

# CARLISLE CITY COUNCIL

Report to:- **Carlisle City Council**

Date of Meeting:- **3 March 2009**

Agenda Item No:-

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**Public**

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Title:- **CALDEWGATE/SHADDONGATE DEVELOPMENT BRIEF**

Report of:- **Head of Planning & Housing Services**

Report reference:- **DS.18/09**

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## **Summary:-**

The Caldewgate/Shaddongate Development Brief was considered by a joint workshop of the Infrastructure Overview and Scrutiny and Development Control Committees on the 16 January 2009. The outcome of the workshop was reported to the Infrastructure Overview and Scrutiny Committee on the 22 January 2009. The Executive considered the resolution of that Committee in Report DS.13/09 at their meeting on the 16 February 2009. The Executive resolved that the Executive agree that the Caldewgate/Shaddongate Development Brief as amended be submitted to the meeting of the City Council on 3 March 2009 for approval prior to it being circulated for wider consultation.

## **Recommendation:-**

It is recommended that the City Council approve the Caldewgate/Shaddongate Development Brief for wider consultation.

**Contact Officer:** Alan Eales

**Ext:** 7170

**Alan Eales**

Head of Planning & Housing Services

**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**

## **1. BACKGROUND INFORMATION**

- 1.1 The Executive considered the Caldewgate/Shaddongate Development Brief (Report DS.147/08) at their meeting on the 17 November 2008 and pursuant to Minute EX.275/08, the Caldewgate/Shaddongate Development Brief – Supplementary Planning Document (Appendix 1) was considered by the Infrastructure Overview and Scrutiny Committee at its meeting on 4 December. A joint workshop for the Infrastructure Overview and Scrutiny and the Development Control Committees was held on the 16 January 2009 and the outcome of that workshop had then been considered by the Infrastructure Overview and Scrutiny Committee at its meeting on the 22 January 2009.
- 1.2 The Executive considered Report DS.13/09 (Appendix 2) at their meeting on the 16 February 2009, which set out the comments and concerns identified at the workshop. A copy of Minute IOS.13/09 outlining the main themes that had been raised during the workshop is attached at Appendix 3.
- 1.3 The comments raised by the Overview and Scrutiny Committee together with those raised by the Environment Agency in respect of flood risk will require some sections of the Development Brief to be modified.

## **2. RECOMMENDATIONS**

- 2.1 It is recommended that the City Council approve the Caldewgate/Shaddongate Development Brief for wider consultation.

**Alan Eales**

Head of Planning & Housing Services

**Appendix 1**

**Caldewgate/Shaddongate Development Brief**



Prepared by:

GILLESPIES LLP

Westgate House

44 Hale Road

Hale, Cheshire

WA14 2EX

Tel: 0161 928 7715



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# 1.0 INTRODUCTION

The City of Carlisle now has an enhanced position on the economic regeneration map of the North West and is well positioned to structure a focused and deliverable agenda for meaningful urban regeneration and renaissance. The physical fabric of the city is evolving and new investment is about to kick start the regeneration of the city centre and its immediate surroundings.

This Planning Brief has been produced by Gillespies on behalf of Carlisle City Council with the assistance of Carlisle Renaissance for the Caldewgate and Shaddongate area, also referred to as the 'Western Approaches' in the Urban Design Guide and Public Realm Framework SPD (2008). This Planning Brief is a Supplementary Planning Document to the Carlisle District Local Plan 2001-2016 and sets out the planning framework and a series of urban design principles to guide new development in the Caldewgate and Shaddongate area.

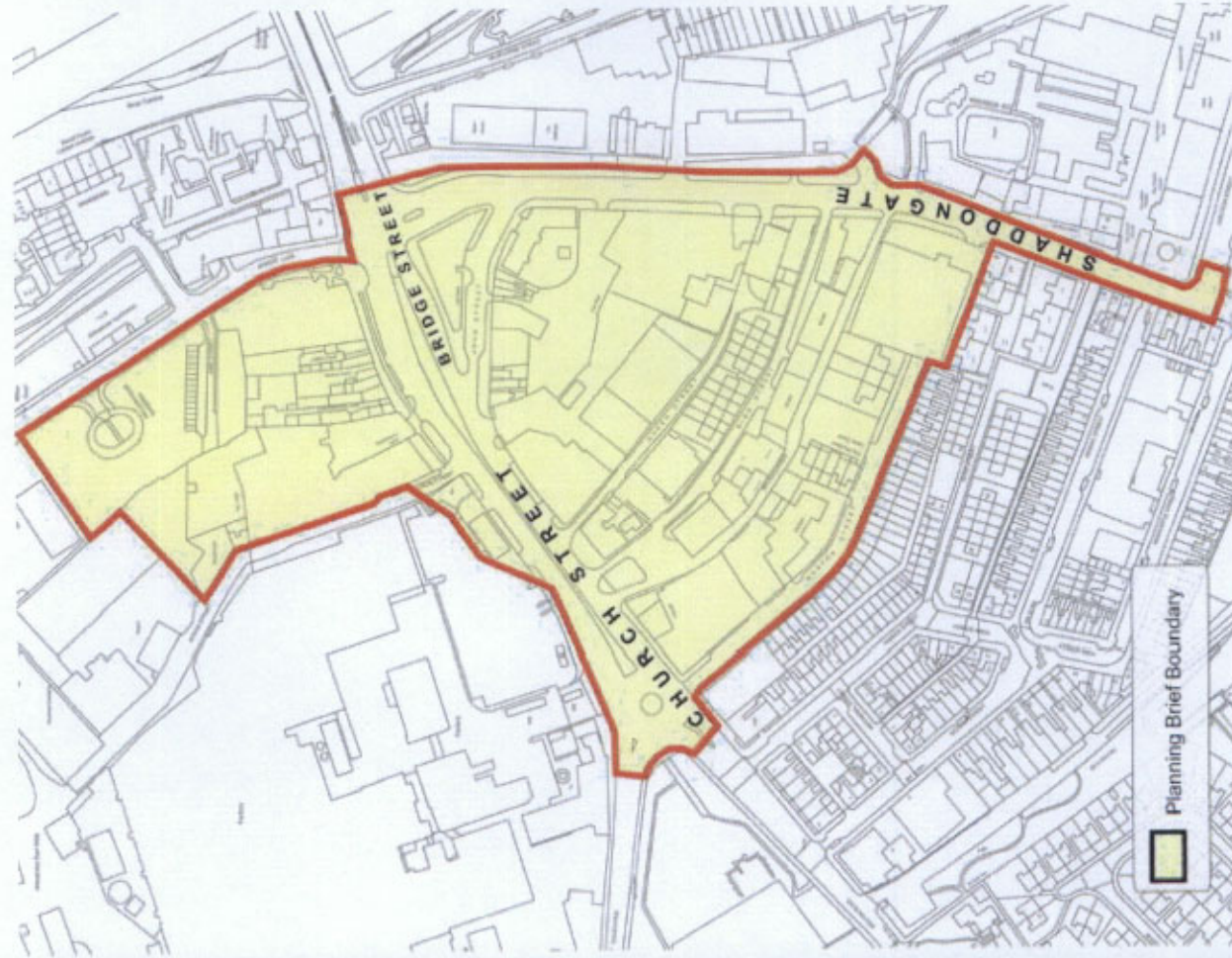
The Brief has been informed by the Urban Design Guide and Public Realm Framework SPD (2008) which sets out principles for the whole of Carlisle city centre for the improvement of the built form of the city and principles for the development and improvement of the public realm. This Brief also reflects the strategic objectives and vision for regeneration of the city as put forward in the Local Plan and the Carlisle Renaissance Development Framework and Movement Strategy.

The Caldewgate and Shaddongate planning brief area is bounded by Church Street to the northwest, Morton Street to the south and Shaddongate to the east.

The aims and objectives set out in this planning brief for the future development of the area may be summarised as follows:

- One of the key objectives in the regeneration of Shaddongate/ Caldewgate area is to create a dynamic mixed use live/work quarter adjacent to the city centre of Carlisle. The site houses diverse mix of uses which is a desirable aspect once the spatial relationships between these uses are defined. It is important to build upon this existing urban fabric of the site and enhance the quality of existing urban environment.
- It is important to integrate new development with the existing development on the site whilst preserving and restoring buildings and spaces which highlight the character of this area. The historic mixed use streets connecting Church Street and Shaddongate present a distinct character of the area to build upon.
- This Planning Brief identifies existing development opportunities within the area and various limitations/ constraints on redevelopment. The character of much of the area is one of faded Victorian industrial heritage. Large industrial buildings with courtyards and a number of undeveloped sites offer the opportunity to regenerate the area in a more comprehensive and integrated manner.
- Another important aspect of the site is its location close to the City Centre. The Shaddongate/ Caldewgate area is an important gateway to Carlisle city centre from the west. The Castle, being one of the main attractions of the city, is in close proximity to this area. The river Caldew to the east of the site is an important historical and environmental asset. Therefore this brief promotes new development that builds upon the important location of the area.





The Supplementary Planning Document is structured as follows:

## **Site Area and Context**

Introduction to and overview of the area. This section also covers the transport and movement issues which affect the site.

## **Urban Design Analysis**

The strengths, weaknesses, opportunities and threats relating to the urban environment are outlined.

## **Policy context**

Review of national, regional, sub-regional and local planning policies that are relevant to the area and future development proposals.

## **Development Concept and Potential uses**

Outline of potential future land uses and types of development, rationalising the preferred land uses and recommending development concepts to aid the regeneration of the area.

## **Development Principles**

Description of development principles to guide investment in the area.

## **Key Considerations**

Outlines Key considerations for new development in the area.

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**PLANNING BRIEF AREA**

SUPPLEMENTARY PLANNING DOCUMENT



## 2.0 SITE AREA AND CONTEXT

In addition to the policies set out in the Local Plan, the Development Framework and Movement Strategy, which was adopted as a Policy Statement by Carlisle City Council in April 2007, and the subsequent Urban Design Guide and Public Realm Framework, both identified eight character areas across the city. The character areas at times overlap in terms of character, mix of uses and functionality, but can be identified as:

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



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### CHARACTER AREAS

The study area considered within this Planning Brief covers the same area as the Western Approaches character area. The relationship of the area with the other identified character areas and its strategic location as a major gateway into the city centre should be an important consideration with any redevelopment proposal.

The Development Framework and Movement Strategy Policy Statement outlined the following principles for the Western Gateway:

- The City Council will promote residential led mixed use development in the Western Gateway and increase the density of development where appropriate. The site of the former market on John Street (also known locally as Paddy's Market) is considered potentially suitable for a high quality gateway development.
- The City Council will promote improvements to the quality of the public realm in the area, including the Shaddongate and Bridge Street corridors, and will encourage the highest quality development adjacent to significant junctions along these corridors.

In order to achieve these principles, the City Council identified the need to produce a Development Brief/Concept Statement which this Planning Brief covers.

Importantly the Caldew Riverside character area, lying to the south east of the Western Approaches, was identified in the Development Framework and Movement Strategy Statement as a potential location for the University of Cumbria headquarters and associated uses. The successful realisation of this development will have a positive impact on the potential uses to be considered for the Planning Brief area. It should be noted the Brief area already includes a small number of student flats.

### Location

The Caldewgate/ Shaddongate area lies to the immediate west of the retail core of Carlisle, the A595 runs within the northern boundary of the Brief area and is the main western approach to the city, linking with and forming part of the ring road as Bridge Street joins to Castleway. The east of the Brief area is bounded by Shaddongate and the Little Caldew, a former mill race to the River Caldew.

The Brief area, although physically within 500m of the city centre, is remote from the core due to the severance caused by the West Coast Main Line, the river Caldew and the distinct change in levels marked by the line of the historic West Walls of the city. A single crossing point and link to the city centre is found at Bridge Street. This point forms a logical western gateway for the city, with vistas of the Castle and the historic core opening out to the east. Physically this gateway is already expressed through the Millennium Bridge over Castleway.



## History

Lying to the west of the City Walls, the Caldewgate/ Shaddongate area did not develop until the industrial growth of the city forced its expansion beyond the City Walls adding to its original role as a border garrison. The River Caldew was bridged by the early seventeenth century as is shown in John Speed's map of that date. By 1790 the Little Caldew mill race had been created from Denton Mill and buildings lined Caldewgate, mostly houses with narrow frontages and long, burgage plots. The improved turnpike road system and subsequent development of the railway supported the development of a strong textile industry in the city, including calico making utilising the soft waters of the River Caldew. The Brief area and the surrounding Denton Holme area of the city saw significant growth up to the mid nineteenth century with the growth of textile mills and other industrial premises with adjacent terraced housing for artisans and workers. The speed of the development saw a uniformity of approach with similar materials and architectural style being adopted, including red brick, welsh slate and sandstone detailing. Remnants of the close knit terraced housing can be found within the area, but much was cleared in subsequent years due to poor living condition leaving a disparate urban fabric.



17th Century Plan



1790 Plan



Early 19th Century Plan



1901 Plan



1865 Plan



## Flood Risk

Carlisle has a history of flooding with events recorded as far back as the 1700s. In recent years there have been significant floods in 1963, 1968, 1979, 1980 and 1984. In January 2005, a severe flood resulted in the flooding of approximately 1,844 properties in Carlisle, including very significant flooding within the Caldewgate/ Shaddongate area.

Following this recent flooding within the City of Carlisle, renewed emphasis has been placed upon the management of development within the floodplain. Understanding the flood risks within the district enables the allocation of appropriate sites for development, therefore a high level Strategic Flood Risk Assessment (SFRA) was prepared to support the recent Local Plan Inquiry when addressing this issue. The SFRA has produced a dataset of flood risk and allocations as identified within the Carlisle District Local Plan, using existing and readily available flood risk information. Extensive areas of the Carlisle urban area including Willow Holme, Denton Holme and Warwick Road are within the indicative floodplain.

The Brief area is classified as Flood Zone 3a Developed Areas and as such, 'These areas may be suitable for residential, commercial and industrial development providing the appropriate minimum standard of flood defence (including suitable warning and evacuation procedures) can be maintained for the lifetime of the development, with preference being given to those areas already defended to that standard.'

In February 2004, the Environment Agency announced a five-year improvement scheme for upgrading Carlisle's flood defences, with higher embankments for the river Eden, Caldew and Petteril and a pumping scheme for the Little Caldew River. The Caldew and Carlisle City Flood Alleviation Scheme design commenced in late 2005 and seeks to reduce the risk of flooding to the west of Carlisle, along the rivers Caldew and Eden. Planning consent for the scheme was granted in March 2007 and the implementation of the flood defense works is on going. However the implementation of the works will not result in any alteration to the flood risk category for the study area and therefore any development within the Brief area will require a Flood Risk Assessment and this should be undertaken in accordance with Annex E of PPS 25: Development and Flood Risk, and Local Plan policy LE27.



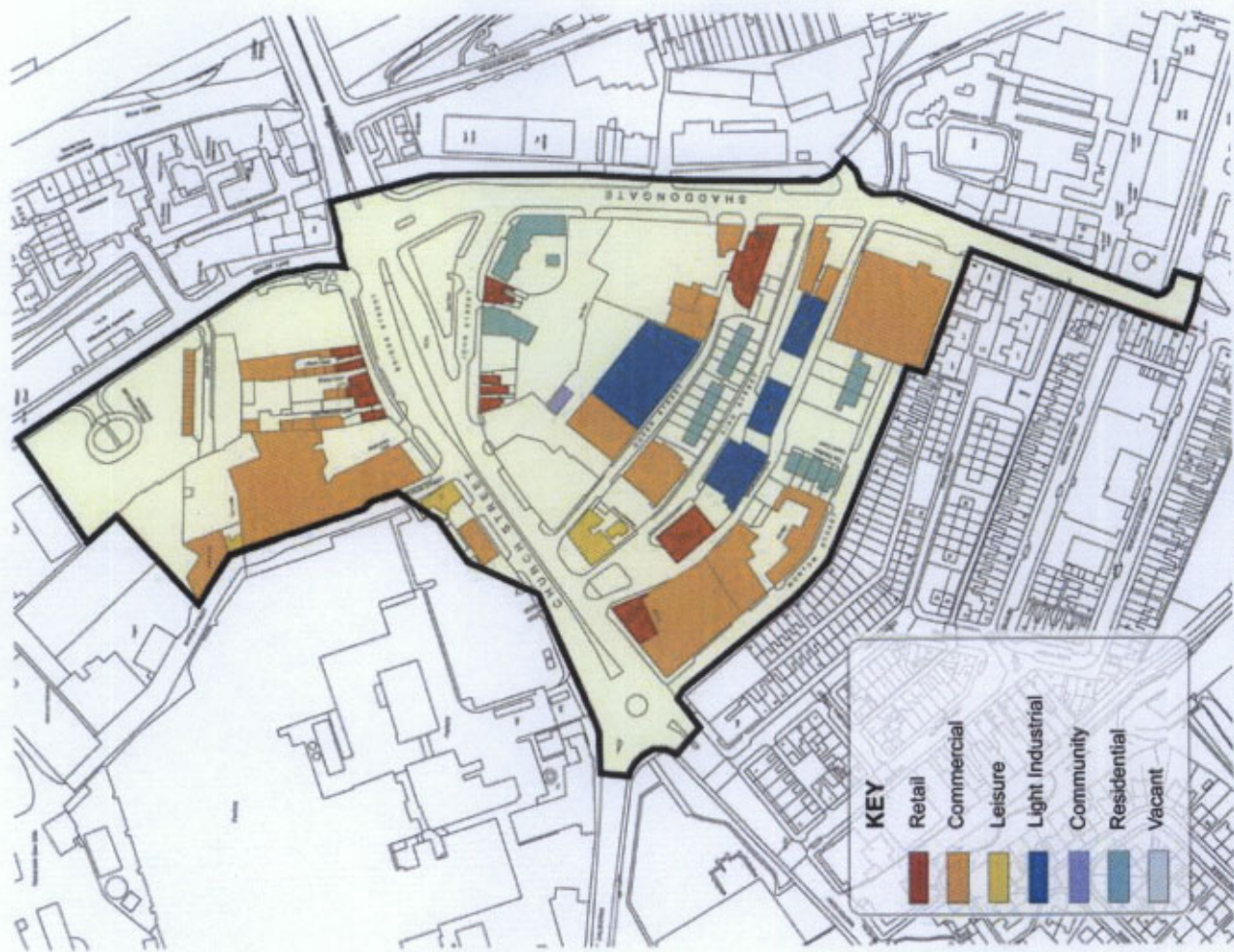
© Carlisle City Council (Image source: Strategic Flood Risk Assessment, Final Report, August 2006, Carlisle City Council.)

## FLOOD ZONES WITHIN CARLISLE



## Land Use

The Brief area includes significant amounts of light industrial and commercial uses housed in a variety of properties from Victorian brick buildings to modern steel framed sheds. The area also includes some scattered residential development which includes terraced and semi detached houses and a small amount of student accommodation. Isolated retail premises and traditional pubs can be found along Church Street/Bridge Street. Areas of low quality surface car parking are also present, notably in the visually high profile triangle formed by John Street/ Bridge Street/ Shaddongate. To the south, the area is bounded by high density Victorian workers terraces, which along Morton Street, mix with Victorian industrial buildings to create a strong character.



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## EXISTING LANDUSE



## Access and Movement

The Brief area is focused at the junction of Bridge Street, Church Street and Shaddongate.

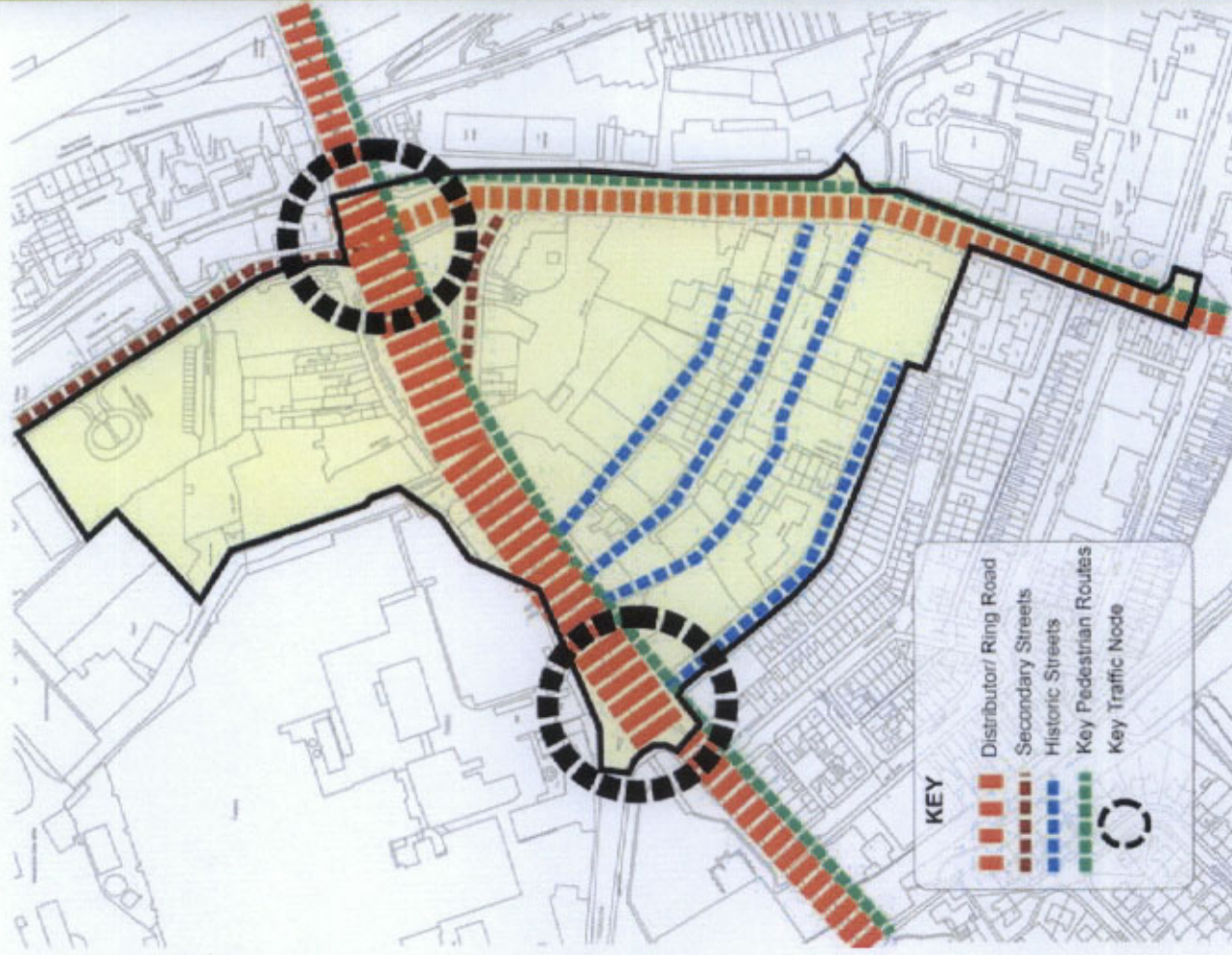
The Bridge Street, Church Street stretch of dual carriageway forms part of a key east west link across the northern fringe of the City Centre and Shaddongate provides a key north south link and has been identified as a route which could form part of a 'south western inner relief route', carrying traffic from the south of the City to the west, circumnavigating the City Centre and reducing the necessity for through traffic to enter the heart of the City Centre.

Although much of the Brief area is within comfortable walking distance of the City Centre, the existing routes between are most often not direct nor attractive to pedestrians.

There is sufficient car parking provision within the Brief area, although, enhancing the quality, legibility and access to these facilities would enhance their use.

On the edge of the City Centre and at the junction of strategic highways, the Brief area is ideally situated to take advantage of the City's bus services.

Much of the Brief area is also within walking distance of the train station, although the pedestrian routes to the station are not attractive to pedestrians at present.



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## ACCESS AND MOVEMENT



### 3.0 URBAN DESIGN ANALYSIS

The Shaddongate/ Caldewgate area is characterised by low quality infill development, pockets of vacant land, large modern warehouses, service yards and low quality commercial premises between old Victorian industrial buildings and housing. The mixture of building types, scales and ages, in conjunction with contrasting land uses, creates an interesting, although sometimes chaotic, area of limited townscape value.

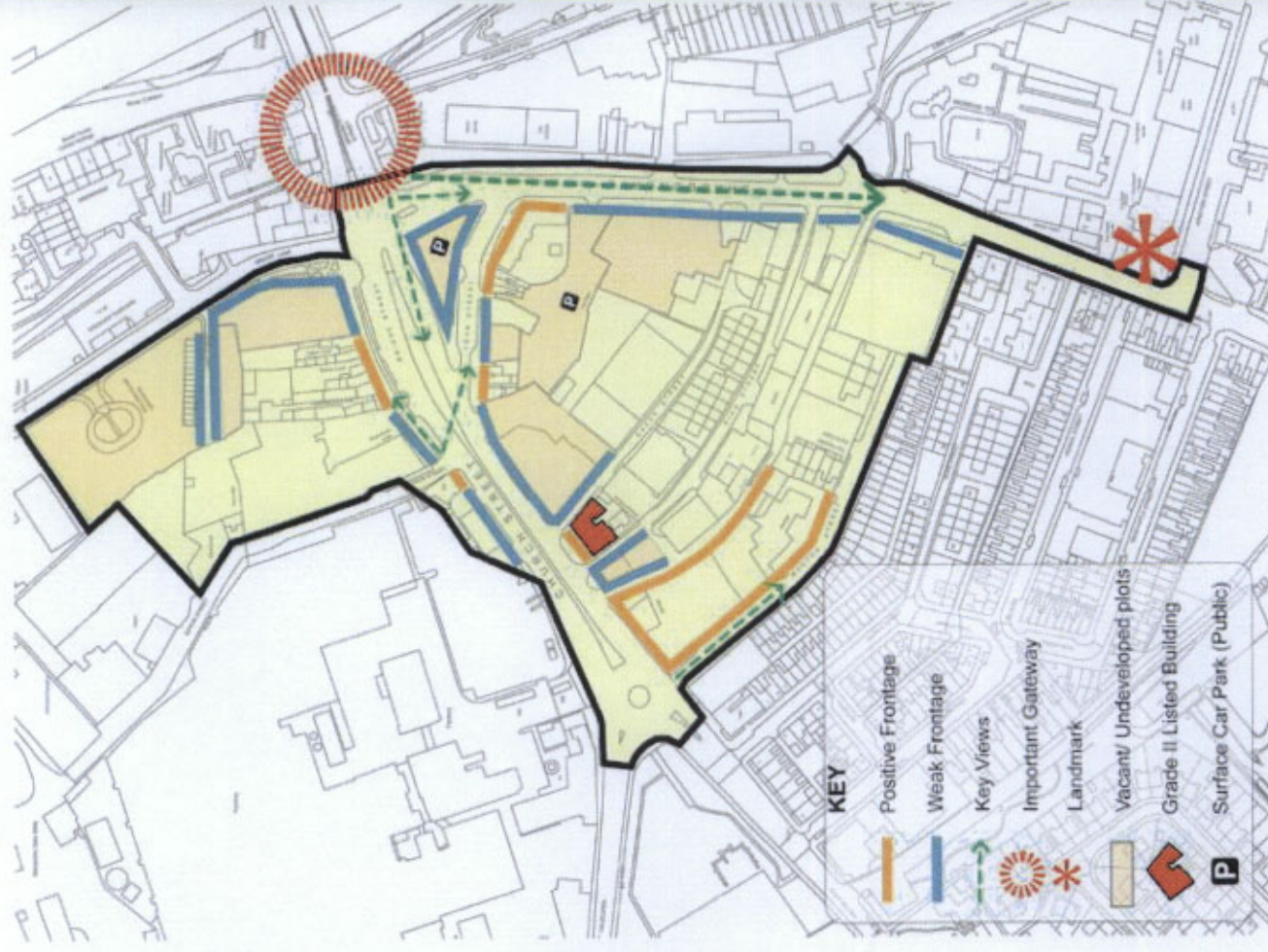
One significant building of note is the Grade II listed early eighteenth century Pheasant Inn on Church Street. However, it now looks out of scale in relation to the busy highway and large vacant surrounding plots.

The main arterial streets of Shaddongate and Church Street/ Bridge Street isolate the area from the core of the City Centre. Congestion and traffic dominates the area's boundaries, making pedestrian access difficult. Bridge Street and the western gateway to the city currently lacks definition. Small two and three storey buildings, of mixed character and quality, interspersed with empty plots and surface car parks, create a poor frontage to this key route into the City Centre.

Church Street to the west and Shaddongate to the east are major vehicular routes with heavy traffic. The junction of these primary routes forms an important gateway into the Carlisle City Centre from the west. The Design and fabric of this intersection has given overwhelming priority to vehicular movement at the expense of the Pedestrians and cyclists.

The junction also provides important view looking towards south with Dixon's chimney on Shaddongate providing an important landmark which also orients pedestrian movement within and around the Brief area.

The streetscape is adversely affected by vacant sites creating weak frontages on the streets. The overall quality of built form is poor. A single grade II listed building (Pheasant's Inn) aligns Church Street to its west.



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#### TOWNSCAPE





BRIDGE STREET APPROACH TO CARLISLE CITY CENTRE



POORLY DEFINED BUILDING LINE TO CHURCH STREET



LOW QUALITY FRONTAGE ALONG SHADDONGATE STREET



UNSYMPATHETIC INFILL DEVELOPMENT - JOHN STREET



LARGE FOOTPRINT BUILDINGS REDUCE PERMEABILITY



INFILL DEVELOPMENT OPPORTUNITY - JOHN STREET



MAJOR DEVELOPMENT OPPORTUNITY AT WILLOWHOLME GARDENS



PADDY'S MARKET CAR PARK - OPPORTUNITY FOR A LANDMARK BUILDING TO FRAME THE WESTERN GATEWAY TO CARLISLE CITY CENTRE



OPPORTUNITY FOR RE USE AND NEW INFILL DEVELOPMENT ALONG HISTORIC STREETS





## Site Appraisal

The strengths and weaknesses of the area, opportunities for and threats to it have been identified and provide a suitable background for the Brief.

### Strengths

- Good location, close to the Shaddon Mill redevelopment, established residential areas and the River Caldew and City Centre;
- Views to the Castle and Irish Gate Bridge provide attractive landmarks for road users at the western gateway;
- Dixon's chimney provides a key landmark for the area and the City;
- Area of contained Victorian industrial character. Large industrial buildings and courtyards offer opportunities for renovation and regeneration;
- There is the space and opportunity to redevelop the Bridge Street approach and western gateway;
- Retention of some historic street surfaces.

### Weaknesses

- Dual carriageway at Bridge Street and large intersection at Shaddongate creates a traffic dominated environment;
- Bridge Street road corridor is out of scale to the buildings and footpaths. Poor quality, fractured urban form, empty plots, car parks and bland forecourts create ill defined edge and compound poor approach;
- Poor traffic and pedestrian movement through the area, particularly the northern extents;
- Western gateway poorly defined;
- Some development incompatible with residential uses and of poor to moderate quality;
- Minimal townscape value. Architectural heritage moderate but contained;
- Low quality buildings of insensitive design and orientation create poor frontages to key arterial routes, have hidden the Little Caldew and created unattractive streets;
- Poor pedestrian environment and links to the City Centre and River Caldew;
- Poor lighting and surveillance on secondary streets.

## Opportunities

- Link the western quarter to the City Centre and the River Caldew. Opportunity to create a new cross city pedestrian route, with pedestrian river crossing and pocket park to the Little Caldew;
- Uncover the Little Caldew's path through the area and rejuvenate as a 'green finger'. New development should make most of this distinctive feature;
- Redefine the western gateway, make most of under used spaces and rebuild the Bridge Street and Shaddongate frontages to be more in line with the scale of the road corridors;
- Improve the walking experience from the western residential areas to the Castle along Bridge Street/Church Street;
- Create an improved street layout and define a distinct sense of place;
- Provide a cohesive tree planting and lighting strategy to arterial routes;
- The Little Caldew runs through the area, a potential historic and environmental asset.

## Threats

- Flooding;
- Traffic volumes and congestion;
- Public realm not enough to redefine and improve the western gateway area. Co-ordinated development required to regenerate the area;
- Piecemeal erosion of quality of Victorian terraced housing by unsympathetic alterations;
- Piecemeal erosion of character by loss of historic street surfaces (Basalt setts).



# 4.0 POLICY CONTEXT

All levels of policy and guidance need to be considered in the assessment and design of all new development within the Brief area.

This section highlights the most relevant policies that will guide the regeneration of the Caldewgate/Shaddongate area.

## 4.1. National Policy Guidance

National policy guidance consists of Planning Policy Guidance (PPG's) and Planning Policy Statements (PPS) focused on specific developmental issues. Based on the key issues facing the Brief area, the most relevant policy statements/ guidance notes are identified here:

- PPS 1 - Delivering Sustainable Development
- PPS3 - Housing
- PPG4 - Industrial and Commercial Development and Small Firms
- PPS 6 - Planning for Town Centres
- PPS10 - Planning for Sustainable Waste Management
- PPG13 - Transport
- PPS25 - Development and Flood Risk

## Additional Documents

- Good Practice Guide on Planning for Tourism
- Planning Policy Statement 25: Development and Flood Risk -Practice Guide, 12 June 2008
- Planning Policy Statement 6: Planning for Town Centres: Guidance on Design and Implementation tools, 21 March 2005

## 4.2. Regional Planning Guidance

The Regional Planning guidance for Cumbria is provided by the North West of England Plan Regional Spatial Strategy to 2021 (September 2008).

The Regional Spatial Strategy (RSS) provides a Planning framework for development in the North West region over the next 15-20 years.

The policies which should be taken into account for any development schemes within the Brief area are as follows:

- Policy DP9 – Reduce Emissions and Adapt to Climate Change
- Policy L5 – Affordable Housing
- Policy RT2 – Managing Travel Demand
- Policy RT9 – Walking and Cycling
- Policy EM5 – Integrated Water Management
- Policy EM16 – Energy Conservation & Efficiency
- Policy EM18 – Decentralised Energy Supply

## 4.3. Cumbria and Lake District Joint Structure Plan 2001-2016 Saved Policies

Adopted in 2006, the Cumbria and Lake District Joint Structure Plan makes reference to Carlisle's key role in Cumbria stating that it will support and enhance the City's role and increase its attractiveness for private investment. Whilst the Structure Plan was superseded by the RSS in September 2008, the following policies were saved and should be taken into account in the consideration of proposals for developments within the Brief area:

- Policy EM14 - Development of employment land for other purposes
- Policy T30 - Transport Assessments
- Policy T31 - Travel Plans



#### 4.4. Carlisle District Local Plan 2001- 2016 (September 2008)

The Carlisle District Local Plan sets out the policy framework for Carlisle District, the following policies are relevant to any development schemes for the Brief area and must be complied with where applicable:

Policy CP5 - Design  
Policy CP6 - Residential Amenity  
Policy CP7 - Use of Traditional Materials  
Policy CP9 - Development, Energy Conservation and Efficiency  
Policy CP10 - Sustainable Drainage Systems  
Policy CP15 - Access, Mobility and Inclusion  
Policy CP16 - Public Transport, Pedestrians and Cyclists  
Policy CP17 - Planning Out Crime  
Policy EC2 - Mixed Commercial Areas  
Policy H1 - Location of New Housing Development  
Policy H3 - Residential Density  
Policy H5 - Affordable Housing  
Policy LE12 - Proposals affecting Listed Buildings  
Policy LE15 Proposals Affecting Listed Buildings  
Policy LE21 - Townscape Improvement Areas  
Policy LE27 - Developed Land in Flood Plains  
Policy T1 - Parking Guidelines for Development  
Policy LC4 Children's Play and Recreational Areas  
Policy LC15 Percent for Art

#### Additional Documents

##### Supplementary Planning Documents (SPDs)

Carlisle City Council has produced a number of Supplementary Planning Documents which supplement and expand upon policies within the Carlisle District Local Plan 2001-2016. The Supplementary Planning Documents (SPDs) that are relevant to development proposals within the Development Brief Area are:

Designing Out Crime (Draft November 2008)  
Trees on Development Sites (Draft November 2008)  
Achieving Well Designed Housing (Draft November 2008)  
Planning Obligations (Draft November 2008)

This Development Brief has been prepared in context of National, Regional and Local Planning Policy. The following policies provide the framework and justification behind the approach that has been taken in writing this document:

#### North West of England Plan Regional Spatial Strategy to 2021 (RSS)

Policy DP1 - Spatial Principles  
Policy DP2 - Promote Sustainable Communities  
Policy DP3 - Promote Sustainable Economic Development  
Policy DP4 - Make the best use of Existing Resources and Infrastructure  
Policy DP5 - Manage Travel Demand; Reduce the Need to Travel, and Increase Accessibility  
Policy DP6 - Marry Opportunity and Need  
Policy DP7 - Promote Environmental Quality  
Policy RDF1 - Spatial Priorities

Policy W1 - Strengthening the Regional Economy

Policy W6 - Tourism and Visitor Economy

Policy W7 - Principles for Tourism Development

Policy RT3 - Public Transport Framework

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**Saved Joint Cumbria and Lake District Structure Plan Policies**

Policy ST5 - New Development and Key Service Centres outside the Lake District National Park

Policy E38 - Historic Environment

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**Carlisle District Local Plan 2001-2016**

Policy DP1 - Sustainable development Locations

Policy DP2 - Regeneration

Policy H1 - Location of New Housing Development



## 5.0 DEVELOPMENT CONCEPTS AND POTENTIAL USES

The key vision for the area is a living and working quarter, immediately adjacent to the City Centre of Carlisle.

Shaddongate/ Caldewgate should be a place where people want to live and work. There will be a choice of housing, varying in price and tenure in new buildings, as well as in the historic ones. There will be business premises of varying size and type, from small workshops to offices. Shaddongate/ Caldewgate will be a lively, but safe place in which to live and work. Various potential sites have been identified within the Site for possible new development.

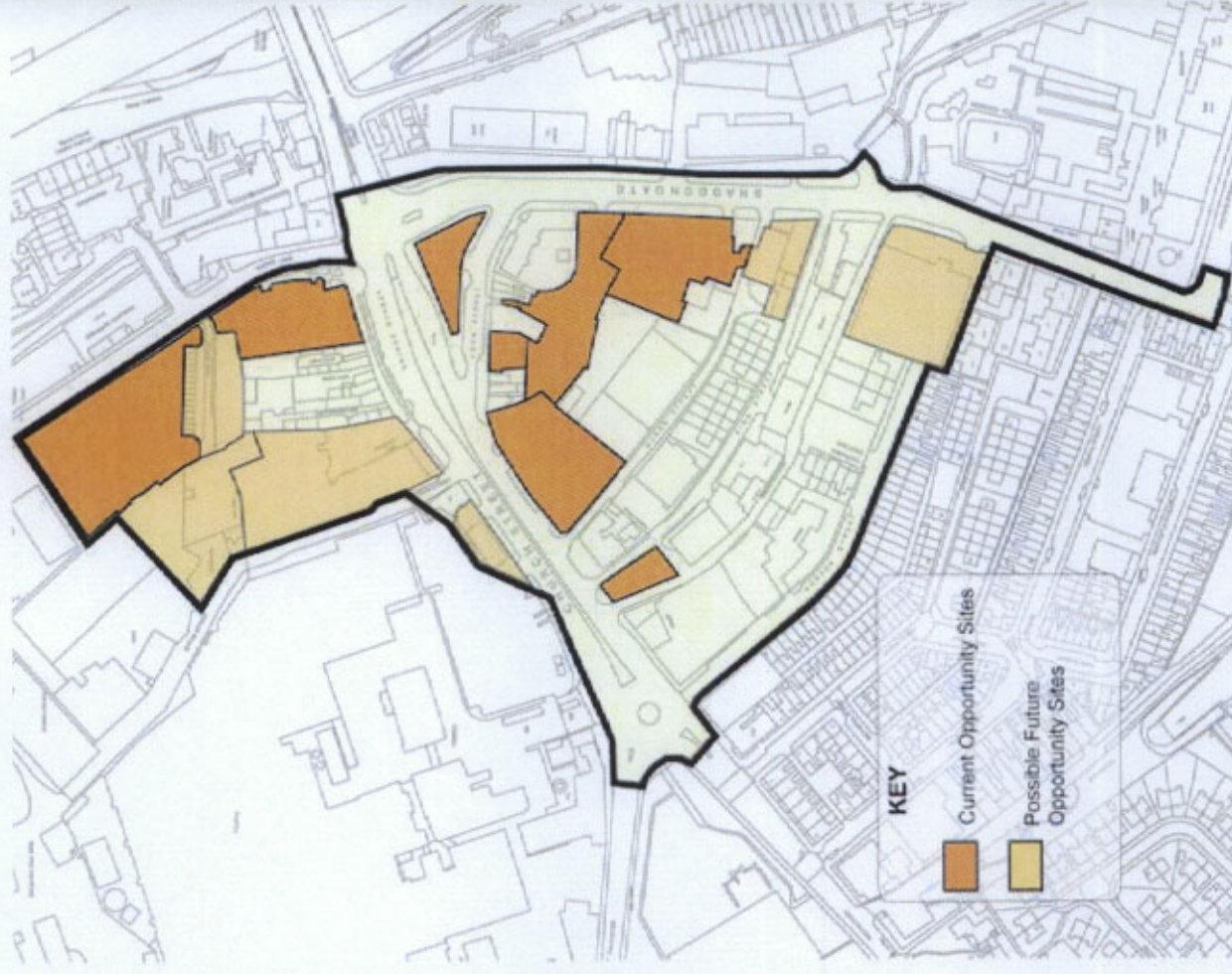
The key to regeneration of the area will be restoration and re-use of historic buildings together with good quality new development which respects the existing urban grain and street pattern.

The City Council will work closely with all stakeholders to achieve a sustainable, mixed use quarter which adds to the wider economic and social objectives of its partners.

### Opportunity sites

Many vacant/undeveloped plots to the west of Shaddongate and to the west of Church Street are identified as Current Opportunity Sites. The existing development along the Church Street and Shaddongate generally offers weak frontages to the street. These sites offer an opportunity to create active and positive frontage to these key transport routes into the City Centre.

A number of small sites within the Brief area are vacant and have potential for positive infill development. A large vacant plot of land belonging to Carlisle Housing Association to the northern edge of the Brief area is currently undeveloped and has potential for incorporating major new development. Some other sites are identified for possible future development, which if became available, could achieve desired accessibility and permeability improvements for the Shaddongate/ Caldewgate area.



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### OPPORTUNITY SITES



## Potential Land-use

The nature of existing development in the area calls for more mixed use development. The opportunity sites which offer frontage to main transport routes (Church Street/Shaddongate) may be best suited for retail uses on the ground level to achieve active and positive frontage onto the street.

The opportunity sites to the north of Bridge Street would also be suitable for mixed use development, including residential, considering the existing quality residential development to the east of Bridge Lane.

The triangular site at the junction of Bridge Street and Shaddongate offers the opportunity for a landmark mixed use development with active frontage on the ground floor.

Overall, new residential development could be considered to consolidate the existing housing in the area and strengthen the live/work balance.



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## POTENTIAL LANDUSE



## Urban Design Considerations and Recommendations

Development in the area should provide a strong positive image as one of the key gateways into the City Centre. Importance is placed upon building a distinct image and high quality 'sense of place' which is distinct from other parts of the City, but complements the context and reinforces character.

Development should initially be focused on the perimeter of the blocks within area, to create continuous frontage onto the main routes that define the area. Maintaining a continuity of frontage and visual surveillance onto the street, areas of public realm and open space, are also basic requirements of creating safe places.

Permeability and accessibility to and through the blocks of development is another key issue that should be addressed. Along with enhancing the existing public realm, future redevelopment could improve permeability, for example, by enabling Queen Street to connect through to Shaddongate.

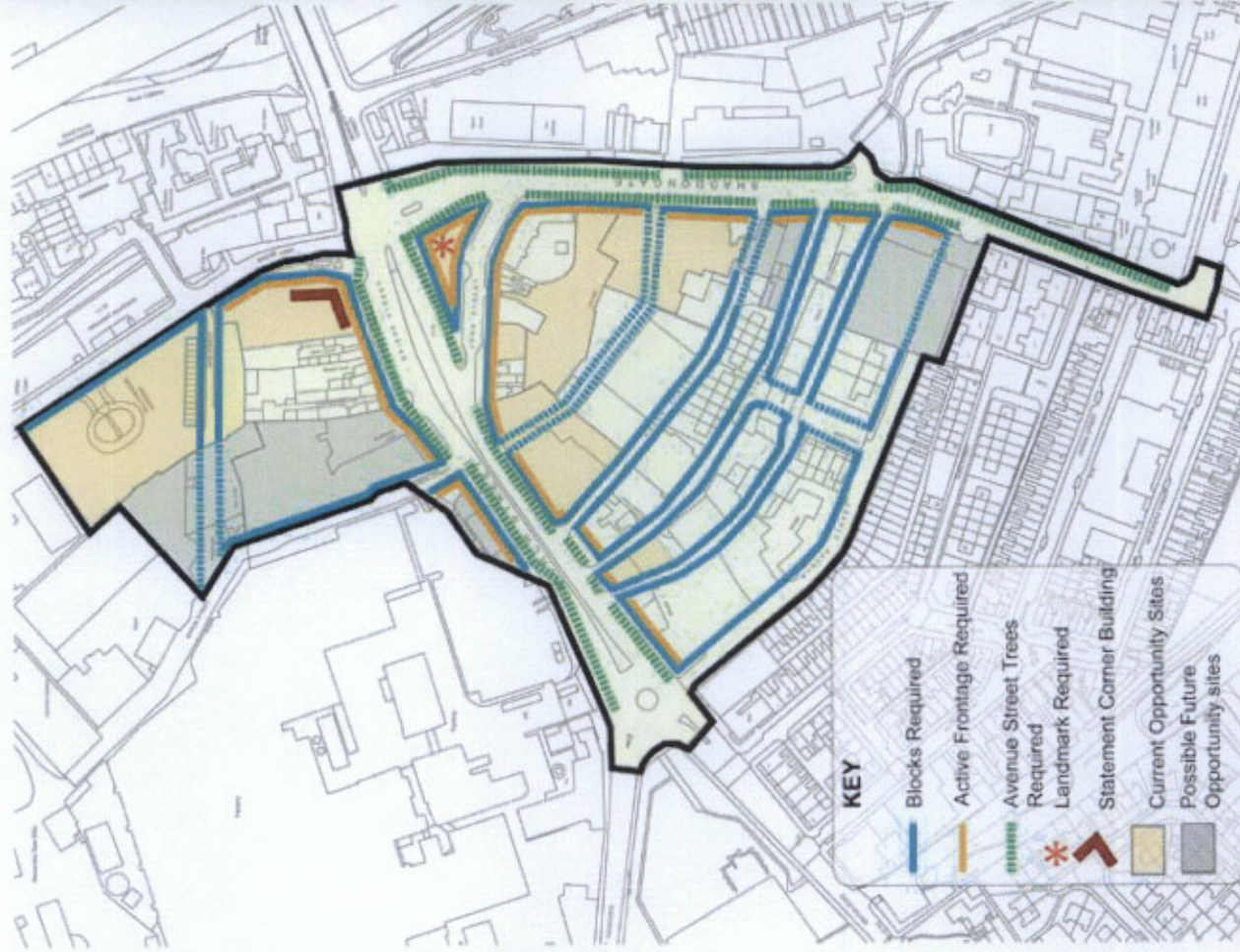
Key opportunity sites are identified for redevelopment to create a suitable western gateway into Carlisle City Centre. The triangular plot on the Bridge street/ Shaddongate junction is a key site for development which could offer the essential landmark to the western gateway. The site on the junction of Bridge street and Bridge lane is also identified for development which would provide a substantial corner building to help define the junction.

## Building Heights

The Brief area is mostly defined by 2-3 storey high buildings with some exceptions on the boundary such as the McVities Factory to the west and Shaddon Mill to the south east. Most new development in the area should therefore also be two to three storeys high, with higher development defining Key routes.

Sites at the junction of Shaddongate and Bridge Street could accommodate development up to 5 storeys high to reinforce the western gateway into Carlisle City Centre.

Sites to the south west of the Brief area may be permitted to have up to four storey high development in response to the context (i.e. McVities factory).



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## BRIEFING PLAN



## Proposed Highways and Movement Strategy

### Strategic Highways

Given the critical strategic function of the key strategic highways in the area (Church Street, Bridge Street, Shaddongate), the maintenance of capacity and vehicular flows along these routes is critical to ensuring that traffic can be reduced on other streets both in the City Centre and within the area itself.

Although highway capacity along the main routes should be maintained, the barrier they represent to pedestrians should be reduced. Along Church Street for example, it is proposed that the carriageways be reduced to 6m, and the existing large central reservation be reduced to around 3m-4m. The additional space gained could be reallocated to allow the incorporation of a cycle track along the southern footway as well as widened footways and tree planting to enhance the streetscape.

On Shaddongate, it is proposed that cycle lanes be introduced and that the footways continue across the side streets to prioritise pedestrian movement.

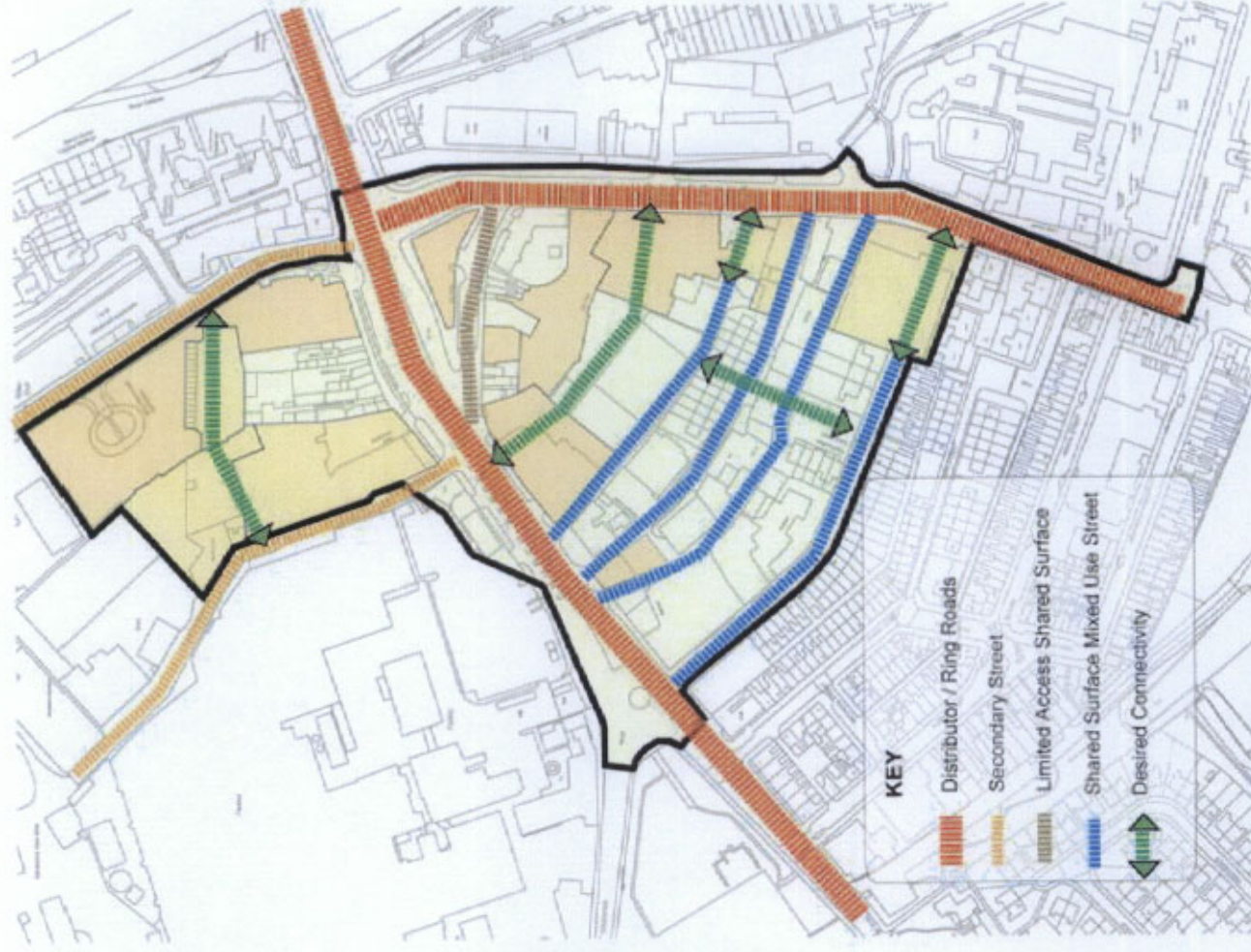
Due to the requirement to maintain capacity on the strategic highways there are limited works proposed to the junctions themselves, the most substantial to the Church Street/ Shaddongate junction. The left turn out of Shaddongate is currently provided along John Street forming an isolated triangle of land currently used as a car park. It is proposed that this existing car park should be developed to provide a landmark building at this key gateway. In order to ensure that this building is not completely cut off from the surrounding area by traffic, it is proposed that a left turn lane be provided at the junction itself. This would allow John Street to traffic calmed to create a new area of public realm. The length of left turn lane required, the possible introduction of a small triangular island and the impact upon the phasing of the signals at the junction and its effect on capacity would need to be determined through detailed junction modelling.

### Local Streets

It is proposed that where streets currently terminate to form a cul-de-sac, they will be extended wherever possible to allow sensible, sustainable journeys and a permeable arrangement of streets. The introduction of further connections between local streets would increase this permeability and encourage interaction between residents of the different streets engendering a more pronounced feeling of community.

In order to maximise the value of properties within the Brief area it is proposed that the non-strategic streets should be designed as high quality environments to encourage use by residents and other pedestrians, to provide a strong setting to the buildings the vehicular movements necessary to access the frontage properties a necessary but secondary function.

Given the nature of the local streets, the desire to create a high quality pedestrian friendly environment and deter rat running, it is recommended that they be designed for 10mph speeds. Achieving these low speeds should be done through carefully



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## PROPOSED MOVEMENT AND ACCESS



considered street design rather than physical measures such as chicanes, bollards and road humps.

The implementation of shared surface streets should be considered for local streets in line with the recommendations set out in The Manual for Streets.

Providing connections between residential streets through the introduction of shared surface squares will contribute to the reduction in vehicle speeds and further reduce the appeal of the streets to rat runners.

On street parking can be used to contribute to a reduction in speeds and a controlled parking zone should be introduced along with marked bays ensuring that car parking is regulated and not abused by commuters.

Lining, signing and highways associated street furniture within the local streets should be limited to the absolute minimum, with gateway signage provided to advise as to traffic regulation orders wherever feasible and the fixing of street lighting and any necessary highway signage to buildings should be considered.

### **Pedestrian Movement & Cycle Routes**

Introduction of cycle lanes to Shaddongate and Bridge Street will encourage the use of cycles. Pedestrian links should be improved wherever possible with improvements to the pedestrian environment along Church Street and Shaddongate considered.

### **Public Transport**

High quality bus stops along with bus priority measures where practicable should be provided on the key routes to encourage use of the City's bus services.

Whilst the Brief area is within walking distance of the Railway Station, pedestrian routes connecting the area to the station are not direct nor attractive. Consideration should be given to improving these routes as stated above, including the possible provision of a bridge crossing to the Caldew Riverside area.

### **Car Parking**

Although the area must be treated as an extension to the City Centre, it may be necessary to provide some designated car parking depending on the uses proposed. Given the location on the edge of the City, any car parking provided could fall into the category of gateway parking as supported by the car parking strategy. Where it is deemed commercially necessary to provide designated car parking, provision should be made to encourage walking, cycling and other means of transport to reduce this need to as little as possible.

On street parking should be provided to the residential areas with a controlled parking zone and marked bays ensuring that car parking is regulated and not abused by commuters.



## 6.0 DEVELOPMENT PRINCIPLES

A number of development principles are set out below to guide future development and support the overall vision for the area.

### Economic

The intention is to protect the existing economic diversity of the area. Mixed use high density development will be encouraged to promote vitality and reduce the need for commuting.

- Ground floors should be encouraged for active uses on main routes which generate pedestrian movement and help develop a lively public realm (subject to flood risk assessment).
- Upper floors of buildings could provide opportunities for a variety of uses including residential or office.
- Individual developments should be mixed use wherever practicable.
- Every effort should be made to ensure the continuance of suitable low-cost workspace in order to safeguard established businesses and employment.
- Careful planning will be needed to ensure a mix of uses does not conflict unduly with the legitimate needs of a residential community. However, it is not intended to create a suburban environment and occupants will need to balance potential disturbance against the convenience of a central location.
- Existing businesses will be encouraged to remain in the area.

### Housing

There should be a diversity of residential types in terms of size, type, layout, tenure and price in the area. The City Council wishes to promote a genuine balance in the community and create a real choice for existing and future residents. Some high value housing for sale, including loft style apartments, will be encouraged, as will entry level housing for sale and/or rent. Other forms of housing provision will be encouraged if they help to ensure that residents on lower incomes are able to live in a community which offers housing and employment close to the city centre.

Whilst it is anticipated much of the residential development will be flats/apartments, the appropriate development of a wider range of housing types will not be discouraged if opportunities arise, including townhouses and mews style houses on the narrower lanes. However, low density suburban house types which cannot achieve the desired density or urban character are discouraged.

### Urban Design

Caldewgate-Shaddongate contains an historic fabric which is ready for rejuvenation, combining what is valued from the past with the best of the new, whilst retaining the essential character of the area.

- Building entrances should generally front onto streets and other public spaces.
- Within their plots, buildings should be sited so as to create or contribute to a clearly defined street frontage. All visible frontages, including return frontages, should be treated as part of the main elevation where they contribute to the street scene.
- Street corners should be reinforced by buildings wherever possible, or at least by some form of built enclosure. Temporary measures might include tree planting or tall railings, but not car parking or open service yards.
- Infill development should be of the highest contemporary design, using good quality long lasting materials, which reflect and complement the established Victorian character. Quality development will be sought as distinct from architectural or historic style. By following this approach, future buildings will take their place as important elements in the ongoing evolution of the area.
- Historic frontages and building lines should be reinstated where they have begun to break down. Wherever practicable, development should respond to and reflect the narrow plot sizes present historically, in order to give a varied and organic appearance to street facade. New buildings should maintain the complexity and density of the street elevations along Church Street, Bridge Street and Shaddongate. The intention is to ensure the retention of the urban grain and create buildings with massing appropriate to the area.
- Refurbished historic buildings should retain and enhance the character of the original so far as this is practical.
- The unique sense of place in the area is heightened by the diverse scale of both the buildings and of the relationship between them. New developments must also reflect these relationships.
- Development schemes should be at a scale, height, plot ratio, massing and alignment, complementary to the particular part of the area they are sited.
- New development should retain the historic traditional street pattern of the area. Permeability should not be compromised by the development of 'superblocks' which subsume existing streets and which alter the grain of the area. Historic connections should be re-established where they have been lost.
- A variety of building heights and styles along frontages can produce interest. New development should contribute to this variety, but not be a pastiche of historic building forms.
- New landmark buildings should be created where appropriate and views to existing landmarks protected. Skyline features such as traditional roof lines and chimneys should be respected.



## Sustainability

Successful development should be both sustainable and flexible. The latest standards of water, waste and energy efficiency should be incorporated into developments wherever possible. Adaptability can help to increase durability of a development as uses change over time.

- Conversion of existing quality buildings to new activities will be encouraged.
- New development should have sufficient refuse and recycling storage space for collection.
- All new non-residential buildings should seek to attain at least a 'good' BREEM rating and new homes Code for Sustainable Homes 'level 4'.
- Salvaged materials should be reused where possible, both building materials and stone sets and kerbs in the highway.
- In view of the area's history of flooding, Sustainable Urban Drainage (SUDs) measures should be incorporated into every proposed development and public realm improvement.
- Biodiversity should be supported both through SUDs measures, extensive street tree planting and incorporation of soft landscape in all developments, including green roofs.

## Stewardship and Security

Safety and security are vital elements in any urban development. Planning and architecture can make a significant contribution to everyone's sense of security. One of the most effective measures for community safety and crime prevention is the creation of lively, lived-in urban areas and public spaces that are easily overlooked and supervised.

- A vibrant mix of uses in the area will bring life and animation to the streets and contribute to people's sense of personal safety and well being.
- Good quality crime prevention measures should be included in development from the beginning.
- Security measures which foster a 'fortress mentality' should be avoided.
- Streets should encourage activity and buildings should allow for casual surveillance of the street.
- There should be a variety of routes through the area and cul-de-sacs should be avoided.

## Conservation

Conservation of the remaining historic character of the area should be a prime consideration in redevelopment.

- Buildings listed for their historic or architectural importance should be retained, safeguarded and restored.
- For other non-listed historic buildings of importance, there remains a general presumption in favour of retention where they make a positive contribution to the character of the area.
- Prospective developers in the area should include as part of their research into the development potential of the site, an initial assessment of whether the site is known as likely to contain archaeological remains. Where necessary, redevelopment should be preceded by the implementation of a programme of works in accordance with a written scheme of investigation, approved by the City Council.

## Public Realm

Public realm works will be undertaken which will reconcile the different requirements of users of public space. Vehicular movement should not be the predominant consideration with these. Improvements of the public realm will also be a visible demonstration that change is taking place in Caldeygate-Shaddongate. The use of quality, durable materials will therefore be essential.

- Bridge Street has scope for environmental improvements including public art and boulevard tree planting to create a suitable gateway to the city centre. Opportunities should be taken to remove unnecessary or redundant street furniture including, where appropriate, pedestrian railings.
- Improved pedestrian access across Bridge Street, Church Street and Shaddongate is essential.
- Traffic management within the area will facilitate essential movement by vehicles, but at controlled speeds. Whilst there should be parking for local people and business, commuter parking will be discouraged.
- Pedestrian movement should be promoted by providing safe, well lit footpaths and using measures that give priority to pedestrians over traffic.
- Historic pavement details should be retained where they exist, including stone kerbs and setts.
- The style and quality of street lighting will be enhanced to provide security and general amenity. Specific lighting schemes for particular landmarks such as Dixon's Chimney will be encouraged.
- Caldeygate-Shaddongate presents an opportunity to include good quality urban art in the regeneration process. Developments schemes with significant visual impact will need to make provision for Public Art. Developers will be expected to allocate a minimum 1% of their construction costs for inclusion of Public Art.







## Highways Network

It is accepted that Caldewgate-Shaddongate is a small neighbourhood which cannot be seen in isolation from City wide transportation matters. Nevertheless, the following principles should be considered.

- Traffic calming measures will increase public safety by lowering vehicle speeds. Rat running through Caldewgate-Shaddongate will be discouraged through traffic management measures.
- Routes through the area, particular for pedestrians, should be retained, re-established and new ones created where possible.
- Road layout and traffic management proposals should ensure that priority is given to the most vulnerable, such as pedestrians, cyclists and disabled people.
- Provision for secure cycle parking should be included in development schemes and within public realm works where possible.

## Car Parking

Some level of secure car parking is essential for Caldewgate-Shaddongate. However, its proximity to the City Centre means that commuter car parking could inhibit development in the area.

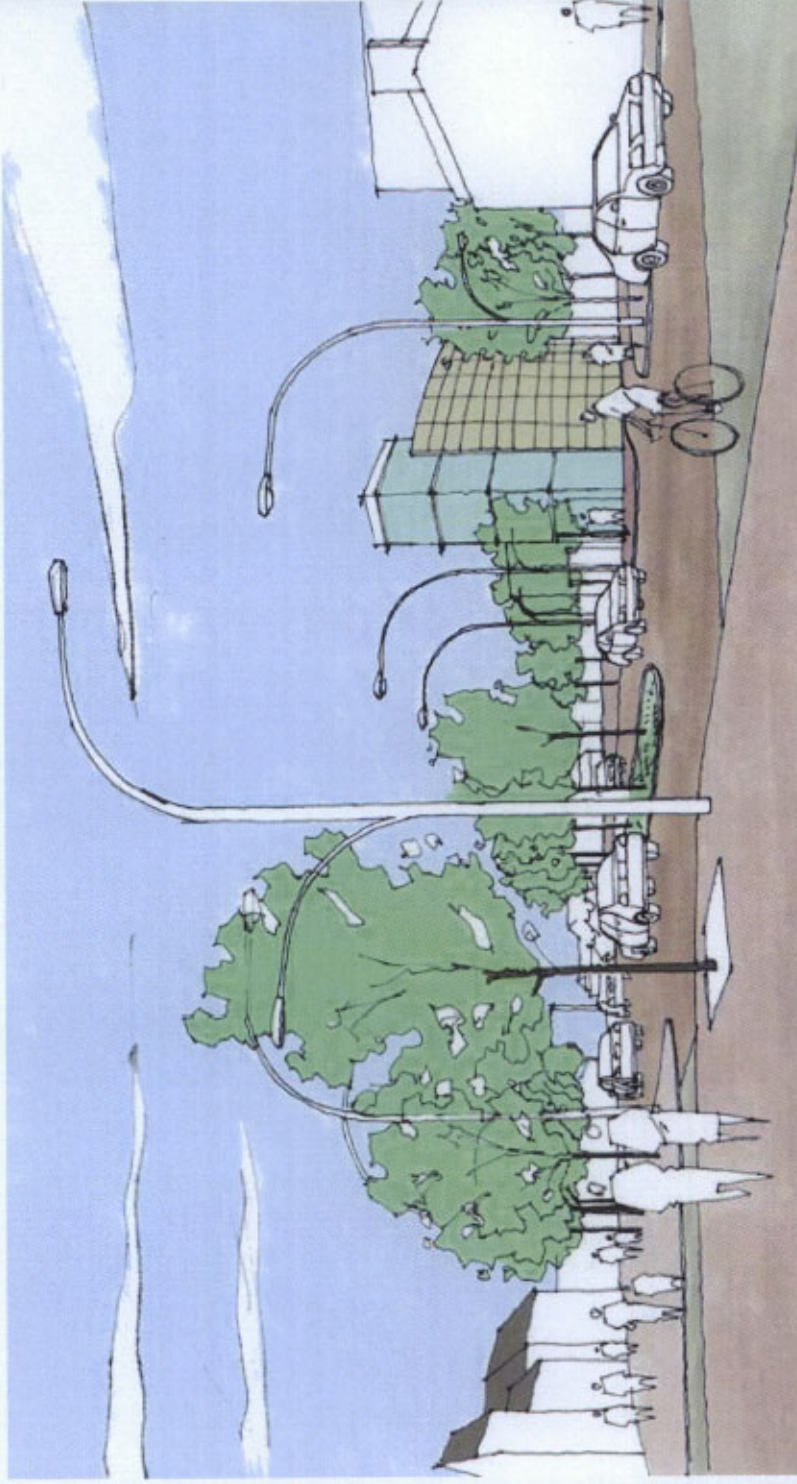
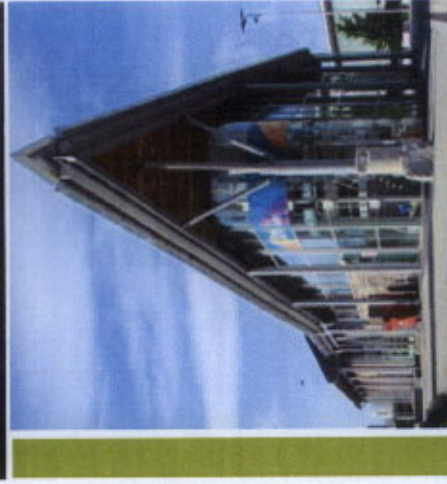
- Developers should plan for a likely increase in car ownership in the area as the number of residents and level of business activity increases.
- Car parking within the area should be proved and managed in order to provide for local need.
- In the short-term, existing surface car parking will continue to be used. However, there will be a presumption against new general use car parks. The visual impact of surface car parking should be minimised through landscape.
- Wherever possible, developers should provide parking within the curtilage of the site.
- Car parking at ground floor level or inside internal courtyards may be acceptable (basement or undercroft parking may be restricted due to flood risk). It is not acceptable to have frontage car parking which sets buildings back from the street.
- For business premises, the emphasis will be upon workable rather than ideal servicing arrangements. Car parking will be restricted to the operational minimum needed to make the scheme work.
- In the case of proposed new development on the 'Paddy's Market' Car Park, the loss of existing parking provision will need to be compensated for.
- For residential schemes, the required level of parking will depend upon the nature of the development, but where appropriate and considering the area's proximity to the city centre, reduced or car-free schemes will be encouraged.



## Interpretation of the Development Principles

The following images illustrate how the development principles could be interpreted and implemented for four locations in the Brief area.

### Bridge Street - Shaddongate junction



**A VIEW ALONG BRIDGE STREET SHOWING PUBLIC REALM IMPROVEMENTS AND A NEW LANDMARK BUILDING AT THIS KEY GATEWAY INTO THE CITY CENTRE.**

A pedestrian friendly crossing over the Shaddongate/ Bridge Street junction will provide pedestrian friendly link from the Study area to the city centre.

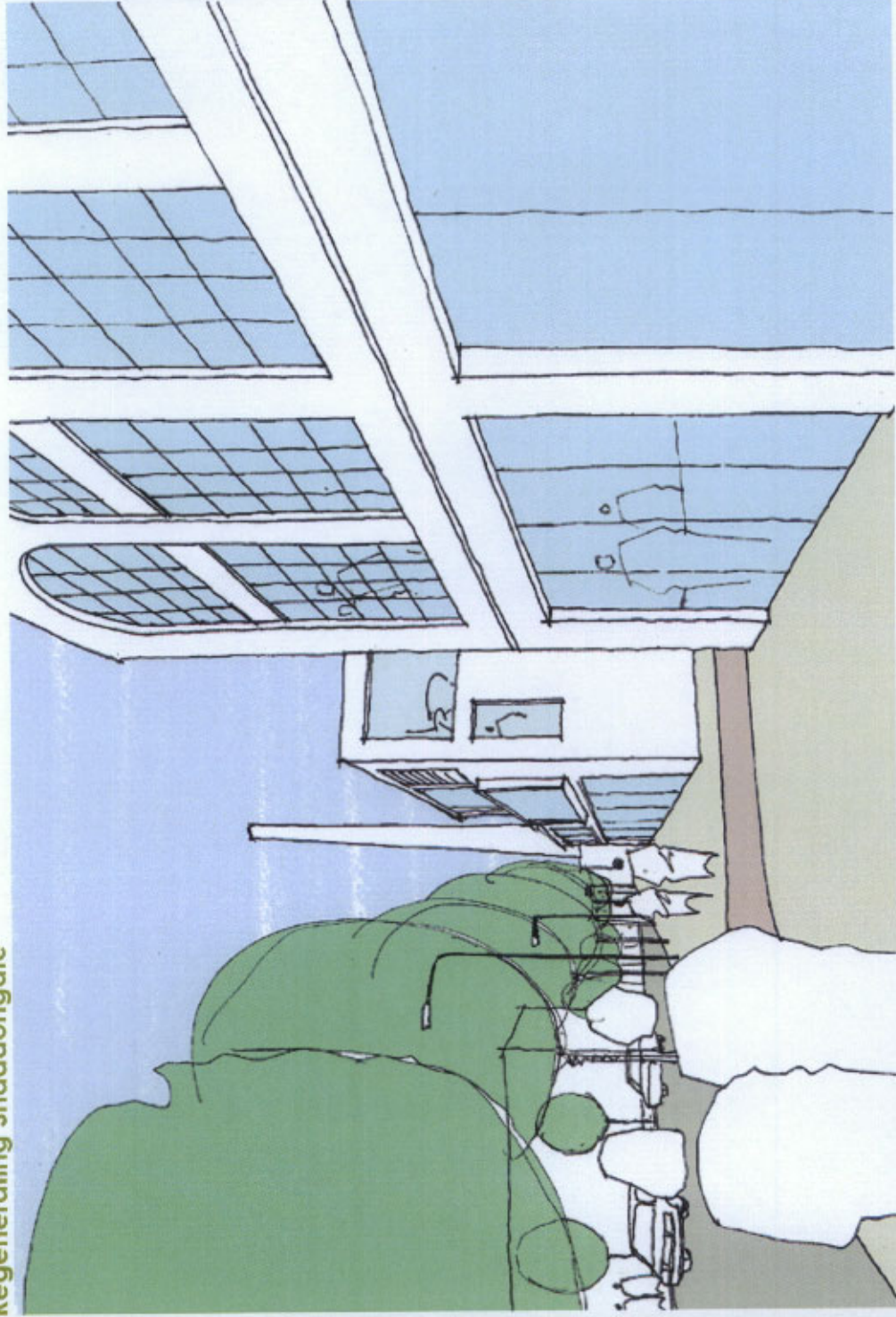
The Church Street/ Bridge street frontage should be considered for a mix of uses at ground floor to include an extension of existing retail use on street level, with flats or offices above.

Corner buildings at the junction should provide identity and points of orientation. Making them higher than the surrounding buildings will frame the Gateway to the city centre from the west.

The triangular site at the junction of Shaddongate/ Caldewgate should be considered for a landmark building with distinct artistic value. Although, the new development should be considerate to the existing developments to the south of John Street.



## Regenerating Shaddongate



**A VIEW ALONG SHADDONGATE TOWARDS DIXONS CHIMNEY SHOWING PUBLIC REALM IMPROVEMENTS AND NEW DEVELOPMENT WITH ACTIVE GROUND FLOOR USES ALONG THIS KEY ROUTE.**



A high quality frontage on the Street level and an efficient public realm will add to the vitality of Shaddongate and offer safe and friendly pedestrian environment.

New development should be designed to provide cohesive and continuous street façade to Shaddongate. Development in the infill sites should be considerate to the existing buildings in its context.

2-3 storey high development will be considered appropriate along Shaddongate. Mixed use development with Retail uses on the Street level and residential uses above will be encouraged.



## Potential Development Off Jane Street



**A VIEW OF A RESIDENTIAL COURTYARD OFF JANE STREET WITH FAMILY TOWN HOUSE DEVELOPMENT SET AROUND A HOME ZONE INCORPORATING SUSTAINABLE URBAN DRAINAGE MEASURES.**

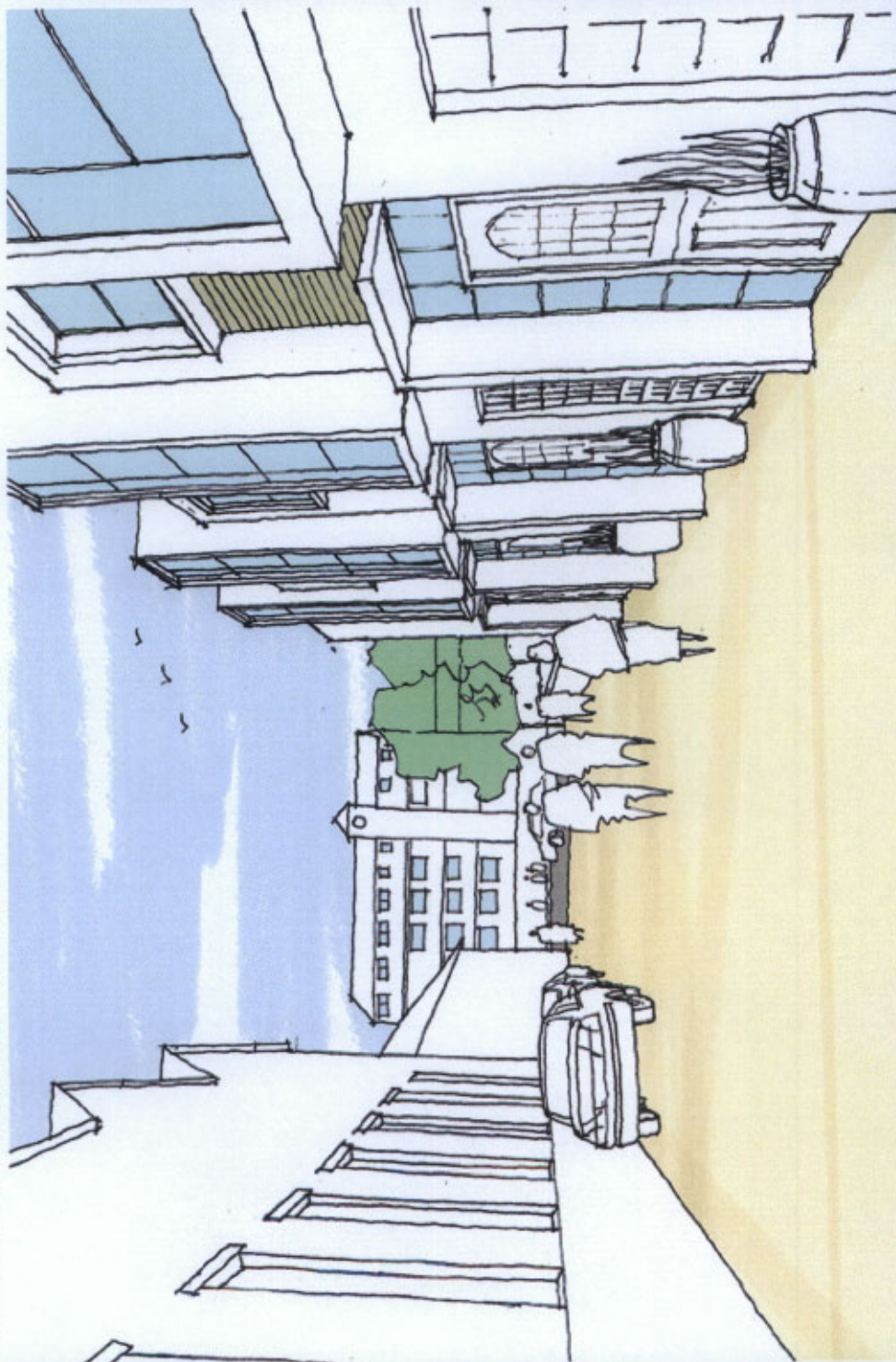
High density residential development meeting the sustainability standards should be encouraged. Diverse mix of housing types is recommended.

The new development should be 2-3 storey high although, additional storey can be considered for apartment blocks or houses on key locations (i.e. corner sites or forming enclosures) can be acceptable to achieve positive urban form.

The site being a part of the flood plain, no residential living space will be permitted on the ground floor level. Space on the ground floor of any dwelling can only be used as a garage or other utility purposes.



## Broad Guards - A Shared Surface Mixed use street



**A VIEW ALONG BROADGUARDS SHOWING MEWS TYPE INFILL HOUSING ADJACENT TO EXISTING MIXED USE DEVELOPMENT REINFORCING THE CHARACTER OF THE AREA.**

Public realm improvements should enhance the existing character of Historic Streets connecting Shaddongate and Church Street.

Increasing residential use along these Streets through infill housing development will consolidate the existing residential developments.

Pedestrian friendly shared surface streets may offer on-street parking where possible to reduce vehicle speeds.

Future restructuring of the existing building blocks for improving accessibility and legibility of these streets should be considered.





# 7.0 KEY CONSIDERATIONS

## Planning Application Requirements:

Planning applications should be submitted in detail to incorporate existing and proposed elevations, sections and floorplans and should also show the proposed building in relation to existing properties.

Consent will also be required for the refurbishment/redevelopment of any listed building.

Plans should indicate where new tree planting and landscaping is taking place, and should be accompanied by an environmental management plan. Developer contributions to off-site public realm works will be expected proportionate to the scale of the Application.

The site being part of the flood plain, a detailed Flood Risk Assessment (FRA) will be needed to accompany the planning application.

All applicants are advised to contact the City Council at an early stage in the evolution of their proposals with a view to discussing them with the relevant Officers and relevant consultees in the area.

## Planning Benefits and Infrastructure Provision

Carlisle City Council will encourage early discussions (usually at the pre-application stage) with applicants regarding negotiation of planning obligation. The Council will seek to have a draft Section 106 Agreement settled by the time the planning application reaches the Planning Committee.

In relation to this site, the Council is likely to seek contributions to support service, amenity and infrastructure provision which could include:

- Affordable housing
- Community facilities, including community safety schemes
- Provision of a new public space
- Public art
- Landscape enhancements
- Streetscape enhancements
- Transport interchange improvements
- Employment/ skills training provision
- Education contribution

## Phasing

This Shaddongate/ Caldewgate Planning Brief encompasses a significant area of land, in a variety of ownerships. As such it is considered unlikely that a comprehensive scheme covering all of this area will be forthcoming.

Where development of parts of the site come forward in isolation, Carlisle City Council expect that careful consideration is given to the interface of the proposed development with the surrounding area and the ability for any scheme to allow further development to progress at later stages.

It is expected, however, that a mixed commercial and retail/ residential development should form the main phase of development on the site. Any such scheme should include a significant amount of high quality and high density residential accommodation, with supporting retail/leisure and community uses at ground floor level. A solely commercial scheme of retail, leisure or offices on this site would therefore need to be justifiable.

## Funding and Delivery:

Carlisle City Council and Cumbria County Council are committed to seeing significant development within this Western Gateway area and are therefore prepared to consider the inclusion of land in their ownership as part of any scheme (subject to negotiation of appropriate price, scheme and contract).

## Contact:

The relevant contact of the Council:



**Appendix 2**

**Report DS.13/09**



# REPORT TO EXECUTIVE

## PORTFOLIO AREA: INFRASTRUCTURE AND ENVIRONMENT

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Date of Meeting: 16th February 2009

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Public

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Key Decision: Yes

Recorded in Forward Plan: Yes

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Inside Policy Framework

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Title: CALDEWGATE/SHADDONGATE DEVELOPMENT BRIEF

Report of: Head of Planning and Housing Services

Report reference: DS.13/09

### Summary:

This report updates Members on the preparation of the consultation draft SPD following consultation with Infrastructure Overview and Scrutiny Committee

### Recommendations:

That Executive consider when to consult on the draft Development Brief in line with paragraph 1.7 of this report

Contact Officer: Chris Hardman

Ext: 7190

**A Eales**

Head of Planning and Housing Services



## BACKGROUND INFORMATION AND OPTIONS

- 1.1 Members of Executive considered report DS.147/08 on the preparation of a draft development brief for the Caldewgate/Shaddongate area of the City. The report was referred to Infrastructure Overview and Scrutiny Committee for its 4<sup>th</sup> December meeting. At that meeting Members determined that a workshop is held to consider the brief in more detail.
- 1.2 A workshop was subsequently held on the 16<sup>th</sup> January to which Members of Infrastructure Overview and Scrutiny Committee and Development Control Committee were invited. The matters arising from the workshop were then reported to Infrastructure Overview and Scrutiny Committee meeting on the 22<sup>nd</sup> January 2009 and members resolved:
  - 1) *That the comments and concerns from the workshop should be incorporated into the Planning Officer's report to the Executive;*
  - 2) *That it should be best practice to hold workshops on development briefs in future and local ward representatives should be invited to take part in the discussions.*
- 1.3 The comments and concerns from the workshop are summarised as follows:

### **Introduction**

Is the historic environment sufficiently covered in this section?

Historic context of the Little Caldew should be emphasised.

Links should be made to the Nature Reserve and Engine Lonning.

Text on maps too small. Document difficult to read.

Extend boundary to include industrial estate to the east of the Development Brief site?

Consideration to be given to the impact of the suggested development proposals on the surrounding streets that are excluded from the Brief area.

### **Site Area and Context**

More could be made of historical interest in the area.

Links to Carrs and Dixon's Chimney/ Shaddon Mill.

Will development on the Brief site connect into the sewer works being undertaken at Willowholme – will there be capacity?

The identification of the Viceroy restaurant as a leisure use is missing from Rigg Street – check that other takeaways, etc are identified.

Extend landuse map to show surrounding uses and provide context.

Reference to Western approach to be added in this section (page 11) and emphasise its importance as a:

tourist route

gateway site



## **Urban Design Analysis**

Morton Street etc – is there sufficient emphasis on the importance of these historic streets and their buildings?

Importance of other landmarks should be referenced

Split the photographs – positive/negative (and link to map to illustrate areas).

Opportunities – look at restructure of uses in the area, mix.

The fact that the Development Brief contains a *long-term strategy for the area* needs to be included and explained in document.

## **Policy Context**

Include a reference to the Local Plan on the City Council web site.

Integrate key policies into the text – to provide better guidance and to make the document more useable. More general policies should be moved to an appendix.

## **Development Concepts**

Potential issue of loss of car parking in the area for residents and businesses resulting from the proposals.

Undercroft car parking – is this an option?

Are there other opportunities/options for car parking in the area?

Recycling bins on Paddy's Market – could they be relocated.

## **Development Principles**

Support economic principles set out.

Inclusion of opportunities for sheltered housing as part of the housing mix within the area, also consideration should be given to lifetime homes and sustainable design  
Urban design – do not like terminology 'super blocks', alternative wording should be used.

Conservation - cross reference to earlier comments on conservation

Public Realm:

- Link to previous comments on tree planting

- Little Caldew – requires maintenance and improvement.

Highways

Car parking

Interpretation of Development Principles:

- Photographs on page 29 – not appropriate

- Photographs on page 30 – work better for public realm concepts.

- Need to re-look at the illustrations and photographs used

- Emphasis should be on themes not potential designs.

## **Key Considerations**

Include likely timescale for the implementation of the proposals within the Development Brief.

- 1.4 On the second resolution by IOS Committee, local Ward Members had attended the workshop but this was due to their presence on other committees, therefore invitations will be sent for future workshops.



- 1.5 During preparation of the draft brief issues had been raised about the level of flood risk remaining once the flood defences have been installed. Officers held further discussions with the Environment Agency and they have raised a number of concerns about references in the draft brief. The area will remain at high risk and will be classified as a Rapid Inundation Zone. Under these circumstances the Environment Agency request that a spatial flood risk assessment should be undertaken rather than as the current draft brief suggests, individual flood risk assessments are undertaken when proposals come forward. This would provide potential developers with quality baseline information highlighting the constraints and requirements within the area. This would have to be undertaken separately and incorporated within the brief.
- 1.6 The brief to-date has been prepared by Gillespies and officers envisage that the information provided will be used in the final consultation version however comments raised by Overview and Scrutiny Committee and the Environment Agency will require some sections to be modified.
- 1.7 Executive Members are requested to consider the way forward and have two options:

OPTION A) the brief be amended and subject of a further report to Executive prior to consultation

OPTION B) the brief is issued for consultation to receive wider feedback prior to any amendments being made. The draft development brief be referred to Council for consultation.

## **2.1 CONSULTATION**

### **2.2 Consultation to Date.**

Limited consultation has been undertaken with statutory agencies and members in the preparation of the draft brief. Local businesses and residents within the area of the brief have been informed that a brief is under preparation.

### **2.3 Consultation proposed.**

A six week consultation is proposed on the draft SPD in line with current practice. This will follow consideration of the draft SPD by Executive.

## **3.0 RECOMMENDATIONS**



That Executive consider when to consult on the draft Development Brief in line with paragraph 1.7 of this report

#### **4.0 REASONS FOR RECOMMENDATIONS**

To ensure that consultation forms an integral part of the preparation of further guidance on policies contained within the Carlisle District Local Plan.

#### **5.0 IMPLICATIONS**

- Staffing/Resources – Within existing resources of the Local Plans and Conservation Section. Assistance has been provided by Carlisle Renaissance.
- Financial – The preparation of the draft SPD has been undertaken with resources from Carlisle Renaissance. The remaining work will be undertaken within existing resources of the Local Plans and Conservation Section
- Legal – In accordance with the Planning and Compulsory Purchase Act 2004 provisions
- Corporate – This work helps to delivery priorities relating to Carlisle Renaissance as well as addressing relevant aspects of the greener, cleaner and safer priority
- Risk Management – Without this SPDS there may remain a lack of clarity on the intention of the policies within the Local Plan.
- Equality and Disability – None
- Environmental – Environmental Issues will be covered within the SPDs
- Crime and Disorder – Covered in additional SPDs and where relevant referred to in this document
- Impact on Customers – This will provide additional guidance improving the service to customers of the planning service

**A Eales**

Head of Planning and Housing Services

**Contact Officer:** Christopher Hardman

**Ext:** 7190



**Appendix 3**

**Minute IOS.13/09**



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## **EXCERPT FROM THE MINUTES OF THE INFRASTRUCTURE OVERVIEW AND SCRUTINY COMMITTEE HELD ON 22 JANUARY 2009**

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### **IOS.13/09 CALDEWGATE/SHADDONGATE DEVELOPMENT BRIEF SUPPLEMENTARY PLANNING DOCUMENT**

The Local Plans and Conservation Manager (Mr Hardman) reported that the Caldewgate/Shaddongate Development Brief Supplementary Planning Document had been considered by Members of Infrastructure Overview & Scrutiny Committee and the Development Control Committee at a joint workshop on 16 January 2009.

Mr Hardman explained that the development brief set the process as a formal planning document which would require formal adoption by full Council. The brief had been prepared by consultants and was supported by Carlisle Renaissance as part of the Urban Design Guide and Public Realm Framework.

Mr Hardman outlined the main themes that had been raised during the workshop:

- The historic environment of the area had not been sufficiently covered in the report
- Questions were raised as to whether or not the area should be extended
- There had been references regarding the future sewer works
- The area was a gateway to the City and there was no reference to tourism in the report
- The document was not extensive enough and the photographs were not appropriate
- The planning policy content was not integrated enough throughout the document and was not sufficiently explained
- There was a lot of jargon in the document
- There were concerns about future car parking that would be available in the area
- Security and landscaping issues were highlighted

Members commented that the workshop had been very useful and enjoyable but raised concerns that Ward Members were not specifically invited to the workshop.

RESOLVED – 1) That the comments and concerns from the workshop should be incorporated into the Planning Officer's report to the Executive;

2) That it should be best practice to hold workshops on development briefs in future and local ward representatives should be invited to take part in the discussions.