a range of facilities and improving community health	including employment development in excess of 2500m ² and are aimed at reducing traffic growth.	Key aims include living a healthy lifestyle, being safe from harm and neglect, achieving economic wellbeing, being involved in the community and developing skills for adulthood.	range of community facilities in line with sustainable principles (BP12). Conclusion The Area Action Plan objectives and policies are considered to be in general conformity with the RSS, consistent with the key themes and priorities of the SCS, and reflect also the saved Structure Plan and the non-statutory Cumbria Sub Regional Spatial Strategy.
6 - Prudently using, and ensuring protection and enhancement of the natural & built environment	<p>Policy DP1 - Spatial Principles sets out how plans and strategies should make the best use of existing resources and infrastructure.</p> <p>Policy RDF3 – The Coast seeks protection and enhancement of the region’s coastal landscapes and seascapes and undeveloped coast.</p> <p>Policy EM1 – Integrated Enhancement and Protection of the Region’s Environmental Assets states that plans, strategies, proposals and schemes should deliver an integrated approach to conserving and enhancing the landscape, natural environment, historic environment and woodlands of the region.</p> <p>Policy EM3 – Green Infrastructure supports the delivery of new and improved multi-functional green infrastructure, with a key aim of maintaining and improving biodiversity.</p>	<p>Structure Plan Policies covering enhancement and protection of the natural environment include:</p> <p>Policy E35: Areas and Features of nature conservation interests other than those of national and international conservation importance which states that these resources require careful management, and where possible, measures secured to enable their enhancement</p> <p>Policy E37: Landscape character, proposals will be assessed in relation to</p>	<p>Priority 3 – Delivering a more attractive place to live Key aims include;</p> <ul style="list-style-type: none"> • Promote the sustainable regeneration of the Borough’s built environment. • Encourage high quality design and the use of high-quality, sustainable materials in all developments. <p>The Furness Partnership also recognises that the protection and enhancement of the landscape and natural environment will contribute to achieving the vision for the future of Barrow.</p>	<p>The protection and enhancement of the built and natural assets of the Area is an important part of the Plan proposals. The significant natural and built assets of the area are specifically addressed in terms of both development and management (BP4 and BP5). In addition, the enhancement of these assets through the comprehensive regeneration approach being adopted is set out in the Strategic Vision (BP SV1) and in relation to specific sites (BP16 to BP25).</p> <p>As well as seeking to protect and enhance the existing assets, the Plan is providing an approach that will ensure that sustainable practices are integral to new development (BP2 and BP5). Given the coastal location and the fact that much of the land is reclaimed, that plan also responds directly to the issue of flood risk (BP5)</p>

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

Area Action Plan Objectives (Section 3.2)	North West of England Plan: The Regional Spatial Strategy (RSS)	Cumbria and Lake District National Park Joint Structure Plan (saved policies)	Sustainable Community Strategy 2008 (SCS)	Area Action Plan (AAP) response to these other Plans
	<p>sustainable communities in line with the UK Sustainable Development Strategy 2005. The delivery of sustainable communities is a key aim throughout the RSS.</p>		<p>housing market remains sustainable, and that the quality of the housing stock is improved.</p> <p>Key aims:</p> <ul style="list-style-type: none"> • Ensure the sustainability of Barrow's housing market, through housing market renewal and regeneration activities. • Improve the quality and choice of accommodation available, including providing for people with special needs. 	<p>housing issues through improvements to existing areas (BP25) and by adding to the range and quality of housing available in Barrow (BP18, BP21 and BP25).</p> <p>The mixed use response will ensure that the Plan directly affects the quality of people's lives. New leisure and recreational opportunities will improve the health of residents and provide a much needed attraction for younger and older people (BP9, BP17, BP18, BP19, and BP20). The population will also be well connected to new assets and community facilities (BP11, BP12), and the regeneration of the area will provide new employment opportunities through the development of key sites, in particular (BP8, and BP23) and improve the image of the area, thus generating further investment.</p> <p>Conclusion</p> <p>The Area Action Plan objectives and the policies are considered to be in conformity with the RSS, consistent with the key themes and priorities of the SCS and reflect also the saved Structure Plan and Sub Regional Spatial Strategy.</p>

Appendix 4: List of Superseded Policies

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

The Barrow in Furness Borough Council Local Plan Review 1996-2006, Housing Chapter Alteration 2006 (the Housing Chapter Alteration) was adopted in June 2006 and is therefore automatically saved under the Act until June 2009, unless replaced or revoked.

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

As policies cannot be divided, those policies that are superseded in part remain part of the Development Plan and those policies which are updated by the Area Action Plan but are still relevant to the rest of the Borough remain saved. Both old and new policies should be considered together. However, greater weight should be given to the Action Plan policy.

Barrow in Furness Borough Council Local Plan Review 1996-2006 Policies:	Housing Chapter Alteration 2006 Policies:	Replaced by Barrow Port Area Action Plan Policies:	Notes
A15		BP9	

**Director of Regeneration & Community
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Barrow-in-Furness Borough Council
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		Part One
EXECUTIVE COMMITTEE		(R)
Date of Meeting: 8th April, 2009		Agenda
Reporting Officer: Director of Regeneration and Community Services		Item
		21
Title: Planning Policy Documents Charging Schedule		
Summary and Conclusions:		
The purpose of this report is to present to Members a draft schedule of charges for the Planning Policy and associated background documents.		
Recommendation:		
To recommend the Council to approve the proposed charging schedule for Planning Policy and associated documents.		

Report

A charging schedule for Planning Policy documents was last agreed by Committee and Council in March and April 2007.

Since the schedule was last agreed, further of the background documents commissioned to support the new Local Development Framework (LDF) have been completed and other relevant evidence amassed to support the submission of the Barrow Port Area Action Plan. In the absence of a specific charge, copies of these are currently charged for at the Council's previous standard copying rate (20p per sheet). A number of these documents are of a substantial size (hundred of pages) or in volumes and will be expensive to reproduce, particularly where they contain large scale or colour maps and photographs.

All current statutory planning policy documents and their approved drafts are available on the Council's website, at Council Offices, and in local libraries; or are emailed free of charge if their size allows. The background documents referred to above will also be made available on the website or emailed free of charge if their size allows.

Stakeholders are encouraged to make use of the Council's website to download documents rather than purchase hard copies or CD's. Where stakeholders wish or need to purchase hard copies or copies on CD, however, the revised schedule of charges is proposed to apply (**Appendix 8**). Specific charges are only indicted for documents commissioned or produced by Barrow Borough Council. In respect of other relevant documents, people will be referred into the first instance to the originating body/company or, where appropriate, charged at the Council's standard copying rate.

As the Local Development Framework is comprised of a large number of documents, and in order to facilitate engagement, it is still proposed to charge a modest fee, which will not cover the full production costs for each main LDF document, as organisations and individuals may need to purchase multiple documents.

(i) Legal Implications

Not Applicable.

(ii) Risk Assessment

Not Applicable.

(iii) Financial Implications

The schedule is considered to represent a reasonable charge for producing the documents (not including for staff time).

(iv) Health and Safety Implications

Not Applicable.

(v) Key Priorities or Corporate Aims

Key aims:

Delivering high quality accessible services

Key Priorities 2008-2011

KP6 – Improve the effectiveness and efficiency of your Council.

(vi) Equal Opportunities

Documents need to be available in hard copy and electronic format to meet the needs of different people.

Background Papers

None

Draft Schedule of Charges for Planning Policy Documents: April 2009

Document	Current Charge (Inc. any P&P)	Proposed Charge (Inc. any P&P) Changes are highlighted in bold)
Local Plan (Inc. Housing Chapter Alteration)	£50	£50
CD Version (Exc. Housing Chapter Alteration)	£5	£5
Housing Chapter Alteration only	£10	£10
Housing Chapter Alteration - CD Version	£10	£10
New LDF Documents (including Drafts)		
Local Development Scheme	£5	£5
Annual Monitoring Report	£5	£5
SCI	Free (first copy to those with a legitimate interest in document, otherwise as DPDs below)	Free (first copy to those with a legitimate interest in document, otherwise as DPDs below)
Development Plan Documents - DPD's	£5 each (Inc. associated Sustainability Appraisal if requested)	£5 each
Supplementary Planning Documents - SPD's	£5 each (Inc. associated Sustainability Appraisal if requested)	£5 each
Sustainability Appraisals	£5 each (if purchased separately)	£5 each
Appropriate Assessment	No price set (20p per sheet)	£5 each
Sustainability Appraisal Scoping Reports	£10 each	£10 each
CD Version - 1 LDF doc	£5	£5
CD Version - Set of current LDF docs	£20	£10 (The number of LDF documents has and is increasing, but the price has been reduced to cover production costs only)
Associated Documents		
Retail Capacity Study 2006 Urban Design Framework 2005 Barrow Marina Village Masterplan 2006 Urban Capacity Study	Hard copy - £100 each CD - £15 per doc (Hard copies provided in black and white – with colour only where necessary for any maps etc)	Hard copy - £30 each* CD - £5 per doc (reduced to cover production costs only) (Hard copies provided in black and white – with colour only where necessary for certain maps etc) (* the purchase of new equipment has made these documents easier to produce)

Strategic Flood Risk Assessment (Phase 1 and/or 2)	Hard copy - £100 each CD - £15 per doc (Hard copies provided in black and white – with colour only where necessary for any maps etc)	Hard copy - £100 CD - £5 CD (reduced to cover production costs only) (Hard copies provided in black and white and colour where necessary for certain maps etc) This SRFA comprises a substantial document(s) with a large number of A3 and colour images
Barrow Strategic Housing Market Assessment. Northern Housing Consortium Ltd for Barrow Borough Council. (Forthcoming) Barrow Island Conservation Area Appraisal. Gillespies for Barrow Borough Council (2007) Barrow-in-Furness Port Art & Landscape Strategy Final Report. Gillespies for Barrow-in-Furness Borough Council and West Lakes Renaissance. March 2006	No price set (20p per sheet)	Hard copy - £30 each CD - £5 (Hard copies provided in black and white – with colour only where necessary for certain maps etc)
All other relevant documents will be charged at the following rate:	20p per sheet	Black and White: 10p per sheet single-sided 20p per sheet double-sided Colour: 50p per sheet single-sided £1.00 per sheet double sided

Applicability – See the Council’s Statement of Community Involvement (SCI) for explanation

LDF Documents

All drafts of LDF documents sent out with consultations to [general](#) and [specific](#) consultation bodies and government departments will be free of charge (normally one copy only).

All drafts sent out with consultations or following requests to [other](#) relevant public sector or charitable bodies and associations will be free of charge (normally one copy only).

Final versions will be supplied in colour.

Drafts will normally be supplied in black and white.

Background Documents

CD versions will be free to Government Departments and voluntary and community groups with a legitimate interest in the particular document.

Background documents will normally be supplied in black and white unless colour is essential for certain maps or illustrations.

EXECUTIVE COMMITTEE	(R) Agenda Item 22
Date of Meeting: 8th April, 2009	
Reporting Officer: Technical Support Manager	
<p>Title: New Capital Project for Energy Efficiency</p> <p>Summary and Conclusions:</p> <p>New capital investment has been identified that will save the Council over £11,694 per year in electricity and 103,483 Kg of CO2 per year. The proposal is to use voltage optimisation at our three main venues; Barrow Town Hall, Forum 28 and Park Leisure Centre. This includes installing transformers that limit the voltage coming into our buildings by 10%. This in turn will lower consumption rates while using the same amount of equipment.</p> <p>The cost for this equipment at the three venues totals £58,089 and will therefore pay back its cost in just over five years.</p> <p>A further project is also being researched to carry out the same changes at The Dock Museum and Barrow Indoor Market. This is expected to cost a further £28,000. Again providing a five year payback.</p> <p>In order to progress this work as soon as possible Management Team recommend release of £90,000 from the Opportunities Fund which currently stands at £949,000.</p> <p>Recommendation:</p> <ol style="list-style-type: none">1. To agree the additional capital funds of £58,089 for installing voltage optimisation at the Town Hall, Forum 28 and Park Leisure Centre in 2009/10; and2. To agree the a further sum of £28,000 for installing voltage optimisation at the Dock Museum and Barrow Indoor Market subject to a five year payback being proved.	

Report

Background

Our Electricity consumption across our premises has already reduced by 14% compared to 2005/06 but increasing electricity prices are still placing a strain on revenue budgets.

Our main sites currently pay 6.5 p/Kwh daytime and 4.01 p/Kwh night time. Our main sites are due to take out a new contract for Electricity in October 2009 and current price trends lead us to expect an increase of 20%. Approximately equal to £50,000 pa.

Introducing Voltage optimisation will reduce consumption at each facility by 10% saving £14,032 based on projected prices following an increase.

This is done by fitting a transformer that limits the voltage coming into our buildings from between 240 – 250v to 220 – 230v. This reduction of 10% in voltage produces a 10% saving in consumption with no loss of performance.

Management team have been consulted and recommend that the opportunity fund is utilised to facilitate this efficiency saving as quickly as possible.

Attached at **Appendix 9** is a pricing and savings summary which is based on the Council's current prices. Saving £11,694 pa.

(i) Legal Implications

None known.

(ii) Risk Assessment

Introduction of this equipment will require the properties electricity supply to be turned off for a couple of hours but this can be done out of hours. Liaison with I.T. and surveys of the buildings equipment have shown that this is possible.

(iii) Financial Implications

The risk of not carrying this work out is an extra £14,032 on our revenue electricity bills for the three venues.

If all five venues where installed this is expected to save £23,388 for an outlay of £86,089. Pay back being in less than four years

(iv) Health and Safety Implications

Competent contractors will be appointed and health and safety policies, method statements, risk assessments and references taken up.

(v) Key Priorities or Corporate Aims

Effective Corporate leadership; by demonstrating our commitment to reducing our carbon footprint.

Investing in our economic future; by reducing the Council's inevitable revenue costs over the next 20 plus years.

(vi) Equal Opportunities

Not Applicable.

Background Papers

Nil

This summary calculator page is for estimation purposes only.



powerPerfector

Barrow In Furness Council

Building	Consumption p.a kWh	Electricity Cost p/kWh	Load Factor %	MD kVA	pP Unit Size	Optimisation %	Estimated Saving %	Annual Saving £	Month Payback	ROI %	Annual CO ₂ saving (kg)	Annual kWh saving	pP Unit Cost	Confirmed Installation Cost	Delivery Cost	Total Cost	Salix Finance Indicator
Leisure Centre	805,510	5.95	53	172	pP-210kVA / 300A 7-8-9	9	9.5	£4,553	42	29%	41,093	76,523	£10,005	£5,563	£291	£15,859	£26.22
Forum 28	759,404	6.07	38	228	pP-280kVA / 400A	10	10	£4,610	53	23%	40,780	75,940	£13,340	£6,149	£840	£20,329	£33.87
Town Hall	447,140	6.29	33	156	PPP-210kVA / 300A		9	£2,531	104	12%	21,610	40,243	£15,488	£5,727	£686	£21,901	£68.85
Total								£11,694	60	20%	103,483	192,706	£38,833	£17,439	£1,817	£58,089	£38.13

The monthly payback is calculated using the total cost divided by the total annual savings and multiplied by 12

The ROI is calculated by dividing the total annual savings by the total cost and multiplied by 100

The annual CO₂ savings is calculated using 0.537kg CO₂ / kWh as per Salix calculation

Salix Finance Indicator - Capital cost per tonne of CO₂ saved must be less than £100 to qualify

(see www.salixfinance.co.uk for full project criteria)

Voltage Optimisation results in greater operating efficiency of your electrical equipment and you can expect an approximate 10% reduction in your maintenance and capital costs after installation - this benefit is not included in this summary page.

This summary page contains data supplied by your company or utility provider and it is important that you check that it is correct prior to the issuance of a purchase order for any units.

N.B. This summary page is NOT a quote and prices may vary from those quoted if the time between its presentation, with a fixed installation price, and the issuance of a quote is longer than 30 days



		Part One
EXECUTIVE COMMITTEE		(D) Agenda Item 23
Date of Meeting: 8th April, 2009		
Reporting Officer: Technical Support Manager		
<p>Title: Reptile Relocation Proposals - Ormsgill and North Scale</p> <p>Summary and Conclusions:</p> <p>The report outlines a proposal, by Cumbria County Council, to relocate slow worms and common lizards from Ramsden Business Park to two sites in the ownership of the Council</p> <p>Recommendation:</p> <p>To note the report and instruct accordingly.</p>		

Report

Background

As part of the development of Ramsden Business Park Cumbria County Council are obliged to carry out a:

Reptile Mitigation and Implementation Report aimed at fulfilling Planning Conditions 17, 18 and 19 of the Ramsden Business Park Phase 2 Development;

Identify a five year Management Plan for three reptile receptors sites (Ormsgill Quarry, Slag Banks and Walney Dog Kennels); and

Identify a five year Management Plan for on site habitat created and retained as part of the Barrow Waterfront Developments.

The Ormsgill Quarry site and the Dog Kennels site are in the ownership of the Council, as shown on the attached plans.

Cumbria County Council have provided information on the suitability of the two Council owned sites and have requested the use of the sites (subject to formal planning approval) for the relocation of slow worms and common lizards. The relocation would necessitate minor habitat enhancements which would be maintained, by the County Council, under a five year management plan.

Neither site is currently occupied or used for any particular purpose.

Refusal to grant permission for the relocation onto the two identified sites could result in major delays in the Ramsden Business Park development as alternative relocation sites are not immediately available.

(i) Legal Implications

If the relocation proposals were approved the Council, as landowner, would be bound by any legislation relating to reptile management and protection.

(ii) Financial Implications

There are no financial implications unless, at a future date, the sites are re-allocated and disposed of.

(iii) Health and Safety Implications

There are no Health and Safety implications.

(iv) Key Priorities or Corporate Aims

Not applicable

(v) Risk Assessment

There are no risks associated with this transaction

(vi) Equal Opportunities

Not applicable

Background Papers

None

EXECUTIVE COMMITTEE	(R) Agenda Item 24
Date of Meeting: 8th April, 2009	
Reporting Officer: Director of Corporate Services	
Title: Local Authorities (Charges for Property Searches) Regulations 2008 (SI 2008 No. 3248) and Amendments to Charging Structure for Local Land Charges	
Summary and Conclusions:	
The Council proposes to charge for providing access to property search data, in accordance with SI 2008 No. 3248.	
Land Charges fees have been reviewed to encourage greater use of our service.	
Recommendations:	
To recommend the Council:-	
<ol style="list-style-type: none">1. To approve the new Charges for Property Searches Fees;2. To approve the advertising of the Council's services in this respect, and3. To instruct Officers to prepare statements in accordance with Regulation 9 of the Local Authorities (Charges for Property Searches) Regulations 2009.	

Report

Background

The Local Land Charges Service is a statutory service governed by the Local Land Charges Act 1975, and the Local Land Charges Rules 1977.

When property transactions take place, solicitors acting for the purchaser carry out a 'search' to determine legal constraints or issues affecting the property. The number of searches fluctuates with changes in the state of the local property market and in how the service requests are made.

An increasing number of 'Personal Searches' are being carried out, either by individual vendors, or by private companies. The fee for personal searches is fixed at £11 each, and is set by the Lord Chancellor.

Searches and Charges

Searches carried out by the authority can be one of 3 different types:

- LLC1 certificate only
- Standard Search (LLC1 certificate + Con 29 Part 1 questions)
- Non Standard Search (LLC1 certificate + Con 29 Part 1 + Con 29 Part 2 questions)

The Local Authorities (Charges for Property Searches) Regulations 2008

Personal Search agents have been able to rely on insurance to cover any areas of the search which they do not fully investigate, however from 6th April 2009 this provision will end, and agents will be required to fully search all of the Council's relevant property records.

To facilitate this, a "One Stop Shop" will be created at the Land Charges counter, with all information available on a PC for Personal searchers.

It is this information which is the subject of the Local Authorities (Charges for Property Searches) Regulations 2008 and SI 2008 No 3248.

The Charges Regulations:

- Provide for Authorities to recover the relevant costs of providing access to property search data (Reg 5) and for answering enquiries about a property e.g. an Authority produced Con29 (Reg 8); and
- Establish a framework for clarity and transparency on how Authorities must charge for search data (Reg 6) and how they must account (Reg 9)

The underlying principle of the Regulations is that authorities must make searches information available to all on equal terms and at equal cost, although there is an option of not charging for data.

The Council's proposed charges and details of information to be made available are shown at **Appendix 10**.

Financial Reporting

Section 9 of the Regulations requires the Council to publish a statement setting out the costs and numbers of requests estimated for the following Financial Year.

These are shown as **Appendix 11**, and have been based on a model from Brentwood Borough Council, which has been cited as best practice.

By 30th June 2010 the Council must publish a summary detailing the total costs of granting access to property records or performing internal transactions, the number of requests to which these costs relate, and the total income from

charges or recharges made in this respect. This information must be approved by the Council's Section 151 Officer (the Borough Treasurer).

Review of Search Charges

As part of the costing exercise, the opportunity was taken to review all charges levied for Land Searches.

498 Council searches and 1,400 Personal Searches are forecast to be carried out in 2008-09, generating gross income of £72,000 to the Authority.

Year	Total No. of Searches	No. of Personal Searches	Total Income	Personal Searches as % of total Searches
2007-2008	2,613	1,260	£167,400	48%
2008-2009 (est)	1,898	1,400	£ 72,000	74%

This is a 27% reduction in the annual number of searches carried out in 2008-09 and is a reflection of the general downturn in the property market being experienced by all Authorities. The proportion of Personal Searches carried out in the year has increased by 26% demonstrating the increased use of Search Agencies. Poole Townsend Solicitors use a Personal Search Agency, or carry out their own searches, rather than use the Borough Council's services.

In order to promote the Council's Land Search service, it is proposed to reduce the fee charged for full searches by £25, from £115 to £90. This, coupled with the loss of insurance provisions relied upon by Personal Search agents, is intended to encourage solicitors to use our service, and will result in a move from Personal to Full Searches.

The amount of any additional income generated will be highly dependent on the state of the local housing market, and it would be prudent to assess the likely outturn and effect on the 2009-10 Budget once the revised scheme has been in place for a few months.

(i) Legal Implications

Compliance with Local Authorities (Charges for Property Searches) Regulations 2008 (SI 2008 No. 3248)

(ii) Risk Assessment

Not Applicable.

(iii) Financial Implications

Additional income highly dependent on local property market. To be reviewed once charges in place for three months.

(iv) Health and Safety Implications

Not Applicable.

(v) Key Priorities or Corporate Aims

Not Applicable.

(vi) Equal Opportunities

Not Applicable.

Background Papers

SI 2008 No 3248 – Local Authorities (Charges for Property Searches) Regulations 2008. For Information.

Barrow Borough Council

CON29 Enquiries – Land/Property

The table below shows where the information required to respond to the various CON29R questions is held and the fee required where appropriate – In addition to this - information can be accessed by a ‘One Stop Shop’ facility or produced in a refined data report – please see appropriate bundle fee schedule attached.

Information Source	Required Question	Fee
Capita Symonds Ltd (Searches), The Capita Building, Kingmoor Business Park, Carlisle, CA6 4SJ Tel: 01228-673078 ** The Section 36 list of roads maintained at the public expense is also available for inspection, free of charge, at the Land Charges Department, Legal Service, Town Hall, Duke Street, Barrow-in-Furness, Cumbria LA14 2LD Telephone: 01229-876364	2 (a)** 2 (b) – (d) 3.2 3.4 (a) – (f) 3.6 (a) –(l) 3.7 e)	As requested by Capita Symonds Or See bundle information

Information Source	Required Question	Fee
Barrow Borough Council Town Hall Barrow-in-Furness Cumbria LA14 2LD Tel: 01229 876364		
Planning Register Planning Public register is available in the Planning Section	1.1 (a) - (e) 3.9 m)	Free
Building Regulations Register ‘One Stop Shop’	1.1 f) g)	See bundle information
Local Plan www.barrowbc.gov.uk	1.2	Publicly available online free of charge
Register of Enforcements Proceedings and Orders One Stop Shop’ www.barrowbc.gov.uk (For Q3.10a) Planning Department Tel: 01229 - 876553	3.8 3.9 (a) - (n) 3.10(b) 3.11 3.10(a)	See bundle Information Public information
Register of Notices, ‘One Stop Shop’	3.7 (a) – (d) & (f)	See bundle information
Competent Persons Database One Stop Shop’	1.1(h)	See bundle information
Land Required for Public Purposes	3.1	See bundle

Railway Schemes	3.5	Information
Drainage enquiries United Utilities Direct Tel: 0870 7510101 Website: http://www.unitedutilities.com/Drainage_search.htm	3.3 a)	As requested by United Utilities
'One Stop Shop'	3.3 b)	See bundle information
Contaminated Land		
	3.12 (a) 3.12 (b)i 3.12 (c)	See bundle Information
	3.12 b(ii)	Free
Public Register of Contaminated Land Tel: 01229 876386		

Information Source	Required Question	Fee
Health Protection Agency www.ukradon.org www.hpa.org.uk/radiation	3.13	As requested by HPA or See bundle Information

ACCESS ARRANGEMENTS

- The Information Sources, which can be viewed free of charge, are available for inspection by contacting the relevant department. Monday to Thursday 8.45am to 5.00pm or Friday 8.4am to 4.30pm) at Barrow Borough Council, Town Hall Duke Street Barrow-in-Furness Cumbria
- The Information Sources for which there is a charge appointments can be made to visit the one stop shop by contacting the Land Charges Department at bbclandcharges@barrowbc.gov.uk – Please supply a plan for the property or area of land you are requesting to search. We also have an online search facility which can be used as an account holder through our website. If you wish to receive a login to enable use of this please contact Land Charges.

Telephone details for Land Charges: Donna Shields 01229 - 876364 or Karen Williams 01229 - 876337

- Please contact Capita Symonds Ltd (Searches) directly regarding access to the information which they hold

Con 29 Required Questions

For identification purposes please supply a plan of the site to be searched. There is also an option to print the search report for an additional £2.00

<p>Building Control</p> <p>Q. 1.1f – h Building Regulations Q. 3.3a –b Drainage Agreements and Consents Q. 3.7a Outstanding Notices Q3.8 Contravention of building regulations</p>	<p style="text-align: right;">£ 3.00 £ 0.75 £ 0.75 £ 0.75</p> <p style="text-align: right;">Bundle Price £ 5.25</p>
<p>Planning – Bundle 1</p> <p>Q.1.1a – e Planning (Permissions, Listed Building Consent, Conservation Area Consent, Certificate of Lawful Use, Existing & Proposed, Q1.2 Planning Designations and Proposals</p> <p>Planning - Bundle 2 (also includes Bundle 1 plus)</p> <p>Q. 3.1 Land Required for Public Purposes Q. 3.9a –n Notices, Orders, Directions and Proceedings under Planning Acts Q3.5 Railway Schemes</p> <p>Planning - Bundle 3 (also includes Bundle 2 plus)</p> <p>Q3.10a Making of the area a Conservation Area before August 1974 Q 3.10b Unimplemented decision to designate the area a Conservation Area Q.3.11 Has an enforceable order or decision been made to compulsorily purchase or acquire the property?</p>	<p style="text-align: right;">Free (Statutory Info)</p> <p style="text-align: right;">Free (Public Info)</p> <p style="text-align: right;">£ 3.49 £ 4.32 £ 3.49</p> <p style="text-align: right;">Bundle Price £11.30</p> <p style="text-align: right;">Free (Public Info) £ 0.68 £ 0.21</p> <p style="text-align: right;">Bundle Price £12.19</p>
<p>Environmental Health – Bundle 1</p> <p>Q.3.7 b,c,d,f Outstanding Notices</p> <p>Environmental Health – Bundle 2 (also includes Bundle 1)</p> <p>Q3.12 a-b (1,2) & c Contaminated Land Q.3.13 Radon Gas</p>	<p style="text-align: right;">£ 8.98</p> <p style="text-align: right;">£ 4.49</p> <p style="text-align: right;">Bundle Price £13.47</p>
<p style="text-align: center;">HIGHWAYS INFORMATION We can produce a refined data report Including the Highways information</p>	

Provisional (to be ratified 8/4/09) Revisions to fees for property searches

Barrow-in-Furness Borough Council - Property Search Fees

For further information and service updates please refer to
<http://www.barrowbc.gov.uk/default.aspx?page=2035>

Part 1. CHARGES FOR REFINED DATA REPORTS

FULL SEARCH FEES	
■ Including Highways	£90
■ Excluding Highways	£71
■ Each additional parcel of land if separated by road, railway, river, stream or canal. Also 'parcel of land' means land (including a building or part of a building) which is separately occupied or separately rated or not, if not occupied or rated, in separate ownership.	£19
■ Refresh of full Hip Search submitted by original Solicitor (within 6 months of issue date – Limited to One Refresh)	£60

CON 29 PART II OPTIONAL ENQUIRIES	
■ Each printed Part II optional enquiry when submitted with Part 1 except Enquiry No.22 (Commons)	£10
■ Part II Optional Enquiry No.22 when submitted with Part 1 (no additional fee for multiple parcels)	£15
■ <u>when a Con 29 Part II only is submitted there is a £10 administration fee</u>	

LLC1 ONLY	
■ LLC1 Requisition for Search ONLY	£30
■ Each additional parcel of land (see Full Searches for description of parcel)	£2

CON 29 SUBMISSION ONLY	
■ Con 29 Including Highways	£60
■ Con 29 Excluding Highways	£41
■ Each Additional Parcel Of Land (see Full Searches for description of Parcel)	£17

**ANNUAL STATEMENT 2009/10 OF ESTIMATED COSTS AND VOLUMES USED
TO CALCULATE CHARGE FOR LAND CHARGES CON29R UNREFINED QUESTIONS**

Question Number	Land Charges £	Legal £	Capita £	Econ. Devt. £	Planning £	Building Control £	Env. Health £	Overheads £	Annual Cost £	Activity Level	Unit Cost £	Charge £
1.1a	215.81	40.14			878.22			150.84	1,285.01	1,900	0.68	0.00
1.1b	215.81	40.14			878.22			150.84	1,285.01	1,900	0.68	0.00
1.1c	215.81	40.14			878.22			150.84	1,285.01	1,900	0.68	0.00
1.1d	215.81	40.14			878.22			150.84	1,285.01	1,900	0.68	0.00
1.1e	215.81	40.14			878.22			150.84	1,285.01	1,900	0.68	0.00
1.1f	215.81	40.14			878.22	1,018.40		150.84	2,303.41	1,900	1.21	1.21
1.1g	215.81	40.14			878.22	1,018.40		150.84	2,303.41	1,900	1.21	1.21
1.1h	215.81	40.14		794.00				150.84	1,200.79	1,900	0.63	0.63
1.2	215.81	40.14		6,232.00				150.84	6,638.79	1,900	3.49	0.00
2.a *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.00
2.b *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.93
2.c *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.93
2.d *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.93
3.1	215.81	40.14		6,232.00				150.84	6,638.79	1,900	3.49	3.49
3.2 *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.93
3.3a **								0.00	0.00	1,900	0.00	0.00
3.3b	215.81	40.14				1,018.40		150.84	1,425.19	1,900	0.75	0.75
3.4a *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.00
3.4b *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.93
3.4c *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.93
3.4d *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.93
3.4e *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.00
3.4f *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.00
3.5	215.81	40.14		6,232.00				150.84	6,638.79	1,900	3.49	3.49
3.6a *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.93
3.6b *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.93
3.6c *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.93
3.6d *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.93
3.6e *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.93
3.6f *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.93
3.6g *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.93
3.6h *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.93
3.6i *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.93
3.6j *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.93
3.6k *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.93
3.6l *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.93
3.7a	215.81	40.14				1,018.40		150.84	1,425.19	1,900	0.75	0.75
3.7b	215.81	40.14					3,857.00	150.84	4,263.79	1,900	2.24	2.24
3.7c	215.81	40.14					3,857.00	150.84	4,263.79	1,900	2.24	2.24
3.7d	215.81	40.14					3,857.00	150.84	4,263.79	1,900	2.24	2.24
3.7e *	215.81	40.14	1,504.17					0.00	1,760.12	1,900	0.93	0.93
3.7f	215.81	40.14					3,857.00	150.84	4,263.79	1,900	2.24	2.24
3.8	215.81	40.14				1,018.40		150.84	1,425.19	1,900	0.75	0.75
3.9a	215.81	40.14			179.14			150.84	585.93	1,900	0.31	0.31
3.9b	215.81	40.14			179.14			150.84	585.93	1,900	0.31	0.31
3.9c	215.81	40.14			179.14			150.84	585.93	1,900	0.31	0.31
3.9d	215.81	40.14			179.14			150.84	585.93	1,900	0.31	0.31
3.9e	215.81	40.14			179.14			150.84	585.93	1,900	0.31	0.31
3.9f	215.81	40.14			179.14			150.84	585.93	1,900	0.31	0.31
3.9g	215.81	40.14			179.14			150.84	585.93	1,900	0.31	0.31
3.9h	215.81	40.14			179.14			150.84	585.93	1,900	0.31	0.31
3.9i	215.81	40.14			179.14			150.84	585.93	1,900	0.31	0.31
3.9j	215.81	40.14			179.14			150.84	585.93	1,900	0.31	0.31
3.9k	215.81	40.14			179.14			150.84	585.93	1,900	0.31	0.31
3.9l	215.81	40.14			179.14			150.84	585.93	1,900	0.31	0.31
3.9m	215.81	40.14			179.14			150.84	585.93	1,900	0.31	0.31
3.9n	215.81	40.14			179.14			150.84	585.93	1,900	0.31	0.31
3.10a	215.81	40.14			878.22				1,134.18	1,900	0.60	0.00
3.10b	215.81	40.14			878.22			150.84	1,285.01	1,900	0.68	0.68
3.11	215.81	40.14						150.84	406.79	1,900	0.21	0.21
3.12a	215.81	40.14					3,857.00	150.84	4,263.79	1,900	2.24	0.00
3.12bi	215.81	40.14					3,857.00	150.84	4,263.79	1,900	2.24	2.24
3.12bii	215.81	40.14					3,857.00	150.84	4,263.79	1,900	2.24	0.00
3.12c	215.81	40.14					3,857.00	150.84	4,263.79	1,900	2.24	2.24
3.13	215.81	40.14						150.84	406.79	1,900	0.21	0.00
Total	13,812.00	2,569.00	36,100.00	19,490.00	10,412.00	5,092.00	30,856.00	5,882.64	124,213.64		65.38	49.50

* This information is available from Capita

less Capita

30.50

** This information is available from United Utilities

Signed _____

Date _____

Borough Treasurer