

REPORT TO EXECUTIVE

PORTFOLIO AREA:

PROMOTING CARLISLE / ENVIRONMENT & INFRASTRUCTURE

Date of Meeting: 23 April 2007

Public

Key Decision: Yes

Recorded in Forward Plan:

Yes

Inside Policy Framework

Title: POLICY STATEMENT
DEVELOPMENT FRAMEWORK & MOVEMENT STRATEGY
Report of: Director of Carlisle Renaissance
Report reference: CE 22/07

Summary:

This report sets out the responses to consultation on the draft Development Framework & Movement Strategy (DF&MS) Policy Statement.

Recommendations:

The Executive Committee is recommended to: -

- a) Note the responses to consultation on the draft DF&MS Policy Statement
- b) Approve the final DF&MS Policy Statement and recommend for adoption by Full Council on 1st May 2007

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1. INTRODUCTION

- 1.1 At a meeting of the Executive Committee on 26th March 2007 the Executive approved a draft Development Framework & Movement Strategy (DF&MS) Policy Statement for consultation. A copy of this document is included as an Appendix to this report.
- 1.2 This report sets out the responses to consultation on the draft Development Framework & Movement Strategy (DF&MS) Policy Statement.

2. CONSULTATION

- 2.1 The draft policy statement was considered by the Infrastructure Overview & Scrutiny Committee at its meeting on 5th April. The response of O&S is included as an Appendix to this report and as an item elsewhere on this Executive Committee agenda.
- 2.2 The draft policy statement was issued for consultation to the organisations listed below and details of their responses are included as an Appendix to this report: -
 - Save Our Streets Campaign Association
 - Carlisle Partnership Executive
 - Cumbria County Council
 - Cumbria Vision
 - Cumbria Tourism
 - Northwest Development Agency
 - Government Office for the North West
 - Environment Agency
 - English Partnerships

3. RECOMMENDATIONS

- 3.1 The Executive Committee is recommended to: -
 - a) Note the responses to consultation on the draft DF&MS Policy Statement
 - b) Approve the final DF&MS Policy Statement and recommend for adoption by Full Council on 1st May 2007

4. REASONS FOR RECOMMENDATIONS

- 4.1 To enable the Executive to consider responses to the consultation on the draft DF&MS Policy Statement

5. IMPLICATIONS

- Staffing/Resources – The draft DF&MS Policy Statement refers to the Local Development Scheme (LDS) which is used to determine the allocation of staffing resources in the City Council's Planning Services Team
- Financial – This report refers to the allocation of approved City Council and Northwest Development Agency funding for activities associated with the delivery of the DF&MS
- Legal – This report refers to the adoption of a Policy Statement in accordance with the City Council's policy framework procedure rules
- Corporate – The adoption of a DF&MS Policy Statement is in the draft Corporate Improvement Plan as a milestone for 2007/08. The draft Policy Statement refers to work on assessing delivery models such as a City Development Company or Urban Regeneration Company
- Risk Management – Carlisle Renaissance is included in the City Council's Corporate Risk Register
- Equality Issues – The draft DF&MS Policy Statement promotes and supports measure for Carlisle to become an exemplar City which offers a real choice of high quality transport modes for all
- Environmental – This report refers to the Revised Redeposit Local Plan and measure to promote the sustainability of new development
- Crime and Disorder – None
- Impact on Customers – This report refers to the location and accessibility of public and other services within Carlisle

APPENDIX A

DRAFT DEVELOPMENT FRAMEWORK & MOVEMENT STRATEGY POLICY STATEMENT

**Note: in compliance with section 100d of the Local Government (Access to Information) Act 1985
the report has been prepared in part from the following papers: None**



CITY CENTRE DEVELOPMENT FRAMEWORK & CITYWIDE MOVEMENT STRATEGY

DRAFT POLICY STATEMENT

Date of Issue: 26 March 2007

1. INTRODUCTION

1.1 Background

1.1.1 The Carlisle Renaissance Prospectus was launched in August 2005 and the vision and strategic objectives were formally endorsed by the City Council's Executive in January 2006. This included the following strategic objectives: -

- Strengthening the City Centre, orientating it to the south and west, introducing new high quality mixed-use development with improved public realm and creating a vibrant waterfront environment
- Improving movement into and around the City for all modes of transport and promoting sustainable development that reduces dependence upon car travel

1.1.2 In November 2005 English Partnerships appointed a team of consultants on behalf of the City Council and other stakeholders to prepare a City Centre Development Framework & Citywide Movement Strategy. This report was published in January 2007 and provides the evidence base on which this Policy Statement is based.

1.2 Purpose

1.2.1 The purpose of this document is to set out the City Council's policies to: -

- Stimulate investment in the City Centre by the private sector
- Establish a physical environment in and around the City Centre that supports economic growth
- Improve accessibility to jobs, services and facilities in the City Centre and throughout Carlisle
- Guide investment by the public sector in the City's physical environment and infrastructure

1.3 Land Use & Transport Policy Context

1.3.1 The land use and transport policy context for this Policy Statement is contained in the following documents: -

- Draft North West Regional Spatial Strategy (2003-2021)

- Cumbria & Lake District Joint Structure Plan (2001-2016)
- Cumbria Local Transport Plan (2006-11)
- Carlisle Revised Redeposit Draft Local Plan (2006)

1.3.2 This Policy Statement is not a statutory document and therefore does not supercede any of these documents. However, it is the intention of the City Council to take full account of this Policy Statement in considering issues, making decisions and allocating resources as they relate directly or indirectly to the physical environment and infrastructure in Carlisle.

1.4 **Consultation**

1.4.1 In preparing this Policy Statement the City Council has undertaken extensive consultation with the resident and business community of Carlisle, relevant stakeholders and statutory organisations. Two public consultation exercises were undertaken, in January and September 2006 respectively, generating over 2,000 responses from individuals and organisations..

1.5 **Format**

1.5.1 This document is structured as follows: -

- **Section 2** sets out the City Council's spatial strategy for the City Centre and its immediate environs to the south and west, including the public realm and movement infrastructure
- **Section 3** sets out the City Council's proposals to strengthen and enhance the appearance, vitality and functionality of Core Character Areas and the contribution they make to the spatial strategy
- **Section 4** sets out the City Council's proposals to improve the quality, legibility and distinctiveness of the public realm in the City Centre and its immediate environs and along major corridors
- **Section 5** sets out the City Council's proposals to establish Carlisle as an exemplar City which offers a real choice of high quality transport modes for all
- **Section 6** sets out the resource implications of this Policy Statement and arrangements for monitoring its implementation.
- **A Glossary of Terms** is included at the end of this document

2. **SPATIAL STRATEGY**

2.1 **Vision**

2.1.1 This City Council's vision is to create a City Centre that is: -

- **Competitive**; where there is a balanced mix of uses that promotes Carlisle's role as a sub-regional capital for retail, tourism, leisure, cultural, administrative and other services
- **Distinctive**; where the natural and built environment, including the topography, river corridors, green spaces, heritage and cultural assets, is enhanced and promoted
- **Vibrant**; where there is a wide choice of leisure and cultural events and activities for residents and visitors and a diverse evening and night time economy
- **Legible**; where there is a strong sense of place, the functions of different areas are easily interpreted and the connections between areas is coherent and inviting
- **Accessible**; where there is a balanced pattern of access, to, from and through the different areas, with an emphasis on public transport, pedestrian and cycling modes and the provision of high quality parking at gateway locations
- **Sustainable**; where new development demonstrates the highest standards of environmental performance and where public transport, pedestrian and cycling movement is promoted
- **Safe & Well Managed**; where the design of the public realm and the built environment promotes public safety and a sense of ownership and responsibility for residents and visitors

2.2 **Core Character Areas**

2.2.1 To support this vision the City Council will promote the concept of core character areas (CCAs) within and adjacent to the City Centre. It will encourage proposals to strengthen and enhance the appearance, vitality and functionality of these areas and the contribution they make to the spatial strategy.

2.2.2 The following eight CCAs have been identified: -

- Retail Core
- Historic Core
- Caldew Riverside
- Citadel
- Eastern Approaches
- Rickergate
- Botchergate South
- Western Gateway

2.2.3 The location of each of the CCAs is set out in the diagram below. There is overlap between CCAs in terms of the mix of uses and functionality. It therefore is not the intention to define specific boundaries for CCAs and areas shown should be regarded as illustrative only.

2.3 **Public Realm**

2.3.1 To support this vision the City Council will promote and support measures to:

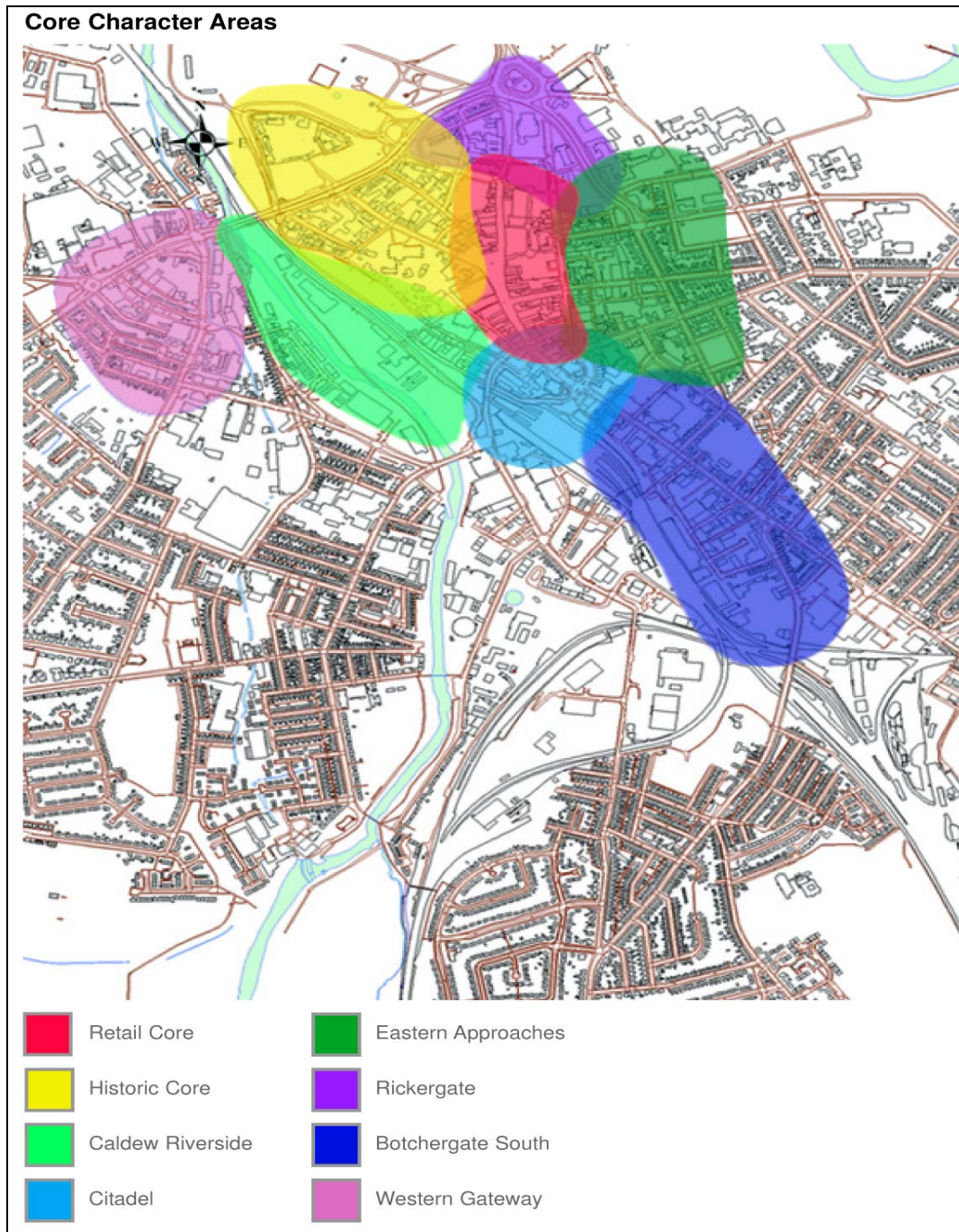
- Upgrade the public realm on major road, rail, river, cycle and pedestrian corridors into the City Centre
- Establish a legible and coherent public realm in the City Centre that links together the CCAs
- Establish a public realm that is distinctive to Carlisle and fosters a sense of place
- Improve the maintenance and management of the public realm, to inspire civic pride

2.4 **Movement**

2.4.1 To support this vision the City Council will promote and support measures to: -

- Reduce through-traffic crossing the City Centre
- Improve the quality and scope of public transport throughout Carlisle
- Increase pedestrian and cycle use throughout Carlisle

- To provide high quality, safe gateway parking at strategic locations in and around the City Centre
- Become an exemplar City which offers a real choice of high quality transport modes for all



3. CORE CHARACTER AREAS

3.1 Retail Core

- 3.1.1 The City Council will promote the expansion of the Retail Core and the primary retail area into Rickergate. It will encourage the introduction of a broader mix of uses in the Retail Core to support the evening and night time economy and improvements to the quality of the public realm in the pedestrianised area. It will promote Green Market area as one of three major new or improved public squares in the City Centre.
- 3.1.2 The City Council will prepare a Public Realm Framework & Urban Design Guide covering all CCAs that will be used to define public realm schemes and design standards and direct public and private sector investment in the public realm. It will be adopted as a Supplementary Planning Document to the Carlisle Local Plan.

3.2 Historic Core

- 3.2.1 The City Council will promote the development of historic and cultural assets in the Historic Core such as the Castle, Cathedral and Tullie House. It also considers this area to be a potential location for a theatre / performing arts facility and associated uses.
- 3.2.2 The City Council will encourage niche/specialist retail in this area and the introduction of active uses along West Walls. It will support improvements to the quality of the public realm and connections between historic and cultural assets. The City Council will also support measures such as the reduction of on-street car parking and traffic calming to improve the pedestrian environment.
- 3.2.3 The City Council will prepare a Historic Core Strategy to improve the interpretation of the heritage environment and promote cultural leisure uses. It will undertake a Conservation Area Appraisal to protect and enhance the heritage environment and a study into options to reduce the severance impact of Castle Way on the Historic Core. This area will be covered by the Public Realm Framework & Urban Design Guide

3.3 Caldew Riverside

- 3.3.1 The City Council will promote office-led mixed-use development on the Viaduct Estate Road with active frontages along the River Caldew and considers this area to be a potential location for the University of Cumbria headquarters and associated uses.

3.3.2 The City Council will support improvements to the quality of the public realm along the railway corridor, including the Town Dyke Orchard car parking and the setting for West Walls. It will support measures to improve pedestrian and cycle access into and through this area, along the river corridor north to south and across the river to connect the City Centre to the west of the City.

3.3.3 The City Council will prepare a Development Brief for the Viaduct Estate Road that will be adopted as a Supplementary Planning Document to the Carlisle Local Plan. It will also prepare a Concept Statement for the Upper Viaduct car park. This area will be covered by the Public Realm Framework & Urban Design Guide

3.4 **Citadel**

3.4.1 The City Council will promote the development of Court Square as one of three major new or improved public squares in the City Centre and encourage residential-led mixed use development in the Bush Brow area.

3.4.2 The City Council will support improvements to the quality of the public realm, measures to improve pedestrian crossing facilities throughout this area and to establish high quality, secure gateway parking in the railway station area.

3.4.3 The City Council will prepare Concept Statements for sites in the Bush Brow area. This area will be covered by the Public Realm Framework & Urban Design Guide

3.5 **Eastern Approaches**

3.5.1 The City Council will encourage retail led mixed-use development in this area. It considers this area to be a potential location for the University of Cumbria headquarters and a theatre / performing arts facility and associated uses. The City Council also considers the site at the west of the junction of Warwick Road and Spencer Street to be suitable for use as a Magistrates Court / Criminal Justice Centre (incl. a police station)

3.5.2 The City Council will support improvements to the quality of the public realm, measures to reduce the impact of private vehicles on Lowther Street to reconnect retail uses in this area to the Retail Core and the redevelopment of the bus station.

- 3.5.3 The City Council will prepare a Concept Statement for the use of the site at the west of the junction of Warwick Road and Spencer Street as a Magistrates Court / Criminal Justice Centre (incl. a police station). This area will be covered by the Public Realm Framework & Urban Design Guide

3.6 **Rickergate**

- 3.6.1 The City Council will promote mixed-use development in Rickergate, accommodating expansion of the primary retail area, office, residential, hotel, leisure, cultural and associated uses. It will also seek to establish high quality, secure gateway parking in the area. The City Council considers this area to be a potential location for a theatre / performing arts facility and associated uses.
- 3.6.2 The City Council will promote the development of the area adjacent to the Market Hall and lower Scotch Street as one of three major new or improved public squares in the City Centre. It will support improvements to the quality of the public realm and measures to reduce the impact of private vehicles on West Tower Street and Drovers Lane.
- 3.6.3 The City Council will support the retention of existing properties in Corporation Road and Peter Street for residential and commercial uses and it intends to retain a significant presence in Rickergate and will promote the area as a location for other public sector occupiers.
- 3.6.4 The City Council will prepare a Development Brief for Rickergate that will be adopted as a Supplementary Planning Document to the Carlisle Local Plan. This area will be covered by the Public Realm Framework & Urban Design Guide

3.7 **Botchergate South**

- 3.7.1 The City Council will promote a shift to a predominance of residential-led mixed-use development in Botchergate South and considers this area to be a potential location for the University of Cumbria headquarters and associated uses.
- 3.7.2 The City Council will promote improvements to the quality of the public realm in this area, including along the railway and A6 corridor. It will support measures to improve the routing of traffic from the south to the west of the City Centre through this area and to establish high quality, secure gateway parking.

- 3.7.3 The City Council will prepare an Area Action Plan for Botchergate South that will be adopted as a local development document of the Carlisle Local Plan. This area will be covered by the Public Realm Framework & Urban Design Guide

3.8 **Western Gateway**

- 3.8.1 The City Council will promote residential-led mixed-use development in the Western Gateway and an increase in the density of development where appropriate. The site of the former market on John Street is considered potentially suitable for a high quality gateway development.
- 3.8.2 The City Council will promote improvements to the quality of the public realm in the area including the Shaddongate and Bridge Street corridor and will encourage the highest quality development adjacent to significant junctions along these corridors.
- 3.8.3 The City Council will prepare a Development Brief for the Western Gateway that will be adopted as a Supplementary Planning document of the Local Plan. It will also prepare a Concept Statement for the John Street site. This area will be covered by the Public Realm Framework & Urban Design Guide

4. PUBLIC REALM

4.1 The City Council will promote improvements to the quality of the public realm along the following corridors: -

- The mainline railway in the immediate northern and southern approaches to Citadel Station
- The River Caldew from Denton Holme to the Sheepmount and the River Eden between the River Caldew and the River Petteril
- The A69 at Botcherby Bridge, the A6 between St Nicholas Retail Park and Botchergate and Church Street / Shaddongate.
- Castle Way from Hardwicke Circus to Bridge Street and Georgian Way from Hardwicke Circus to Spencer Street.

4.2 The City Council will seek to establish a legible and coherent public realm in the City Centre that links together the CCAs by: -

- Promoting three major new or improved public squares in the City Centre at Court Square in front of the Citadel station, the Green Market area adjacent to the Old Town Hall and the area of Rickergate adjacent to the Market Hall and lower Scotch Street
- Promoting high quality public realm at the interface between the Retail Core and the Historic Quarter, the Retail Core and Citadel, Citadel and Caldew Riverside, and between Caldew Riverside and the Historic Quarter.

4.3 The City Council will seek to establish a public realm that is distinctive to Carlisle and fosters a sense of place by promoting the use of locally distinctive materials and styles appropriate to specific locations and through the use of public squares for a varied mix of events and activities.

4.4 The City Council will seek to improve the maintenance and management of the public realm and inspire civic pride by: -

- Promoting a lifecycle approach to the commissioning, specification, installation and maintenance of public realm improvement
- Investigating mechanisms such as a Business Improvement District or a City Centre Management Company to generate additional investment by the private sector

- 4.5 The City Council will prepare a Public Realm Framework & Urban Design Guide covering all CCAs. It will be used to define public realm schemes and design standards and direct public and private sector investment in the public realm. It will be adopted as a Supplementary Planning Document to the Carlisle Local Plan.

5. MOVEMENT

5.1 The City Council will support measures to: -

- Reduce the incidence of through traffic using Lowther Street whilst retaining its function as an important public transport corridor and access route for commercial uses
- Reduce the severance impact of Castle Way, taking advantage of forecast reductions in through traffic arising from the Carlisle Northern Development Route
- Improve inner orbital traffic flows from the south of the City Centre through designated South Western and South Eastern relief routes.
- Establish high quality, secure and accessible gateway parking in the Rickergate, Botchergate South, Citadel and Caldew Riverside CCAs.
- Improve signing and routing for all modes of transport into and throughout the City Centre.
- Improve bus routing throughout Carlisle, including cross-city transit routes, and interchanges between other transport modes (road, rail, pedestrian and cycle). This should include consideration of options for Park & Ride and Bus Station facilities
- Utilise river and other green corridors to improve pedestrian and cycle access into the City Centre from residential areas
- Improve the pedestrian environment in the Historic Core. This should include options for reducing on-street car parking and traffic calming
- Improve pedestrian and cycle access from the City Centre to the Hadrian's Wall route

5.2 The City Council will work jointly with the County Council to: -

- Integrate measures to improve movement into and around Carlisle into the Carlisle Area Transport Plan, including resources to undertake options appraisals and other preparatory work as might be required
- Prepare a new Car Parking Strategy for Carlisle

- Prepare Supplementary Planning Guidance on Planning Obligations to financial contributions from developers to movement and public realm projects

6. RESOURCE IMPLICATIONS & MONITORING

6.1 Local Development Scheme (LDS)

6.1.1 This Policy Statement gives direction to the preparation of Local Development Documents that will be adopted by the City Council and form part of the Carlisle Local Plan. These are: -

- Development Brief for Rickergate (SPD)
- Development Brief for the Caldew Riverside (SPD)
- Development Brief for the Western Gateway (SPD)
- Public Realm Framework & Urban Design Guide (SPD)
- Area Action Plan (AAP) for Botchergate South
- Planning Obligations (SPD)

6.1.2 The City Council will incorporate these into the LDS, which sets out the local development documents that form part of the Carlisle Local Plan and the programme for the preparation of these documents over a three-year timeframe.

6.2 This Policy Statement gives direction to the preparation of the following documents that will not form part of the LDS: -

- Carlisle Car Parking Strategy
- Castle Way Options Study
- Historic Core Strategy
- Historic Core Conservation Area Appraisal
- Upper Viaduct Car Park Concept Statement
- Warwick Road / Spencer Street Junction (West) Concept Statement
- Bush Brow area Concept Statements.
- John Street area Concept Statement

6.3 Funding & Staff Resources

6.3.1 The City Council has secured external funding from the Northwest Development Agency to progress many of the local development and other documents outlined above. It has committed resources in the period to 2008/09 for the provision of additional staff and technical support in planning and development management.

- 6.3.2 The City Council is currently assessing potential delivery models for the DF&MS and other aspects of Carlisle Renaissance, such as a City Development Company or an Urban Regeneration Company, and sources of both revenue and capital funding to support delivery.
- 6.3.3 The City Council will consider its own financial commitment to delivery through its Medium Term Financial Plan and will continue to encourage other stakeholders to make sufficient resources available as required to support this
- 6.4 Monitoring
- 6.4.1 The City Council will produce an annual monitoring report to assess progress made in respect of this work and the contribution it makes towards achieving the aims and objectives of this Policy Statement

GLOSSARY OF TERMS

Accessibility

The ease with which a building, place or facility can be reached by people and/or goods and services.

Area Action Plan (AAP)

A plan that assesses the future development opportunities of a specific area for a mix of uses not currently designated in the Local Plan. The process of preparing an AAP normally takes three years and includes extensive public consultation.

Business Improvement District (BID)

A scheme where commercial owners and occupiers in a specific area agree to pay an additional levy on their business rates to finance environmental improvements, security, local events and marketing and promotion

Built Environment

A phrase which refers to buildings and physical infrastructure in a particular area

Concept Statement

A document that provides design advice for a site where it is needed quickly and the proposed uses are permitted within the framework of the Local Plan

Carlisle Renaissance Prospects

A document that sets out the vision and strategic objectives for long term physical, economic and social regeneration

City Development Company (CDC)

A new concept promoted by Central Government, it is based on the establishment of a special purpose vehicle (such a limited company) to deliver economic interventions and act as a catalyst for the revival of local economies

Conservation Area Appraisal

A process that defines the character and historical context of an existing Conservation Area, the contribution and importance of buildings and other heritage assets in the area and set the framework for investment to protect and enhance the physical environment

Corridors

Linear road, railway, pedestrian, cycle and river approaches to an area such as the City Centre.

Carlisle Northern Development Route (CNDR)

The outer ring road between the M6 motorway (junction 44) and the A595 south west of Carlisle.

Criminal Justice Centre

A centre where the main aspects of the criminal justice service are administered, such as the Courts, the Crown Prosecution Service, the Police and Probationary Service

Development Brief

A document that provides guidance on how a specific site or area should be developed in accordance with the Local Plan, typically including indicative plans, layouts etc.

English Partnerships

The Governments National Regeneration Agency for England

Environmental Performance (Development)

Refers to factors such as the source of materials used in a development, levels of energy use in the completed development etc.

Exemplar City

A model of best practice that serves to promote the area as an example to others

Gateway Development

A high quality development at a transitional location, i.e. where there is major change in the pattern of uses

Gateway Parking

High quality, safe car parking located in areas adjacent to the City Centre easily accessible from radial routes

Heritage and Cultural Assets

Buildings and other facilities that are of historic or cultural interest within the City

Legibility

The degree to which an area can be easily understood by its users and the clarity of the image it presents

Life Cycle Approach

An approach that considers all aspects to the life of a development project, from commissioning, design, sourcing of materials and installation though to maintenance, management and long term replacement.

Local Plan

A land use planning document which aims to guide new development to sustainable locations within a local authority area

Local Development Documents (LDDs)

A range of statutory documents that form the Local Plan for specific issues and areas

Local Development Scheme (LDS)

A schedule of proposed Local Development Documents and the programme for preparing them

Medium Term Financial Plan (MTFP)

The MTFP is the City Council's three-year financial plan

Mixed Use Development

A development that comprises a mix of complementary uses within a building, on a site or within a particular area

Public Realm

The parts of an area (whether publicly or privately owned) that are available (without charge) for people to use or see, including streets, squares and parks

Spatial Strategy

An approach to planning that involves linking physical, economic and social factors together for a particular area

Supplementary Planning Document (SPD)

A document adopted by the City Council that sets out additional details in relation to a Local Plan Policy on a specific issue or for a specific site or area. SPDs must be linked to a policy in the Local Plan.

Sustainable Development

Defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs

Transport Modes

These are the different methods of transport that people use to move around and typically include car, bus, rail, cycle and walking.

Urban Regeneration Company (URC)

An organisation established to fulfil a co-ordinating role in the delivery or regeneration in an area. Over 20 URCs been established in England since the late 1990's (for more information visit www.urcs-online.co.uk)

APPENDIX B

MINUTES OF INFRASTRUCTURE OVERVIEW & SCRUTINY COMMITTEE 5TH APRIL 2007

**Note: in compliance with section 100d of the Local Government (Access to Information) Act 1985
the report has been prepared in part from the following papers: None**

EXCERPT FROM THE MINUTES OF THE INFRASTRUCTURE OVERVIEW AND SCRUTINY COMMITTEE HELD ON 5 APRIL 2007

IOS.022/07 CARLISLE RENAISSANCE: DEVELOPMENT FRAMEWORK AND MOVEMENT STRATEGY – DRAFT POLICY STATEMENT

The Director of Carlisle Renaissance presented report CE.19/07, enclosing the Draft Development Framework and Movement Strategy Policy Statement which had been agreed by the Executive on 26 March 2007. Minute Excerpts EX.084/07 and EX.085/07 setting out the decisions of the Executive had also been circulated. In addition, all Members had received copies of the reports which had been considered by the Executive on 26 March 2007 when the Draft Policy Statement had been agreed by the Executive.

The Leader then presented the Draft Policy Statement, commenting that after this period of consultation, it would be considered by the Executive on 23 April 2007 and the City Council on 1 May 2007.

In considering the Draft Policy Statement, Members made the following comments and observations:

(a) Paragraph 1.1.1 – "Strengthening the City Centre, Orientating it to the South and West" - Why had the North of the city centre not been mentioned, particularly in relation to the Rickergate area?

Mr McNichol responded that there was no formally defined area for the city centre and that given the mixture of uses currently in the Rickergate area, which are traditionally city centre uses, this was probably being perceived as part of the city centre already.

A Member commented that many people traditionally view the city centre as the Scotch Street and English Street areas and other terminology may have to be used when there is consultation with the public.

(b) Paragraph 1.3 – Land Use and Transport Policy Context – In relation to gateway parking, the need for disabled parking to be available within the city centre was highlighted. It would be difficult to make decisions on these matters without knowing what the changes to transport and road arrangements would be.

Mr McNichol responded that addressing the issues of accessibility of vehicles and appropriateness of the type of vehicle entering the city centre was a complex issue and presented a number of challenges.

(c) Paragraph 1.3.1 – Cumbria Local Transport Plan - At what stage the Local Transport Plan was and how would it feed into this process?

Mr McNichol responded that the Area Transport Plan was scheduled for preparation in June 2007 and that City Council Officers and Members were working closely with the Highways Group to ensure the aspirations of Renaissance are adequately covered with the Area Transport Plan.

The Leader commented that the Carlisle Renaissance Cross-Party Working Group had received a presentation from Capita on how the historic core could be developed and strengthened, including changes/improvements to Castle Way. This project, which was part of the NWDA Programme, was at an early stage and as it developed it would be reported through Overview and Scrutiny.

(d) Paragraph 2.1.1 – Sustainable - Would any new buildings constructed as part of the Carlisle Renaissance developments be required to include environmental measures such as solar panels?

Mr McNichol responded that it could be set out in a specification for a development brief for an area such as Rickergate that set environmental standards should apply to buildings. These matters would be considered further in the future.

(e) Paragraph 2.1.1 – Vibrant - There had always been a challenge in attracting resources to develop leisure and cultural activities. What work had been undertaken to attract these resources?

Mr McNichol responded that the Council had worked with local retailers in 2006 on late evening shopping events. The City Council could have a role in terms of events and activities in the city centre to encourage its use in the evening. Members warned against relying on the retail sector to generate activity on their own.

Mr McNichol added that the potential location of a university could be important in relation to leisure and cultural events and activities.

(f) Paragraph 2.3.1 – Public Realm - Was anything being done to promote cycling?

Mr McNichol responded that the City Council has a role in the promotion of routes but cycling is a function of the Area Transport Plan.

The Environment and Infrastructure Portfolio Holder added that the Council's Cycling Policy mirrors the Sustrans Policy and the County Transport Plan Cycling Policy. He highlighted but identified the fact that there was no maintenance programme for cycling routes and stated that this is an issue which needed to be addressed.

(g) Paragraph 3.1.1 – Retail Core - Clarification was sought on what was meant by "Greenmarket"?

Mr McNichol responded that this referred to the Market Cross area and would need to be changed before public consultation.

(h) Paragraph 3 – Core Character Areas - These core character areas would be an integral part in the carrying forward of Carlisle Renaissance.

Mr McNichol acknowledged that the core character areas would be the focus for physical regeneration. The challenge would be the prioritisation of works in each of the different areas as they could not all be addressed at the one time. The prioritisation of work would have to align with the City Council's priorities.

(i) Paragraph 3.8 – Western Gateway - Members welcomed the addition of the Western Gateway to cover the western approaches to the city centre.

(j) Paragraph 3.3 – Caldew Riverside - In response to Members' questions about potential developments at Caldew Riverside, Mr McNichol commented that there had been issues for English Heritage regarding any work along side and abutting the city wall, which is a scheduled Ancient Monument. Officers and Members were keen to encourage development of the Bush Brow area, which was the area behind Woolworths.

(k) Paragraph 3.2.2 – Historic Core - Clarification was sought on "the introduction of active uses along West Walls". Mr McNichol responded that there were a number of issues in the West Walls area, including whether it was necessary to have traffic using that route and also the division by means of a wall between the historic core and West Walls. Residential properties faced in one direction but potential developments may consider properties facing in the other direction. Discussions had been held with the Cathedral Trust regarding their aspirations for the Cathedral and Fraternity area, including better access.

(l) Paragraph 3.5.2 - If measures were introduced to reduce the impact of private vehicles on Lowther Street, what provisions would be made for Northbound traffic?

Mr McNichol commented that this was an area that the County Council were wanting to explore. There were options including Tait Street being made two-way, but if this was not a possibility then the City Council would need to re-consider its own aspirations in terms of traffic. The County Council was considering options in relation to traffic in the city centre.

(m) Paragraph 3.7 - Clarification was sought on what constituted the Botchergate South area and southern approaches to the city?

Mr McNichol responded that this was the area to the north of the St Nicholas traffic lights and included the Lancaster Street area between Botchergate and the railway.

(n) Paragraph 3.3 – Rickergate - Members referred to a document which had been received from the Save Our Streets (SOS) Campaign making a number of points about the Development Framework and Movement Strategy. In particular, SOS had stated that the Rickergate development was unpopular and that there had been widespread agreement amongst Carlisle citizens that the Civic Centre was an ugly building which should be demolished, yet this had not been addressed within the Development

Framework and Movement Strategy. Members sought a response on the comments from the Save Our Streets Campaign and also sought clarification on what was meant by a “plaza”.

Mr McNichol commented that the Policy Statement promoted a mixed use development and the Council would be looking for developments to come forward which would accord with these principles. He clarified that the “plaza” meant a public square and the document was setting out the requirement for a public square in that area.

In response to a Member's query about whether development at Rickergate had been solely in response to the 2005 Floods, Mr McNichol advised that the 2004 reposit version of the Local Plan, had identified part of Rickergate as a “Central Office” park. The Leader added that it was a natural extension to the city centre and as a number of the buildings were currently in public ownership it was attractive as a possible venue for development.

The Leader added that he and the Deputy Leader had met with representatives of SOS and would meet again in the near future before any final decisions are made on the Policy Statement. Mr McNichol added that Officers were providing advice and assistance to SOS and were explaining the planning process.

(o) Paragraph 3.5.3 - Clarification was sought on the potential location of a Criminal Justice Centre.

Mr McNichol confirmed that this would be on Warwick Road just after the Spencer Street junction on the north side. Currently there was a mixed use of businesses in that location. Discussions had not been held with individual occupiers, but the concept had been identified at the first stage of public consultation. The proposals in the Policy Statement were not anything new from that first consultation stage.

Members queried whether the Criminal Justice Centre would include a location for the Police.

Mr McNichol responded that the Police were still considering a future location and although their main base may be outwith the city centre they still wanted to retain some form of city centre presence.

The Leader confirmed that the Policy Statement does not make any definite decisions on demolition of any buildings and this included the Police Station. No decisions were being made at this stage on demolition of any buildings and any assumptions on demolition were premature.

(p) Paragraph 3.6 – Rickergate - In response to a Member's question the Leader clarified that the Policy Statement stated that the retention of existing properties in Corporation Road and Peter Street for residential and commercial uses would be supported.

(q) Paragraph 3.8.1 - Members suggested that instead of referring to "the site of the former Market on John Street", the public would understand this better if it was referred to as Paddy's Market.

(r) Paragraph 4.4 – Bullet Point 1 - This paragraph was difficult to understand and plain English should be used.

Mr McNichol advised that a glossary was attached to the end of the document explaining some of the more professional master planning terms including an explanation of the phrase "life cycle approach". He accepted that some of these terms were difficult to understand and advised that, if the policy was approved by the Council, it could be produced in another manner which would be more suitable to audiences such as the public and potential investors.

(s) Potential Investment - How much research had been undertaken into whether potential investors were interested in development of the city?

Mr McNichol responded that part of the team of consultants were development surveyors who had undertaken soft market testing of the proposals with a range of different types of investors in both the UK and Europe. In addition, a retail assessment had been undertaken as part of the Local Plan.

(t) Paragraph 5.2 – "Prepare a New Car Parking Strategy for Carlisle" - A Member asked whether the Infrastructure Overview and Scrutiny Committee could undertake this as a separate piece of work.

The Environment and Infrastructure Portfolio Holder commented that the County Council was the highway authority who designates on and off street parking and it would be difficult to work on a car parking strategy for Carlisle without input from the County Council.

The Chairman asked that any car parking strategy be referred to the Infrastructure Overview and Scrutiny Committee during its development stage. The Head of Scrutiny advised that the Countywide Joint Scrutiny Group had discussed this and had agreed to form a Task and Finish Group to undertake some work on the development of a Countywide Parking Strategy. This Committee would, at a future meeting, be asked to nominate a representative to that group.

Members stressed the importance of Carlisle being able to have a strategy specific to its own area but recognised the need to undertake this in consultation with the County Council.

The Head of Scrutiny advised that the Member representative on the Task and Finish Group would need to be kept fully briefed and updated on all these issues, in particular the impact of Carlisle Renaissance, in order to be able to have an effective input to this Joint Scrutiny Group.

The Environment and Infrastructure Portfolio Holder agreed to seek clarification from the relevant portfolio holder at the County Council as to the intentions in relation to this

joint scrutiny event and to emphasise the importance of Carlisle being in control of car parking in its own area.

(u) Paragraph 6.1.1 – Development Briefs - were there any priorities in relation to Development Briefs.

Mr McNichol responded that having discussed this issue with the Head of Planning Services he understood that there would not now be a requirement to prepare supplementary planning documents for Rickergate and for Caldew Riverside as the mix of uses being proposed had been assessed in some detail through the work in creating the Development Framework and Movement Strategy. He emphasised the distinctions between planning briefs and development briefs and advised that the funding for the work on some of the supplementary planning documents would be available from the NWDA package of projects.

(v) Paragraph 6.4 – Monitoring - Members suggested that annual monitoring was not frequent enough to be kept up to date and involved in progress.

Mr McNichol responded that the reference to an annual monitoring report to assess progress was related to the Local Development Scheme and he suggested that Members may want a more frequent progress reports.

Members suggested that there should be quarterly progress reports but queried how they would be able to measure progress if no timescales had been set. Mr McNichol advised that once the policy was approved by the Council, a forward plan would be prepared against which the Committee could monitor progress.

RESOLVED – (1) That the comments of the Committee on the draft Policy Statement as detailed above be forwarded to the Executive.

(2) That this Committee requests quarterly monitoring reports on progress in relation to the Development and Framework and Movement Strategy Policy.

(3) That it be noted that the Committee would consider the nomination of a representative to a County wide joint Task and Finish Group on Car Parking Policy at the first meeting of the Committee in the new Municipal Year.

APPENDIX C

CONSULTATION RESPONSES EXTERNAL ORGANISATIONS

**Note: in compliance with section 100d of the Local Government (Access to Information) Act 1985
the report has been prepared in part from the following papers: None**

Responses to DF&MS Draft Policy Statement

Response from North West Regional Development Agency:

- 2.11. The Development Framework Phase 1 Delivery Commission will set out a vision to raise urban design quality across the city. Can the raising of design standards in the built environment be woven into vision element of the policy statement.

In terms of the location for the University Headquarters and theatre/performing arts facility a number of possibilities are mentioned, is there not a hierarchy of preferred locations? The statement needs to tie in with the University's own preference if possible.

- 3.6.3. City Council support for the retention of existing properties in Corporation Road and Peter Street prejudices the developer procurement exercise. The Taylor Young Report states that the red line for the purposes of the developer competition should be drawn to include phases 1&2 of the comprehensive scheme (p.136). Supporting the retention of particular properties now is premature.
- 5.2. How the City intends to work jointly with the County Council could be emphasised/explained more. A number of strategies recommended in the Carlisle Renaissance Movement Strategy need to be included alongside the Car parking strategy bullet point e.g.:
- South Western relief route options strategy
 - Bus vision and routing strategy
 - Development contributions use/targeting strategy
 - Pedestrian/cycling, signing and routing strategy
 - Strategy for increased traffic management/calming in sensitive areas

Response from Cumbria Vision.

- 1.3 Land Use and Transport Policy context, we would expect to see separate section identifying economic policy context.
- 1.3.2 We are interested as to why it has been decided that this policy statement would not be formalised as Supplementary Planning Guidance
- 1.4.1 We would be interested to see the City Council's responses to the feedback gleaned during the consultation processes
- 2.1.1 In this section we are concerned at the lack of inclusion of the educational (in particular higher education) dimension and the desire to drive up overall economic performance of the City. In particular, the following comments require further clarification –
 - Competitive – other business use, i.e. professional services.
 - Distinctive – protected heritage?
 - Vibrant – Policing, public safety, public transport, parking. Students?
 - Accessible – low cost parking, free evenings/weekends to promote 'vibrant'.
- 2.2.1 We would welcome further clarification on the aspect of Core Character Areas.
- 2.2.2 A Retail core which needs to be inviting, diverse, different, not just major multiples
- 2.3 We would welcome further clarification and detail, particularly in terms of routes to deliver and delivery partners
- 2.3.1 Upgrading the public realm, how and what exactly? What is truly distinctive about Carlisle that sets it apart? We would welcome initial design statements to consider.
- 2.4 We note the desire to increase city centre car parking and wonder how this fits with both the generic sustainable agenda and park-and-ride initiatives as noted in section 5.1.
- 2.4.1 Whilst this is an admirable objective and would meet sustainability criteria, exactly how will you work to reduce traffic. There are strong economic needs for people to traverse the city centre for work, hospital etc
- 3.1.2 We would like to see further information as to how the Proposed Public Realm Framework and Urban Desire Guide will fit with other such design initiatives as managed by CABI and RENEW NW.
- 3.2.1 What are the linkages between sites & overlap into retail?
- 3.2.2 What about the professional services that operate in this area?

- 3.3.1 Why not utilise the existing and recently developed St. Martin's site? Why build a new HQ when the site could have a greater economic contribution?
- 3.5.1 As above.
- 3.5.2 Is this part of quality public transport? How many people actually use buses? Can examples be taken from York?
- 3.5.3 We would welcome further clarification on the status of the Civic Centre, what options have been considered for the site?
- 3.6.3 As above
- 3.8.3 This needs to be robust, where is the public consultation both business & residential in this?
- 4.3 How can it be distinctive if all the areas are mixed?
- 5.1 We note the apparent contradiction between increased car parking, the sustainable agenda and park-and-ride initiatives.
- 6 We have concerns over the time frame implications identified here and would welcome further clarification on delivery time scales against aspirations identified.

Significant number of Local Development Plan documents (6) required and a further 8 strategies/studies. What is the timescale for their preparation and have Carlisle City Council existing staff resource to manage this? Could take 2/3 years' preparation.

Cumbria Vision probably needs to get more involved in discussions on the potential delivery vehicle for implementing Carlisle Renaissance such as a City Development Company.

Response From Cumbria County Council

Initial Comments on Draft Policy Statement

General

- It is regrettable that the document is written totally on the basis of the City Council and does not recognise the significant roles of the partner organisations in Carlisle Renaissance. It needs to acknowledge and encourage the roles and responsibilities of these partner organisations in order to achieve the aims of the initiative.
- In this regard there is little reference to the role of the County Council and no reference to the importance of ensuring that development, transport and accessibility are considered together.
- The Character Areas are identified as indicative areas and overlap in places. It would be more helpful to be explicit as to the extent and role performed by each of these areas rather than merely keeping many similar options open for each area. The name “character area” is misleading as very little of the policy statement refers to the distinctive character and unique requirements of each area. Instead it refers more to the functionality and development potential in each area.
- There should be further policy development for each of the Character Areas, whilst at the same time taking a City wide perspective on movement and infrastructure provision.

Specific [references are to paragraph numbers]

Introduction

- 1.2.1 The first and 4th bullet points should be linked to highlight the need for both the public and private sectors to work together on public realm and infrastructure improvement.
- 1.2.1. The purpose sets out four aims which should be developed in the rest of the document as it is not clear how the document achieves its stated purpose.
- 1.2.1. A plan defining the city centre is required.
- 1.3.1. The agreed Sub Regional Spatial Strategy also highlights the role of Carlisle as a sub regional centre for a range of activities and should be referred to.

Spatial Strategy

- 2.1.1. The LTP and the Structure Plan do not support a “balanced” pattern of access in the city centre. They support the highest priority being given to pedestrians, cyclists, and those with disabilities and high priority to public transport.
- 2.1.1. The education/university role of the centre should be identified.
- 2.1.1. The 3rd bullet should refer to the need for new facilities for leisure and cultural enjoyment.
- 2.3.1. and 2.4.1. It is not clear what the words promote and support mean in this policy context especially when the matters fall within other authorities’ responsibilities.
- 2.4.1. The meaning of the fifth bullet point is not clear.

Map - the core areas map is poor and it is not easy to define the specific areas/sites.

Core Character Areas

- 3.1.1. The expansion of the retail core needs to be justified on the basis of retail/commercial capacity. The effect on other secondary areas e.g. Botchergate needs to be carefully considered.
- 3.1.1. This paragraph should refer to improving access by public transport, by foot and by cycle, to the city centre from residential areas of the city.
- 3.1.2. The design standards identified for the future SPDs need to take account of those already in place for highways and those currently being prepared. Further joint work will be required.
- 3.2.2. The reference to “traffic calming” is not appropriate. This should be replaced with a reference to traffic management measures that improve the public realm and give greater priority to pedestrians, buses and cyclists.
- 3.4.2. “Improved pedestrian crossing facilities” should be replaced with “give greater priority to pedestrians”.
- 3.4.2. Reference to gateway parking at this location should be reconsidered carefully with the County Council. It is considered that this location close to the city centre could attract traffic into the core.
- 3.5.2. Consideration should be facilitated of a larger bus hub to the north or north east of the city centre near to or within the Rickergate area allowing for both long distance and town/County services to be integrated.
- 3.6.1. See comment on para 3.5.2.

- 3.6.2. This paragraph should refer to improving access by public transport, by foot and by cycle, to Rickergate from residential areas of the city.

Public Realm

- 4.1. - 4.5. As referred to previously it is important that the City Council works with its partners in delivering Carlisle Renaissance and it is the public realm activities that this is essential. The City Council should progress the preparation of the Public Realm Framework & Urban Design Guide with the total involvement of The County Council. The Council has many interests and statutory responsibilities that will affect its deliverability.

Movement

- 5.1. See previous comments on the County Council responsibilities [and other agencies] and the use of the City Council policy wording "to support measures".
- 5.1. The role of Lowther Street for through traffic is currently essential. Consideration of its future role can only be assessed with CCC input.
- 5.1. In the 3rd bullet, it is not clear how the City Council has established the reference to "designated relief routes". "Relief routes" will not be designated but a route will be identified that improves access in the south and west of the town. This will be a long term incremental project dependent on identifying modest junction improvements and using development opportunities when they arise. This approach should be supported by the development control activities of the City Council and through any development briefs or action plans.
- 5.1. In the 4th bullet, the role of the Citadel for gateway parking needs careful consideration with County Council involvement.
- 5.1. 6th bullet point see comments on paragraph 3.5.2.
- 5.1. A new bullet point should be added to address improvements to radials to assist bus movements and reliability of services for trips within the city.
- 5.2. 1st bullet point. The involvement in the County Council's Area Transport plan is very much welcomed as is the offer of resources to undertake options appraisals and other preparatory work as might be required
- 5.2. 2nd bullet point. The County Council considers the car parking and car parking management strategy to be of major significance and again welcomes the joint approach. The integration of car parking policies and measures with the transformational projects and the public realm activities is crucial as the need to integrate on and off street parking.

Response from Government Office Northwest

Overall the statement hangs together well and gives a good picture of what the city centre can look like in the future.

It appears to be consistent with planning policies in preparation.

The 'development planning' sections (by which I mean sections 2 and 3) are concerned primarily with what the authorities can 'promote', which is realistic.

Section 5 on movement focuses more on implementation rather than 'promotion' - this raises the question of achievability, which is not really touched upon here.

Section 6 does give some idea of how long it will take to produce policy documents, but is silent on timescales for implementation on the ground.

Obviously it would be unreasonable to expect too much detail on that here; but there is the risk that, without some more practical pointers as to implementation, the document might appear to some as too much of a 'shopping list', whilst at the same time raising expectations in others, which could lead to disappointment and detrimental comment.

It might be wise at this stage to consider how a clearer 'steer' can be given on this - for example, communicating the kind of delivery timescale arising from integration of proposals into the LTP.

Response from Cumbria Tourism Board

We think it is an excellent framework for improvements to Carlisle and we welcome acknowledgement of the importance and needs of visitors.

Our only comment relates to the extent of the Eastern Approaches character area. We would suggest that perhaps the M6 corridor (from J42 – J44) should be included. Millions of people use the corridor and I'm sure form an opinion of Carlisle even if they don't visit the City; perhaps the same could be said of the north bound Southwaite motorway service area. We appreciate that these comments may extend beyond the brief for this particular Strategy but we felt that the "M6 improvements / opportunities" need consideration in the broader Carlisle Renaissance plans.

Response from Patrick Lennard, Chair of Healthy Communities & Older Peoples Group, Carlisle Partnership

Please note the that the previous draft was considered at the meeting of the Healthy Communities & Older Peoples Group, Carlisle Partnership held on 6th February 2007

The Group welcomed the Strategy, especially the emphasis on promotion of walking and cycling. This supports the Group's aims to reduce obesity by encouraging people in Carlisle to adopt more active lifestyles.

REF: JMVK/ph managers/jm/misc/Carlisle renaissance

12 April 2007

Cllr Mike Mitchelson
Leader of the City Council
Civic Centre
Carlisle CA3 8QG

4 Wavell Drive
Rosehill
CARLISLE
CA1 2SE

Direct Line: 01228 603608
Direct Fax: 01228 603621
www.northcumbriahealth.nhs.uk/pct
e mail: Jane.Muller@ncumbria.nhs.uk

Dear Mike

**CARLISLE RENAISSANCE
DEVELOPMENT FRAMEWORK AND MOVEMENT STRATEGY**

Thank you for the opportunity to comment on the above draft strategy. Certainly these ambitious plans will revitalise the City Centre and contribute towards health and well being in the local population.

I am delighted to see included increased opportunities for safe cycling and walk/leisure activities.

Para 3.1.

I fully support the extension of the retail core. However I would like to request that consideration is given to promoting food outlets providing healthy options as opposed to fast food outlets to support and promote the healthy eating and healthy messages across Carlisle and District.

Para 4.2

My one comment I would like to be taken into consideration please is that thought is given in the planning process to provide ample public toilet facilities, particularly in the areas of the proposed public squares.

Yours sincerely



N J Muller
Consultant in Public Health
Cumbria PCT

Carlisle Renaissance, Development Framework and Movement Strategy

Save Our Streets Campaign Response

The Save Our Streets Campaign was set up in January 2007 by the residents and small business people of Warwick Street, Peter Street and Corporation Road to oppose the Carlisle Renaissance proposals to demolish the buildings and streets where they live and work.

1. Residents do not want to move. When we bought our homes here we made a commitment to the community and the area. We do not see why we should have to move.
2. The Rickergate community is vibrant and thriving. Families with young children, pensioners, students and working people all live happily side by side with small independent business – eg hairdressers, secondhand furniture sellers, a photographic business and a children's nursery. The community had a very hard time in the floods of January 2005 but pulling together through adversity forged even stronger ties than existed before. The Renaissance proposals will destroy this community. We question if a Neighbourhood Renewal Assessment has been carried out for this community and if not, why has the Council neglected to do so?
3. The Rickergate area has a unique heritage and contains some important buildings which will be demolished if the proposals for the Rickergate area go ahead. A request has been made for listed building status for the group of buildings comprising the fire station, police station, magistrates court and firemen's cottages on Warwick Street. This group is the only example of 20th century public buildings in the city. It is also important to Carlisle because of its connections with Percy Dalton and Laings the builders. Adriano's restaurant started life as a State management Scheme public house. It is also of architectural merit and of social significance to Carlisle. These buildings should be retained.
4. If the Rickergate should be developed it needs to retain its unique character. There is a case to be made for extending the present conservation area south to include the area. We do not feel that the Renaissance proposals take this into account.
5. All properties in the Rickergate area have been extensively refurbished after the floods. It is criminal to destroy good quality housing stock.
6. Despite assurances that Peter Street and Corporation Road will not be destroyed the Local Plan enquiry must still address the change of use for the area from mixed use to Regeneration. Residents do not feel their homes are safe if the status of the area can be changed.

12th April 2007

Development Framework and Movement Strategy

Points raised by Save Our Streets Campaign for Overview and Scrutiny Committee, 5th April 2007

- Is the Renaissance development in general and the development of Rickergate in particular wanted or needed.

Extensive conversations carried out during campaigning by SOS members has revealed that almost to a person, residents of Carlisle do not approve of the developments. Why is Renaissance proposing major developments without identifying strategic needs and without the backing of the residents at large? There is wide spread support for **Save Our Streets**; not just because ordinary families might lose their homes. There is a strong feeling that Renaissance is pushing through proposals to their own agenda which does not agree with how local residents want their city to be.

- Renaissance appears to be working for the benefit of the developers, not the people of Carlisle.

The management systems for the Renaissance proposals appear to be developer led. They seem to be presenting a package which is desirable for a developer to make money rather than what is in the best interest of the city – hence in the Rickergate area the inclusion of a large hotel, the joint ownership of Council office accommodation and yet more retail outlets. All this is designed to maximise revenues for developers. Where are the interests of Carlisle's citizens in all of this?

- The Rickergate development in particular is unpopular.

There is widespread agreement amongst Carlisle citizens that the Civic Centre is an ugly building and that it should be demolished. Yet the Renaissance proposals do not take this seriously. Considering the strength of the opinion this might well have been the lynch pin around which any development of the Rickergate area was based. A frequent response is: *"What is this plaza thingy?" "Lot of nonsense"*.

- Where will people coming into town park?

The failure of the recent park and ride schemes is a good indication that residents prefer to park in the city centre. The Rickergate proposals do away with the Civic Centre, Peter Street and Lowther Street car parks without replacing them with equivalent numbers

- Both options for the Rickergate proposals seem to be designed to knock the heart out of the city and replace it with a clone of every other modern city development.

Has the Council not learnt the good lessons from the development of the Lanes in the 1980s or from the design failures of the Lanes extension/Debenham's development? The latter could have been designed better with a view to retaining the character of our City. The Rickergate Plaza gives the appearance of being a gimmick to cloak the design with design respectability. The following are a few pointers:

1. Why are the proposals to demolish the best public buildings built in the city since the early 19th century? The police/fire stations and magistrates court, along with the houses on Warwick Street, are a major contribution to 20th century architecture and should be retained and reused. The Magistrates Courts service who have recently bought and extended into the police station obviously feel there is a future there. Why cannot this initial step be built on?
2. The heights of the relative proposed buildings in the area are totally out of scale with the townscape.



Cllr M Mitchelson
(Leader of the City Council)
Carlisle City Council
Civic Centre
Carlisle
Cumbria
CA3 8QG

Our ref: NO/2007/100287/01-L01
Your ref: CK
Date: 10 April 2007

RECEIVED
12 APR 2007

Dear Cllr Mitchelson

**CARLISLE RENAISSANCE DEVELOPMENT FRAMEWORK & MOVEMENT
STRATEGY (DF&MS) CARLISLE**

Thank you for consulting the Environment Agency on the draft Development Framework and Movement Strategy.

In promotion of its development aspirations Carlisle City Council need to be mindful of the requirements of the latest Planning Policy Statement 25 (PPS 25) in relation to flood risk and development. Planning Authorities must demonstrate compliance with the exception test, where applicable in consideration of flood risk vulnerability and flood zone compatability. We would recommend the City Council discuss any potential planning constraints with their planning authority at the earliest opportunity.

Whilst the document is primarily about development and transport (including pedestrian) it appears to virtually ignore the natural environment/ biodiversity. For example, the only mention of green corridors is to "utilise river and other green corridors to improve pedestrian and cycle access in the City Centre from residential areas".

Carlisle is in the unusual position of having nationally and internationally important wildlife and habitats right through the heart of the city. There is no mention of enhancement or even protection of this environment and the proposals do not appear to seek any improvement to the networks of green corridors (for wildlife) within/around the city. There are otters, red squirrels, salmon, kingfishers etc within the city and there is a need to provide safe havens/ tranquil areas and links around the city to protect this wildlife from excessive disturbance - whilst making it accessible to both the local community and tourists.

People benefit from flourishing wildlife and we consider this aspect could have been given greater prominence within the document. For example see:

Environment Agency
Ghyll Mount, Gillan Way, Penrith 40 Business Park, Penrith, Cumbria, CA11 9BP
Customer services line: 08708 506 506
www.environment-agency.gov.uk



- www.birdlife.org/eu/pdfs/Wellbeing%20EU%20final%20version%202Mb.pdf
- www.eldis.org/static/DOC18587.htm

We also would recommend that any new movement policies should consider air quality and aim to limit incidences of poor air quality.

Yours sincerely

A handwritten signature in black ink that reads "JM Pickup". The letters are cursive and slightly slanted to the right.

Jeremy Pickup
Planning Liaison Officer

Direct dial 01768 215798

Direct e-mail jeremy.pickup@environment-agency.gov.uk

Our Ref: TS/KCS
Date: 11th April 2007

Councillor Mike Mitchelson
Leader of the Council
Carlisle City Council
Civic Centre
Carlisle
Cumbria
CA3 8QG

Dear Mike,

CARLISLE RENAISSANCE – DEVELOPMENT FRAMEWORK AND MOVEMENT STUDY

Thank you for your letter of 26 March.

As you know the County Council supports the work being done under the Carlisle Renaissance programme to improve the City of Carlisle. We considered the Taylor Young report (which was part funded by the County Council) at our Cabinet on 13 March. At that meeting we endorsed the Movement Strategy as a framework for the long term vision for transport in Carlisle. That decision was supported by Carlisle Local Committee, at its meeting on 28 March, when ten priority projects were identified for further development (shown on the attached table). The County Council has allocated £120 000 in the current year to develop these projects and anticipates being able to support their implementation in line with the resources and priorities in our Local Transport Plan. As a result of these decisions, I can confirm that we share your aspirations for the City.

The language of your policy statement is, however, disappointing. Local Government can only achieve success for the communities it services when we work in partnership with other agencies. To start so many paragraphs with the phrase "the City Council will promote" gives the impression of isolation, rather than partnership. It would be a stronger, and more positive document, if the standard phrase was "the City Council has agreed to work with (named partner) to secure (outcome) for our City".

You will know that we are discussing, with NWDA, what delivery mechanisms are needed in Cumbria if the West Cumbria Spatial Masterplan receives Government support. I believe there would be benefits in considering your proposals for new delivery bodies in Carlisle jointly with those for other parts of Cumbria and would appreciate the opportunity to discuss this.

46.

I look forward to discussing the delivery of significant projects for Carlisle with you at future meetings of the Carlisle Renaissance Leadership Group."

Yours sincerely,



Tim Stoddard
Leader
Cumbria County Council

Our Ref: TSKC/14/001
Date: 14 April 2014

Mr. Stoddard
Leader of the Council
Carlisle City Council

Chairman
Cumbria
CA2 8EG

Dear Sir,

CARLISLE RENAISSANCE - DEVELOPMENT FRAMEWORK AND MOVEMENT STUDY

Thank you for your letter of 26 March.

As you know the County Council supports the work being done under the Carlisle Renaissance programme to improve the City of Carlisle. We understand the Taylor Young report which was published by the County Council at its Cabinet on 12 March. At that meeting we endorsed the Movement Strategy as a first step for the long term vision for transport in Carlisle. That decision was supported by Carlisle Local Committee at its meeting of 26 March. When the policy options were identified for further development (shown on the attached table) the County Council has allocated £150,000 to the work that is to develop these projects and anticipate being able to support their implementation in line with the resources and priorities in the Local Transport Plan. As a result of this decision I can confirm that we share your aspirations for the City.

The language of your policy statement is however, disappointing. Local Government can only achieve success for the communities it serves when we work in partnership with other agencies. To state so many paragraphs with the phrase 'the City Council will' indeed gives the impression of isolation rather than partnership. It would be a strange and more positive document if the standard phrase was 'the City Council has agreed to work with' (instead of 'partner') to secure 'outcomes' for the City.

You will know that we are working with WDA what delivery mechanisms are needed in Cumbria if the West Cumbria Coastal Metropolitan receives Government support. Before there would be progress in considering your proposals for new delivery bodies it is vital that those for other parts of Cumbria and would appreciate the opportunity to discuss this.