



Westmorland
& Furness
Council

Marina Village Residential Opportunity

Supplementary Planning Document

March 2025



“A great place to live, work and thrive.”



Information

This Supplementary Planning Document (SPD) has been prepared by Westmorland and Furness Council's Planning Policy Team, based on work for the Council by Optimised Environments part of SLR, Cushman & Wakefield and WSP. Illustrative materials have been provided by OPEN's Manchester office.

Using this document

Please see Chapter 1 of this document, which explains the preparation and status of this SPD.

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1. Introduction and Background

This Supplementary Planning Document (SPD) sets out Westmorland and Furness Council's development, design, and infrastructure requirements for the Marina Village Residential Opportunity site, located off Salthouse Road to the southeast of Barrow Town Centre.

This Draft has been prepared in accordance with the National Planning Policy Framework (December 2024) and the local development plan for the legacy Barrow Borough area. This area now forms part of the new unitary local authority of Westmorland and Furness, which was formed in April 2023. It replaces the following former authorities:

- Barrow Borough Council
- Cumbria County Council
- Eden District Council
- South Lakeland District Council

The development plans of the former authorities will still apply until they are replaced by a new Westmorland and Furness Local Plan. The development plan for the former Barrow area comprises the following:

- Barrow Borough Local Plan 2016-2031 (adopted June 2019)
- Barrow Port Area Action Plan (adopted July 2010)
- Cumbria Minerals and Waste Local Plan 2015-2030 (adopted September 2017)

The Marina Village site is identified as a strategic housing allocation in the Local Plan. It accounts for just over one third of the total allocated housing within the Local Plan and is one of the largest current housing sites within the new Westmorland and Furness Authority.

The site was also allocated in the Barrow Port Area Action Plan (the AAP) in 2010, however this was superseded by the housing allocation in the Local Plan. The "Schedule of Policies" document sets out which policies in the AAP have been replaced and which continue to form part of the development plan. This can be viewed on the "Barrow Borough Local Plan" page of the Westmorland and Furness Council website.

A new Local Plan that will cover the whole of Westmorland and Furness is in the early stages of preparation. In terms of the Marina Village Residential Opportunity, this new Local Plan will recognise the opportunity to meet local housing needs and those driven by the major investment by BAE Systems in Barrow which is likely to result in an enhanced role for Barrow in supporting housing numbers for the authority going forward in light of its urban characteristics and sustainable location. It will support high-quality development on the site that will transform perceptions of central Barrow as a place to live. It is anticipated that this site will be the first major residential scheme to be delivered by the new authority.

Within this planning policy context, the role of the Marina Village Residential Opportunity SPD is to provide further guidance specific to the site to help ensure that the highest quality of development is achieved. Although it does not form part of the development plan, it will be a material consideration in decision-making (determining planning applications for the site)

and will have an important role in facilitating the transformation of the site into a modern, attractive and desirable place to live.

Consultation & Engagement

Public consultation on the draft SPD took place during August / September 2024. Minor Amendments were then made in light of the feedback received and the SPD was adopted by Westmorland and Furness Council becoming a material consideration in decision-making (used for determining planning applications for the site).

The consultation included local people, businesses and key stakeholders, including Natural England, Environment Agency, Associated British Ports and BAE Systems; plus the relevant service areas of the Council, including Education and Highways.

Consultation has previously taken place as part of the preparation of the Local Plan, which includes the Marina Village site as a housing allocation. The former Barrow Borough Council published an Infrastructure Delivery Plan which showed as far as possible the infrastructure and services required to support the development proposed in the Local Plan and how this would be delivered. More recently, further engagement has taken place with infrastructure and service providers specific to the Marina Village site, and the feedback from this has informed the draft SPD.

The Role and Purpose of the SPD

The SPD sets out a masterplan framework to guide future residential development on the site and ensure future planning applications are brought forward in a comprehensive way, contributing to the shared vision for development of an exemplar, sustainable place, which can grow and nurture a thriving community.

The SPD relates to the residential site, allocated as SHL001 Marina Village, Barrow, in the adopted Barrow Borough Local Plan 2016-2031, as shown edged red in Figure 1.1 below. The plan also includes the boundary of the extent of the Phase 1 remediation works being undertaken at the site:

Who will use the SPD?

The SPD is expected to be used by the following:

- Developers
- Planning and technical consultants
- Council officers
- Elected members and portfolio holders
- Relevant infrastructure providers who will aid delivery
- Local residents, businesses and stakeholders interested in development on the site.

What is the role and purpose of the SPD?

- To provide information on the masterplanning work to date, and summarise key technical information available for the site
- To provide clear guidance to shape future development on the site

- To summarise recent remediation work, carried by the Council to help bring forward investment and development in the site.









-  Residential SPD site boundary
-  Phase 1 re-remediation area
-  Existing buildings
-  Existing buildings within site
-  Existing trees
-  Existing railway lines

Figure 1: Site Plan

(Not to scale © Crown copyright 2022)

This SPD has been informed by the technical work undertaken on behalf of Homes England and Westmorland and Furness Council as part of the preparation of the planning application for the Phase 1 remediation works and the Business Case to access the £25m funding for the Phase 2 remediation works.

Timeline

The timeline for the preparation of the SPD is detailed below:

- May to July 2024 - Draft SPD finalised
- August 2024 – Public consultation on draft SPD
- September 2024 – Consultation responses reviewed and Draft SPD amended where appropriate
- December 2024 – Habitats Regulation Assessment
- March 2025 - Final SPD reviewed by Cabinet
- April 2025 – Adoption of SPD

Site Introduction

Barrow has one of the brightest futures in the UK, playing a vital role in the national endeavour to maintain the nation's long-term defence and energy security strategy. Barrow-in-Furness is home to internationally important industrial and high-tech activity and has huge potential to grow, strengthening the economy across the Northwest of England. These investments and opportunities create a compelling offer that will help to transform Barrow's Town Centre and wider area and will leave an enduring legacy for future generations.

The updated National Planning Policy Framework, published in December 2024, sits alongside other changes to the planning system. This includes changes to the method for calculating housing need, which will result in a substantial increase to the minimum number of new homes required in Westmorland and Furness. Delivery of new housing in Barrow will contribute to meeting our housing target.

Barrow's new Residential Opportunity site, located to the southeast of the Town Centre, will be key in delivering a step change in the quality, type and variety of residential choice, supporting the significant growth requirements of the National Endeavor and Barrow Town Centre's future vitality. Providing a wider choice of high quality new homes will help sustain this economic growth. Creating attractive and sustainable neighbourhoods for existing and future Furness families, will help to provide the workforce to drive the local economy forward and create a sustainable and healthy place to live.

The site (known locally as Marina Village) is a 27 hectare site which will create a unique sustainable, urban residential neighbourhood on a superb dockside site in the heart of a town with an exciting and ambitious future, set against the backdrop of the iconic Lake District Fells.

The Site:

- 27 ha with over 17 Ha developable land, just 0.8 km from Barrow Town Centre
- 97% of the site under Westmorland and Furness ownership
- Phase 1 remediation of first 6 ha complete
- £25m funding secured to support Phase 2 remediation of remainder of the site and infrastructure works

The Assets:

- Adjacent Nature Conservation Area & panoramic views towards Piel Island
- Two unique dockside addresses with over 920m of waterfront environments
- A full outdoor lifestyle offer – coastal walks, nature reserves, birdwatching, golf courses and kite surfing

- Attractive historic town & retail centre, market and food hall revitalised by government funding only 5-10 minutes walk from the site

The Potential:

- Urban living in one of the most attractive parts of the country
- Potential for over 1,500 new residents across over 800 new homes
- Access to well-paid skilled work in technological and innovative industries, including over 5,000 newly created jobs at BAE Systems
- Access to educational opportunities – University of Cumbria and Furness College

Delivery

As the major landowner and the Local Planning Authority (LPA), Westmorland and Furness Council will play an important role in ensuring all development proposals for the site respond to the principles set out in this SPD. The SPD principles will be considered in determining which development partners the Council will work with to unlock the delivery of the new homes and associated access and public realm improvements on this important site to ensure it supports the wider objectives of the Council and its partners for Barrow.

MV1: Compliance with the SPD

This SPD sets out a clear framework and principles of what is expected from the development at the site-wide level, with flexibility to ensure detailed approaches are established through the planning application process.

Alongside other policies and guidance, it is a material consideration when determining planning applications on this site. The SPD will be subject to regular review with key partners to ensure the detailed guidance remains relevant as planning applications are submitted associated with the development.

New residential development is expected to comply with the guidance set out in this document when preparing planning applications for the site, and where a proposal does not, justification should be provided.

Justification for exception should be in the interests of producing equally or better high quality, innovative and best practice approaches than described in the SPD, ensuring that they align with the SPD vision, support its objectives and comply with relevant planning policy.

2. About the Site

This chapter of the SPD describes the site and its background and provides a summary of features across the site, key opportunities and constraints.

Site History

Barrow developed as a port for the transport of iron ore from the Furness mines during the 1800s. This 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 site is reclaimed from the sea and developed within a matter of decades in the Victorian era as both the steel and shipbuilding industries flourished.

The opening of the Furness Railway in 1846 saw the rapid expansion of the local economy with the Haematite Iron and Steel Works opened in Barrow in 1859 and the creation of the Docks (Devonshire and Buccleuch Docks were opened in 1867 and 1873). In the late 1800s, Barrow became famous for shipbuilding and ancillary industries.

Following a peak in industry, and population, during the First World War and a revival in ship building during the Second World War, industries began to decline. From the 1960s, shipbuilding began to specialise in submarine building but Barrow's iron and steel industry ended with the closure of a number of ironworks and foundries between the 1960s to 1980s.

Most of the Site was originally claimed from tidal flat deposits in the mid-19th century by upfilling, reportedly using dredged material from Walney Channel, during the construction of the adjacent dock system.

The site housed the Furness Railway Works, which comprised a collection of rail lines serving as part of the ore-export facility through the Buccleuch and Cavendish Docks with railway sidings, larger buildings comprising engine sheds and carriage stores and a timber yard within the southern area of the site. The railway sheds, works and associated infrastructure were demolished in the 1980s with much of the site remaining as open unused land since that time.

Towards the eastern corner of the site at St George's Square, stands the Railwaymen's Club (Listed Cambridge Hall Mechanics Institution on historic maps from the late 1800s). The building is Grade II Listed and was built c1865 for the Furness Railway Company.

The redevelopment of Barrow's waterfront was a long-held ambition for Barrow Borough Council spanning more than two decades. Success has been realised through the development of the Waterfront Business Park on Barrow Island, and the attraction of major offshore wind investors to the Port of Barrow, however, progress stalled on the Marina Village site following the 2008 recession and public spending austerity measures.

Site Context

Covering 27 ha, the site sits to the southern edge of Barrow's Town Centre, approximately a 15-minute walk to the Town's historic Grade II* listed Town Hall, its Market and cultural venue The Forum (which is undergoing improvements and diversification through a £16m Levelling Up Fund project), a new BAE Skills Academy in the centre of the town (occupying the former Debenhams Store) and the Town Centre primary retail core. The site is well

connected to the Town Centre with direct access via Salthouse Road as well as local walking and cycling links.



Key

- City / Town
- Train station
- Lake District National Park, AONBs and Nature Reserves
- Lakes
- Attractions
- Major roads
- Minor roads
- Train lines
- Airport
- Port

Figure 2: Strategic Location
(Not to scale © Crown copyright 2022)

This brownfield site sits to the north and east of Barrow's most significant dockland infrastructure, fronting onto Salthouse Road, one of the main routes into the town from the east. Historically the site provided freight access along Buccleuch and Devonshire Dock as well as carriage storage. Today, the former railway station building (Grade II listed Railwaymen's Club) sits at the junction with Cavendish Dock Road and Salthouse Road within the St. George's Conservation Area. The main frontage of the site, along Salthouse Road is comprised of former commercial uses. Former light industrial / commercial uses are situated along the northwestern extents of Cavendish Dock Road onto the junction with Salthouse Road. The eastern part of the site is comprised of a variety of landscape types and ecology, within a Landscape Conservation Area, which follows the alignment of the former railway line. Cavendish Dock Road runs parallel to Buccleuch Dock, through the western extent of the site and provides vehicle and freight access to Barrow Port.

The site boundary is defined by the features described below:

- The southern boundary is formed by an existing railway line, which serves Barrow Port as well as the north dock walls of the Cavendish Dock.
- The eastern boundary runs up to the alignment of the existing live railway line that serves Barrow Station. It also follows the rear boundaries of the existing properties along Vulcan Road as well as Vulcan Park.
- The northern boundary is formed by Salthouse Road (A5087) and the existing boundary wall of the site which runs to the junction with Cavendish Dock Road
- The western boundary includes the former historic, Grade II listed railway station building and abuts the service access road that serves the Morrisons retail store
- The south western boundary is formed by the Buccleuch Dock before returning east along the junction with Ramsden Dock.

Remediation & Infrastructure Works

The Council is already well underway with its ambition to realise the development potential of the site.

A Phase 1 remediation strategy and subsequent planning application was granted in 2021 and works have subsequently been undertaken to carry out ground remediation of 6 Ha of the site. The Council is also progressing the upgrading of the existing Cavendish Dock Road to Strand / Salthouse Road junction in the north west of the site. This will form part of the site access and movement network as well as maintaining access to Barrow Port. The remainder of the site is currently subject to a remediation strategy (Phase 2) which will include ground remediation and access road improvements. The eastern extent of Cavendish Dock Road, which currently runs along Buccleuch Dock side, is being re-aligned to stand off from the dock side, enabling development parcels to come forward facing Buccleuch Dock. The Phase 2 remediation works also include service diversions that currently traverse the site, to create more flexibility on developable land area (further details described in the constraints and opportunities section).

Land Ownership

The Council have control of almost all of the site (c. 97%) and are working to acquire full ownership across the remainder of the site from small pockets of private ownership. Both

Cavendish Dock and Buccleuch Dock are under the ownership of the Associated British Ports (ABP).

The Council currently leases the strip of land, known as the Town Quay, that is publicly accessible along the northern edge of Buccleuch Dock (which forms part of the development site). There is also land under control of Network Rail to the southeastern edge of the site, with the railway line serving the Port. It is anticipated that this would remain in its current form.

Summary of Opportunities and Constraints

The following provides a high-level summary assessment of the key physical opportunities and constraints that influence the site and Figure 3 sets these out spatially, in further detail. This analysis has influenced the Vision and Development principles set out in the next chapter.

Any future development at the Residential Opportunity site must respond to these constraints and opportunities, to ensure development is responsive to its wider context and specific site features.

Location and Setting

<i>Key Features</i>	<i>Key Opportunities</i>	<i>Key Constraints</i>
<p>The existing residential area of Barrow lies to the north of Salthouse Road. It is well established and comprised primarily of compact and formally arranged terraced residential streets, as well as some local facilities including St. George's Church, St. George's CoE Primary School, Sacred Heart Primary School and local convenience retail.</p> <p>Immediately east, the site interfaces directly with the Vulcan Road residential area, with some properties rear boundaries forming part of the site boundary. Vulcan Road Play Park also forms part of the site boundary.</p> <p>Barrow Port, which is located to the south of the site, operates as a commercial port, with access for operational vehicles through Cavendish Dock Road, as one of two points of access to the port estate.</p>	<ul style="list-style-type: none"> • Increase permeability into the site from existing areas, through new roads, pathways and cycle routes. • Improve frontage of site along Salthouse Road • Open up both views and connections to the dock edge where possible to enhance connections back to the water 	<ul style="list-style-type: none"> • Manage the development of new residential alongside current and future operations at Barrow Port.

Local Amenities

<i>Key Features</i>	<i>Key Opportunities</i>	<i>Key Constraints</i>
<p>The location of the site provides good access to local services and amenities.</p> <p>There are a number of primary schools within a 10-15 minute walk from the site including:</p> <ul style="list-style-type: none"> • St George's CofE • Sacred Heart RC • Greengate Junior <p>Secondary schools close to the site include Furness Academy (25 minute walk) and Furness College (30 minute walk).</p> <p>There are a number of health facilities located within a 15-20 minute walk from the site including:</p> <ul style="list-style-type: none"> • Alfred Barrow Health Centre • Bridgegate Medical Centre <p>The proximity to Barrow Town Centre, provides good access to a wide range of shops and services, including the market, Town Council, the Forum arts venue and a number of supermarkets including Morrisons, Tesco and Aldi, which can be reached within. 5-10 minute drive from the site and Morrisons is located directly to the west of the site can be reached within a 10-15 minute walk.</p> <p>Barrow Park is located roughly 1 mile north of the site and can be reached within a 20 minute walk or 5 minute drive.</p>	<ul style="list-style-type: none"> • Excellent connectivity to local shops and services, with the majority of services reached within a 15-20 minute walk. • New population can increase footfall into Town Centre and help to maintain current services and attract new shops and services. • Opportunity to enhance views and connection to waterfront to enhance visual amenity of seascape from within the site. • Opportunity to formalise area of open space/greenspace through new development – providing a new park which could enhance local offer. 	<ul style="list-style-type: none"> • Some routes to local schools and services are not pedestrian/cyclist friendly and could be enhanced to encourage active travel over travel by car. • Lack of formal greenspace within close proximity to the site • Limited provision of play space

Heritage

<i>Key Features</i>	<i>Key Opportunities</i>	<i>Key Constraints</i>
<p>To the northwest of the site, along its boundary with Salthouse Road, sits the St George's Square Conservation Area which contains several Grade II listed buildings.</p>	<ul style="list-style-type: none"> • Repair the urban grain along Salthouse Road, providing buildings and activity along 	<ul style="list-style-type: none"> • The majority of the Conservation Area is outside the site boundary • Viability of

<p>St George's Square was once the original heart of Barrow Town Centre, with the town's parish church and several high profile buildings enclosing a formal square. These buildings are of a grand and well detailed design, and were all built in the 1860s, representing a set piece with the square at its centre. The buildings were generally of a community use (e.g. church, school, hospital) or reflected an association with the railway which has since been lost. Today, many of the buildings continue to serve their community role e.g. Church, vicarage and St George's Primary School but others have been converted to townhouses or redeveloped. The square itself, and the relationship of built frontages with it, has been weakened and is in need of restoration. On the streets to the north buildings are of a more domestic scale and reflect a more vernacular architecture.</p> <p>Most of the conservation area sits beyond the site, with a small southern section included within the boundary of the Residential Opportunity site. This includes the Grade II listed Railwaymen's Club (originally a railway station building), which was built c. 1865 for the Furness Railway Company. The site interfaces with the Grade II Listed 1859 Church of St. George and 1 St George's Square built 1864, for the Lancaster Banking Company.</p> <p>The area to the north-east of the square is more domestic in scale, and includes several 19th century cottages, such as those on Salthouse Road which are arranged to form a chamfered gateway to Rawlinson Street. The style of this area is less grand than around the square and often includes vernacular styles and use of undressed stone.</p>	<p>here</p> <ul style="list-style-type: none"> • Enhance the setting of the St George's Conservation Area and Railwaymen's Club • Enhance key views out of the Conservation Area framed by St Georges church, St Georges School and Railwaymen's Club and towards the Town Centre, where the clock tower of the Barrow Town Hall is visible, aiding legibility. • St Georges square is currently used as a car park and detracts from the conservation area, as well as the gateway to the site, giving a poor first impression. Going forward the quality of the public realm should be addressed. 	<p>remedial work on heritage assets to bring them back into active use.</p> <ul style="list-style-type: none"> • There is a limited amount of green space within the St George's Conservation Area. The only publicly accessible green space within the conservation area is the grounds of St George's church. • St George's Square currently used as car parking was once the main town square and now detracts from the character of the conservation area. The area is dominated by cars and pavements are very narrow, causing significant inconvenience for pedestrians.
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Flood Risk

<i>Key Features</i>	<i>Key Opportunities</i>	<i>Key Constraints</i>
The majority of the site is located in Flood Zone 1 according to the Environment Agency Flood Zone maps with small	<ul style="list-style-type: none"> • Remediation work to address future risk of flooding 	<ul style="list-style-type: none"> • Requirement for levels to be raised across the site

<p>areas of the site falling into Flood Zones 2 and 3.</p> <p>The coastline will be subject to sea level rise in the future. Assessment of tidal flood risk will have to assess sea level allowances as a result of climate change. Westmorland and Furness Council have embarked on a Level 1 SFRA study. The SFRA will include information on tidal flood risk and provide a more accurate picture of Tidal Flood Risk and Sea Level Rise and this should be taken into account in the development of the site. Some surface water pooling occurs due to existing poor drainage channels.</p> <p>The Environmental Statement submitted in support of the remediation Phase 1 planning application stated that mitigation would be required to avoid flooding due to climate change.</p> <p>The Phase 1 application will see development levels raised to 8.0m above ordnance datum to reduce flood risk, which in some locations is a 3.0m raising of levels from existing ground levels. It is anticipated that the Phase 2 remediation works will also raise land levels to similar 8.0m.</p>	<p>already underway</p> <ul style="list-style-type: none"> • Opportunity for use of Sustainable Urban Drainage and design of landscape features to manage surface water and surface flood risk on the site in a sustainable manner. • Explore opportunities to futureproof development against flooding/sea level rise 	<p>may impact interface between Salthouse Road, Cavendish Dock Road and the Docks side.</p>
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Landscape and Ecology

<i>Key Features</i>	<i>Key Opportunities</i>	<i>Key Constraints</i>
<p>The site has a Nature Conservation Area which covers the easternmost extents of the site up to the existing trainline and which continues westwards to Buccleuch Dock side.</p> <p>There are also two receptor locations within the site. One covers the majority of the Nature Conservation Area, north of Cavendish Dock. The second, smaller receptor site is located between Cavendish Dock Road and Buccleuch Dock side. The site contains a range of habitats, some of which support notable protected species including common lizards and slow worms.</p>	<ul style="list-style-type: none"> • Opportunity to safeguard and enhance wildlife areas through new development and Biodiversity Net Gain commitments • Creation of new habitat to support the Cumbria Local Nature Recovery Strategy • Opportunity to create a landscape 	<ul style="list-style-type: none"> • Proximity to European sites and avoidance of impacts to qualifying features such as waterfowl and habitats, particularly as a result of recreational disturbance. • Translocation of existing species within the westernmost



<p>There are several large trees along Salthouse Road, adjacent to St George's Church, although the quality of these will be subject to future surveys.</p> <p>European sites and Important nature conservation areas lie within 2km of the site, including:</p> <ul style="list-style-type: none"> • Morecambe Bay and Duddon Estuary Special Protection Area (SPA) • Morecambe Bay Special Areas of Conservation (SAC) • Morecambe Bay Ramsar site • South Walney and Piel Channel Flats Sites of Special Scientific Interest (SSSI) • Duddon Estuary Ramsar site • Duddon Estuary SSSI • Salthouse Pool County Wildlife Site 	<p>strategy that creates opportunities to increase biodiversity</p> <ul style="list-style-type: none"> • Opportunity to enhance access to the Buccleuch Dock waterfront edge • Opportunity to provide new public open and amenity space as part of residential development. 	<p>receptor site may be required as areas are brought forward for development</p> <ul style="list-style-type: none"> • Areas of Japanese Knotweed to the eastern extents of the site, within the Nature Conservation Area • Nature Conservation Area proximity to new residential development. • Open Mosaic on Previously Developed Land Priority Habitat present on the site
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Utilities Infrastructure

<i>Key Features</i>	<i>Key Opportunities</i>	<i>Key Constraints</i>
<p>The site has a number of utilities which traverse it, and which are also located within the surrounding road and port infrastructure. The following sets out the existing utilities and their associated easements / restrictions.</p> <p><i>Existing Gas Services</i></p> <p>The gas services for the site are provided by Cadent. The existing site contains two existing gas mains. The gas mains are routed from Salthouse Road along Cavendish Dock Road and follow the direction of the road through the site. The Gas services include:</p> <ul style="list-style-type: none"> • Gas main 1 – a Medium pressure (IP PE > 5.5 bar), 315mm diameter. This main runs halfway down Cavendish Dock Road. . • Gas main 2 – a High pressure (IP PE < 5.5 bar), 304.8mm diameter. This main runs the full length of 	<ul style="list-style-type: none"> • Works being undertaken as part of Phase 2 remediation to relocate the existing substation to the east of the site to create a more suitable development area • As part of Phase 2 remediation works, the 11kV cabling is rerouted to a more suitable location following the alignment of the existing in situ alignment 33kV cable. This will create a more 	<ul style="list-style-type: none"> • Existing utilities infrastructure, which cannot be diverted will affect developable area and may constrain layout. • Anticipated that gas mains and water mains to remain in situ, avoiding lift and shift costs. • Easements for construction within the surrounding area of the gas main, to be designed into the masterplan. • Telecoms mast to remain in current

<p>Cavendish Dock Road. A gas governor is located to the south of Cavendish Dock Road which is linked to the two gas mains adjacent.</p> <p><i>Existing Water Services</i></p> <p>The water services for the site are provided by United Utilities. A large rising sewer that operates under pressure passes through the site, routed down Cavendish Dock Road from Salthouse Road and follows the direction of the road through the site. United Utilities will not allow building over of their assets, including any changes in levels on top of such assets, without prior agreement.</p> <p><i>Existing Electrical Services</i></p> <p>The electrical infrastructure for the site is operated by Electricity North West Limited. The site currently contains a 400V, 6.6kV (redundant), 11kV and 33kV electrical services. The site also contains an existing 300kVA substation which serves an existing Vodafone mast. The sub-station is currently located within the masterplan boundary and the telecoms mast sits to the east of the site just beyond the site boundary.</p>	<p>flexible development area.</p> <ul style="list-style-type: none"> • Opportunity to disconnect and remove the 6.6kV cable located within the site, as it is understood to be redundant. 	<p>location (beyond site boundary) but there may be residential offsets associated that may impact on location and siting of new homes within the site.</p>
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Accessibility

<i>Key Features</i>	<i>Key Opportunities</i>	<i>Key Constraints</i>
<p>The site is located close to the centre of Barrow, with direct access from and frontage onto Salthouse Road (A5087), which provides the main connection into the town from the east.</p> <p>Barrow Railway Station is approximately 20-25 minute walk.</p> <p>Bus stops are located along Salthouse Road for local routes. Stops for longer distance routes to hospital and out of town can be found at Town Hall 10-15 minute walk away.</p> <p>Salthouse Road forms the key route into</p>	<ul style="list-style-type: none"> • Sustainable location – town centre, local schools and amenities can be reached within a 15 minute walk • The grid layout of residential neighbourhoods to the north offers good permeability into the site • Opportunity to improve pedestrian and cycle routes over Salthouse 	<ul style="list-style-type: none"> • Cavendish Dock road will need to be used by larger vehicles accessing the port, this may affect the character of the street here. • Fragmented access along Buccleuch Dock side, with sections in disrepair. • Limited access to the east of the site

<p>Barrow Town Centre and employment in Barrow Island from the southern end of the Town Centre but also from the range of villages to the south east of the town along the Furness Peninsula.</p> <p>Cavendish Dock Road, which provides access into the site also serves ABP's active port and is used by larger vehicles at certain times.</p> <p>The railway along the northern side of Cavendish Dock serves Barrow Port, albeit intermittently. The railway line is under ownership of Network Rail, and restricts access to the waters edge.</p> <p>The Sustrans Bay Cycle Way, part of the National Cycle Network (NCN) 700 route runs along the Buccleuch Dock edge before connecting onto Cavendish Dock Road and continuing along the southern edge of Cavendish Dock.</p> <p>Pedestrian and cycle links to the Cavendish Dock Causeway are also accessed to the south of the site, via the Cavendish Dock Road.</p>	<p>Road and into the site.</p> <ul style="list-style-type: none"> • Opportunity to enhance space for pedestrians along Salthouse Road where the pavement is narrow, and create green link at Church Street • New cycle infrastructure already planned for Salthouse Road should be integrated as part of the site's cycle network. • Opportunity to provide continuous access along Buccleuch Dock Quayside as part of the England Coast Path. • Opportunity to design routes which help manage public access across the Nature Conservation Area, to achieve some pedestrian through movement providing wider connections to the east of the site, but also respecting the ecological function of the area. 	<p>either to Vulcan Road local play space and further east to Salthouse Road through the railway viaduct.</p> <ul style="list-style-type: none"> • Managing and controlling pedestrian and recreational access across the Nature Conservation Area • Railway line to the south of the site, which serves Barrow Port will remain in situ and limits pedestrian access to Cavendish Dock. • Uninterrupted access to the Port Estate would be required whilst the re-routing works at Cavendish Dock Road take place. • Measures will be needed to ensure that unauthorised access to the Operational Port is discouraged, taking account of the potential increase of road users, pedestrians and cyclists as a result of development in this location.
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3. Vision and Development Objectives

This chapter of the SPD sets out an over-arching Vision for the site to set a clear understanding of what the Council want to achieve on the site through development. It also defines ten development objectives, which have emerged through the previous work and technical studies. These, alongside the guiding principles outlined in this document, have helped to shape the spatial development framework.

With a focus on new family homes and a choice of types and tenures, the Residential Opportunity will support a mixed community that is connected through an integrated network of active travel friendly streets; with access to multifunctional green spaces and which make the most of it's unique waterside environments. The quantum, scale and form of the proposed development will create an aspirational place to live, by offering an improved housing choice that supports the wider growth aspirations of Barrow's local community and wider economy.



Vision

Our vision for the site is:

“A high quality, well designed waterfront neighbourhood set along Barrow’s active historic docks, it will offer a new, contemporary housing choice within walking distance of Barrow Town Centre. Set within a sustainable network of vibrant and natural spaces, which support well-being, active travel and a great quality of life, it will offer homes where you can set down roots. A place where heritage, nature, community and landscape connects to Barrow’s industrial future, and thrives.”

Development Objectives

The objectives for development are to:

1. Deliver high-quality and aspirational homes, which diversify the choice of homes available to rent and own in Barrow Town Centre;
2. Enhance perceptions of Barrow as a place to come and live to a variety of potential residents by creating impressive built and natural environments which support Barrow’s wider growth ambitions;
3. Make the most of its waterfront settings and proximity to the natural environment and multiple surrounding natural assets, integrating development to support more sustainable living through responsive placemaking design;
4. Establish a mixed tenure community that has the scale and diversity to support the vitality of Barrow’s Town Centre;
5. Create legible and well-connected movement framework which supports active travel and access to nature, and an environment that has a positive influence on the health and well-being of existing and new residents;
6. Create a new vibrant destination space for Barrow, set along the Buccleuch Dockside, encouraging more people to visit, explore and dwell;
7. Establish a sustainable neighbourhood that minimises its impact on the environment through multi-functional green and blue spaces (which have a variety of roles including drainage, ecology, recreation and connectivity), energy and water efficient homes and a responsible approach to energy conservation;
8. Respect and enhance local heritage within St. George’s Conservation Area, bringing listed buildings back to life and framing views back towards Barrow’s historic buildings.
9. Create a holistic and cohesive residential community with physical infrastructure coordinated and delivered in an integrated manner across the whole of the residential opportunity site and its existing community.
10. Embed the principles of social value to ensure additional outcomes from the delivery of the development which provide social and environmental benefits, improve skills and educational outcomes for residents, whilst broadening opportunities and supporting the local the economy.

4. Planning Policy Context

This chapter explains how the SPD has been guided by planning policy at the national and local level. It provides guidance for developers and applicants on how Westmorland and Furness Council interprets these policies for individual development proposals for the site.

Following adoption of this SPD, to ensure practical use of this guidance the most up to date National Planning Policy guidance should be used along with the adopted Development Plan covering the site at the time of submitting a planning application.

National Policy

NPPF (2024)

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England. It puts a high priority on achieving sustainable development, setting out three over-arching objectives:

- An **economic** objective: To help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- A **social** objective: To support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- An **environmental** objective: To protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

The NPPF emphasises the need for good design, and paragraph 135 sets out “good design” criteria for planning policies and decisions, including that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; and are sympathetic to local character and history, including the surrounding built environment and landscape setting.

Local Policy

Cumbria Minerals and Waste Local Plan 2015-2030

The Cumbria Minerals and Waste Local Plan 2015-2030 sets out the vision and strategy for waste management and minerals development within Cumbria. It identifies most of the Marina Village site as being part of a Minerals Safeguarding Area (MSA) for Sand and Gravel. Policy DC15 states that all non-minerals development proposals within the Minerals Safeguarding Area (MSA) should extract any viable mineral resources present, in advance of

construction. Proposals for non-minerals development within the MSA that do not allow for the prior extraction of minerals will only be permitted in certain circumstances.

It could be concluded that the mineral resource here either isn't viable in terms of quality, make-up of the ground; or economically if there isn't an immediate take-up for it in the area. This is particularly taking account of the groundworks taking place due to the legacy of former uses on the site. A Minerals Resource Assessment will be required to support a planning application on the site.

Barrow Borough Local Plan 2016-2031 (adopted June 2019)

The Barrow Borough Local Plan 2016-2031 sets out the local planning policies and land designations for the former Barrow Borough area. It confirms the Council's continued support for Marina Village, as a strategic priority through the allocation of the site for housing under Policy H3 (site reference SHL001). The sections below outline some of the key policy issues and requirements in the Local Plan.

Sustainable Development

Sustainability is a key topic and will require separate assessment within the planning submission.

The Local Plan sets out the local commitment to ensuring that development is sustainable. To promote sustainable development, general criteria against which all planning applications will be determined is set out. This will help developers determine the sustainability of their schemes and improve the transparency of the planning process.

Key policies include: DS1 and DS2.

Climate Change

The former Barrow Borough Council declared a climate emergency in July 2019 and made a commitment to reduce carbon emissions. A five-year Climate Change Policy 2020-2025 was agreed by the former Council in June 2020. This sets out the Council's objective of reaching net zero carbon no later than 2037.

The Local Plan identifies the importance of recognising the impact of new development on CO2 levels during the planning process and states that the Local Plan contains a number of policies that aim to reduce greenhouse gas emissions. These include policies relating to the protection of trees and enhancement of sustainable communities and sustainable transport choices.

Impact on climate is one of the factors that the Environmental Impact Assessment (EIA) must identify, describe and assess impacts on. In its EIA scoping response the Council confirms that the impact of the remediation works on the climate are unlikely to be significant.

Key relevant policies include: C3a, C5, I4, GI1, GI3, GI5, GI6 and GI9.

Design

Development must be of a high quality design, which will support the creation of attractive, vibrant places. Development should implement a network of Green Infrastructure as the context and setting for coherent and locally distinctive place making. Designs will be specific to the site and planning applications must demonstrate a clear process that analyses and responds to the characteristics of the site and its context. Landscaping should be viewed as

an integral part of the design process and should include soft and hard landscaping, street furniture, lighting and public art where appropriate. A Landscaping Scheme and maintenance regime will be required as part of a full planning application.

Key relevant policies include: DS5, DS6, H7, GI1, GI3, GI5, GI6 and HC5.

Affordable Housing

Development proposals will be expected to provide a mix of different types, tenures and sizes of housing to address local need and aspirations. It is expected that 10% of dwellings on sites of 10 units or over should be affordable, as defined by the NPPF.

Key relevant policies include: H12 and H14.

Port of Barrow

Proposals for development on land close to the Port Area identified in the Local Plan will be required to fully assess the potential impact on the Port of the proposed use and where necessary, provide mitigation as part of the new development to ensure that there is no unacceptable impact on the Port.

Key relevant policy: P1.

Biodiversity

The site is adjacent to biodiversity sites of national and international importance. There is a presumption in favour of the preservation and enhancement of these sites. The mitigation hierarchy, and the Council's Biodiversity and Development SPD, must be applied to development that may result in significant harm to biodiversity.

Development must conserve and enhance biodiversity features, and proposals for development should be submitted with landscaping proposals, including a Management Plan, which show how such features will be integrated into the development.

Key relevant policies include: N1, N3, N4, GI2, GI3 and H7.

Water Management

Development will be required to prioritise the use of sustainable drainage systems (SuDS) and ensure there is no increase in flood risk from surface water. Drainage systems should be of a high design standard and will benefit biodiversity and contribute to improved water quality. Developers will be expected to submit a Drainage Strategy that shows how foul and surface water will be effectively managed. Every option should be investigated before discharging surface water into a public sewerage network.

Most of the site is within the Groundwater Source Protection Area. A risk assessment and construction management plan should be submitted to manage the risk of pollution.

Key relevant policies include: C3a, C3b, DS5 and H7.

Heritage

The site is adjacent to the St. Georges Square Conservation Area and listed buildings. There is a Grade II listed building within the site, namely the former railway station. Development affecting setting of listed buildings should not cause unacceptable harm to its significance. Opportunities to enhance and better reveal their significance will be supported. Similarly,

development within or affecting the setting of the Conservation Area will only be permitted where it preserves or enhances the character or appearance of the Area.

Key relevant policies include: N1, HE1, HE2, HE3, HE4, DS5 and H7.

Healthy Communities

Good design which promotes and enhances the environment and open space maximising the benefits on the health and wellbeing of residents will be supported. The location of this site in an area of town with limited access to open space and where health outcomes are lower than in other parts of Barrow in Furness mean it will be important to create an environment that has a positive influence on people's health. Good design of new buildings and the spaces around them can achieve neighbourhoods where people want to live, and enable a more active lifestyle by encouraging walking, cycling, play and active leisure. These policies support access to community facilities, shops, education and health facilities and green spaces to create sustainable places, and also reduce crime and anti social behaviour.

Key relevant policies include: N1, HC1, HC2, HC4, HC5, HC6, HC8, HC9, HC10, HC13, HC14, HC15.

Barrow Port Area Action Plan (adopted 2010)

The Port of Barrow and surrounding area has been identified as a primary regeneration opportunity. The area surrounding the Port of Barrow includes areas of vacant and underused land, including the Marina Village site. The former Barrow Borough Council adopted the Barrow Port Area Action Plan (AAP) in 2010 to give the area a new focus and encourage economic development, infrastructure provision and environmental enhancement.

Some policies in the AAP have been replaced by those in the Barrow Borough Local Plan. See the "Schedule of Policies" document on the Barrow Local Plan page of the Westmorland and Furness website to see which policies, or parts of policies, have been replaced.

Supplementary Planning Documents

There are three relevant supplementary planning documents (SPDs) for the former Barrow Borough area that are material considerations in decision-making for the site:

- **Biodiversity and Development SPD:** This contains advice for developers when drawing up proposals to ensure that new development in the Borough enhances rather than harms habitats and species.
- **Affordable Housing and Developer Contributions SPD:** This sets out the approach to the delivery of affordable housing and to seeking financial contributions from developers for a variety of infrastructure and services.
- **Draft Green Infrastructure SPD:** This contains guidance for developers to help them incorporate green infrastructure into their developments.

National Design Guide

The National Design Guide illustrates how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance.

Local Design Code

A Design Code for the Westmorland and Furness Local Plan area is currently being produced which will guide and shape how new development is designed. Once adopted this Supplementary Planning Guidance should be used to guide any development proposals.

Cumbria Good Lighting Technical Advice Note

The Cumbria Good Lighting Technical Advice Note (TAN), published in 2023, sets out detailed guidance which will support developers in applying good lighting principles. The TAN supports Policy C7 in the Barrow Borough Local Plan 2016-2031, which seeks to minimise light pollution.

Climate & Natural Environment

Westmorland and Furness Council have committed to ensure that the council is carbon net zero as soon as possible and that the area it serves is carbon net zero by 2037.

The Council Climate Change Action Plan Part One and Two show the commitment and direction of travel Westmorland and Furness are taking in responding to the climate crises. These plans have the actions the council are taking to transition to net zero. These plans and documents underpin our core council value to be 'ecologically aware'.

They outline the direction and intention of the council to address climate change and biodiversity loss, provide leadership in the drive to become carbon net zero, and create a greener, healthier, more resilient Westmorland and Furness.

Other guidance documents include:

- Nature & Biodiversity Action Plan
- Carbon Management Strategy
- Electric Vehicle Strategy

Public Health

Public Health is defined as the science and art of preventing disease, prolonging life, and promoting health through the organised efforts of society.

The Council public health function works closely with local NHS organisations, public and private sector and the community voluntary faith sector to inform local support for residents. Public health leadership, on behalf of the Health and Wellbeing Board, for the development of the Joint Strategic Needs Assessment and Joint Local Health and Wellbeing Strategy is a key role in developing place-based solutions to improve health and wellbeing.

Supporting the development of healthy places is an essential public health function within the Council. Implementing a Health in All Policies approach means that Council decisions should give consideration to their health impact. Health and wellbeing are greatly influenced by the environment in which we live, work and play and therefore all planning decisions should consider the impact on health and wellbeing. Local and national needs assessments, policy and strategic guidance related to public health will be referenced in the design of new developments to support healthy and inclusive communities.

Relevant national and local policy and guidance includes:

- Planning for healthy places: a practical guide for local authorities on embedding health in Local Plans and planning policies in England. 2024
- Health Impact Assessment in spatial planning, A guide for local authority and planning teams. 2020
- Westmorland and Furness Joint Strategic Needs Assessment
- Westmorland and Furness Joint Local Health and Wellbeing Strategy

Pre-Application Advice

The Council operates a Pre-Application Advice service, and it is advised that this is used prior to the submission of a planning application. This will help the Council to understand the proposed scheme in advance of a planning application and will enable consultation with the County Council and other key stakeholders, so as to provide an indication of the level of contributions that could be required as a result of the proposed development.

Residential Design Guidance

There are several key guidance documents which have influenced the development of the spatial development framework for the site, presented in the next chapter. A summary of these documents is provided below:

National Design Guide, MHCLG, 2021

The National Design Guide outlines characteristics for well-designed places and emphasis e.g. good design in practice. The key principles it proposes includes:

- Context: Designs should consider local context, character, and heritage.
- Identity: Foster local character and community identity.
- Built Form: Prioritize durable, purposeful design.
- Movement: Create accessible, safe environments.
- Nature: Incorporate green infrastructure and biodiversity.
- Public Spaces: Enhance public spaces.
- Uses: Consider the purpose and flexibility of buildings.
- Homes and Buildings: Ensure quality and lifespan.
- Resources: Address environmental impact.
- Lifespan: Design for longevity 12.

Additionally, the National Model Design Code provides further guidance for local planning authorities, covering aspects like health, net zero targets, and local vernacular.

Building for a Healthy Life, Design for Homes, 2022

Building for Healthy Life (BHL) is a design toolkit for creating places that are better for people and nature. It has been written in partnership with Homes England, NHS England and NHS Improvement. BHL integrates the findings of the three-year Healthy New Towns Programme led by NHS England and NHS Improvement. The guidance updates England's most widely known and most widely used design tool, Building for Life 12, and the original 12-point structure and underlying principles within Building for Life 12 are at the heart of BHL.

Active Design Guidance, Sport England, 2023

Active Design sets out how good design can help people to lead more physically active and healthy lives. The health of the people in Barrow is generally worse than national average and there are significant health inequalities in some areas. Active Design promotes health and wellbeing by encouraging all physical activity that maximises opportunities for people to be active, as well as sport and exercise. This can include active travel, children's play areas and outdoor leisure. These principles should be incorporated into development proposals on the site, resulting in sustainable development that promotes health and wellbeing.

5. Development Parameters

This chapter sets out the key development parameters, which describes the core items shaping the physical development, covering land use, access and utilities. It should be used as a starting point to shape future development on the site. Key guidance which will needs to be reflected in future planning applications is provided in blue boxes.

As a new, large scale sustainable development, this residential site will be a neighbourhood that is connected, resilient, attractive and vibrant which will support residents and Barrovians to live healthier and more sustainable lives.

The part of the SPD sets out the main development principles that should be followed to deliver the vision and achieve the objectives defined in Chapter 2.

This chapter provides a summary explanation of the key parameters, with emphasis on elements essential in enabling development. It also begins to reference how delivery of the land use and infrastructure requirements identified within the Local Plan policies can assist in meeting local and authority wide needs.

Parameters Plan

The high-level Framework Plan is an illustration that sets out the various elements which combine to create Barrow's new sustainable urban neighbourhood. It proposes a spatial arrangement of the features identified below, including:

- Land use types
- Residential development quantum
- Public Open Space
- Access & Movement
- Utilities & Services

These combine to create a coherent and comprehensive approach to brownfield redevelopment that maximises the availability of the site, responds positively to its local context, establishes an interface with the Nature Conservation Area, supports the ongoing operational requirements of Barrow Port and which drives a distinctive, high-quality character and identity.



- | | |
|---|--|
| Residential SPD site boundary | Primary street access from Cavendish Dock Road (locations shown as illustrative) |
| Existing buildings | Retained The Bay Cycle Way (Route 700) |
| Grade II listed building within site boundary | Planned cycle infrastructure improvements along Salthouse Road |
| Existing trees | Pedestrian links (locations shown as illustrative) |
| Existing railway line | Retained / diverted electricity infrastructure |
| Nature Conservation Area | Gas infrastructure remaining in-situ |
| Strategic public open space | 1 - Relocated Substation |
| Indicative development extent | 2 - Retained Gas Governor |
| Junction locations | Density gradient |
| Cavendish Dock Road | |
| Section of realigned Cavendish Dock Road | |
| Primary street access | |

Figure 3: Parameters Plan
(Not to scale © Crown copyright 2022)

Land Use

The Land Use Parameters identified in the table below are an indicative quantum and should be used as a benchmark to which development proposals will be considered against.

As development proposals come forward through a detailed masterplanning process, the extent of developable area, development density, open space provision, approach to BNG, approach to character and street types will be clearly defined. These may result in a number greater or lower than the approximate number of 800 homes as well as the associated open space provision. The Council would welcome the opportunity to discuss and agree the approach to development parameters as detailed proposals are being prepared.

MV2: Land Use

Development will be planned and delivered in accordance with the uses and quanta set out below:

Land Use Residential

Quantum Approx 800 homes

Final development capacity will be defined by a variety of densities. The SPD envisages a suitable range of between 30-90 dph. Depending upon residential typologies brought forward and market demand, higher density development (assuming 90dph or above) may be appropriate and could be implemented, if justified and in accordance with the spatial principles within the SPD.

See section 6 Placemaking Parameters for further explanation related to the principles on density profiles across the site.

Land Use Public Open Space

Quantum Provision to be agreed at planning application

Based on a potential residential development capacity of c.800 dwellings and following Fields In Trust guidance for Outdoor Sport and Play 2020, a provisional assumption has been made that the following typologies of space could be required to support residential development:

- Natural / semi natural
- Designated Play Areas (LEAP & NEAP)
- Allotments
- Amenity Greenspace
- Parks & Gardens

A coordinated and connected network of public open space typologies should combine to support sustainable, social and well overlooked environments that support the objectives of the SPD and the spatial principles in the following chapter.

Land Use Ecology

Quantum 10% Biodiversity Net Gain

Future development should aim to firstly achieve as much Biodiversity Net Gain on site, by creating or enhancing habitats to generate additional biodiversity. As a secondary measure, additional suitable locations must be identified to achieve the remaining 10% net gain requirements off site.

Land Use Education/Health

Quantum No land requirement within the site, developer contribution to be sought

The Council will require contributions for the improvement of local education and health care provision off-site. This will need to be determined depending on the scale, mix and timing of residential development.

Land Use Retail & Commercial

Quantum Small number of commercial uses may be appropriate

The emphasis should be on supporting existing amenities in Barrow town Centre, although some new retail and commercial use may be appropriate, particularly along Buccleuch Dock side / within the former Railway Station building, subject to technical review.

Land Use Surface Water and Flood Risk

Flood zone requirements based on EA flood mapping. Elaborate on flood mapping and future development levels.

Land Use Utilities & Energy

As part of the site remediation works across the site, there is the opportunity to remove some of the existing utility constraints across the site by diverting services away from the centre of the developable area.

This includes:

- Re-alignment of the 11kVA cable to the eastern extent of the site, following the alignment of the existing and in-situ 33kVA cable
- Existing 300 kVA substation relocated to the east of the site, freeing space for new residential development
- Removal of the 6-6.6kVA cable as it is redundant
- Existing Gas Governor and gas utility lines serving existing residential areas to remain in situ

Detailed assessments to determine the existing capacity of utility networks will be required and their ability to accommodate new development, as part of detailed masterplanning.

The water and wastewater assets of United Utilities must be considered in the proposals for the site including any remediation / engineering works.

A foul and surface water strategy will be required.

A Utilities Strategy should be prepared for any future residential development setting out approaches to ensure a resilient development, considering Water and Electrical services and the additional provision of services required to support residential development. Similarly, an Energy Strategy should be prepared, setting out the future developments approach to sustainable development, encouraging innovation and diversification.

Residential Development

The scale of Barrow's new residential neighbourhood has the potential to deliver a wide variety of dwelling typologies and tenures to create a sustainable, inclusive, and healthy new

urban neighbourhood, supporting the wider revitalisation of the Town Centre and growth aspirations of Barrow and its nationally significant industries. The location and design of housing will need to reinforce place-making, legibility and sustainability.

In recognition of the limited choice of homes currently available in the Town Centre, any future development must aim to create a varied, balanced, and sustainable neighbourhood that has a mix of housing size, type, tenure and affordability. The exact mix will need to take account of the housing market and demographic profiles over the period which the development is delivered. However, in recognition of the growth aspirations for the area it is anticipated that homes for families and young professionals will form a major part of the mix.

MV3: Residential Development

1. The SPD envisages that the site will deliver at least 800 dwellings.
2. Planning applications will be accompanied by written and illustrative material which demonstrates how the residential development of the site can be achieved without compromising on quality of design, landscaping or construction.
3. The precise housing mix and typologies to be delivered will be established through the planning application process in response to local market conditions, although a masterplan should be prepared in a way which provides for a range of different housing types and sizes across the site.
4. The provision of a minimum of 10% affordable housing is required across the site in accordance with Barrow Borough Council's Local Plan Affordable Housing Policy H14. Future proposals for the site should look to encourage a mixed approach to Affordable Housing siting and locations as to ensure that it is not distinguishable from market housing (a tenure blind approach) and ensure it is secured and delivered alongside market housing.

Non-Residential Development

Non-residential uses

The proximity of the site to Barrow Town Centre provides the opportunity for new residents to use existing shops and services and contribute to the on-going regeneration of the Town Centre by boosting spend and increasing footfall and activity.

Retail and Commercial

There may be a requirement for small scale convenience retail provision to support new residential development. However, this should be demonstrated and justified in line with local needs and to ensure that the vitality and economic sustainability of the town centre is supported as a priority.

It is also acknowledged that a case could be made for a small amount of commercial floorspace, for example on the ground floor of an apartment scheme or as part of a pop-up or meanwhile use strategy to support local residents in accessing the enhanced waterfront setting and new spaces.

Education

There are several schools and nurseries in the local area. An assessment of the projected pupil yield associated with the development will be undertaken by the Council when development proposals are received, using the formula set out in the Affordable Housing and Developer Contributions SPD. This may result in the Council requiring a financial contribution towards the provision of additional school places. It is not anticipated that there would be a requirement for a new school on the site.

Healthcare

There is a recently consolidated health provision at Alfred Barrow Health Centre situated within walking distance to the site. An assessment of local demand should be undertaken to establish whether there is capacity here and at the nearby Bridgegate Medical Centre. Demand arising from the new development for pharmacy and dental services should be investigated and financial contribution for additional capacity for all healthcare provisions will be sought where required.

Public Open Space

The scale of development will require new provision of new Public Open Space (POS) as part of future residential proposals and will include a variety of categories or types. Well-designed public open space will be a significant benefit resulting in the development of the site and will need to provide a variety of functions from providing space for activity and recreation, visual amenity and improving user's health and wellbeing and creating biodiverse habitats for local wildlife to thrive. In time Westmorland & Furness open space requirements will emerge following assessment however until such time that adopted policy on the required quantum of Public Open space is available Fields in Trust guidance should be used in the interim, which recommends levels of public open space by population size.

Part of the POS provision and an important aspiration of the residential opportunity site is to create a flexible event space along the Buccleuch Dock edge, located around the historic rolling bridge crossing (now demolished). This prominent location on the dockside can accommodate a large, multi-purpose and flexible space which can support a variety of events and activity spaces, accessible to both existing and new residents and creating a new destination point within the town centre.

As a guide, figures for a new development of 800 dwellings have been generated based on the Fields in Trust guidance and assumptions below:

Formal Open Space	Quantity Guideline (ha per 1000 population)	Estimated Total Development Provision (ha)	Estimated Standard per Dwelling (sqm)
Playing Pitches	1.2	2.05	25.7
All outdoor sports	1.6	2.74	34.2
Equipped / designed play areas	0.25	0.43	5.4
Other outdoor provision	0.3	0.51	6.4
Total Formal		5.74	71.7

Informal Open Space	Quantity Guideline (ha per 1000 population)	Estimated Total Development Provision (ha)	Estimated Standard per Dwelling (sqm)
Parks and Gardens	0.8	1.37	17.12
Amenity Green Space	0.6	1.03	12.84
Natural and Semi-Natural	1.8	3.08	38.52
Total Informal		5.48	68.48

Figure 4: Open Space Guidance
(Not to scale © Crown copyright 2022)

Note: The Guidelines used are referenced in Barrow BC's Affordable Housing and Developer Contributions SPD pg.33

Note: The Standards are taken from 'Guidance for Outdoor Sport and Play' (November 2020), published by Fields in Trust

MV4. Public Open Space

Public open space should be provided on the site as follows:

1. Creation of a Buccleuch Dockside events space which is flexible in its design to allow a variety of events and activities to be hosted for the benefit of the wider town.
2. Open space should be provided in accordance with Policy and guidance emerging from the Local Plan. In the absence of adopted policy, the Fields in Trust Guidance can be used.
3. The final spatial extent, distribution and form of open spaces within the site or provided off site will be agreed with the Council as part of the planning application process.
4. The masterplan should include a Green Infrastructure and Public Open Space Framework(s), with the design and use of open spaces an essential part of the overall development.
5. Open spaces should perform a variety of functions including: offering green connectivity, enhancing biodiversity, sustainable drainage, attenuation and easements, and earth movement to facilitate construction, as well as ensuring an appropriate setting for the St George's Square Conservation Area Public Open Spaces within the site – and the green links and corridors that connect them – should have active development frontages.
6. Open spaces must be proven to be practical and manageable in the long term and avoid creating an unsustainable maintenance burden.
7. The design of any open space will need to have regard to existing utility services. The detail of any open space design will need to be agreed with the relevant utility undertaker. For example, the details of any planting near to utility assets or any changes in levels on top of utility assets.

Access

The site's main northern boundary is defined by Salthouse Road (A5087), a primary street that connects the south-eastern extents of Barrow and Roose Village with Barrow Town Centre, Michaelson Bridge (and onward to Barrow Island and the Docks) and towards Hindpool Retail Park to the west. The primary access point to the site has already been delivered at Salthouse Road.

The junction is located approximately 98m to the east of Rawlinson Street and has been designed to allow two-way traffic into and out of the site as well as pedestrian access. Future provision of cycle infrastructure may also be required to provide access and connectivity with the proposed cycle lane infrastructure being delivered along Salthouse Road.

Moving west towards St. George's Conservation Area, the gradient of Salthouse Road rises towards St. George's Church, before falling again towards the junction with Cavendish Road. It is anticipated that due to the local gradients, differences in site level and road level and likely issues with visibility splays that any new vehicle access points along this section of Salthouse Road would be undeliverable.

Cavendish Dock Road

The Cavendish Dock Road junction with Salthouse Road will provide another means of access to the site, as well as serving the important commercial activity and operational requirements of Barrow Port. The junction is undergoing improvements as the future character and function of this access is important. It will need to maintain its operational function in serving Barrow Port traffic as well as serving as a residential street, providing residential access onto Salthouse Road and into the core of the neighbourhood. The public realm qualities of the street must be considered alongside its functional requirements in order to ensure that it creates a positive, comfortable and attractive streetscape to support new residential development.

The current alignment of Cavendish Dock Road will be adjusted so that its eastern alignment is moved further back from Buccleuch Dock. This will create larger and more flexible development parcels that can take advantage of the unique setting and views of the dockside. This will also ensure that Cavendish Dock Road becomes a double fronted street, overlooked and enclosed by development on both sides of the corridor.

Bus Services

The site is currently served by bus services along Salthouse Road, with bus stops located along Salthouse Road. Active travel routes and pedestrian links within the new development should ensure safe, convenient and direct access to local bus stop locations. Consideration should be given to extending /enhancing routes where appropriate. Linkages should be made with the town centre routes and stops and also to employment and education locations to allow commuting to work and learning via bus.

Pedestrian & Cycle Movement

Streets and junctions within the site will put pedestrians and cyclists at the top of the user hierarchy, creating safe crossing points that link the network of open spaces with clear and

convenient footpaths and cycleways. While additional non-car routes will enable convenient and safe access to shops, amenities and public transport services within Barrow Town Centre and wider employment and education locations.

The network of pedestrian links, both as independent routes and as part of a street network, should provide access between surrounding existing features / facilities, for example Vulcan Road play park, and new public open spaces. The creation of a green link along Church Street should be explored to create an attractive active travel route between the site and the town centre.

Consideration should be to additional crossing points along Salthouse Road to ensure pedestrian movement and ease of crossing towards neighbouring residential areas and amenities and the town centre.

Opportunities should be made to connect with national walking and cycle routes including the King Charles III England Coast Path (KCIIIIECP) National Trail.

MV5. Access

Access should be provided as follows:

1. Vehicular access to the development will be from the existing road network, including the recently delivered junction off Salthouse Road and new junctions off Cavendish Dock Road.
2. Locations and general form for road access points will be established through the masterplanning process, and these must lead to a legible and attractive network within the site (see also Streets, Paths and Movement below). Final detailed design will be agreed at the planning application stage.
3. Additional managed access points for pedestrians and cyclists which facilitate safe and convenient movement between the site, local amenities and facilities (in particular to shops in the town centre, schools and public transport stops), the Nature Conservation Area and Buccleuch Dock edge.
4. A pedestrian link should be created to provide pedestrian connectivity between Vulcan Road Park and any new residential development, facilitating the ability to connect onwards towards Buccleuch Dock edge.
5. Pedestrian links and connections to existing footpaths and routes off Salthouse Road should be explored.
6. The detail of any accesses / roads that cross utility assets will need to be agreed.

Utilities, Services and Energy

The Council have undertaken initial enquiries with utility providers to begin coordination of future supply and demand linked to future residential development on the site.

The required provision of new utility infrastructure (including sub-stations/ pumping stations) must be shown through demand and capacity assessments and in consultation with relevant utility providers.

Liaison with statutory undertakers will be required to ensure the existing utilities and easements that cross and surround the site are carefully considered and integrated as part of a streetscape / public realm / open space network.

MV6. Utilities and Services:

1. The masterplan and development parcel should be prepared and agreed with utility providers. Services required for residential development (potable water, electricity and telecommunications) are understood to be available for the site. Further assessment will be required to determine if any network reinforcements are required as well as the provision of additional sub stations and pumping stations to support residential development. Foul and sustainable surface water arrangements will need to be agreed in full and as part of a strategy for the whole site.
2. Phase 1 and Phase 2 remediation strategy for the site includes the relocation and re-alignment of some existing, on-site utility infrastructure. Future development will confirm the required easements to existing utility infrastructure and ensure ease of access and maintenance when required. Agreement on any approach to construction / engineering / remediation works, in the vicinity of utility assets will need to be agreed with the relevant undertaker.
3. Service and access requirements to the relocated 300kVA substation is likely to be required as the development is being built out and development phasing and will need to be considered to ensure temporary and permanent access through the site is achieved.
4. A comprehensive foul and surface Drainage Strategy that sets out a full assessment of surface water hierarchy must be prepared for the site, and agreed by the Council prior to its implementation.
5. The masterplan will be accompanied by a utilities plan which sets out the strategy for the maintenance, installation and delivery of existing and new required services including electricity, water supply, surface and foul water drainage, waste management, and gigabit capable broadband.

6. Placemaking Parameters

This chapter of the SPD sets out key guidance on creating a place which delivers on the vision, development objectives and development parameters set out earlier in this SPD. It will ensure that placemaking is at the heart of any future development is contextually responsive, maximises its unique setting and accords to best practice guidance and local policy. These fundamentals will assist in the production of the sites proposals as they progress and guide proposals within subsequent planning applications. Key guidance which will need to be reflected in future planning applications is provided in blue boxes.

Spatial Strategy

The scale of the site affords the opportunity for a flexible approach to built form design, allowing the creation of 'character areas'. By establishing character areas, the development will deliver a mixed and varied series of residential environments that support a mix of dwelling and tenure types.

This also offers the chance to respond sensitively to changing local contexts across different locations within and around the site (for example, the northern interface along Salthouse Road should vary to that of the Cavendish Dock interface).

To support the densities outlined in the SPD, an efficient urban grain, based on perimeter block principles is considered appropriate. This will ensure that future residential development reads as an extension to the existing urban grain of Barrow's regular, formal layout and not as a detached, separate form of development. This will create legible, formal and well enclosed street layouts which frame and provide overlooking frontages onto streets and public spaces.

The overall spatial strategy plan is defined below and should act as a starting point for the design of future neighbourhoods on the site, to ensure placemaking is at the heart of any future development. The headings below go into more detail around the different aspects of the spatial strategy.



Figure 5: Spatial Strategy Plan
(Not to scale © Crown copyright 2022)

The 'layers' which make up the spatial strategy are elaborated on below, and cover:

- Key Design Principles
- Streets and Movement
- Landscape and Ecology
- Sustainable Drainage
- Density and Scale
- Development sustainability

Design Principles

Development of the Residential Opportunity should maximise the scale and location of the site to deliver a new high quality residential neighbourhood, whilst integrating with Barrow's existing urban environment, its existing facilities and local services. Carefully considered, holistic and site wide masterplanning will help to deliver integrated environments and avoid the risk of poor quality, piecemeal and disjointed development.

To achieve this, several fundamental design principles will need to be considered and interpreted as the masterplan is being developed, which are set out below. The masterplan and ultimate development should follow current best practice in relation to place-making, urban design, public realm and landscape design, parking, climate change and sustainability.

1. Connecting into the existing urban grain:

Creating a number of seamless links across Salthouse Road ensuring new development integrates with the existing street and grid pattern of adjacent residential streets.



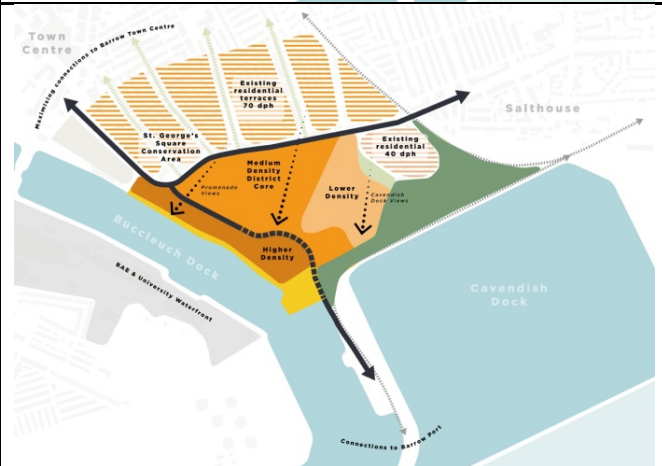
2. Density & intensity:

New development should deliver a variety of development densities that respond to the site's surroundings and create a positive and considered residential character. Density and intensity should increase from the east of the site, increasing towards the western and northern edges, along Cavendish Dock Road, Buccleuch Dock and Salthouse Road.

Articulation of this character will need to be considered at all scales, from development grain / pattern to plot setbacks and thresholds.

Buccleuch Dock, which is more industrial and urban in its character, has the potential to become accommodate greater density and massing to enclose and define the dockside as well as introducing soft landscape features and public realm.

The Cavendish Dock edge offers longer range views to the south towards Piel Castle and Roa Island as well as interfacing the areas of nature conservation. Development form and character here should support lower density development set within a rich and diverse landscape setting.



3. Opening up access to and along Buccleuch Dock:

Development should set back from the Buccleuch dock wall allowing for the improvement and extension of a public promenade that connects the site to Michaelson Bridge Road.

New residential development should also create a new destination public space along the Buccleuch Dock, attracting visitors and residents to activate and animate the space, creating a multi-functional space that supports a range of uses. Potential uses could include community events, pop-up markets, landmark sculpture or other community and activation focused uses.



4. Design Quality:

Creating an attractive urban form that is rich and varied and which creates and frames views back towards Barrow Town Hall and St. George's Square Conservation Area, anchoring the development within Barrow's heritage. Opportunities should also be explored to create views towards both docksides from within the development site, creating view corridors and sight lines towards the watersides



Character Areas:

Creating distinctive character areas across the site in response to the setting and context of the site and proposed density profile. An example of character areas could include:

- Central approach avenue
- Buccleuch Dock edge
- Cavendish Dock edge
- Salthouse Road
- St. George's Square Conservation Area

The identification and arrangement character areas will be developed through masterplan development and should be articulated appropriately.

Former Railwaymen's Club:

Consider sensitive and creative proposals to bring the Grade II listed building back into use so that it forms a positive arrival landmark into the site along Cavendish Dock Road and respects the setting of the buildings within the St. George's Square Conservation Area.

Supporting active and healthy outdoor life:

In addition to the Buccleuch Dock promenade, new development should deliver a range of outdoor communal and welcoming public spaces and semi-public spaces that allow residents to play, relax, exercise and socialise.

Spaces should be well connected and easy to get around contributing to healthy and inclusive communities.

Safe and comfortable:

Design to ensure development layout is formed around perimeter blocks, which defines well overlooked public realm (streets and spaces). Ensuring clear delineation between fronts and secure backs to properties, in order to ensure passive surveillance across the development.

Streets and Movement

The Residential Opportunity Site is sustainably located and well placed to access local amenities and facilities within Barrow Town Centre. It is also well located to local commercial and industrial employment opportunities and a network of public walking routes and coastal environments.

The site is highly accessible from the existing local street network and has good access to local bus services which travel along Salthouse Road, providing access to the local centre as well as connections to surrounding towns and amenities.

Supporting sustainable, active travel based, local trips to existing amenities is key and the delivery of new and/or enhanced safe and comfortable walking and cycling infrastructure is important. Future pedestrian and cycle links that connect to the existing street infrastructure will need to ensure they integrate with the planned active travel corridor improvements planned along Salthouse Road.

The strategic location of Barrow-in-Furness, being on a peninsula means that travel by car is likely to be an attractive option for those wanting to take journeys beyond the urban area. However, encouraging sustainable trips linked to local every day and recreational activities should be encouraged through the delivery of high-quality pedestrian and cycle infrastructure and green routes.

The future character and function of Cavendish Dock Road is important as it provides access to the site as well as serving a significant asset to Barrow and Cumbria's wider economy. The road will need to principally function as a residential street, providing residential access onto Salthouse Road and into the core of the neighbourhood but with the ability to continue to meet the operation requirements of the Port.

MV7. Streets and Movement

The key movement principles that the SPD seeks to establish include:

1. Create a movement network where the mode of choice for most people on a daily basis is to walk, to cycle, or use public transport. To promote non-car movements, a quality network will need to be provided, including the delivery of green routes.
2. Vehicle access points are taken from the new Salthouse Road junction and the improved Cavendish Dock Road junction with Salthouse Road. Secondary access points should also be considered along Cavendish Dock Road to ensure permeability.
3. A network of low traffic routes and shared paths across the site providing improved accessibility to areas of open space or heritage interest. Cycle infrastructure should be supported by effective cycle parking, e-bike charging and cycle hire and to accommodate both residents and visitors. This needs to be considered 'in-property' and 'on-street'. All networks need to be designed to LTN 1/20 standards and Active Travel England should be involved in the design of future proposals / planning applications as a statutory consultee.
4. Residential streets should be designed as social, multifunctional spaces and not simply designed to accommodate the car's needs. A clear street hierarchy should be established to promote low-speed and family friendly streets that support active travel.
5. Create a new processional, primary street approach into the site from the existing access point along Salthouse Road.
6. Establish a permeable and legible street layout that maximises opportunities to connect back to Barrow's existing network of streets and dockside paths. Street layout should be efficient, creating movement loops and avoiding the over-use of cul-de-sacs.
7. Buccleuch Dock becomes an attractive and comfortable promenade that provides active travel access to and from the Town Centre.
8. Explore carefully managed pedestrian links through the Nature Conservation Area to connect existing and new residents with outdoor amenity and provide links towards Salthouse and Roose Road potentially under the existing railway viaduct.
9. Creating streets which prioritise pedestrian and active travel links between the town, employment, education and any planned public open spaces /amenities and to the Buccleuch dockside. These should be low car traffic environments that promote healthier, active travel journeys.
10. Establish pedestrian links to Vulcan Road play area.
11. Enhance the amenity of the England Coast Path through the site.
12. Car parking and EV charging provision across the site will need to be carefully designed as part of the residential environment and a variety of approaches to car parking provision should be explored, to ensure that the streetscape does not become dominated by car parking.

13. Creating opportunities for enhanced pedestrian crossing facilities across Salthouse Road to allow pedestrians and cyclists to access the existing street network to the north of the site. These will need to integrate with the proposed, partially segregated cycle lanes under LCWIP and Town Deal proposals along Salthouse Road.
14. Sensitively consider the balance of requirements for movement of vehicles requiring access to Barrow Port with the amenity of residential environments that will address Cavendish Dock Road.
15. Access to the existing Telecoms mast and relocated substation (next to Vulcan Park) through the site must be facilitated and integrated as part of the residential street network.

Landscape and Ecology

A well-considered network of public realm and landscape features and spaces will ensure residential development supports health and wellbeing, supports play, creates space for nature and creates an attractive sense of place and good environmental and visual quality throughout. It will also provide a variety of amenity spaces for new and existing residents to access and enjoy.

The role of landscape across the neighbourhood will be important in creating a sustainable and legible environment. A network of public spaces and clear hierarchy of streets can encourage active travel and greener streets and spaces can bring balance to areas of higher development density.

The site is also in close proximity to three statutory designated sites of international importance and includes a Nature Conservation Area. A careful response to the ecological sensitivities of the site and surrounding context is integral to the masterplanning approach, through methods such as development setbacks and buffering, to protect and enhance biodiverse environments, as part of a holistic place-led response

The mitigation hierarchy and the Council's Biodiversity and Development SPD must be applied to development that may result in significant harm to biodiversity. The key landscape and ecology principles that the framework seeks to establish are as follows:

- Development will need to respond appropriately to the ecological sensitivities of the statutory designated sites and establish a well-defined and managed landscape buffer / setback between development edges and areas of sensitive ecological habitat within the Nature Conservation Area.
- The ecological buffer spaces should function to control and guide pedestrian access through the Nature Conservation Area by limiting pedestrian movement to designated paths only. Further ecological survey and assessment will be required to determine the suitability of any future pedestrian links through the Nature Conservation Area.
- A Habitats Regulations Assessment informed by early engagement with the Local Planning Authority and statutory consultees. Contemporary ecological surveys will be required to assess the baseline in terms of protected site qualifying features and

recreational disturbance and enable the impacts of the project to be assessed. Ecological surveys are likely to include bird surveys, bird disturbance assessments, aquatic plant surveys, and invasive species survey, although this list is not exhaustive. A site specific Construction Environmental Management Plan (CEMP) will also be required.

- Create a 10% increase in Biological Net Gain associated with the development, including enhancement of the Nature Conservation Area.
- Retain existing tree planting along the northern extent of the site as far as possible.
- Ensure consideration of the priorities of the Cumbria Local Nature Recovery Strategy and associated local habitat map when creating and enhancing habitats.
- Implementing good lighting design to balance safety requirements and reduce impacts on nature.
- Using planting in a manner to help mitigate against local micro-climate conditions such as prevailing winds associated with the site's coastal environment and improving air quality.
- Integrate Sustainable Urban Drainage solutions as part of the streetscape and landscape framework and in a manner which supports biodiversity. Providing swales, raingardens and water storage during heavy rainfall periods ensures responsibly managing surface water run off as part of a healthy water system.
- Create a dockside, destination public realm space, which is accessible by bike and foot, and that is capable of hosting events and activity that the town and its residents can enjoy and benefit from.
- Create a variety of landscaped public open spaces (in accordance with planning policy requirements), which are connected and accessible, safe, well defined and overlooked, for residents to use and which support active lifestyles and mental health.
- Ensure that streets, pedestrian and cycle links are defined with landscape and SuDS features, such as street tree planting, pollinator friendly planting, swales and planted verges to help create an attractive streetscape that supports legibility and street hierarchy. Green walls and roofs, and vertical gardens on apartment blocks, are encouraged.
- Create a Buccleuch Dock Promenade public realm linkage that opens up the dock side for public use and which provides an active travel link between the town centre and the development site. The scale and width of the Promenade should be sufficient to comfortably support cycle routing, dwell time, pedestrian routing and soft landscape features as amenity for adjacent new residential development.
- Creating outdoor informal and formal play areas and providing access to allotments and grow spaces which encourage healthier, more active lifestyles and opportunities to increase local food production.

MV8. Landscape and Ecology

1. Achieve 10% BNG associated with new residential development, with as much as the % uplift accommodated on site through enhancement of existing habitats and provision of new habitats for flora and fauna.
2. Create a strong landscape buffer between the Nature Conservation Area and proposed new residential development. The landscape buffer should be designed to prevent pedestrian crossing into the Nature Conservation Area and be sufficient to protect the wider ecological network for nature recovery.
3. Manage pedestrian access through the Nature Conservation Area, through managed paths / routes for example boardwalks to ensure no disruption to existing and enhanced habitats.
4. Provide a coherent strategy to manage disturbance to the adjacent statutory designated sites as a result of both onsite and off-site recreational activities by residents.
5. Surface water management features e.g ponds, wetlands, swales will be designed and managed to support favourable conditions for habitats and species.
6. The design and masterplanning of the site must make space for multi-functional surface water management features integrated with the landscaping for the site. The design should include 'on plot' and 'off plot' features e.g. ponds, wetlands, swales, permeable surfacing, rainwater gardens etc which should be designed to support favourable flora and fauna habitat opportunities.
7. Use of locally appropriate native planting species that are tolerant to local climatic conditions should be used across public open space and streetscape design throughout the development.
8. Existing trees to the north of the site along Salthouse Road should be retained and integrated as part of new development (subject to more detailed arboricultural surveys to ascertain their condition).

Sustainable Drainage

The green infrastructure and streetscape across the site will play a part in providing appropriate drainage solutions. These can be designed to channel, treat and store water locally, using passive treatment systems that embed ecological value. Future development will create a Sustainable Urban Drainage System (SuDS) network that:

- is integrated within the landscape setting
- increases the lag time to discharge rainfall into surrounding water systems
- adds both visual and ecological value and;
- contributes to the richness of development character and sense of place.

In principle, there is the opportunity to incorporate a variety of SuDS features, as part of an extensive and integrated network, comprising of features such as swales, raingardens, wetlands and ponds and attenuation basins in consultation with relevant statutory bodies. Open spaces across the site can also facilitate SuDS features and below ground drainage

facilities as required. Consideration should be given to the maintenance and renewal of new and amended drainage features to ensure longevity and mitigate against risk of flooding elsewhere.

Detailed investigations will need to be undertaken to understand the composition and arrangement of drainage systems across the site and the ability to allow water infiltration. The location of flood attenuation basins will need to be considered to ensure they work in tandem with the proposed gradient profile of the site remediation works (Phases 1 and 2) as well as ensuring they can become attractive and interesting features within the wider green infrastructure network.

It is anticipated that swales could also be integrated around public open spaces, where streets define the edges of open spaces and potentially within and along the edge of the Nature Conservation Area as part of enhancement to the existing habitat.

It is assumed that the surface water from the site will need to match existing greenfield runoff rates and for the site, initial analysis suggests an equivalent greenfield runoff rate (QBAR) of 0.3 litres per second per hectare. This comparatively low rate suggests that the majority of rainfall infiltrates and British Geological Survey mapping suggests a sandstone bedrock, although overlain by silt and clay. Further ground investigations as part of a Flood Risk and Water Management Strategy would confirm infiltration rates and suitability of soakaways.

MV9. Sustainable Drainage

1. Development should be planned in a way that restricts surface water run-off into existing water systems, as part of a site wide Flood Risk and Water Management Strategy. Surface water must be discharged in accordance with the surface water hierarchy. The sustainable drainage shall be multi-functional, in accordance with the four pillars of sustainable drainage, in preference to underground piped and tanked storage systems, unless there is clear evidence why such techniques are not possible. The sustainable drainage must be integrated with the whole of the landscaped environment and the strategy for biodiversity net gain.
2. The wider landscape strategy for the site should include a variety of positive and integrated SuDS features that provided ecological benefits and habitats for flora and fauna e.g. ponds, wetlands, swales, permeable surfacing, rainwater gardens, tree pits, bioretention areas etc.
3. Opportunities to include green roofs and grey water recycling will be explored
4. Surface water drainage design will need to consider climate change (increase in peak rainfall intensity) of 50% for the 1 in 100 year storm event, given the intended residential use (considered to have development lifetime of 100 years).
5. The foul and SuDS strategy will be holistic, covering the whole of the site to ensure a comprehensive solution. A co-ordinated approach to any pumping will be required which avoids a proliferation of pumping stations.
6. Any Surface Water Discharge will need to be prepared in consultation with stakeholders and include a treatment train that demonstrates no unacceptable impact on the habitat of the receiving body. Any Surface Water Discharge into Buccleuch Dock should not negatively impact water quality within connected European sites and

functionally linked habitat.

- It is unlikely that Surface Water Discharge into Cavendish Dock will be acceptable unless it can be robustly demonstrated that there will be no negative impacts to European sites.

Density and Scale

Density Principles

Density across the site will shape a new residential neighbourhood that supports urban living, delivered through a variety of urban densities. The density profile across the site should respond to its immediate context and capture the opportunity to create a significant new residential neighbourhood in Barrow by making the most efficient use of the land available. Establishing a form of development that helps to clearly define local public open spaces, arrival gateway points into the neighbourhood and key routes throughout the neighbourhood.

The diagram below sets out the density principles that should be explored and applied as the site masterplan is developed.

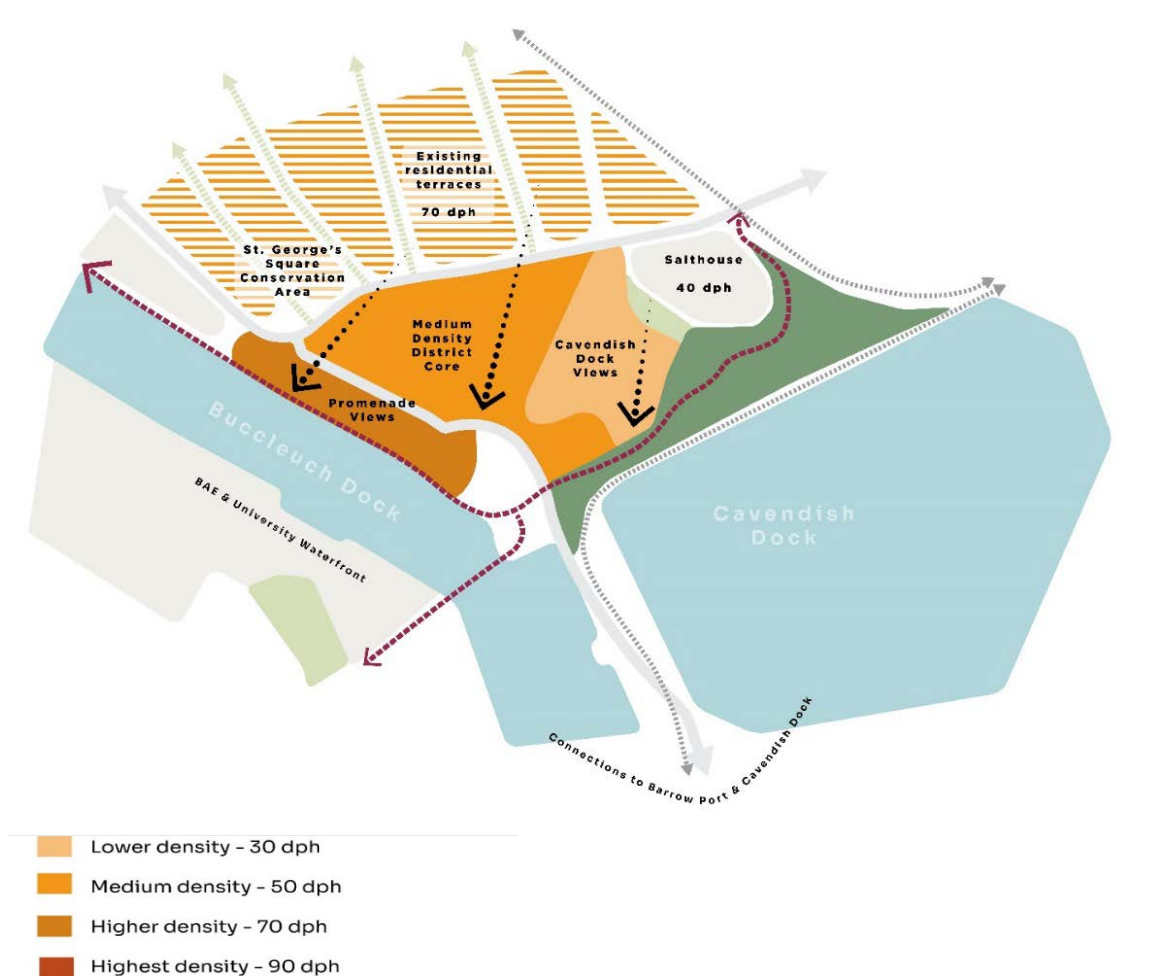


Figure 6: Density Diagram
(Not to scale © Crown copyright 2022)

Future density and scale principles should respond to the site's adjacency to Barrow's existing urban environment and density. New residential development, as a Sustainable Urban Extension to Barrow, should be read as an extension of density and intensity of existing terraced streets to the north. Scale and intensity in this location will also need to be considered alongside the proposed new development platform levels as part of the site remediation works (Phases 1 and 2) and to ensure that street enclosure along Salthouse Road is human scaled.

It is envisaged that lower densities address and overlook Cavendish Dock and the adjacent Nature Conservation Area. Higher densities would be supported along Buccleuch Dock side, providing development massing that defines the dockside promenade and event space and provides views across the Dock and towards Barrow Town Centre. Creating a density profile that respects the setting and function of the two dockside edges.

Creating a variety of densities, comprised of a variety of dwelling types to appeal to various future residents as part of a sustainable residential community, with lower density to the east, to respect the setting and amenity of existing residents within Vulcan Road.

Based on the above principles, the SPD envisages a density gradient which generally increases from east to south west, supporting an increase in development intensity as it approaches towards Buccleuch Dock, maximising the waterside aspect and views. The density rises through four, indicative density ranges as identified below. As described at the outset of the SPD, the Council is willing to review and discuss these alongside market suitability, so long as development density supports a transition in building form, character and intensity as part of a varied and responsive placemaking design response.

Example Density Typologies

Low Density	<p>30 dwellings per hectare</p> <p>Comprised of largely semi detached and detached properties</p> <p>Set within larger plots</p> <p>Opportunity to introduce contemporary forms of 2 - 2.5 storey dwellings orientated towards Cavendish Dock</p> <p>Supporting larger family homes</p>	Image to be added
Medium Density	<p>50 - 70 dwellings per hectare</p> <p>Comprised of mostly terraced properties offering accommodation for families, downsizers and young professionals.</p> <p>Arranged in formal building lines across a tighter street section.</p> <p>Typically 2, 2.5 and 3 storey</p>	Image to be added

	<p>properties.</p> <p>Comprised of semi-detached, short terraces and some small scale apartment blocks as part of the mix.</p> <p>Arranged around communal courtyard parking arrangements and shared communal spaces e.g. allotments</p>	
Higher density	<p>90 dwellings per hectare</p> <p>Comprised of mostly terraced and apartments.</p> <p>Anticipated to be around 5 -6 storeys in height</p> <p>Arranged around communal courtyard parking arrangements and shared communal spaces e.g. allotments and larger dockside event space and promenade. For singles, couples and young families with a focus on workers in our growing employers such as BAE Systems.</p>	Image to be added

MV10. Density and Scale

Development density and intensity principles should consider:

1. Creating a range of densities across the site, arranged as a gradual increase in intensity from the east to west. This would create a clear transition from existing urban environments to a new, urban Buccleuch dockside destination.
2. Higher density development focused along Buccleuch Dock.
3. Lower density overlooking Cavendish Dock and onto Vulcan Road residential area, stepping down to respect local residential amenity and to reflect the naturalistic landscape character of the Nature Conservation Area edge.
4. Deliver a variety of densities that maximise the development potential of the site and which respond to local built context.

Development Sustainability

The site constitutes Brownfield land and its location close to the town centre provides the potential to deliver a highly sustainable development.

The Council encourages development with high environmental sustainability credentials delivered through design and construction quality, mitigation of environmental impact

through electric building heating and cooling systems, the conservation of energy, carbon and water and the enhancement of biodiversity, as set out below.

The first phases of development are expected to be constructed in line with the Future Homes Standard 2025 (FHS). Other opportunities to explore sustainable development and net zero target should be explored, in discussion with the Council, including targeting LETI 2030 standards over the development timeline. An Energy Strategy should be prepared, setting out the future developments approach to sustainable development, encouraging innovation and diversification.

MV11. Development Sustainability

New development should minimise its impacts on the environment through the following measures:

1. Development on the site will be gas free, with heating provided electrically and no new provision of gas service connections should be made. The most appropriate technical solution should be sought taking into account insulation and airtightness e.g Air Source Heat Pumps (ASHPs). Various approaches to provision of heating across the neighbourhood should be explored, including centralised, decentralised and hybrid approaches.
2. Delivery of energy efficiency through building construction (fabric first approaches should be explored). Where mechanical ventilation is required it should be coupled with natural ventilation for all building typologies within the development.
3. Delivery of energy efficiency through site layout and building design, e.g. through orientation of streets and design of housing for solar gain/shading.
4. Microgeneration of renewable energy through the installation of Photovoltaic (PV) Panels and associated battery storage should be incorporated.
5. The use of energy / battery storage, reducing number of substations and maximising participation in flexible energy services should be explored.
6. Electric vehicle charging points integrated as part of both dwelling and street design.
7. Sustainable approach to water management through the provision of SUDs, both as part of the streetscape and landscape strategy.
8. Explore opportunities to retro-fit the former Railwaymen's listed building in accordance PAS2035 / PAS 2038 guidelines depending upon its future use.
9. Ensuring proposals incorporate water efficiency measures. All new dwellings must achieve, as a minimum, the optional requirement set through Building Regulations Requirement G2: Water Efficiency or any future updates. All major non-residential development shall incorporate water efficiency measures so that predicted per capita consumption does not exceed the levels set out in the applicable BREEAM 'Excellent' standard.

7. Delivery of the Site

Planning Application Requirements

Westmorland & Furness Council provides regularly updated guidance for applicants and agents on the supporting information required to submit planning applications.

National and local validation requirements can be found on the council's website.

Pre-Application Advice

The Council operates a Pre-Application Advice service, and it is advised that this is used prior to the submission of a planning application. This will help the Council to understand the proposed scheme in advance of a planning application and will enable consultation with key stakeholders, so as to provide an indication of the level of contributions that could be required as a result of the proposed development.

MV12. Planning Application Requirements

Developers and those looking to submit planning applications in relation to this Residential Opportunity site are directed to the Council's guidance on submitting planning applications, these include:

- national planning validation requirements
- local planning validation requirements
- waste and minerals planning validation requirements
- biodiversity net gain planning advice
- Biodiversity & Development Supplementary Planning Document

These provide technical or other information that we will need to validate your application. By taking early pre application advice officers will identify validation and consultee requirements and establish timescales and explain the planning processes to ensure a timely determination.

Developer Contributions

The development of the site must be supported by the delivery of local services and infrastructure, enabling a sustainable development. Financial contributions from developers will be necessary to provide such funds. This may take the form of a Planning Obligation by means of a Section 106 agreement (or Section 278 agreement for works to be carried out on the public highway). When requesting developer contributions, the Council will comply with the legal tests set out in regulations 122 and 123 of the Community Infrastructure Levy Regulations 2010 as amended. The Council's Affordable Housing and Developer Contributions SPD sets out in more detail the Council's approach to seeking developer contributions.

MV13. Infrastructure Requirements

Developers are encouraged to engage in pre-application discussions with the Council and statutory consultees to negotiate the need for financial contributions, taking account of the Affordable Housing and Developer Contributions SPD. Such contributions from the developer will be used to support the delivery of local services and infrastructure. The types of infrastructure that developers may be required to provide contributions towards include, but are not limited to:

- Biodiversity maintenance, protection and enhancement, including biodiversity net gain.
- Climate change and energy initiatives.
- Community infrastructure, such as the enhancement of the public realm at St. George's Square and surrounding area, public art, the restoration of the Grade II listed Railwaymen's Club and attached warehouse, the provision of school places, sports facilities and enhancement of health services.
- Flood prevention, sustainable drainage measures, utilities and waste.
- Green infrastructure, including open space and children's play areas.
- Transport, including cycling and walking infrastructure, highway improvements, and Travel Plan monitoring.

There may be planning applications where the total cumulative cost of the requested developer contributions will undermine the deliverability of the development. In cases where the applicant is seeking the reduction in the level of financial contributions, an independent viability appraisal will be required from the applicant.

If it is determined that viability and deliverability concerns are justified, consideration will be given to reappportioning contributions or seeking revision to the proposal. In consultation with statutory consultees, regard will be had to the most important agreed priorities and outcomes, ensuring that the proposal suitably and sustainably integrates with on and off-site biodiversity features, local communities and services, taking account of current national and local planning policies and legislation and any site specific requirements necessary to make the development acceptable.



**Westmorland
& Furness
Council**

Translation Services

If you require this document in another format (e.g. CD, Braille or large type) or in another language, please telephone: **0300 373 3300**.

للوصل إلى هذه المعلومات بلغتك، يرجى الاتصال **0300 373 3300**

আপনি যদি এই তথ্য আপনার নিজের ভাষায় পেতে চান তাহলে অনুগ্রহ করে **0300 373 3300** নম্বরে টেলিফোন করুন।

如果您希望通过母语了解此信息，请致电 **0300 373 3300**

Jeigu norétumėte gauti šią informaciją savo kalba, skambinkite telefonu 0300 373 3300

W celu uzyskania informacji w Państwa języku proszę zatelefonować pod numer 0300 373 3300

Se quiser aceder a esta informação na sua língua, telefone para o 0300 373 3300

Bu bilgiyi kendi dilinizde görmek istiyorsanız lütfen 0300 373 3300 numaralı telefonu arayınız

