



# REPORT TO EXECUTIVE

## PORTFOLIO AREA: Environment and Infrastructure

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Date of Meeting: 16 March 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:** Urban Design Guide and Public Realm Framework  
Supplementary Planning Document

**Report of:** Director of Development Services

**Report reference:** DS.24/09

**Summary:** This report sets out the process which has been undertaken in the production of this SPD and includes a summary of the main consultation responses received and the amendments that could be made to the document as a result.

**Recommendations:** Responses to the consultation and officers advice on amendments to the SPD be referred to Infrastructure Overview and Scrutiny Committee (meeting scheduled 09/04/2009) prior to consideration by Executive.

Alan Eales

**Head of Planning and Housing Services**

**Contact Officer:** Chris Hardman

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**Note:** in compliance with section 100d of the Local Government (Access to information) Act 1985 the report has been prepared from the following papers: Urban Design Guide and Public Realm Framework draft for consultation; Executive Reports DS.104/08, DS.148/08

## 1.0 BACKGROUND INFORMATION AND OPTIONS

- 1.1 The Urban Design Guide and Public Realm Framework is an extension of the work of Carlisle Renaissance which concentrates on raising the quality of Carlisle's offer to make it a more attractive environment to live, work and to attract tourists and investors to the City. It is recognised that as part of overall regeneration there must be attention paid in a co-ordinated way to the whole of the city and not just the transformational sites identified.
- 1.2 In adopting the Carlisle District Local Plan policy CP5 Design raises a number of issues and this Supplementary Planning Document expands on the detail for the seven character areas identified by Carlisle Renaissance. It is also considered that this can be expanded to establish the basic principles for any design proposals. Rather than just concentrate on the buildings and building styles it also helps to set the context for the spaces between buildings which form part of the public realm.
- 1.3 Council approved the document for consultation and a seven week consultation period was undertaken. A large number of comments were received raising a number of issues which have required more time to consider. Many of the comments made relate to non-planning issues and whilst concerning the city centre are not within the scope of a supplementary planning document. Many have also been raised at other Renaissance consultations and will feed into other work that is ongoing.
- 1.4 In considering the responses focus has been retained on the object of this report which is to work towards adoption of the Urban Design Guide and Public realm Framework as a Supplementary Planning Document. The focus is therefore on the potential changes required to that document.
- 1.5 The consultation responses have highlighted a number of issues which require further clarification within the document. These primarily fall into three areas:
- Heritage – Although many references throughout the document additional points have been raised for example, the impact of new materials such as reflective glass should be fully taken into account
  - Crime and Disorder – Although referenced in the document this could be reinforced by additional references to design standards and lighting impacts on CCTV

- Planning Context – further clarification on the status of the document and how it should be used i.e. in design and access statements accompanying planning applications

1.6 In order to progress this document Executive is asked to refer the consultation responses and suggested amendments to the document to Infrastructure Overview and Scrutiny Committee in order that their input can be considered on how the consultation has been dealt with. A further report will then be brought to Executive for consideration prior to adoption.

## **2.0 CONSULTATION**

2.1 Public consultation took place during a seven-week period ending the 31<sup>st</sup> July 2008. This commenced with an exhibition in the old town hall which was staffed by planning and Carlisle renaissance officers including a week end session. This has resulted in 70 respondents raising a number of issues.

A Schedule of Responses and Proposed Changes is attached at appendix 1.

2.2 No further consultation is planned.

## **3.0 RECOMMENDATIONS**

3.1 Responses to the consultation and officers advice on amendments to the SPD be referred to Infrastructure Overview and Scrutiny Committee (meeting scheduled 09/04/2009) prior to consideration by Executive

## **4.0 REASONS FOR RECOMMENDATIONS**

4.1 To duly consider issues raised at consultation stage and to be able to proceed towards adoption of the Supplementary Planning Document.

## 5.0 IMPLICATIONS

- Staffing/Resources – This work has been produced jointly by the Carlisle renaissance and a project steering group including City Council Officers. The remaining work is resourced from within the Local Plans and Conservation section
- Financial – Contained within existing Local Plans and Conservation budgets.
- Legal – The SPD has been produced using the Town and Country Planning (Local Development) (England) Regulations 2004 to comply with the provisions of the Planning and Compulsory Purchase Act 2004.
- Corporate – The SPD will assist towards provision of the Cleaner, Greener, Safer corporate priority by providing a context for improvements to the public realm. It also contributes towards Carlisle Renaissance priorities.
- Risk Management – If the SPD is not adopted there will be an inconsistent approach towards design and the public realm.
- Equality and Disability – None
- Environmental – The SPD considers the use of local materials for a more sustainable approach as well as improving the environmental quality of the city.
- Crime and Disorder – None
- Impact on Customers – None

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**Statement of Consultation responses  
and Proposed Changes to  
Supplementary Planning Document**

URBAN DESIGN AND PUBLIC REALM FRAMEWORK  
COMMENTS ON CONSULTATION DRAFT

Name and Address	Comments	Officer Comments	Changes Required
	The double yellow lines are always covered with cars they therefore serve no purpose, remove them, go look in Abbey Street.	This response relates to the issue of car parking on double yellow lines and is an enforcement of parking regulations which cannot be dealt with in an SPD	No change to this document
T L Jones Carlisle	Alice in Wonderland. The City Council provides car parks that are under-utilised because the County Council encourages motorists to park on the streets and pavements by not charging.	This is a reflection on current car parking arrangements and is an issue for implementation of the car parking strategy for parking fees. This is not an issue which can be covered in a SPD	No change to this document
T L Jones, Carlisle	Remove the traffic lights from Shaddongate/ Caldewgate the 2005 floods demonstrated that they are unnecessary.	Traffic lights are a matter of highway safety and traffic flows. The Shaddongate and Caldewgate area is the subject of a separate SPD which may consider the junction but removal of traffic lights is a matter for the County Council as Highway Authority not a City Council SPD	No change to this document
	Move the A595 to the north of the castle and move the childrens play park to the south of the castle.	This is a major policy decision and should not be introduced through a SPD which expands on existing planning policies. As a highway matter it is also a decision for the Local Area transport Committee and not a	No change to this document

		planning document	
	Please keep buildings low. Visitors seek to like us as we are. It would be nice to be able to buy a chop or potato without going to big stores (Warwick Road area) (an enthusiastic employee!)	There are a number of references to building heights within the document in the continuity and enclosure sections. This has been adapted to take into account varying land levels but not to the detriment of more strategic views towards key land mark buildings	Consider that no further changes are necessary
B Borsari Carlisle	Carlisle Renaissance is a very good idea the materials proposed are very interesting.	Comments welcomed	No change to this document
Mr S Pargeter, S MacDavid, Carlisle	Very inspiring but ambitious. I have an interest in the Rickergate/Corporation area and feel this is a positive community area where the need for development is not as urgent as other areas in the city ie. Botchergate/River Caldew. Please consider that any commercial development may end up with Carlisle looking like any other city/town and may close any individual/historic element this it needs to thrive as a great northern city. I hope one day Carlisle could be considered for the European City of Culture.	Note the comments and endeavour through this guide to ensure Carlisle retains its individual character. Priorities are not set within this SPD and are dependent on other factors but the comments are noted and work is programmed for the Botchergate and Caldew Riverside areas	No change to this document
P Newman Heads Nook	Leave Rickergate Alone. It is a sustainable community. No More Shops. Analysis of CBD shows high vacancy rate, long term voids & charity shops. Peripheral Areas are dying reduce rents and rates. Extend bus station to alternatives. Relocate Alternatives and Donaldsons to Earls Lane vacant shops. Statues e.g. Flock of Geese, Pig & small pigs that children can climb and sit on as part of City Trip. Water feature like Sheffield's Peace Square of outside M & S in Manchester. Clean & Light Rosemary Lane. Leave T.I.C. in Town Hall. Open up riverside. Leave railings at Heads Lane- Stops Drunks	Rickergate is within the central area of Carlisle and as such it should have detailed guidance within this document. There will be vacant buildings and it is therefore necessary to provide some detail to guide development proposals. Attention is being refocused on the central area to sustain the commercial	There are a number of references to specific parts of the SPD. There are no additional matters to be referred to in the SPD. No change.

		<p>attractiveness of the centre however in the longer term there is still the need to provide opportunities for development. Reducing rents and rates is not an option that can be introduced through a planning document and it not controlled by the City Council. Redevelopment around the bus station site could be feasible within the scope of the SPD although this would be dependent on a large scale commercial scheme to facilitate this. Statues for children to climb on are referred to on page 100 of the document as part of the City Play Trail. Opening up the riverside is constrained by the flood defences although potential is referred to within the Ease of Movement.</p>	
S Welsh	I fully agree and hope planning goes ahead	Comments welcomed	No change to this document
J Hodgson Carlisle	<p>Bury the road in front of Castle to integrate into a City Walkway. Use local materials. Buildings –contemporary with natural traditional materials (look at Cockermouth), small affordable shops for rent (to encourage graduates &amp; local entrepreneurs). Tourism – Pedestrian area from West Walls to link Castle with City. Entrance to Tullie House more approachable, also extend into Abbey Street. More Access for Disabled people. Better facilities for young people – research in schools, milk bars,</p>	<p>This response raises a number of issues relevant to the SPD and a number of others which can not be tackled through a planning guide. Burying the road is a highway matter and is also a decision for the Local Area transport</p>	No change to this document



	<p>internet café, better leisure facilities. Sustainability – Maintaining &amp; enhancing employment, house, links with training, Universities, better Marketing of events &amp; promotions in the city.</p>	<p>Committee and not a supplementary planning document. Local materials are promoted incorporating traditional with contemporary mix where appropriate. Small affordable shops are a concern however this planning document is about the public realm and design. Likewise many of the facilities referred to are outside the remit of a design document. Marketing is tourism issue and not relevant to a planning document.</p>	<p>Already contained within the document</p> <p>No change to this document</p>
<p>J A Kilgour Carlisle</p>	<p>Remove the plywood boards from the Victorian iron bridge over the Viaduct and replace it with clear PVC on the outside (to stop vandals from throwing objects down onto the railway lines). Revamp the Lowther Arcade (inside). The Bus Station at Lonsdale needs more visual information for timetable arrivals/departures. Install live bus timetable displays like those in the city or in Infirmary. This would make it more accessible for deaf/hard of hearing people and foreign tourists/visitors alike. Need public lavatory at the bus station but make it Pay as you go in. more pay in public lavatories with staff assistants to keep clean and collect money, like the very successful ones in Prague, Czechoslovakia. Need information for the public where to go. In Botchergate use empty buildings and revamp them for young enterprise. University/College students to use them for their businesses. Working in partnership with University of Cumbria.</p>	<p>These ideas are welcomed however they cover private premises not within Council control and already in use. The Lowther Arcade has had a revamp by the owner. Whilst outside the remit of this SPD there are display timetables in West Tower Street although these need extending when possible. Provision of public lavatories is a separate issue for the City Council to determine the level of provision.</p>	<p>Whilst there are a number of issues raised many relate to other services undertaken by the Council. These should not be reflected in detail in a planning document. No change to the document to meet these concerns.</p>

	<p>Chase the owner of the 'boarded up' dwellings. If no action taken by them then the Council should repossess or pull down the badly declined buildings. Build more town (eco) houses instead of takeaways along Botchergate. From now on any red/yellow bricked buildings to be listed and not to be covered with cheap tacky decoration or rendering or Vera Duckworth cladding, like the Road House B &amp; B at Botchergate. Revamp the railway station especially the public lavatories (shudder what a place for the visitors/ travellers to go into). Street cleaners need to work in shifts from 0600hrs to 2200hrs from April to October during the high season with tourists. Empty Street bins on Sundays and during the public bank holidays (due to fact that Fast food shops are open during those times and there's not enough bins to accept the extra volume of litter. A Clean City is a sight better for tourists.</p>	<p>Currently working with the University on its future provision and siting but not a detail for this SPD</p> <p>There are separate powers regarding housing provision and property condition. This is outside the remit of this SPD on design and public realm even though it has an impact. Buildings are listed for a number of factors and undertaken by English Heritage. It is not possible to just list red/yellow brick buildings. Street cleaning is a separate issue for the Council and it is recognised that a clean city is a priority.</p>	
<p>Mrs R Bell Grinsdale</p>	<p>No Street furniture please. Not higher quality paving – not practical in Abbey Street Area although buildings need improvement. I think we already have enough water features and require minimum public art. There seems a shortage of places to have non-alcoholic beverages &amp; refreshment from 4.30pm until 7 or 7.30pm at present.</p>	<p>One of the main objectives of this document is to improve the quality of the public realm. This can not be done without improving street furniture and the quality of materials. The City Centre will not function without a degree of requisite street furniture such as bins and seating. Disagree that this is not appropriate although it does need to be focussed to get optimum improvement. With respect to</p>	<p>The document already refers to water features as restricted to principal spaces due to cost. Public Art is referred to as a phased approach for different types of art. This incorporates a variety of media including minimal approached such as</p>

		<p>water features and public art, these should be appropriate to the areas suggested. It is agreed that some buildings also could be improved however this all must be set in the context of a historic centre.</p> <p>Note the shortage of places although this is a commercial operation and not controlled by a planning document. There are no specific restrictions to prevent this service</p>	<p>lighting but create a significant impact on improving the quality of the public realm within the city.</p> <p>Consider that this is the appropriate level for Carlisle and no further changes should be made to the document.</p>
Mrs E Smith Carlisle	Agree with demolition of Council Buildings, leave other historic buildings alone	Comments noted further details to be developed as schemes progress but the document does not refer to demolition of all Council buildings as the Council is also responsible for quality historic buildings such as Tullie House and the Old Town Hall.	No changes to the document
Karen Lockhart Carlisle Shop Mobility	I think this is a positive thing for Carlisle and will generate business, tourism and assist a sense of pride for people who live in Carlisle. Hopefully full generation will happen "sooner" rather than "later".	Comments welcomed	No changes to the document
Mr W Coulthard Carlisle	Tuesday 17 <sup>th</sup> June I counted 55 cars parked in Castle Street, this did not include the disabled or Finkle St and Abbey St. Has anyone decided where these cars will park in future. In this day and age when Town Centre shops are closing because of out of town shopping, do we need any more City Centre Shops.	This is a specific comment relating to the scheme being developed for Castle Street and the historic core. Parking has been taken into account in developing and modifying the scheme as well as the alternative	No change to this document

		locations required if parking in the Castle Street area is reduced. Retail capacity study work indicates that there is more capacity for retail development which should be focussed on the city centre first.	
J Templeton Carlisle	<p>These plans seem to be for the large cities such as Manchester. Carlisle will never be that big. We do not need 4 squares. Rickergate Square Plans seem to contradict each other. Talking about opening up the view to the market &amp; making a 'place' for people to meet at the same time, talking about a bus hub to lessen the traffic in Lowther St. How is it that no buses appear in the picture of Rickergate Square. Instead of high quality public realm materials for one area (Castle St) &amp; inferior materials elsewhere (Botchergate), good un gimmicky public realm should be for all the City Centre Area's. Taking into account the cost of upkeep, the glass kiosk looks cheap &amp; touristy in the Cathedral grounds. Why weren't the traffic plans refused at the same time as this consultation, there can be no proper consultation without the full facts put before the public, reducing traffic is a good idea, but should be done by improving the bus service so that people will want to use them, not by threatening them with high car parking charges &amp; clamping. Even before the downturn in the economy, the town was full of empty shops, bars and clubs, building new ones whilst the existing ones are proving to be unsustainable seems a strange way of going about things. The whole plan seems to be style over substance and not tailored to this part of the world. The jobs created seem to be based on yet more low wage employment, such as hotel, shop &amp; bar work.</p>	<p>Throughout the document there are references to scale of development. Desire for a high quality public realm should not be restricted to larger cities. Artists' impressions in the document are purely illustrative of how the principles could be applied and not specific plans which will be developed. The use of materials has been graded to reflect the use of the different areas with the main attractors providing a higher quality environment but due to cost can not be replicated throughout the city – it would be a greater ambition to increase quality throughout but there has to be recognition of cost implications. As for the kiosks in the Cathedral grounds. These are artist impressions and any detail would come through at a detailed planning stage but the quality</p>	<p>Whilst a number of issues have been raised it is considered that there should be no specific changes to the document. The main issue is with the illustrative material in the plan and whether there is any misinterpretation of the document with these drawings included.</p>

		<p>would have to reflect the sensitive historic setting for any proposals near the Cathedral.</p> <p>Separate consultation has taken place on the traffic proposals for the historic core.</p> <p>Retail use is a long term issue and whilst there may be a short-term economic downturn the City will address the vacancies and seek to expand its retail offer in future years. As retail is a city centre function it will increase its use around the city centre area and there are a number of locations where new retail could be accommodated within the design principles.</p> <p>The material palette reflects the colours and materials of locally used materials already in existence in Carlisle.</p>	
I Sewell Carlisle	<p>Trees bring in the Pigeons, which make a mess on the pavements, just look at English St. &amp; Scotch St. at the current time. These are a bad idea in pedestrian areas. Its all very well tarting up the appearance, what people are concerned about is traffic congestion and lack of parking spaces in City Centre. It's very difficult to please everyone I wish you all good luck.</p>	<p>Noted that trees may have some negative effects which need to be balanced against the positive elements of air quality improvement, visual attractiveness and help reduce urban temperatures. Pigeons will roost in buildings and are not solely attracted because of trees. It is recognised that any</p>	<p>No change to the document</p>

		difficulties need to be managed. Traffic congestion and parking spaces are being considered as part of other work on a review and Car Parking Strategy.	
K Skelton Carlisle	Start the work now, Carlisle needs to move forward, Conference Centre, Concert Hall, anything that will bring people up to the City, look at Manchester, Newcastle, Leeds make Cumbria proud of this City, look at its History. I think the plans are good, maybe not trees up Botchergate though, look forward to seeing the work underway soon.	Noted and comments welcomed. The use of trees needs to be tailored to the surrounding buildings and space to work effectively. Illustrations are indicative	No change to the document
Mrs J Coulthard Carlisle	There are enough shops standing empty e.g. Burtons empty since January 2007. Why do we need more shops? Also how can you justify evicting people from their homes? This is just an excuse to waste ratepayer's money. I do not know anyone who approves of this scheme –ONLY CARLISLE CITY COUNCIL.	This response does not address the main issues regarding public realm and urban design and concentrates on one aspect not specific to the document. There is a need for more retail space as illustrated in the Retail Capacity Study and other planning documents will consider the specific locations in more detail albeit that the focus is considered to be city centre.	No change to the document
R Popple Dalston	I have a comment about the display of the project. When presenting maps showing the different zones for development etc. it is extremely difficult to understand exactly which parts of Carlisle are being referred to it there are no Street names. There was a very pale coloured street plan on the maps but no named areas or land marks to act as pointers, thus rendering the display difficult to interpret and therefore largely useless. Without greater detail of the plans it's hard to know how to comment. Generalities are fine but without something concrete it's hard to give a view.	Noted concerns about the exhibition material and difficulty reading the maps. The design guide is however meant to be general to portray the design concept for space to be implemented by more specific schemes as and when they are developed.	No change to the document but note the comments for future exhibitions

<p>Mrs N Rennison Carlisle</p>	<p>I think it is irresponsible to build the new University on the Viaduct Estate Road, Carlisle, people DO NOT WANT another Tesco, we have sufficient, and placed on the Estate Road will ruin the shopkeepers in Denton Holme. The danger of flooding will always be there, no matter how good your flood defence. Water will always find a way. The Cumbria Indoor Bowls Club and adjacent Bridge Club have already suffered from the last flood, and a great many people worked very hard to bring the clubs back into being. I think if they are closed or put on a new site it will be the death knell for both clubs. At present they are accessible by buses from all regions, plus a short walk, not everyone drives. <b>Continuity &amp; Closure</b> – We have some lovely buildings in Carlisle, which could be utilised at much less expense to the Citizens of Carlisle. You don't see Cities like York and Chester disposing of their best assets. They take pride in 'being different' and keeping their heritage. What is wrong with turning the Lonsdale into a Theatre? The GPO on Warwick Road would make a good Magistrates Court, and would be very near the Crown Court in Earl Street, surely an advantage for staff. A cause dear to my heart, bring the Castle back into the City. We are supposed to be trying to attract more visitors. We could divert the road from the end of Caldew Bridge, down Devonshire Walk in a loop behind the Castle and come out onto Castle Way as it is now. We could then utilise the space in front of the Castle with gardens, seating, leisure facilities, and draw visitors if it is made attractive enough. The Police Station in Rickergate is another attractive building and I think should be retained, as should the Firemen's houses in Warwick Street. Pull down the Civic Centre, the new Magistrates Court, and the BLUE BOX student's accommodation in Caldewgate. They are all horrendous. What were the Town Planning Committee thinking of to pass them? We need a better Bus Service and car parking spaces. <b>Does public opinion count?</b></p>	<p>Tesco has already got planning permission to be developed at Viaduct Estate Road and is not something this document can change. The document does not prevent the clubs from co-existing on Caldew Riverside although it does recognise that their design is more functional than aesthetic. There are many buildings protected in Carlisle. The Lonsdale and Post Office buildings are in private ownership and owners are considering options for the future of their buildings. The development of a theatre is being examined to ensure the best solution is derived. With regard to Castle Way, this is a major policy decision and should not be introduced through a SPD which expands on existing policies. As a highway matter it is also a decision for the Local Area transport Committee and not progressed as a supplementary planning guide. The Police Station and Firemen's houses in Warwick Street were considered but have not been</p>	<p>Whilst a number of issues have been raised there are no direct references to amend the document.</p>
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	I think if the citizens of Carlisle were consulted the powers that be would be greatly surprised at people's reactions. We have already got a Rotunda and a Millennium Bridge at Caldewgate that are very much disliked and were in general opinion a waste of money. We the taxpayers are paying for a part of this. We need to be proud of our City. The Lanes and City Centre are just fine as they are. Let us get it right this time, but please listen to public opinion. <b>Carlisle is our City too.</b>	listed by English Heritage. Bus services are not provided by the City Council and outside the remit of this SPD. Car parking is being considered as part of a review of current practice. The observations on existing designs are noted. This document has formed part of consultation to improve the quality of future design and public realm.	
Carol Barber Carlisle	Why have the traffic plans <b>NOT</b> been made available, as it is very difficult to consider the impact of the Urban Design Plans for the City Centre without them. Certainly many towns in the UK are in need of Urban renewal but each must be considered individually and local character and public opinion <b>heeded</b> .	This document considers the concepts and a broad brush approach to design recognising that specific proposals will be coming forward at different times and by different organisations. An overall approach is needed to ensure individual schemes marry together. Traffic schemes still need to be developed and therefore do not form part of this document.	No changes to this document
T Reatings Hurley Road	Why are we spending £750,000 per annum on the Carlisle Renaissance when the South End of Botchergate is a dump, and has been for 25years. The Roads are a disgrace i.e. Brampton Rd, Scotland Rd, and London Road. There are a large number of empty shops in prime locations in the City Centre <b>why build more?</b> In view of the length of time taken in the past for any developments i.e. The Lanes, Carlisle Airport and Botchergate. Are we going to commit £750,000 per annum of our money to this	The costs of Carlisle Renaissance are not part of this SPD (neither are they £750,000pa). The County Council as Highway authority is responsible for the road infrastructure and cannot be dealt with through this planning document.	No changes to this document



	development??? For the next 25years	Retail Capacity work indicates that there will be more capacity by 2016 and long term plans are needed to accommodate this growth which will be over and above current empty premises.	
N Noble Carlisle	Vehicle Parking. There seems little point in “improving” our City Centre when people are unable to park their vehicles. I am not thinking about the citizens, who usually have access to public transport, but our “rural cousins” and visitors from further afield. An <u>efficient</u> and <u>convenient</u> PARK & RIDE facility MUST be provided on <u>all</u> major roads into Carlisle before any further consideration is given to these plans. Park & Ride is offered all over the Country – why is Carlisle out of step??? You are driving people away, if they cannot park up they will just drive on.	Note the comments on Park and Ride. Sites are allocated in the Local Plan but this needs to be developed further through the Local Transport Plan. This can not be taken forward through this SPD	No change to this SPD
N Noble Carlisle	Disabled zones should be provided close to the City Centre. (Not just 3 or 4). Disabled people have a limited walking distance. <u>DO NOT</u> use the excuse of people abusing this facility for reducing spaces. Instead, make a concerted effort to catch the non-disabled users. This would free up more parking spaces and stop suggesting all (most) blue badge holders are not genuine cases. Blue Badge Parking areas could be created in the area where the police vehicles park (after they move to Harraby). If provisions was made for the “disabled vehicles” for then to park at the same angle as the police a greater amount of cars would be able to park than parallel to the pavement. Drivers of disabled vehicles are required to meet the standards of the Highway Code, so should be able to negotiate their vehicle into the allotted space.	This has specifically arisen as a result of the Castle Street proposals. It is recognised that disabled access is required to the City Centre. This has been re-evaluated as part of those proposals and disabled parking bays have increased since the original scheme was proposed. In addition there is also the recognition of wider/longer spaces for those requiring wheelchair accesses to vehicles.	Page 75 – remove reference to “all disabled parking to be removed”

N Noble Carlisle	Water Features. Water will soon be in short supply. This idea is an unnecessary expense. You know what happened at Hardwicke Circus – foam added (several times). That will surely happen in the city centre too. Then the paving will be slippery – someone falls and puts in a big claim for personal injury. Paid from <u>our</u> Community Charge NO THANKYOU.	Noted about the supply of water. The SPD focuses these only in principal places and subject to individual setting. Whilst there are several illustrations it will be subject to individual schemes to develop ideas. The experience of Hardwicke Circus is one on which the Council will draw in considering future maintenance costs and any water installations. There is potential to provide these as part of larger schemes paid for by developments rather than all from Council Tax.	Page 109 add in reference to the long term supply of water and the need to minimise volume used through design.
N Noble Carlisle	An electronic notice of the next bus, it's route number, destination and expected time of arrival – similar to that on display at the Cumberland Infirmary (and the London Underground) should be provided at bus stops with shelters. The present system is barely 20 <sup>th</sup> century and we are now in the 21 <sup>st</sup> century.	Note the comments and display information is also provided on West Tower Street. This is part of the public transport infrastructure and would be considered as improvements envisaged in the key principles	No change to document
N Noble Carlisle	Castle Street. Will commercial vehicles still have to drive to the Green Market to service the various shops in Green Market and along Castle Street? If so, why not lower the kerbs and create a slope onto the traffic area? The roadway is already 'strong' enough to take the weight. I suggest that a new repaved street (built on sand) will soon become uneven due to the wear and tear of traffic. This would be a much <u>cheaper</u> option than buying 100's of tons of paving – no doubt paid for by our Community Rates.	These are detailed comments on the Castle Street scheme which has moved forward separate to this SPD. The design has been revisited since the original proposal. Funding for the scheme has been assisted from NWDA and not entirely dependent upon local Council Tax.	No changes to the SPD

Elsie B Martlew, Carlisle,	I was very disappointed with the exhibition. It was only a re-run of a presentation last winter. While I appreciate it is important to use quality materials, have an attention to detail and to safeguard space I feel it was a lost opportunity to give confidence to the public that the Renaissance, after an extremely long gestation, was actually going to happen! What is needed is less talk and more action. Additionally, it's time the Council started to do what people elected them for i.e. make decisions. 50k would be better spent <u>on</u> Tullie House, rather than paying for yet another consultant's report telling them what to do. Finally, It would have been better if the Leader of the council or his representatives (elected) had been there to answer questions.	The exhibition material had moved on since the stakeholder workshops although the context is still the overall design principles and public realm parameters. The Castle Street scheme is being progressed but requires Orders to be made. Decisions on Tullie House are a separate process to this SPD production. Councillors were present at the exhibition but were not able to cover all sessions.	No specific changes to the SPD
S Matthews Carlisle	This development is very welcome. The key words are quality and identity. Too much has been done to an inferior standard. Carlisle needs to see itself as the equal of York or Chester and act accordingly. Carlisle has a very strong historical identity which it fails to appreciate. Part of the work on identity should develop this sense of history in a more precise and detailed way, focussing on Cathedral, Castle, Guildhall, Town Hall and Tullie House.	Comments are welcomed	No changes to the SPD
R Ridley, , Carlisle,	We need to focus on the pedestrian. I would like to see action now and not just on talking shop. I like what I have seen.	Comments welcomed acknowledge that pedestrian priority in the centre is a focus which will be encouraged by design concepts in this SPD	No changes to the SPD
S McLean	1. Carlisle has got a Airport for flying people in from Europe ie. Italy France Germany for Hadrian Wall 2. Upset that Waverly bridge was never turned into a cycle path.	Note these comments however they do not directly relate to the content of this SPD	No change to the SPD
Mr T Nicholson, Carlisle	The City Centre can't be improved until enough street cleaning staff are employed to keep the streets free of litter and rubbish – where are the litter “police”. The <u>one</u> cleaning operative I see on	Note these comments. This is not a matter for the SPD and comments have been directed to	No change to the SPD

	lunch times can't possibly be expected to clean the whole centre – his whole shift could be devoted to SCOTCH STREET and it would still be a mess!!!	the appropriate Council service.	
P Farmer, , Carlisle,	Some of the buildings due for demolition are quite attractive. In Paris, regeneration is taking place, but the city fathers have decreed that as much work as needed can go ahead provided the original facades are retained where they are pleasing on the eye. Use the same materials. I would wish to retain the old Police Station and the "Malt Shovel" as they are both very attractive buildings.	Note the comments on buildings. There are currently no buildings specifically scheduled for demolition as any development schemes are not yet detailed. This SPD will establish the design criteria to be taken into account in any such circumstances to be debated at the appropriate time.	No change to this SPD
N Irving, Glasson, Carlisle,	A lot of the ideas are very good and could make a positive contribution to Carlisle. I am still concerned about the lack of clarity regarding the Rickergate area. As the chairman of SOS I would like to see as much involvement as possible with the consultants, planners, renaissance and the Rickergate Community, at all stages of the design.	Welcome the positive response however notes the concern about Rickergate. The SPD considers design elements which could be incorporated into the area but this is dependent upon specific schemes coming forward. The SPD established public realm and design concepts which could be delivered throughout the City to be taken account in any development proposals.	No specific change to this SPD and a separate brief is being prepared for Rickergate.
K Blain, Westlinton	Like to keep all of the buildings, keeping the character and charm of old Carlisle. Instead of new modern buildings let this town keep it individuality that is admired by so many of the City's tourists. It would be nice to see lots of little individual shops and cafes rather than on big building spoiling the look of the City, by all means knock the civic centre down, that is the biggest eyesore in the City and why not think about Carlisle Botchergate area that you have currently all boarded up, it looks like something from the back	Note the comments. The SPD recognises that quality and local character is an integral part of Carlisle's identity. Detailed schemes need to be developed taking account of these principles but the SPD does not prevent individual shops and cafes being	No change to this SPD

	street of Manchester, get planning to take a good look at that instead!	developed and can be applied to future proposals for the Botchergate area.	
E Atkinson, , Carlisle,	I'd like to see the City grow but also keep lots of its original buildings. Carlisle is a lovely City with some lovely old buildings and has lots of separate parts to it. I would like to see areas such as Rickergate retained and its independent business'. Carlisle is a historic City and like other similar places I'd like to see lots of small business' such as cafes, bars and small interesting shops. We have all the big business' now so lets give the smaller ones a chance.	Note the comments. The SPD recognises that quality and local character is an integral part of Carlisle's identity. Detailed schemes need to be developed taking account of these principles but the SPD does not prevent individual shops and cafes being developed	No change to this SPD
L Jack, , Carlisle,	Rickergate is a lovely community. I feel, and so do many others that this area does not need change, it's a unique area of Carlisle and holds a lot of history. I feel there are many areas we could improve instead. Botchergate is an utter state and is not attractive to visitors at all, this area could do with a total refurbishment. There are so many tatty empty shops that could be used to improve Carlisle city centre. I think it would be total shame to knock down such a beautiful area when there are a lot more problems in Carlisle that need sorted out.	Note the comments. The SPD recognises that quality and local character is an integral part of Carlisle's identity. Detailed schemes need to be developed taking account of these principles and can be applied to future proposals for the Botchergate area and redevelopment of other shopping frontages.	No change to this SPD
Miss K Barling, Carlisle	I think these 'grandiose' proposals for the northern end of our city are totally out of keeping with the spirit of Carlisle, which after all is a fairly small market town. It does not need "reinvented" or "reconfigured" and any future planning proposals should be in sympathy with the spirit of the place. This is not France or Spain and the so-called "café society" that the council seems to yearn for is totally out of keeping both with the weather and the nature of the place. Let's keep what we have left of our heritage with it's small shops and streets of houses before any future vandalism in the means of 'town planning' rids us of any more.	Note the comments. The SPD recognises that quality and local character is an integral part of Carlisle's identity. The SPD recognises that this also applies to Rickergate area but there are opportunities to relate this area better to the main shopping area. Note that the weather does not always allow for	No change to this SPD

		outside seating however it is important that schemes are not cramped, limiting options for different consumers as illustrated by existing outdoor cafes.	
Mr P H Irving, , Carlisle,	It's imperative that Carlisle gets a theatre/arts centre as proposed for the Lonsdale the city has been denied such facilities for too long. Too much money has been wasted on consultancy fees. The proposals that have come back from some of the consultants have proved to be expensive unworkable ideas that fail to take into account the uniqueness of our city. There are a lot of good ideas that would make the city a more desirable place to live, but there is not enough detail on what sort of design and style the new building would take, there has been far too much talk and not enough action so far, delays will only succeed in increasing the cost of the whole scheme. The failure to grasp opportunities like the lonsdale the long delay over the northern bypass the continuing airport farce with the threat of huge job losses allied to the constant resistance to the likes of tesco wanting to give the people of Carlisle better choice in not the way to take us forward to the future, one that would benefit all who live in our fine city.	Note the comments about the need for a theatre/arts centre. The schemes referred to however all involve private commercial organisations outside the influence of this SPD and to be considered by separate Council and planning processes	No change to this SPD
S McPake, , Carlisle,	Rickergate. I would like to see this area kept because it's the old Carlisle we know and love, it's important to keep a bit of history about the town as this is why a lot of tourists come to the area. I think you should take a look down Botchergate where it really needs something done about it, especially as its one of the main routes into Carlisle – it does not create a good impression of the town/city. Why waste money doing an area up that doesn't need it?!!!!	Note the comments. The SPD recognises that quality and local character is an integral part of Carlisle's identity. Detailed schemes need to be developed taking account of these principles but the SPD does not prevent individual shops and cafes being developed and can be applied to future proposals for the Botchergate area.	

Mr R Young, Carlisle	Cathedral area paving ideas are ideal, well in keeping with area. It would be good if something could be done about the castle approach. The new college buildings mooted for caldew riverside is exciting – keep tesco in check. Botchergate needs attention, I would like to see gates dispensed with, even if it caused problems. As a separate matter – don't allow the few to prevent the many from the benefits of airport development – interesting how 'the few' don't give names in local press.	Comments are welcomed	No change to this SPD
R Graham, Carlisle	Please, please, please knock down the civic centre. It has always been an eyesore and I don't think any resident of Carlisle would mourn its demise, but as for your plans for the Rickergate area its crazy! Can we not retain some individuality, character and sense of history? Do we really want our City Centre to resemble other City Centres and become anonymous and impersonal? I think Carlisle is unique and would like to stay that way. I think money would be better spent on regenerating the London Rd/Botchergate end of the City which seems to have been neglected for years. Visitors coming into Carlisle off the M <sup>A</sup> down London Road do not get a good first impression of our City as the area seems so run down and scruffy. Surely this should be a priority.	Note the comments. . The SPD recognises that quality and local character is an integral part of Carlisle's identity. It also acknowledges the significant buildings in the Rickergate area. Detailed schemes need to be developed taking account of these principles and can be applied to future proposals for the Botchergate.	No change to this SPD
P M Caird, Carlisle,	We need access to small businesses in broken up attractive areas to attract tourists and local shoppers. Small speciality shops offering local produce of a high standard. Clothes shops offering a choice of "not made in China" products. The Castle needs to be made accessible not a "hump" not to be reached. Underpasses are disgusting unhygenically and not safe (especially for women). The area in front of the Castle is the only part of the "Old Carlisle" left and needs to be restored as a beautiful area, with small businesses/cafes etc to view the Castle from Carlisle has hardly any atmospheric areas left. People require choice in all areas. Even the government has decried the ever-building of flats.	Note the comments. The SPD recognises that quality and local character is an integral part of Carlisle's identity. Detailed schemes need to be developed taking account of these principles but the SPD does not prevent individual shops being developed and an appropriate mix in areas referred to.	No change to this SPD

	<p>Birmingham has used a terrace of old houses (working class) in the “Beamish Fashion” to present houses of different periods from 18<sup>th</sup> century to present day and do a roaring business. A system of lanes like Brighton and Venice would be ideal with cafes, shops and antique shops and markets in little squares.</p> <p>The architecture of any new additions needs to be complementary to the rest of the area. The centre of the town had to be re-jigged (beneficially) to replicate the buildings they replaced instead of the “Coventry” style buildings of the original suggestion. The 60s was the time of destroying the centre of historic towns for improved pseudo-modern which is now shabby and dangerous. Carlisle is an historic town.</p>		
<p>M Bowman-Scott Estilo Hair Art Carlisle</p>	<p>As a business owner in Rickergate I could not have picked a better place! I am in the City Centre yet not slap, bang in the middle of English St. I find that my customers have better access and parking outside. I fell that my clientele came to my shop because it is unique and individual. My clientele ranges from the young funky 18 year old student to the more mature classic lady/gent surely that can tell you something!!</p> <p>It is great also to fell part of a community that is sadly dying in city centres! What is going on with all the empty shops in the city centre can you not provide some low rates/rent for people like myself? We are not encouraged enough with incentives and sadly young people like myself with ideas for the city are not listened to. Has any of you been to the powercourt centre in Dublin. This is just one example of how you do up old buildings and make them look fab, interesting and inspiring. Lots of little fashionable shops and cafes – each one different! Fire Station!</p> <p>These plans look dull, boring, non-inspiring and very hard to understand, come on you can do better get your fingers on the pulse guys!!</p> <p>*Call in to the salon and have a chat with some of the staff and</p>	<p>Welcome the positive response however note the concern about Rickergate. The SPD considers design elements which could be incorporated into the area but this is dependent upon specific schemes coming forward. These are still to be developed. The SPD established public realm and design concepts which could be delivered throughout the City and doesn’t prevent mixed schemes coming forward with a mix of retail units/cafes.</p>	<p>No change to this SPD</p>



	clients we have tons of good ideas ☺		
M Van Tilberg Carlisle	<p>The 2000 Millennium tunnel floods, the tower surrounding the entrance blocks the direction signs and the entire route is off putting to tourists – However tourists are interested in the Great Curse and names of Reivers Devonshire Walk Car Park and Kingstown plus shuttle could be alternative bus stations.</p> <p>Public consultations at Neighbourhood Forums appear to be an exercise to comply with consultation regulations not a genuine attempt to listen and respond.</p> <p>The entire renaissance committee of unelected representatives – some with doubtful interest in the city – does not do Carlisle justice. Many of the buildings in your designs are not owned by the Council and therefore are merely aspirational – the lift designed for the city walls it totally out of keeping* although it is needed. Head Lane</p> <p>If kids are determined to spit gum on the pavement try – it isn't expensive or irreparable – try gum post targets.</p> <p>Finally I think the public are quite sceptical of aspirational ideas with no substance unless there are positive concrete developments soon – this is 3 years on – I think it will be difficult to raise any support on justifying the costs to the rate payers</p>	Note the comments. The SPD recognises that quality and local character is an integral part of Carlisle's identity. The SPD is set to establish the principles and concepts to be integrated in any scheme. It provides a guide for developers although it is acknowledged that much of this will be led by the private sector outwith the Council's control. Nevertheless it is important that the Council established the design and quality parameters to improve any future schemes.	No change to the SPD
G Cochrane Carlisle	<p>As a resident of Warwick Street, I am obviously concerned about changes in the area and how they may affect me as an owner occupier. The UDPR document is a positive step forward for Carlisle in many aspects, but it fails to have regard for the housing needs of existing communities which may be directly affected by change. In fairness comments made by the Local Plan Public inquiry Inspector should have been included in this consultation. This in my view would make things more clear to the public and also to those who wish to invest in our city.</p> <p>There is potential for some redevelopment in areas throughout the city, even before Rickergate is brought into the equation. In this</p>	To be completed This SPD is an extension of the design policy in the Local Plan and this should be referenced in the document but not all the Local Plan policies which would be and excessive reproduction. This SPD forms part of a suite of planning documents as part of the Local development Framework and all would be available for	Planning context and relationship to design policy needs to be referred to in the SPD. More specific proposals for Rickergate area will be developed through a separate planning brief.

	<p>respect I do not consider my own home as being of a “lower quality” than any other terraced type property in Carlisle. I am certainly against the concept of a “square” as a proposal for Rickergate bearing in mind the changes in level from West Tower Street down to Rickergate. If you must have a “square” here then we do need to talk.</p> <p>Anyway the changes I would like to see in and around the City Centre are:</p> <ol style="list-style-type: none"> <li>1. More pedestrianisation – less traffic flow within the city centre e.g. West Tower Street, Lowther Street, Rickergate, Botchergate, Warwick Road (city centre end)</li> <li>2. Pedestrianised areas kept clear of debris....from fast food shops, chewing gum, bird droppings, empty cans, cardboard food containers. This is a daily eyesore and is noted by visitors to our city. Make the fast food shops pay to clean up the mess. School children are much to blame for much of this – educate them to be more thoughtful of confine them to school grounds – 9-4pm</li> <li>3. Build more multi-storey car parking, but if possible not within the city centre. Suggest areas such as....the Sands, land adjacent to or rear of Carlisle Castle, land adjacent or near Tesco’s (Warwick Rd), land between and adjacent to Lowther St north end and Georgian Way.</li> <li>4. Improve street lighting, buildings of character and public parks, river bank walks. Flood lit – various colours to match seasons</li> <li>5. Use smaller public transport vehicles and more frequent service in particular between multi-storey car parks and drop off points within city centre (the market, the Lanes, the Castle)</li> <li>6. Encourage, motivate existing shop owners within city centre to maintain and decorate externally (Buildings north end of Scotch Street could do with improvement)</li> <li>7. Visitor safety – increase police presence or employ some sort</li> </ol>	<p>anyone to consider investing in the City and what the parameters may be in a planning context</p> <p>Proposals for Rickergate area will be developed separately and whilst the reference to a square is intended to make the northern part of the city more attractive, how this will be integrated into any development proposals will have to be carefully considered.</p> <p>1 – noted, there are several messages throughout the SPD to make the pedestrian environment more friendly and less car dominated</p> <p>2 – Whilst street cleanliness is a priority some of these issues such as bird droppings and chewing gum are difficult to enforce and a never ending problem. They are not within planning control as part of this document</p> <p>3 – Noted and a separate parking strategy is being considered which will look at the functions of existing carp parks and where there may be opportunity to increase capacity</p> <p>4 – Noted, referred to on pages 111-112</p> <p>5 – The format of public transport</p>	
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	of private security to monitor city centre and parks areas. Improve CCTV presence.	vehicles is determined by demand, routes and the operator requirements 6 – Whilst we could encourage there is no planning powers to undertake this 7 – There is considerable CCTV presence around the city centre. It is not within the remit of this planning document to advise the police or community support officers how to operate.	
E Allnutt Carlisle	<p>The proposed water play feature is not needed – there is a perfectly adequate one in Bitts Park. Why is the Council undermining its own service provisions? The Bitts Park play area is a good facility – costing a lot of money – and should not be superseded by further provision which the Council will not be able to maintain properly – it struggles to maintain the Bitts Park feature at present.</p> <p>Where is the provision for small, local independent shops/services? Do not sell out to the multi-nationals. Carlisle needs to build on its uniqueness not become even more of a clone town than it is already. The whole design seem “off the peg” and very similar to everywhere else. Why not let the town</p>	<p>Noted. Acknowledge that there is a Bitts Park facility however water features are key parts on making city centres more vibrant and attractive places which encourage people to use the space around them.</p> <p>Points about maintenance will be taken on board when considering new proposals and the experience to –date in Carlisle will be considered before committing to any new schemes.</p> <p>Mixed development is catered for in the principles and these can include smaller retail units as well as larger to enhance the mix already in the city centre. The City</p>	<p>No change to the document</p> <p>No change to the document</p>

	<p>centre evolve organically instead of interfering.</p> <p>The older buildings need to be preserved and retained – Lonsdale, White House Pub, Post Office, train station and rear wall, this is particularly true of Rickergate – police station, fire station, magistrate’s court, Warwick Street, Corporation Road, Peter Street and <u>all</u> SMS pubs. Any redevelopment should start with keeping what is of quality and building on from there. Rickergate is a community in its own right and should be preserved as a valuable part of a living city centre – not tinkered with.</p>	<p>will not evolve without investment in the Public realm to make it more attractive to the commercial market.</p> <p>Significant buildings are recognised but if all are considered significant this undermines the message of the quality the SPD is aiming for. It is recognised that Rickergate has a resident community as well as being part of the city centre.</p>	<p>No change to the document</p>
<p>M Sarginson Carlisle</p>	<p>Start on the top of London Road/ Botchergate – which looks dilapidated – with boarded up shops and falling down buildings – Warwick Road is going the same way – The Old Post Office building, The White House and the Lonsdale need to be addressed and not left standing empty.</p> <p>Why have high quality lighting in the city centre when it’s like a cemetery after 5:30pm anyhow – are residents and visitors going to sit on the co-ordinated street furniture looking at this high quality lighting?</p> <p>High quality surfaces need to be protected from United Utilities etc digging them up and replacing the surfaces with tarmac.</p> <p>Street cafes are all very but are Carlisle Renaissance going to improve the weather for year round use, will any of them be willing to serve drinks and snacks after 5pm?</p> <p>Parking, where are locals and visitors to park if the free parking (which is in short supply now) is going to be reduced as no-one will want to pay the increased charges that are being proposed. Who are “Carlisle Renaissance”</p>	<p>Note the comments. Detailed schemes need to be developed taking account of these principles established in this SPD and can be applied to future proposals for the Botchergate area and redevelopment of other shopping frontages such as Warwick Road. Establishing these parameters enables further discussion with owners of private buildings such as those in Warwick Road. Some places already stay open later and this is inevitably a circular argument however proposals need to be fully developed to take account of opportunities and encourage more people friendly</p>	<p>No change to this SPD</p>

	Are they 1) Elected by the people of Carlisle 2) Carlisle city dwellers 3) Business people who will profit from all these developments	environments in order to increase the offer within the City.	
A Robinson Kirkandrews- on-Eden Carlisle	<p>I have studied your guide to “Carlisle Urban Design”.</p> <p>I hope that any work is not done in a hurry, without careful consideration of any benefit to the inhabitants.</p> <p>Yes, we are very lucky to have an ancient cathedral within its close, an historic castle, a Georgian town church, and a portion of the medieval city walls. This is all something to be proud of.</p> <p>But we don’t want to find that the city is too uncomfortable and inaccessible for visitors and for elderly folk, who may not be able to get to the shops and local businesses.</p> <p>If you are taking a “historic” view of the city, Carlisle would have been teeming with people, livestock and vehicles of all kinds, with its attendant unsanitary ways. We would not wish to return to that state.</p> <p>So please remember that life moves on as the needs of the citizens also.</p>	Note the comments and recognise that this is not a quick fix issue but the SPD seeks to establish design and public realm principles to be implemented over a number of years. Each will be influenced by needs and individual settings as gradual improvements are made.	No change to the SPD
Mrs C E Simpson Carlisle	<p>London Road needs massive improvements – very poor entrance to City of Carlisle. Warwick Road – will the top of this road go the same way as lower Botchergate, with Lonsdale, GPO and White Inn buildings?</p> <p>Removal of parking from Castle Street will also remove shoppers to the city centre, increase in car parking charges, will mean motorists will shop elsewhere, where parking is free. West Walls and Castle Street made ONE WAY, will put more vehicles in West Tower Street and Lowther Street.</p> <p>Rickergate – shopping mall – shops empty now in town, and in the market, small businesses cannot afford the rents.</p> <p>Who makes all the decisions? North Western Development Agency, which just appeared without a referendum – not like North Eastern who said NO</p>	Note the comments. Detailed schemes need to be developed taking account of these principles established in this SPD and can be applied to future proposals for the Botchergate area and redevelopment of other shopping frontages such as Warwick Road. Establishing these parameters enables further discussion with owners of private buildings such as those in Warwick Road. The Castle Street scheme has been revisited since original	No change to this SPD

		<p>designs and modifications made. Parking charges are subject of a different review outside the scope of this SPD.</p> <p>Commercial rents are not controlled by the City Council and are outwith the scope of this SPD.</p>	
<p>Mrs A E Irving Dornock Annan</p>	<p>I think it's a shame that a very well looked after Rickergate should be bulldozed down to make way for a modern area, when other parts of Carlisle are in need of a face lift. Take a walk down Botchergate, part of it is an absolute disgrace, I don't know what visitors coming in from that side of Carlisle must think.</p> <p>Businesses &amp; Householders in Rickergate all look after their houses &amp; premises to a high standard. I think the person/persons behind this idea should take a long hard look at some of the less well kept streets and empty shops and make it more appealing to visitors.</p>	<p>There is no suggestion in the document to bulldoze Rickergate. There are a number of principles established should any proposals be forthcoming but these have been established for all character areas around the city centre area.</p>	<p>No change to this SPD</p>
<p>Mrs J Field Carlisle</p>	<ol style="list-style-type: none"> <li>1. Before clearing areas such as Rickergate for new shopping development, hotel etc. consider why shop units/buildings are standing empty in the centre of Carlisle for several months.</li> <li>2. Provide a theatre/arts centre/gallery/café etc. for residents and tourists alike(as proposed for the Lonsdale)</li> <li>3. Some tourists stay overnight in Carlisle City Centre –provide some activities for them after 5.30pm –e.g. Tourist walks, talks, live music, entertainment.</li> <li>4. Consider re-developing Lowther Arcade for speciality shops at affordable rents.</li> <li>5. Try to re-connect the Castle to Castle Street, as the Castle is out on a limb, and must seem so to tourists.</li> <li>6. Retain a police presence near the Citadel.</li> </ol>	<ol style="list-style-type: none"> <li>1. Acknowledge that some units are empty in the shopping area however this has been taken into account in future retail capacity forecasts. These are longer term (to 2016) and the commercial/economic market will change during that time before any development proposals come forward.</li> <li>2. The Council is considering options for a theatre but this is separate to this SPD and outside its remit.</li> <li>3. Note that some aspects of this</li> </ol>	<p>No specific changes to the SPD.</p>

		<p>SPD seek to provide a more friendly environment outwith the normal shopping hours to extend the offer to residents, tourist and visitors alike.</p> <p>4. This is private ownership although it is noted that the owner has recently refurbished the arcade.</p> <p>5. Noted. Improvements to Castle Street are aimed at improving the linkages to the centre although Castle Way will still have to be navigated.</p> <p>6. Noted although this is determined by the policy authority. Some central presence would be welcomed.</p>	
J Hodgson	<p>I would like the planning committee to give consideration to the library being sited next to Tullie House and moving Radio Cumbria to a more suitable position. Having the museum and library together would encourage locals as well as tourists to explore the history and culture of this area of the City. The existing library building could become a community hall for public use, also part of the building could be converted into an arts and crafts centre similar to the centre off Tib Street in Manchester which is let to graduates at a peppercorn rent, this gives the entrepreneur, experience, confidence, independence and hope for future sustainability for themselves and the area.</p>	<p>Noted but this is not an issue for this SPD to look at individual use of buildings but the design environment in which they sit.</p>	<p>No change to this SPD</p>

<p>H Davison Carlisle</p>	<p><b>Movement strategy:</b></p> <ul style="list-style-type: none"> <li>• Overall I support the principles being suggested in the consultation document, i.e. to increase public transport, walking and cycling and limit personal vehicular transport. These are key to making a more pleasant city centre in Carlisle.</li> <li>• Reduced traffic speeds and increased shared spaces for movement are a good move.</li> <li>• It is key that plans for transport around the City centre in the Renaissance link to transport facilities for the rest of Carlisle.</li> <li>• The cycling / walking routes should link to the proposed Sustrans Connect2 project which should be integral to the Renaissance Movement Strategy. The development of this route would provide important links to people across the city to enable them to walk or cycle safely into the city centre. A key component of this is the new pedestrian cycle bridge across the river Eden.</li> <li>• I don't see much mention of the commuter in the document. Cycling, walking and use of public transport should be actively encouraged as a means of getting to work and appropriate facilities for cyclists need to be incorporated for cyclists to leave their bikes at work. Big employers in the City centre should be encouraged to provide secure undercover cycle parking for cyclists. But for those in smaller businesses which don't have the capacity to provide cycle provision, increased provision of secure cycle parking (as suggested at Court Square) should be provided in several locations around the city centre. Cyclists want to be able to park their bike very close to their destination and so the one cycle point at Court Square is not sufficient. The outdoor cycle racks around the city centre are good but more appropriate for short term visitors coming in for shopping rather than commuters who are leaving their bikes there all day. Talking to a friend who works in the city she currently does not cycle to work because there is nowhere she feels she can</li> </ul>	<p>Comments welcomed and noted</p> <p>Comments noted however the Sustrans route is not within the remit of this SPD. A separate process is dealing with improvements to that route. Cycle routes are part of the movement strategy ongoing work.</p> <p>Noted that there needs to be greater provision for secure cycle parking. This may need to be in limited locations but complementary to the outdoor cycle racks.</p>	<p>Add in references to increased cycle parking at specific locations?</p>
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	<p>leave her bike safely all day.</p> <ul style="list-style-type: none"> <li>• If it could be developed a public transport hub based around the railway station would be a good idea. There are already facilities for buses outside the Courts and on the Citadel. These could be developed along with others nearby to make them more appropriate as the bus terminus. Space outside the station could also be considered for this use. If this is not possible, at the very least there should be a very good information centre at the railway station directing people to the appropriate bus stops and providing live information about bus times. There should be clear signposted routes between the railway and bus stations.</li> <li>• Increasing the amount and frequency of public transport is key to people using it.</li> <li>• Cycling routes too and from the station should be improved, to encourage cycle commuting and improve access for cycle tourists.</li> <li>• The idea of shared pedestrian and cycle routes is good. Ideally I would like to see some cycle access right through the city centre, whilst continuing to give priority to pedestrians. The restricted access at some times is however a step in the right direction from the poor situation we currently have. Speed limits and clear signage that pedestrians have priority are important so that cyclists know to cycle responsibly through the city centre.</li> <li>• For a city such as Carlisle with a large rural catchment area with poor public transport a good cost effective park and ride system is crucial to the development.</li> </ul> <p><b>Sustainability</b> The principle of sustainability, i.e. providing an environment to promote social, economic and personal wellbeing of the population, whilst not being detrimental to and depleting resources needed by future generations, should be the core principle running through this development. Although it is mentioned and one of the principles I don't</p>	<p>Noted. The issues raised for the Citadel area include signage and clear routes for people.</p> <p>Noted but part of the overall movement strategy and not directly controlled from this guide.</p> <p>Noted, need to ensure signage is appropriate to meet the needs.</p> <p>Noted</p> <p>Sustainability is listed as one of the key principles for urban design. As a consequence of this it is considered that it is sufficiently referenced in the</p>	<p>No change to this document</p> <p>No change to this document</p> <p>Add in references to signage and speed limits for responsible cycling?</p> <p>No change to this document</p>
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	<p>feel its full implications are expressed or captured within the document as much as they should be.</p> <p>Key to this is minimising the carbon footprint of the development and the long term carbon footprint of the city as a whole. Some of these issues are touched upon but again they should be the key focus of the development. They include:</p> <ul style="list-style-type: none"> <li>• Minimising fuel / energy use and making developments as energy efficient as possible, utilising renewable technologies as much as possible</li> <li>• Maximising waste reduction and recycling</li> <li>• Procuring local resources and labour for the development, and having a city that is more self-sustaining rather than reliant on external resources.</li> <li>• Reducing car use and maximising walking and cycling potential.</li> <li>• Protecting the natural environment ensuring plenty of green space.</li> </ul> <p><b>Priorities for funding the Renaissance project</b></p> <p>In funding this development, priorities should be focussed at those actions which most reduce the carbon footprint of the city. As such funding the movement strategy and those facilities which encourage people to walk, cycle and use public transport into the city centre should be prioritised over and above some of the material changes to the character / fabric of the city. Carlisle is already a pleasant city centre, but access by foot, bike and public transport is still not as easy as it should be to encourage more people to use these routes and leave their cars at home.</p> <p>What I do not want to see is loads of money being spent in the city centre but then the project running out of money to fund the more important issue, in terms of the city's sustainability and reducing its</p>	<p>document.</p> <p>These bullet points are covered in a number of complementary planning documents as an overall guide and do not need to be duplicated. The first points will also be referred to in a new guide to be produced in energy efficiency in planning.</p> <p>Much of the practical implementation of this document will be delivered through private sector developments. Transport priorities are set as a separate process through the Local Transport Plan and Local Area committee funding priorities. Due to differing funding schemes this document can not be as specific about the priorities</p>	<p>No change to this document</p> <p>No change to this document</p> <p>No change to this document</p>
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	<p>carbon footprint, of improved pedestrian and cyclist access. To this end incorporating the Sustrans Connect2 project into the Renaissance project and the whole of this urban renewal plan is important to ensure the matched funding required to gain the funding from Sustrans to enable Connect2 and the bridge across the Eden to happen, can be achieved.</p> <p><b>Comment on this consultation process</b>  I would like to suggest that a period of longer than 6 weeks is given for a consultation of this nature. The limited availability of consultation documents (only accessible at the Civic Centre and Library) are not convenient for those of us with busy lives. I wanted to be able to take one home but this was not possible. The glossy document with all its pictures was not printer friendly for printing off at home and I don't find reading it off the computer screen easy. As a consequence I have only had time to skim the relevant bits about movement and sustainability and not look properly at the rest of it.</p>	<p>for development but needs to ensure that any proposals that are developed all aim to deliver the same high end quality product to enhance Carlisle's unique character.</p> <p>Noted although 6 weeks is a standard consultation period for all planning documents. Copies were available from Planning Services although this may have not been obvious. The format did give rise to complications for electronic availability.</p>	<p>Consultation period to be considered in setting the standard through the Statement of Community Involvement for all planning document consultations. Format to be reconsidered for the final versions for availability. To enable electronic access as well as hard copies.</p>
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	<p>development later this year. As such, It is also important to recognise that compared to the existing situation a foodstore would assist in the creation of a connection between the City Centre to the River Caldew and improve public access to the footpath/cycle way. It would also help connect the City Centre to the target communities by providing a foodstore on the western side of the Centre.</p> <p><b>Reinvention and reconfiguration Caldew Riverside (page 29)</b></p> <p><i>With reference to the vision for the Caldew Riverside which states "with the proposed University of Cumbria as its focus, the Caldew Riverside will become an intrinsic part of the City Centre. It will have its own unique character and identity and become a 'signboard' that sells the city to those passing through by train. High quality development that reflects the density form and character of Carlisle City Centre will generate activity and vibrancy. Contemporary architecture will sit side by side with Carlisle's heritage. Views to the Cathedral and West wall will be enhanced and a new public art observation lift will ease movement and create a new city attraction. Caldew plaza, a new city square, will improve accessibility and connect to a rejuvenated waterfront. High quality mixed use development will create a vibrant urban neighbourhood and provide a range of activities and animation day and night".</i></p> <p>Tesco support the desire of the City Council and the Carlisle Renaissance to facilitate expansion of the City Centre, particularly to the west. The Company own a significant area of land immediately west of the City Centre, adjoining Viaduct Estate Road. However, we have previously pointed out the majority of the site benefits from planning permission for a foodstore which must be acknowledged.</p>	<p>Noted reference to existing planning permission can be made within the document.</p>	<p>Amend the document to include reference to extant planning permission.</p>
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	<p>We consider that development of a foodstore in this location would assist the objective of expanding the City Centre to the west by providing an appropriate town centre use and should assist in pump priming of further development in the area on a comprehensive basis.</p> <p><b>Flood Defences (page 30)</b></p> <p>Like many businesses and organisations in Carlisle, Tesco was directly affected by the January 2005 floods in Carlisle both at their existing foodstore at Rosehill in the east of the City, which was flooded and had to close for necessary repair works, and the Tesco development site at Viaduct Estate Road on the south western edge of the City Centre.</p> <p>Therefore Tesco welcomes the approach that <i>"flood defences should be sensitively integrated so as not to impact upon the visual and amenity value of the riverside"</i>. In addition, with regards to a number of planning conditions attached to the approval for the Tesco foodstore off Viaduct Estate Road, Tesco are currently working with the Environment Agency (EA) and the City Council planners, to ensure that the flood defence wall is sufficient to protect the area in advent of any future flooding. Tesco are also designing a wall with reference to the approved scheme that will be visually acceptable to protect and enhance the visual appearance of the surrounding area.</p> <p>With reference to the quote on page 30 which claims <i>"a mixture of inner city living, education, office retail and leisure will create a vibrant city quarter"</i>, the Company support the concept of expanding the City Centre with a mix of uses, the planning approval at Viaduct Estate Road for a foodstore is ideally placed to assist this general objective and this should be recognised in this document and any forthcoming SPD for this area.</p>	<p>Noted</p> <p>Noted the references already include mention of retail in the context of the area's development so acknowledges that a current planning permission exists.</p>	<p>No change to this document</p> <p>No further change needed to this document</p>
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<p>G Ives Historic Areas Advisor English Heritage Manchester</p>	<p>P 5-6 Repairing the fabric of the City – distinction should be made between the disconnection caused by infrastructure that has been imposed on the fabric of the City, e.g. Castle Way, and the impact of the historic use of topography, e.g. West Walls – one might be considered an asset and the other an obstacle.</p> <p>P8 Value of urban design – this could perhaps refer to the recent Places Matter publication. The first draft of the SPD was presented to the Places Matter Design Review, and it would be helpful to have their input in the final version.</p> <p>P11 Anchors in the Past – “Distinctive buildings should not be demolished ...” If the building in question was located in a conservation area it would have to be subject to PPG15 requirements, so a reference to National Planning Guidance might be helpful. Style, Scale and Context – the need to include thorough site/area appraisals within Design and Access Statements could be referred to at this point, stating that this will be a requirement. Further emphasis should be given for the need for developers to commission their own contextual analysis as the basis for any proposals. A more relevant English Heritage quote may come from Buildings In Context (EH/CABE, 2001) rather than using the Power of Place quote at that point. In encouraging/insisting that greater emphasis is placed on ensuring that proper site analysis is undertaken, to increase the potential of achieving bespoke contextual solutions, it could be worth including a Carlisle ‘proofed’ version of the ‘By Design’ check list of townscape</p>	<p>Noted and this issue does not appear to be reflected anywhere in the general sections in Part3. Need to refer to the distinct differences between the types of barriers</p> <p>Reference could be added however as there are not significant changes from the draft the value of revisiting this to the Review is questioned</p> <p>Agree that reference to national planning principles needs to be inserted</p> <p>Agree that this would be a useful reference to boost the quality of design and access statements.</p> <p>This may be more appropriate to incorporate with guidance on design and access statements rather</p>	<p>Insert reference to the different types of barriers which are being zipped together</p> <p>Add in reference to Places Matter publication</p> <p>Add in general reference to national policy</p> <p>Add the reference to improving design and access statements</p> <p>Noted but no change to this SPD</p>
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	<p>considerations to provide developers a framework and level of expectation from the LPA.</p> <p>P13 Continuity and Enclosure – could a schedule or plan be provided to indicate which sites provide opportunities to improve enclosure.</p> <p>P14 A Quality Public Realm – needs to also refer to the requirement for effective management of public spaces in terms of events and people/vehicular/access conflicts. This feels a very generalised section and does not refer, for example, to the historic street pattern and how that has developed in Carlisle. The linear nature of most of the spaces is a fundamental issue in Carlisle, most of the space occurs in wider ‘streets’ rather than clearly defined spaces and so the impact of the spaces acting as through routes is a critical issue.</p>	<p>than this SPD</p> <p>Whilst useful it is uncertain where development proposals may come from and may affect existing buildings rather than just sites. This could result in an extensive list and in order not to omit anything would better not being included in the first place.</p> <p>Noted but management of places is not a planning reference for this SPD. Therefore only an acknowledgement should be made and is better routed through City Centre management practices By the very nature of this section it is generalised to provide an overview of the issues. The street life section is trying to avoid the sense that these are just transient spaces people pass through. An insertion of this point would counteract that</p>	<p>Noted but no change to this SPD</p> <p>Noted but no change to this SPD</p>
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	<p>P15 Through movement of vehicles – it would be helpful to list actual examples that might inform a project action plan. Walking and Cycling – states that surface crossings are more comfortable for pedestrians – it would therefore be helpful for the consultants to provide specific examples in Carlisle and to receive their opinion about the importance of tackling crossing issues such as Castle Way, not just to the Castle but also Bitts Park.</p> <p>P16 Legibility – very general – how does this relate to characterisation and appraisal. More specific comments should be included about how legible Carlisle actually is at the moment and whether anything needs to be done to enhance the distinctive of, for example, the ‘edges’ between districts to reinforce distinctiveness.</p>	<p>ambition and potentially confuse</p> <p>Through movement clearly refers to the movement of traffic across Victoria Viaduct Devonshire Street and West Tower Street which act as two bookends to the pedestrian areas, both these areas are subject of detailed analysis in the document so there is no need to contain further examples. This is also a general reference to surface as opposed to subway or bridges. There are a number of suggestions indicated throughout the SPD.</p> <p>The analysis of each core area is undertaken separately and a critique of the issues is included individually. With regards to the edges reference is made to the benefit gateway and other landmark elements can have providing reference points.</p>	<p>No change to this SPD</p> <p>No change to this SPD</p> <p>Consider no further changes are needed to this section</p>
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	<p>P17 Physical Diversity – “A mix of building types and forms are encouraged within a block...” - however, this must be relevant to the place. For example, are there character areas that are reasonably homogenous? Or areas that are consistent in form and scale but vary greatly in terms of architecture and materials. This can not be a ‘one size fits all’ approach.</p> <p>P22 Levels of intervention – particularly following the comments about linking with Hadrian’s Wall etc – should Bitts Park be included as a character area with a series of route, signage and interpretation interventions?</p> <p>P25 Rickergate – additional issues: what mix of uses is envisaged and how does this fit with the structure of main retail frontages? We have concerns about the suggested mix of materials, excessive use of glazing and the resulting reflectivity may conflict with the solid, light absorbent patterns of materials across the city centre. Could the roundabout be considered as part of the development site?</p>	<p>Noted this is reflected in the individual assessments but also includes references mentioned in continuity and enclosure to reflect scale.</p> <p>Whilst noting that the reference to Hadrian’s Wall Provide an appropriate context the character areas have been clearly established through Carlisle Renaissance work and it would be inappropriate to add additional areas at this stage. There is a consistency in approach which provides the context for this SPD.</p> <p>The potential for mix of uses is established through the overarching planning policy contained within the Local Plan and the guidance must be consistent with that policy. The issue of reflectivity could impact on the legibility of the city townscape and should be</p>	<p>No change to this SPD</p> <p>No change to this SPD</p> <p>Add in reference concerning the potential impact from reflectivity and the need to evaluate the impact of choice of materials.</p>
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	<p>P27-28  Rickergate exemplar project – this is disappointing, the image suggests a typical current urban design response which could be anywhere. The relevance of the precedents to Carlisle is also questionable. The priority should be to identify the main townscape objective of developing the Rickergate site, probably as a gateway/landmark to a key junction, and to illustrate the potential from that point of view.</p> <p>P29  Key Issues “...listed conservation area...” - need to correct terminology. Consideration should be given for the need to define key views in order to inform, and assess, development proposals. For example, are there key views towards West Walls and Cathedral that should be retained? Views towards the site and impact on the setting of West walls must also be considered and included as a key principle. In this respect the view of new roofscape in the Caldew Riverside area should also be noted as an important factor in any new development proposals.  In general an overall assessment of the need for a view analysis</p>	<p>referenced in the brief.  The area includes Hardwicke Circus as any changes to the highway network may impact on land take and therefore potential for a better configuration of buildings and pedestrian flow. The inclusion also acknowledges the need to improve existing poor links.</p> <p>The gateway site and access is referred to in the document for this area and a development brief will be looking at this area in more detail to take this forward</p> <p>Agree references have been integrated and the reference to listed buildings and conservation area need to be separated.</p> <p>Key views are referenced in this diagram however the reference only relates to a</p>	<p>No change to the document</p> <p>The first bullet under key issues needs to separate out eh reference to listed buildings and conservation area</p>
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	<p>throughout the SPD area would be useful.</p> <p>P40 Carlisle Station / Court square – how will the square relate to bus provision for the transport interchange or will this be located elsewhere, equally cars dropping passengers at the station or taxis?</p> <p>P42 It would be helpful if the urban design strategy could consider how to approach the fragmented rear elevations to the Marks and Spencer area between Blackfriars Street and West Walls. This is an area of very weak townscape and will become more prominent if the Caldew River</p>	<p>view from with the site and agree that this should be extended to encompass views through the area including of the Cathedral. Note that although West Walls is the location of a key view there is no reference to the impact of roofscape from any potential development in this area.</p> <p>The vision for this area assumes a relocation of all servicing including buses, parking and taxis and the need for traffic calming to create a pedestrian priority. Whilst this is ambitious the example is based on the increase in pedestrian priority which will influence the use of the space and the design.</p> <p>Whilst the document recognises that these are a weak frontage the ability to influence something through</p>	<p>Additional key views needs to be inserted and referenced.</p> <p>Need to include reference to impact of roofscape.</p> <p>No change in response to this comment</p> <p>No change to the document</p>
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	<p>area is developed with the university campus. Its probably unlikely that buildings that enclose English Street will be redeveloped in the near future whereas the relationship of this rear area to important historic buildings, arrival points and the need to improve the quality of the east-west lanes suggests its needs to be radically improved.</p> <p>Diversity – SPDs are not able to add new policies, merely provide guidance relating to existing policy. So consideration should be given to how the proposals, such as diversifying uses in the English Street area, relate to current retail policy.</p> <p>P49          Could the plan include sites which would benefit from new infill architecture?          New buildings should also have a strong sense of front and back, with a clear hierarchy through the plot. The grain of plots and rhythms of elevations should also be considered.          Some good precedents are used to illustrate possible interventions, although the exemplar illustration could be more interesting.</p>	<p>a supplementary planning document is limited where the buildings are likely to remain. The document does suggest active frontages which could be applied to all aspects of the Lanes area and would be appropriate for the suggested buildings if this could be achieved.</p> <p>Diversity – there are Local Plan policies which encourage uses above ground floor retail this is not a new policy. Mix of uses in the city centre is encouraged in PPS6.</p> <p>Whilst it may be possible to refer to some sites there may also be existing buildings where new architecture could improve the historic core and if some are to be highlighted others may require it which would conflict with existing plan designations.          Note the reference to grain of plots and rhythm of elevations which should be referenced.</p>	<p>Add references to grain of plot and rhythm of elevations</p> <p>Refine the</p>
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	<p>P57 Key Movement Principles – would be helpful if the pedestrian bullet point also mentioned the need to achieve a surface level crossing between Castle Street and the Castle over castle Way.</p> <p>P65 Aims of public realm strategy – could also give further reinforcement to some of the severance issues that have been raised elsewhere and the need for a permeable, convenient city centre.</p> <p>P73 Carlisle Railway Station is Grade II* listed – we are not aware of any current proposals but clearly there are many precedents for imaginative additions to stations for café or ticket office related uses, however it is difficult to reconcile the suggested new leisure extension with the historic and architectural character of the building.</p> <p>P80 We have some concern about the proposals for Castle Street. The principle should be to achieve a coherent route from the pedestrian area through to Castle Way, Ideally a single design concept would flow from the Castle across Castle Way to the existing pedestrian area. There should be an overall strategy for Castle Street to achieve this, potential using features to punctuate the route, for example the entrance to the Cathedral Precinct, the junction with Abbey Street and archway entrance to Tullie House. The current proposals appear to focus on the creation of a new space outside the SPCK bookshop and entrance to the Cathedral, linked to the proposed contemplation garden, and our concern is that this could reinforce the edge of the</p>	<p>Noted regarding the exemplar scheme</p> <p>The means of improving the perception of the access to the Castle should not be restricted to a surface level crossing</p> <p>Agree that permeability is important</p> <p>Possible change to illustration but requires more detail from English Heritage.</p> <p>Noted. The emphasis links the Cathedral area to the city centre pedestrian area rather than the castle as the illustration is only a section of Castle Street. The intention is to illustrate that there are more things of interest along and adjacent to Castle Way by contrasting materials. Whilst drawing pedestrians</p>	<p>exemplar scheme</p> <p>No change to the document</p> <p>Add reference to permeable city centre</p> <p>Amend illustration</p> <p>No change to this part of the document</p>
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	<p>pedestrian and create a perceived barrier to the rest of the route. A detailed view analysis of the journey towards the Castle, for example pinpointing the precise location where the entrance to the Castle comes into view, might help in define the location for key events / the narrative at intervals along the street.</p> <p>The proposal to widen the footway to encourage uses to spill out of enclosing buildings is welcome.</p> <p>P96</p> <p>Colour palette – looks relevant to Carlisle.</p> <p>Generally, the design guidance for the character areas might be assisted by further illustrations to suggest cross-sections through streets etc to illustrate the proportions of enclosure and level of interaction between internal and external spaces.</p>	<p>down Castle Street the attraction to continue not only comes from the Castle but also the active frontages.</p> <p>Noted</p> <p>Note the comment about illustrations however there are already an extensive number and this should not become over prescriptive which can limit ideas.</p>	<p>No change to this part of the document</p>
<p>D Tyson CARLISLE</p>	<p>Peter Tyson have been trading in Carlisle since 1966. We opened the current shop at Abbey Street in 1980 and have traded successfully from these premises and successfully grown the business. We currently employ over 20 people at this site, trading in a variety of ways including our main admin office for the whole company, a workshop and a very successful mail order internet-based business.</p> <p>I feel your changes to the parking and access in the areas of Abbey Street and West Walls will prove a major hurdle</p> <p>Firstly, I assume the Historic Core includes Abbey street, although no such reference is given in the documentation supplied other than the map. Would you kindly clarify?</p> <p>Secondly, the proposed changes to the parking and access in the area of the historic core. We really feel that these changes will impose severe restrictions on our ability to continue to trade effectively and grow our business, to continue to be a major employer and contributor</p>	<p>These comments focus on the Castle Street and heritage core highway scheme. This has been the subject of separate consultation and detail of the scheme was not included in the UDPRF consultation. There have been changes to the original scheme as a result of consultation to</p>	<p>No change to the SPD as a result of these comments</p>



	<p>to the business community as a whole.</p> <p>Parking has long been a problem for us. But the single yellow line for loading and unloading is effective for us to be able to load and unload our vans and more importantly customer vehicles. The single yellow line is thinner than standard in order to minimize the impact upon the conservation Area. Without this loading capability we will not be able to load and unload our vehicles and our customers will not be able to do likewise. There is no alternative provision, and double parking along Abbey Street will not help to achieve the aim of giving the street back to the pedestrians. If the street becomes all disabled parking, we will be breaking the law to pull up in these zones, parking will be for longer periods (not the current 1 hour restriction) and this will have a major effect on our business. The very nature of our business and the exceptional services we offer our customers, entails they need to come by car – repairs have to be dropped off and collected; we offer part exchange – our customers’ first visit is often with their existing equipment to either compare with new or for us to appraise for part-exchange; and of course they want to often take away their purchase (usually heavy / bulky.)</p> <p>The documents infer that the parked cars take over the street and detract from the beautiful historic aspect. If disabled parking was to be the only parking provision in Abbey Street and the Historic Core, then the parking would be for lengthier periods, which would surely go against your aim.</p> <p>Customers often drive many miles to our store from many parts of the UK as well. We are viewed as one of the best HiFi shops in the UK. It’s always nice to be able to tell them that they can pull up on a disc zone outside and be able to spend up to an hour in store making their purchase. What will they do now? This also will affect our business.</p>	<p>address some of the issues raised.</p> <p>Further discussions are to be held with local businesses regarding the proposed scheme but this is outside the remit of the SPD.</p>	
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	<p>People really don't like to park and walk long distances – and this is often impractical with their equipment in hand! This will surely push them away from shopping within the centre.</p> <p>We have regular deliveries from varying sizes of vehicles. At the moment we are able to use either the single yellow or the disc zone. We will be unable to accept deliveries when either side of the street is restricted to disabled drivers. As mentioned, there will be far fewer windows of empty spaces due to the lengthier periods of parking. Double parking for loading and unloading in neither safe nor desirable. We are a responsible employer and do not wish to be forced into to this option. Deliveries can take up to 5minutes, with very valuable and delicate goods. It is NOT an option to park further up the street and move the goods by cage as this will damage them. Deliveries are made throughout the working day and as we deal with a diverse range of specialist suppliers it would be unworkable to restrict deliveries to a certain time.</p> <p>Thirdly, the blocking of West Walls I find particularly hard to understand. It has been used for as long as I can remember as a very useful way of coming and going from the south side of the city. I cannot recall any incidents along west walls. Saving lots of valuable time, fuel and congestion when we are going to and from installations, deliveries etc to the South of the shop. With this blocked we will have to join the snarl up of awful traffic in other areas. Which will be a huge problem with increased journey times and increased mileage, contributing to the congestion and further increasing our reliance on cars and van. Surely this goes against the very principles of modern town planning? I am sure you understand time is money. Business is money and business means jobs. Quick sums in my head have me very concerned.</p>		
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	<p>West Walls is also a wonderful area to send our visitors down; they get a fantastic view of the city beyond the wall, the cathedral, and a real sense of place and a sense of who we are. That we are a family business, with firm routes in the city. Bringing our visitors into the city also allows them to explore a little further, supporting trade down Abbey Street.</p> <p>The intended work to the whole area seems designed to drive people away from our area and not encourage them. Trading from Abbey Street will be very difficult under your proposals. Not just for us but for our business neighbours who all rely on the smooth flow of vehicle access and the ability to park easily. All this will disappear.</p> <p>I would like you to tell me where the ideas came from? Who you consulted on it and whether you really considered the impact on not just one but several local businesses. Local Carlisle businesses appear to be a dying breed in modern Carlisle – are we to go the same way, being forced out as in other homogenized city centres? Where is the character in that?</p> <p>Finally, I would like to make my point perfectly clear. I believe the proposals are ill thought out in terms of real local businesses and would only seek to drive businesses from the city. Would it be a good move for the council to force the few remaining successful local city centre businesses to another location within the county? If we had to consider a move then the West Tower Street shop may well be part of that, - that's another 20 jobs. There is nowhere else in Carlisle quite as suitable as we currently are, therefore, from initial investigations, any proposed move, may, regrettably, have to be further a field.</p> <p>I look forward to your acknowledgement, your formal response to my comments and objections, how you have considered them and how you</p>		
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	have reached your new conclusions. I would also appreciate an explanation as to why as stakeholders in this area we were not consulted directly		
D Hardman Asset Protection United Utilities	<p><b>Good urban design and quality public realm</b> Design should take account of reduction of flood risk and drainage of urban areas should mimic natural processes as nearly as possible. Surfaces should be made permeable where practical and inclusion of soft landscaping should be encouraged to allow surface water to soak away.</p> <p><b>Water Supply</b> Climate change is predicted to reduce the yield of water resources and Habitats Directive proposals will reduce the availability of water resources to Water Companies. Therefore, whilst the North West of England is not water stressed at the moment, we cannot be complacent. Water saving features such as Code for Sustainable Homes standards should be applied to new build and where possible the existing housing stock should be encouraged to fit water meters and where appropriate cistern displacement devices (in older cisterns).</p>	<p>Noted</p> <p>Note the comments additional guidance is to be produced on the impact of climate change and can emphasise this point.</p> <p>Retrospective does not require planning permission and therefore not appropriate for a supplementary planning document</p>	<p>Permeability of services needs to be integrated into design or a combination of materials to ensure flood risk is reduced</p> <p>No further change to this document</p>
V Sant	Could I make a heartfelt plea on behalf of myself and other disabled people. There is a large amount of seating in the city centre around English Street and Bank Street. However, I find that these days I am virtually unable to visit the north end of the town as I can not walk very far without needing to sit down.	Noted. The design principles are based on ensuring access for all including pedestrian use of space. Whilst street clutter is to be	No further change required?

	<p>Could seats be situated in the following areas, Scotch Street, Castle Street, and the North end of the Lanes from Dorothy Perkins up to Debenhams. I am sure it would make a big difference to people like myself and enable them to access a wider range of shops without having to resort to a wheelchair which nobody wants to do unless absolutely forced to.</p>	<p>reduced for more attractive places seating will still be required and can be integrate into changes at the north end of the shopping area.</p>	
A Sives	<p>Hi, I am a 39 year old woman born and bred in Carlisle, however I have lived for most of my adult life in Edinburgh &amp; abroad. I returned to Carlisle 5 years ago and love this city. What has always annoyed me when I lived away is that some people even professionals consider Carlisle as a new town that you pass by on the M6. It has always annoyed me that people do not know the important role Carlisle has played in history and it was not until I have returned here that I now enjoy sharing this with my 8 year old son. I think the draft is exciting and seems sympathetic to existing surroundings. What I would like is that the historical architecture is kept and copied somewhat and no more modern buildings like the student block in Caldewgate! We should be following the lead of places like York and Edinburgh which has a fantastic tourist industry however my concern about this lies with the current lack of up market friendly bars, restaurants and hotels. The University of Cumbria students union should be encouraged to also give views on nightlife as I think we probably are lacking in this area too! A theatre should also play a part in the future plans and we should be encouraging a more family friendly multiplex cinema/bowling/large inside children's play area to the outskirts of the city which would have more available places to park - ideally located off one of the M6 junctions for ease of access from all locations of the city. I have just today walked along the Hadrian's walk next to Bitts park and back via etterby scaur this should also be developed to allow a circular walk/cycle route which will also help with the public health agenda of encouraging people to get fit. My son loved the exercise bars on the</p>	<p>Comments are noted and welcomed.</p> <p>Carlisle needs to build on its unique heritage and this document is intended to reflect that which still able to integrate new proposals. A number of comments have been made about the student development and as a consequence greater design information is now being made available such as this guide.</p> <p>The location of the University will act as a catalyst for growth and expand the retail/commercial offer in the city centre albeit much of this will be private led. The document provides a guide to improve the quality of Carlisle's public spaces</p>	<p>No specific changes are required to the document to incorporate these comments.</p>

	<p>bits park side however not enough along the route and too many weeds to enjoy the view of the river. I could go on and on with more ideas but I think the main issues for me have been mentioned above, thanks for the opportunity to give my point of view</p>	<p>encouraging more people to return to Carlisle rather than pass through as you observe.</p> <p>Options for development of facilities such as a theatre are still under investigation. Other suggestions whilst having some merit located on the fringes go against the planning principles of locating development sequentially in the City Centre first.</p> <p>Comments on the facilities in Bitts Park are noted. There is a maintenance regime which distinguishes the formal park area from the fringes which help to maintain wildlife close to the city centre.</p>	
I Caruana Carlisle	<p>GENERAL POINTS</p> <p>1. Any development should be <b>needs-led</b> not developer-led; the developers/builders are the suppliers not the customers in the process</p>	<p>Noted however in a market-led economy it is impractical to determine that proposals will not be developer led and there is no provision nor desire in the planning system to prevent developer led</p>	<p>No change to the document</p>

	<p>2. Every <b>perceived problem</b> – Castle Way, diversion around Debenhams, Civic Centre, Lowther Street contraflow, etc. – is the result of local authority and other official intervention in city fabric without consideration being given to anything beyond the immediate needs of the project. One of the initial planning considerations should be to analyse why earlier solutions to previous needs, have led to so many continuing problems</p> <p>3. Too little attention has been paid to the <b>architectural quality</b> of new development – Civic Centre, Eden Bridge House, northern façade of Debenhams, Rufus House, Stocklund House, YMCA, Magistrates Court extension, Tesco, Farm Foods and Iceland on Lowther Street, and some of the awful facades on the south side of English Street, e.g. 58-64 (Principles &amp; Clinton), 70 (Evans), 86 (The Works). There are modern builds which are effective and not offensive – 57-59 English St (Millets), Lanes part 1, 32-40 Castle Street, Crown Courts, Spinners Yard (although rather bland), Treasury Court</p> <p>4. Any consideration of <b>tourism</b> should recognise that Carlisle is not, and never will be, on a par with York or Chester. Any consideration of the tourist offer should take account of this and not be oversold</p>	<p>proposals coming forward.</p> <p>Note that this is a historic context and whilst they are perceived problems it is not surprising that societal changes were not all anticipated such as the degree of mobility demanded by all.</p> <p>Noted that not all new development has been referenced in the document and there is a concentration on older development as setting the context. It is acknowledged that there are positive elements of modern buildings which positively contribute to the local character.</p> <p>York and Chester have and continue to work hard to promote their heritage assets. Carlisle needs to improve its offer and should not underestimate the its potential role in the tourism market. An overcautious approach can easily result in</p>	<p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p>
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	<p>5. One of the key ways to create an attractive city centre environment is to allow small independent and <b>specialist retailers</b> to flourish. In an era when rents and overheads are prohibitive, and mail-order and internet based sales vehicles offer better alternatives, you need to create a retail environment where rents are not solely driven by the capacity of national chains to meet them. Carlisle suffers badly in this respect by comparison with Kendal, Penrith and Cockermouth. For my own part, I would prefer a new shopping village (akin to Gretna Gateway) at Rosehill and encourage the city centre to revert to specialist shopping.</p> <p>6. Too many of the ideas which have been floated over the past couple of years are <b>tired old schemes</b> which never had much merit in them or were always problematic, and keep getting dusted off every time there are new 'regeneration' possibilities. The hoariest of all old chestnuts is to link the castle and the town</p> <p>FRAMEWORK</p> <p>1. Any development or changes should be made to work within the present <b>city street plan</b> and not to destroy e.g. the street pattern for the sake of creating size.</p>	<p>missed opportunities.</p> <p>Noted that Carlisle has a poor representation of specialist retailers and needs to improve this market however overarching planning policy requires to focus retail development on the city centre and it would not be appropriate to focus an out-of-town retail park at Rosehill.</p> <p>Noted however there still remains an issue of accessibility to the Castle and the perceived barriers between the castle and city centre.</p> <p>Noted however retaining the present vehicular access to the city street plan may not be appropriate especially to create greater pedestrian priority. Changes to materials and surfaces may therefore influence the impression of the street pattern. Historic elements</p>	<p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p>
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	<p>2. <b>offensive buildings</b> should be demolished and replaced – Eden Bridge House, YMCA, ?Civic Centre, the mess on Victoria Viaduct (while retaining the Art Deco structure)</p> <p>3. highest priority should be given to finding <b>alternative uses</b> for redundant buildings in line with Planning Guidance, particularly those with significant presence in the urban landscape – Police and Fire Stations, Post Office, White House, Methodist Chapel (Fisher St)</p> <p>4. the area in most urgent <b>real</b> need of re-generation is the east side of south <b>Botchergate</b>, where the fabric is literally falling apart</p> <p>5. there should be <b>no loss of car parking</b> space in the city centre and any new development should create adequate additional parking to cater for their own staff and visitors</p>	<p>tend to be reinforced by significant buildings which will reinforce the street pattern.</p> <p>Note the concerns however a planning guide cannot promote demolition of buildings only set the parameters should proposals be forthcoming.</p> <p>Note. Consideration is given to alternative uses for buildings however this is reliant on private sector occupiers not the City Council.</p> <p>Noted and the Council will be undertaking separate planning policy work for this area to bring forward proposals.</p> <p>Noted however car parking requirements are set by national planning legislation as well as regional policy and must take into account green travel plans and alternative transport to the car. Parking standards are always set as</p>	<p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p>
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	<p>6. if the <b>university</b> goes ahead on the Viaduct site, there must be adequate provision for car parking and alternative provision for lost public car parking spaces. My experience with all universities in the north is that they are inadequately supplied with car parking. Solution must be found for access to the Viaduct site which do not put additional stress on the James Street junction which even now does not cope adequately with traffic from the Viaduct sites</p> <p>7. abandon <b>park-and-ride</b></p> <p>8. something should be done to improve the state of <b>Blackfriars Street</b> between Victoria Viaduct and The Sportsman e.g. encourage the large stores to create small retail units for independent/specialist shops out of their dead space</p> <p>9. forget about linking <b>town and castle</b>. The castle was always designed to be kept apart from the town and was divided from it by a huge ditch precisely where Castle Way is, so Castle Way does exactly what the old ditch used to do. There are now five links through Castle Way – Hardwicke Circus, West Tower Street underpass, Millennium Gallery, bridge, and crossing by Brewery residences – no more money should be wasted on this non-issue</p>	<p>a maximum and the Council must take that into account.</p> <p>As part of the development proposals parking and a transport assessment will consider the implications of the development on the highway network and impact on loss of car parking spaces.</p> <p>There are separate policies allocating park and ride sites within the Local Plan this can not be abandoned through this SPD.</p> <p>Noted and the document refers to Blackfriars Street and the encouragement of active ground floor uses.</p> <p>Noted however the Castle is an important tourism asset for the City and it should also be recognised that there is a strong desire for visitors to be encouraged to stay in the city centre with greater opportunities.</p>	<p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p>
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	<p>10. keep <b>West Walls</b> free for traffic. Schemes to limit traffic have been tried in the past and failed. With the pedestrianisation of the city centre this is a very important vehicle access and is only lightly used by local traffic beyond Tesco's</p> <p>11. <b>access to Citadel Station</b> for delivering and picking up passengers is already difficult and nothing should be done to exacerbate the situation. There is no point in encouraging train use if it cannot be reached</p> <p><b>SPECIFIC NEEDS</b></p> <ol style="list-style-type: none"> <li>1. Retain <b>T.I.C.</b> in its present location – why remove it from what is a perfect site for its function?</li> <li>2. Create an <b>outstore for Tullie House</b> museum – existing arrangements at Shaddon Mill are secure but not perfect</li> <li>3. Create a <b>new industrial history museum</b> facility based on the railway and industrial history of the city both for its own sake (it has long been needed) and to create a new attraction</li> <li>4. The need for a <b>four-star hotel</b> seems to have been understood by the private sector and this should not be pushed forward unless the private-sector proposals fall down.</li> <li>5. On the other hand, there is need for a <b>residential conference</b></li> </ol>	<p>West Walls is envisaged as an integral part of the historic core and currently understated but can play a significant role in providing a more attractive area. Traffic flows are being considered in relation to traffic movements around the historic core.</p> <p>Noted and whilst there may be a vision to make this a more pedestrian friendly environment there are no easy solutions to accessibility which would require further investigation before any improvements could be made.</p> <p>Many of these specific needs are operational proposals some within the control of the City Council and others outwith. Whilst they affect the function of the city centre they are not integral to this SPD. E.g. TIC relocation is not referred to in the SPD, neither is the store of artefacts at Shaddon Mill.</p>	<p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p>
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	<p><b>facility</b> that could provide 150+ beds in single rooms and with suitable catering. Ideally this would probably be supplied through university-style accommodation but the current provision (Old Brewery Residences and Brampton Road) are very limited and the existing hotels are too small</p> <p>6. I would welcome the creation of the proposed <b>new medical practice</b> in Rickergate (or anywhere else in, or on the edge of, the city centre), but not in an out-of-town site like Hilltop</p> <p>7. The proposed <b>pedestrian bridge from Etterby</b>, which was the best of the Millennium schemes, but never built should be implemented</p> <p>8. English Heritage should be pressed to develop <b>Carlisle Castle</b>. EH have funded appraisals and removed tenants but only created a vacuum with no visible signs of enhancing the attraction</p> <p>9. During the last thirty years I have seen one theatre demolished, and two other performance spaces disappear, and a venue at the Brampton Road site which has more or less ceased to produce a theatrical programme. In the light of this there must be doubts about the viability of a medium size performance centre, but a performing <b>Arts Centre</b> attached to Tullie House would enhance the viability of both. The removal of the University from <b>Paternoster Row</b> will vacate both office frontage and a large warehouse space which could be adapted for performance</p> <p>10. A major road <b>crossing the river Eden</b> from Kingmoor into Willow Holme (using Caledonian Rail bridge?) could divert through and commuter traffic away from the city centre and in particular ease the rush-hour traffic at Hardwicke Circus and on Castle Way</p> <p>11. Consideration should be given to a <b>light railway system</b> with a frequent service (not less than half-hourly) certainly as far as Brampton and Wigton, and possibly extending to Workington</p> <p>12. At the smallest level, re-paint all the black-and-white, cast iron <b>street name plates</b> around the city. Having done this, keep them</p>	<p>The reference to a four star hotel is entirely dependent upon the commercial market providing the operator and development, as would be the case with any residential conference facility.</p> <p>Medical facilities are provided by the PCT and are determined by patient catchment areas.</p> <p>An alternative bridge crossing as part of the CNDR will impact upon travel patterns and there is no provision with the Local Transport Plan or CR movement strategy to include additional road crossings. There is however some potential as a cycle crossing forms part of the Sustrans route.</p> <p>Performance/Arts venues are being considered as part of a separate report and consideration given to the university's requirements. This is a strategic County transport scheme and not for consideration in a city SPD. Signage has been considered in a further report</p>	
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	maintained.	to retain the black and white cast iron name plates and future replacements to be of a similar style.	
Save Our Streets	<p>Save Our Streets is a campaign group formed to oppose the Renaissance proposals for the Rickergate area. We are not opposed to regeneration but wish to keep our homes, small businesses and community which were devastated by the floods of January 2005 and have since been thoroughly renovated to a high standard.</p> <p><b>General Points:</b></p> <p>1) The publication of the SPD at this point is premature.</p> <ul style="list-style-type: none"> <li>- At the Local Plan Inquiry the planning inspector made some basic observations about Rickergate and how its role in the transformational schemes of Carlisle Renaissance should be interpreted. Details are described below. As the Local Plan has not yet been published the inspector's comments, which are binding in law, cannot be and have not been incorporated into the UDG. The proposals for Rickergate – Reinvention and Reconfiguration are consequently vague and extremely difficult to comment on.</li> <li>- The traffic management plans are still not finalised. Any urban design must go hand in hand with the proposed traffic management, as both inform each other. The Guide is based on assumptions that the proposed traffic management</li> </ul>	<p>This SPD is not premature. It established the design principles for future development proposals and palette of materials across the city and needs to be established upfront.</p> <p>The intention behind the principles is not to be so overly prescriptive to stifle investment in the City but it does set the parameters such as recognition of significant</p> <p>Noted that traffic management and design needs to be integrated. The Vision and the principles</p>	<p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p>

	<p>arrangements can be implemented. This is by no means secure as it relies on the County Council's agreement with the schemes. The Guide, and any consultation on it, cannot be meaningful until the traffic management has been resolved and the full facts made available to the public.</p> <ul style="list-style-type: none"> <li>- The conservation area review is at an early stage. It is essential that an extensive public consultation is carried out before any decisions are made. Retention and preservation of older buildings and street patterns should have a profound effect on any urban design for the city.</li> </ul> <p>As there are so many outstanding issues yet to be decided, the document as it stands is flawed and misleading. The public cannot be expected to make meaningful comments at this premature stage and any consultation, therefore, based on the document as it stands will also be flawed.</p> <p>2) There has been insufficient comprehension of the city. The Guide has been drawn up by designers coming into the city from Manchester. We do not feel that they can understand the city from two brief sessions with carefully chosen stakeholders. The Guide proposes to turn Carlisle into yet another clone of every other regenerated town and city where the NWDA has called in the urban designers. Our city is still, just, recognisable and we would like to generate and increase its difference and uniqueness. Wholesale redesign by "off the peg" designers is not necessarily the one and only way to go about revitalising the city centre.</p>	<p>establish the issues to be dealt with but there will be an evolutionary process taking these forward incorporating design and traffic management. The SPD provides the starting point for additional work which has further consultation.</p> <p>Noted and separate consultation will be undertaken and conservation issues taken into account.</p> <p>Disagree, there has been constructive comments received and the document will be a useful guide for future proposals.</p> <p>Throughout the document there has been recognition of the assets of Carlisle and many references to the significant buildings which provide Carlisle with its unique identity. Indicative photographs have been used from other locations including larger cities however this is to provide examples of the</p>	<p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p>
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	<p>3) The Guide has been written as an adjunct to the Renaissance regeneration proposals for the city. It has never been questioned whether the renovation of the city centre in “transformational schemes” will regenerate the city. This question might well be addressed before any more public money is spent on such schemes.</p> <p><b>Points on Reinvention and Reconfiguration of Rickergate</b>  The basic concept of Rickergate as an area for reinvention and reconfiguration and the appropriateness of wholesale intervention are never questioned. In the Local Plan Inquiry report the inspector made three basic points about Rickergate all of which address the underlying issue of what is appropriate in the area and for its local community if regeneration is proposed.</p> <ol style="list-style-type: none"> <li>1) The proposals for Rickergate as seen in the Development Framework and Movement Strategy are undeliverable as there is no partner or developer involved with the scheme as yet. No progress should be made on proposals for the area until a detailed brief is in place.</li> <li>2) The case for the demolition of Warwick Street has not been made – there is no historic link between the market hall and the fire station and the change in level suggests that a public space linking the area would not work.</li> <li>3) The inspector recognised Rickergate as more than just a failing</li> </ol>	<p>range of alternatives and encourage greater debate on design.</p> <p>The premise for this guide is with the Council’s policy statement on renaissance which does refer to the transformational projects however the design principles apply whatever the scale of development.</p> <p>These points are noted. A separate guide will be prepared for the Rickergate area however this document needs to cover the design issues which present themselves in the Rickergate area. The separate guide will specifically consider the</p>	<p>No change to the document</p> <p>No change to the document</p>
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	<p>adjunct to the city centre. The value of the area as a community asset to the city was being ignored and there were serious consequences for the residents if, as seemed likely, the area was blighted.</p> <p>It seems that the Guide pays little more than lip service to these points. There is little serious question of starting with, and working on from what is already valuable and valued; the existing community who have invested time and energy and commitment to their houses, businesses and community and the buildings themselves some of which are well loved by all Carlisle residents, not just the locals.</p> <p>The Community: The Guide takes no notice of and makes no provision for how the local community feels about its neighbourhood. Indeed many local residents have been angered and insulted by comments in the Guide. In the section headed Vision, the Guide says that the area is neglected. The area is not neglected. Every home and small business has been extensively renovated after the floods, mostly to a high quality. There can be few other areas of the city where the housing stock is in such good condition. With the exception of one commercial building, which is the subject of a legal dispute, all the buildings are maintained to a high standard. When people buy homes and businesses they make a positive commitment to the area; they care what happens in the vicinity. The only parts of the area which are seriously neglected are the road surfaces (particularly the west end of Corporation Road which is full of pot holes) and the wall between the car park to the rear of Corporation Rd and the pavement alongside Castle Way which has been damaged on several different occasions. Local people have frequently complained about both these issues over the past three years, but nothing has been done to rectify them.</p>	<p>regeneration Policy in the Local Plan.</p> <p>There is clear recognition of the significant buildings including housing in Corporation Road.</p> <p>There was no intention in the document to suggest that individuals had neglected their properties. The reference was made in the context of City Centre investment which has been attracted to other locations including the Lanes but not acknowledged the Rickergate area.</p>	<p>No change to the document</p> <p>Remove the term “neglected” in the Vision on page 25</p>
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	<p>The local community is described in Key Issues, as “wary of change”. This is not the case they have a lot of ideas on how they would like Rickergate to look and how it could function in the future, and are happy to communicate these. However they are more than wary, rather downright angry, at having someone else’s interventions forced on to them without any serious attempt to ask them for their opinions. The community has a vested interest in and deep knowledge of the area which should be valued and used.</p> <p>Alternative proposals for Rickergate have been drawn up by local residents – Option 3. SOS and local people are happy to talk about these.</p> <p>The layout of the area The question of the proposed Plaza is still not resolved. There is no specific mention of it in the details on pages 25 and 26, yet there it is on pages 21 and 22. How can the Guide manage to ignore something as basic as this? Is the Plaza idea serious or not? If it is, why is there no definite position for it? The topography of the area, with the serious drop in levels from the end of Scotch Street to Warwick St frontage would make it very difficult to build. The illustrations on pages 27 and 28, showing how Rickergate might look, show the area as completely flat; this is inaccurate and misleading.</p> <p>Any square/plaza must not be built at the expense of existing homes, businesses or historic buildings and any such installation must also include full and proper consultation of the Rickergate community to discuss how such a space will impact on residents. Well designed and managed open spaces would benefit Rickergate and Carlisle; street art, planting and traffic calming would all enhance the area. No open space should end up as a wind tunnel and badly managed, but a space to</p>	<p>Acknowledge that the local community has ideas and will be involved in the development brief production.</p> <p>Noted will discuss further in relation to the development brief</p> <p>The issue of a square is relevant and acknowledged in the guide as a way of integrating the Rickergate area with the City Centre and improving the linkage between the main access from car parks around the Sands centre. The guide however illustrates an alternative option which would utilise the area partly by the Civic Centre Car Park which is on level ground. This would conform with the principles identified in the guide.</p>	<p>Replace the bullet point with “local community interest”</p> <p>No change to this document</p> <p>No change to the document</p>
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	<p>provide an area for small events would be beneficial.</p> <p>There are no details of whether a bus hub will be located on West Tower St as has been proposed. This would seem to be a logical conclusion to the proposed plans to make Lowther Street more pedestrian friendly by amongst other things, removing the bus stops. A bus hub located in the Rickergate area will have a profound effect on how the area will function in the future and does not seem to have been properly addressed. Consulting people without giving them the full facts will lead to meaningless comments.</p> <p>Local residents would welcome easier ways of getting to Bitts Park but have no idea how these may be achieved. The problem of the severance of the city from the castle and the park has been addressed many times in many ways but has never been resolved.</p> <p>There is a further key view which has not been noted. The view of the castle from the east end of Warwick Street with the Laing/Dalton buildings of the fire and police station and firemen's houses on either side.</p> <p>The Buildings It should be noted that no decision has been made on the listing request for the fire station and the houses in Warwick Street, which are</p>	<p>The relocation of a bus hub is dependent upon a number of factors including the function it may have in the City Centre given that West Tower Street and English Street perform strong roles in the distribution of buses. There is therefore no assumption that this would occur in Rickergate.</p> <p>Note that there is not an easy solution to this and whilst the guide includes ideas further work is needed to ensure schemes actually improve connectivity.</p> <p>The view of the Castle is significant and therefore referred to on the map. Whilst this specifically refers to West Tower Street there is a broader scope which arises from the area around Debenhams from which views of the Castle are punctuated.</p> <p>Note that this situation has</p>	<p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p>
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	<p>being considered as one group. On these grounds alone the houses in Warwick Street should be redesignated at least as yellow, rather than the present grey. They contribute greatly to the character of the area and are significant features.</p> <p>We would also question the designation of the houses in Peter St. This unusual design of the houses and their location in a curved terrace also contributes to the character of the area and deserves to be designated as yellow.</p> <p>Adrianos began life as a State management Scheme pub. The building has great architectural merit and local historical significance and therefore should also be redesignated from grey to yellow.</p> <p>Alternative imaginative uses for retained buildings has never been properly addressed. Suitable solutions for the buildings should inform the future use of the area and thus its design.</p>	<p>now changed and the buildings have not been listed. Whilst noting that the buildings have a specific link to the Fire Station building they present a different impression from the ones in Corporation Road. Likewise whilst the houses in Peter Street area older they present varying styles and therefore do not present as significant value as a group as Corporation Road</p> <p>The issue of this building has been considered as part of the listed building considerations and although part of the state management there are better examples. Adding all buildings as significant also presents a confusing message when considering design principles when the buildings are variable in character.</p> <p>Given the difference in buildings it is difficult to get other examples that directly use similar buildings although</p>	<p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p>
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	<p>SOS has campaigned extensively in the city around the issue of the future of Rickergate. Several general points have emerged:  There is wide spread support for retaining the houses and other older buildings – the fire and police stations, old magistrate’s court, Adrianos and the three streets of houses. The feeling is to keep and protect our city’s history; too much has been pulled down already. There is no need for wholesale destruction. Any new buildings must respect the old.</p> <p>No one has said that they want to retain the new magistrate’s court.</p> <p>The Civic Centre should go as well – though there are a small minority who would like to keep it.</p> <p>No one wants more shops – no one can understand why more shops should even be proposed when there are a lot of empty ones already.</p> <p>There is a general feeling that outdoor street life is not appropriate to Carlisle, where it is colder and rains a lot more than in the Mediterranean. Street cafes only work because of the inside smoking ban.</p>	<p>some examples do illustrate buildings which have wide openings similar to the Fire Station.</p> <p>Note this. The document does not promote wholesale destruction.</p> <p>Noted. The poor quality built form is acknowledged. Due to the strong mixed opinions the Civic Centre is not specifically referenced.</p> <p>The consideration of retail use is based on the Council’s Retail study which identifies additional retail capacity by 2016. This is a long term issue and this evidence has not been challenged</p> <p>Noted although many cafe places in England provide outdoor seating areas</p>	<p>No change to the document</p> <p>No change to the document  No change to the document</p> <p>No change to the document</p> <p>No change to the document</p>
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	<p>The police/fire stations should be reused. There are many suitable solutions e.g. for small independent shops and businesses let at an affordable rent and rate to encourage diversity and independence. Storage facilities for Tullie House Museum. A central meeting place for young people. Small museum devoted to the Floods of 2005 etc.</p> <p>It should also be noted that the area's potential for tourism and visitors has not been exploited. Much of the city's history is encapsulated in the area and could be part of a useful town trail e.g. the street names originating from the textile trade and Peter Dixon, the State Management Scheme, the Laings connection. The houses mentioned in Margaret Forster's "Hidden Lives".</p>	<p>Noted although the commercial costs of the buildings will be for the owners to determine.</p> <p>Noted extending the Tourism offer will benefit from public realm improvements.</p>	<p>No change to the document</p> <p>No change to the document</p>
D Holroyd 4NW	<p>4NW welcomes the SPD, this supporting document has a key role to play in the production of good and appropriate design with Carlisle. We hope that in the production of planning applications and other proposals that developers will use the supplementary planning document to guide good design.</p> <p>4NW was previously called the Assembly (NWRA), The NWRA published a North West Best Practice Design Guide<sup>1</sup>. The document provides broad advice on design issues with more specific guidance on topics such as, Biodiversity, Design and Security, EcoHomes, Energy Efficiency, Use of Renewable Energy, Sustainable Drainage and Modern Methods of Construction.</p> <p>The SPD may consider including more detailed guidance on subjects such as incorporation of bin and recycling facilities and cycle storage, this is an important issue in relation to the public realm. Submitted Draft RSS policy EM11 on waste management may therefore be of some</p>	<p>Noted</p> <p>There are a number of references to street furniture which include examples of cycle parking and storage and a potential cycle centre linked to the station. Bin facilities are also referred and examples are provided to illustrate the scope for different areas. Detailed schemes will need to be specified for all areas of public realm at which point siting of street furniture will be integrated.</p>	<p>No change to the document</p>

<sup>1</sup> North West Best Practice Design Guide (May2006) [http://www.nwra.gov.uk/documents/?page\\_id=4&category\\_id=105](http://www.nwra.gov.uk/documents/?page_id=4&category_id=105)

	<p>use, as its supporting text specifically encourages development to begin to tackle waste issues on site. Similarly, Submitted Draft RSS policy RT7 asks local authorities to ensure that new development incorporates good quality cycle facilities.</p> <p>Finally, I hope some consideration is given to providing a number of examples of good and poor schemes into the document.</p>	<p>There are a number of examples and there are references to where any existing measures fall short of expectations.</p>	
<p>M Hesketh Government Team Cumbria (Northwest Region) Natural England Penrith</p>	<p>The following are comments on behalf of Natural England and we have divided this reply to comment in turn on the Urban Design Guide SPD and the Sustainability Appraisal (SA) of the Urban Design Guide. Please note that the Urban Design Guide SPD should also be subject to Habitats Regulations Assessment (HRA) and we have also provided further comment on this.</p> <p><u>Urban Design Guide SPD</u> We welcome the SPD's vision to preserve and enhance the Carlisle City's unique environment and support the view (in Part 3) that good urban design can bring environmental benefits and improve ecological value, increased energy efficiency and reduced waste and pollution as well as provide social and economic benefits.</p> <p>We are pleased to see that sustainability is at the heart of the urban design principles. We support the section on "space to breathe" but would add that increased provision of and access to greenspace can add to this. Natural England is advocating that all new developments have greenspace within 300m of every home. For more information please see: <a href="http://www.naturalengland.org.uk/press/news2008/160708a.htm">http://www.naturalengland.org.uk/press/news2008/160708a.htm</a></p> <p>We support the section on walking and cycling and in particular the proposals to provide dedicated infrastructure for cycles. We believe this will provide community and health benefits. As you will be aware,</p>	<p>Noted</p> <p>Noted and as the character areas are all within the City Centre there is access to river corridors as well as extensive green areas of Bitts Park and Rickerby Park</p> <p>Noted</p>	<p>No change to the document</p> <p>No change to the document</p>

	<p>research has been published which supports this.</p> <p>We <u>fully support</u> the “Sustainability” section and in particular are pleased to see a section on biodiversity (p.19) which proposes to increase wildlife and biodiversity opportunities within the city and incorporate opportunities for biodiversity enhancement through the planning system.</p> <p>Biodiversity is a core component of sustainable development, underpinning economic development and prosperity, and has an important role to play in developing locally distinctive and sustainable communities. All local authorities and other public authorities in England and Wales have a Duty to have regard to the conservation of biodiversity in exercising their functions. The Duty aims to raise the profile and visibility of biodiversity, to clarify existing commitments with regard to biodiversity and to make it a natural and integral part of policy and decision making.</p> <p>The Duty is set out in Section 40 of the Natural Environment and Communities Act (NERC) 2006 and states that:</p> <p><i>“Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity”.</i></p> <p>We would like to see a reference to it in the SPD. Guidance is available in the Defra publication, Guidance for Local Authorities in Implementing the Biodiversity Duty, <a href="http://www.defra.gov.uk/wildlife-countryside/pdfs/biodiversity/la-guid-english.pdf">http://www.defra.gov.uk/wildlife-countryside/pdfs/biodiversity/la-guid-english.pdf</a></p> <p>We suggest that the document could also make reference to the Cumbria Biodiversity Action Plan (we have provided a reference list</p>	<p>Noted</p> <p>Noted. Other comments have suggested a bibliography which should include appropriate documents</p>	<p>No change to the document</p> <p>Amend the document to include a bibliography</p>
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	<p>below).</p> <p>We also want to see attention drawn to the possibility of the presence of protected species, such as bats, in both residential and commercial buildings. It would also be prudent to include a statement of legal duties surrounding the issues concerning protected species and development. More information on protected species legislation is available at: <a href="http://www.naturalengland.org.uk/conservation/wildlife-management-licensing/habsregs.htm">http://www.naturalengland.org.uk/conservation/wildlife-management-licensing/habsregs.htm</a></p> <p><u>Natural water environments (p.109) - Caldew Riverside</u>          Whilst we fully support increased access to the natural environment we would wish to ensure that any proposals do not adversely affect the River Caldew which is a tributary of the River Eden Special Area of Conservation (SAC) and River Eden &amp; Tributaries Site of Special Scientific Interest (SSSI). Any proposals (such as new access and lighting), that could potentially affect the River Eden SAC/SSSI's designated features and conservation interests should be subject to a Habitats Regulations Assessment (HRA). The potential effects of the proposals would need to be looked at both in terms of the short-term temporary works during construction of the site and the longer term permanent impact. We would be willing to explore this further with you.</p> <p><u>Sustainability Appraisal (SA)</u>          We are happy with your proposed methodology (Sustainable Development Framework for Cumbria) as it addresses our main areas of interest. We have already provided Entec Consultants with our comments on the scoping of the SA. You may wish to refer to our letter to them dated 9 April 2008.</p> <p>We suggest that Climate change impacts of the SPD are also considered.</p>	<p>Agree that such a statement should be included to ensure care is taken when developing proposals.</p> <p>Noted and this should be clearly referenced in the document.</p> <p>Noted</p> <p>Noted however the Council is doing further work on Climate</p>	<p>Amend document to include a statement of duties.</p> <p>Ensure clear reference</p>
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	<p>We suggest that the following documents could add key messages and be added to the list of plans/policies and programmes listed in the Sustainability Appraisal:</p> <ul style="list-style-type: none"> <li>• Environmental Quality in Spatial Planning – Incorporating the natural, built and historic environment, and rural issues in plans and strategies (2005). Countryside Agency/English Nature/Environment Agency. Available at <a href="http://www.countryside.gov.uk/LAR/Landscape/PP/index.asp">http://www.countryside.gov.uk/LAR/Landscape/PP/index.asp</a></li> <li>• Accessible Natural Green Space Standards in Towns and Cities (English Nature/ Natural England).</li> <li>• Rising to the Challenge: A Climate Change Action Plan for England’s Northwest (NWD, 2006). Available at <a href="http://www.nwda.co.uk/publications/business/rising-to-the-challenge---a-cl.aspx">http://www.nwda.co.uk/publications/business/rising-to-the-challenge---a-cl.aspx</a></li> <li>• Cumbria Biodiversity Action Plan (2001). <a href="http://www.ukbap.org.uk/lbap.aspx?ID=436">http://www.ukbap.org.uk/lbap.aspx?ID=436</a></li> </ul> <p><u>Habitats Regulations Assessment (HRA)</u> The SPD should also be subject to Habitats Regulations Assessment (HRA). We have previously advised Entec consultants of this in our response (dated 9 April 2008) to their scoping consultation.</p> <p>The HRA screening report should ideally be presented as a stand-alone document. It is acceptable for this to be a brief resume of the process, including a summary of the legislation, a list of European sites likely to be affected by the Plan, and preliminary screening conclusions. You already have much of the above information from other</p>	<p>change and will build on that work in relation to its planning obligations.</p> <p>Noted these will be referenced</p> <p>This SPD directly relates to the policies of the Carlisle District Local Plan. Extensive work was undertaken on HRA and as a result a new policy was added recognising the responsibilities and requirements for HRA work. This SPD contains a number</p>	<p>Additional references added to SA.</p> <p>Include a</p>
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	<p>assessments under the Habitats Regulations.</p> <p>Subsequent documents arising from the Carlisle LDF will also require a further Habitats Regulations Assessment.</p> <p>This concludes our comments at this stage. We should be pleased to offer any further assistance or information if required. We look forward to further opportunities to be involved in your work.</p>	<p>of principles which should be reflected in development proposals. It does not in itself propose specific developments to be assessed and as a consequence limits the ability for detailed HRA. AS a result the SPD would be improved by the inclusion of a statement clarifying the requirement for proposals to undertake HRA as part of pre-application processes.</p>	<p>reference to the HRA process required for pre-application work on any proposals that would impact on sites of significant nature value</p>
<p>Alan Hubbard Land Use Planning Adviser (E Midlands &amp; NW) The National Trust Altrincham</p>	<p>It is assumed, although it perhaps could be made clearer, that the focus of this SPD will be on Carlisle City Centre rather than other urban locations either elsewhere within Carlisle City itself or within the wider District. On this basis there are no specific property interests that the Trust is responsible for that might be affected by the proposals. Accordingly the Trust has few comments to make at this stage.</p> <p>However, the Trust endorses the importance given in the consultation document to 'character' (page 3) and notes that all too often the wider settings of valued buildings and other historic features, including Conservation Areas, is ignored entirely or inadequately appreciated and assessed. It is considered essential that the final document properly considers this wider dimension and ensures that the distinctive character of Carlisle is respected and reinforced by future developments.</p>	<p>Noted it is intended that these principles form the basis for future proposals to reinforce quality and local character.</p>	<p>No change</p>
<p>Andy Hunton</p>	<p>From a Community Safety perspective, the SPD demonstrates the</p>	<p>Noted</p>	

<p>Crime Prevention/Architectural Liaison Officer North Area Community Safety Unit Carlisle also representative of the views of the CDRP</p>	<p>Council's commitment to reduce crime and disorder as part of the planning process. It also recognises and strengthens the Council's wider responsibilities under Section 17 Crime and Disorder Act 1998. I am encouraged to note repeated references in Gillespies' Sustainability Appraisal document to adopting the principles of 'Secured by Design' as best practice.</p> <p>I therefore wish to make the following comments regarding crime prevention measures for various aspects of the Public Realm. I have copied various assertions within the SPD and highlighted my observations accordingly. I also make reference to Counter-Terrorism issues - which from a Community Safety perspective, cannot be ignored.</p> <p><b>Continuity and Enclosure</b></p> <p><b>Continuous Frontages and Boundaries</b> Continuous street frontages and well defined open areas stimulate activity and bring a greater sense of security to the public realm.</p> <p>This statement promotes the concept of 'Safety in Numbers' by reassuring members of the public that they are in constant view and supervision of other people as they move about within the space.</p> <p>Public spaces are safer and easier to understand when defined by buildings which face onto them with active frontages, especially at ground floor level.</p> <p>Active and open buildings provide natural surveillance opportunities and casual supervision of public spaces. Pedestrians shall be able to view activity taking place inside as they pass by. Visually significant buildings provide mental reference points to assist visitors as they</p>	<p>Noted</p> <p>Noted</p>	<p>No change to the document</p> <p>No change to the document</p>
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	<p>navigate their way around. All these features contribute to public reassurance.</p> <p><b>Permeability</b> A key element of good urban design is the recognition that pedestrian ‘through movement’ is an essential characteristic of a successful place. Where people pass through an area they provide activity, security through natural surveillance and passing trade for shops and businesses.</p> <p>Clear demarcation space is required to encourage activity in the Public Realm, yet prevent or deter intrusion into particular spaces which are obviously private.</p> <p><b>Fronts and Backs</b> Private enclosed areas to the back should be secure. The formation and adoption of security measures for private spaces may need to be individually addressed for optimum effect</p> <p><b>Street Planting</b> Carlisle City Centre still benefits from the foresight of previous generations who provided a great legacy of mature trees in a number of areas.....Street tree and other planting will be encouraged where it will enhance the character of an area, particularly where there is an historic precedent for it.</p> <p>The present landscaping scheme significantly impedes CCTV surveillance around the City Centre. The desire to supplement the scheme will further conflict with the ability of the cameras to provide formal surveillance in the Public Realm. The choice and location of tree and shrub species is paramount if a reasonable balance is to be achieved (and maintained as plants mature). Care must also be taken</p>	<p>Noted, the choice of materials will assist with this process</p> <p>Noted. This will feature in future detailed proposals as they are developed.</p> <p>Noted. Agree that there have been instances where trees and CCTV have conflicted and needed to be resolved. This should be avoided. CCTV sight lines are referred</p>	<p>No change to the document</p> <p>No change to the document</p> <p>Add reference to potential CCTV conflict on page 13/14</p>
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	<p>to ensure that landscape elements do not obstruct lighting, creating unnecessary shadows.</p> <p><b>Activity, Natural Surveillance and Safety</b>  The more animated that spaces are by people and activity, the safer they will feel and the less need for intrusive and expensive security systems such as steel shutters and CCTV there will be. Such systems can have a detrimental impact on the townscape and can increase fear even when the actual risk of crime is low.</p> <p>The Renaissance Project offers the opportunity to review the present CCTV camera positions and consider if any should be relocated (proposed landscape scheme?). A well specified CCTV Scheme will not be intrusive in the Streetscape. Cameras can be disguised as street lamps and installed on modern lamp posts, rather than bespoke masts.</p> <p>In the case of shutters, some retailers demand additional burglary protection to protect high value items - but these should be internal features. I would suggest that an active and vigilant CCTV Scheme removes the perceived requirement for external (and unsightly) anti-vandal glass protection.</p> <p><b>Walking and Cycling</b>  Dedicated cycle infrastructure should be provided on more heavily trafficked routes and new development should provide good facilities for cyclists, including secure parking and changing facilities.</p> <p>Pedal cycle crime continues to be a persistent problem across North Cumbria Area. In March 2007, my colleague PC Simon Evans updated Chris Pearson and Rob Tewey of this Unit's involvement with Carlisle</p>	<p>to on page 107 of the document</p> <p>There are few examples of CCTV cameras and design in the SPD. This could be improved by the addition of a section similar to other street furniture issues</p> <p>Noted although the document excludes internal design issues for individual premises and would not be appropriate to include. This is an issue that can be covered in the designing out crime SPD</p>	<p>Add section on CCTV cameras on pages 104 or 106</p> <p>No change to the document</p>
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	<p>Cycle Campaign on this issue. Over the past twelve months, there have been 65 recorded thefts of cycles around the City Centre, to an approximate value of £14,000. Only a small percentage of stolen cycles are recovered.</p> <p>Consequently, I support the provision of secure cycle parking, placed in vibrant and active locations and observed by dedicated CCTV cameras.</p> <p><b>Parking</b></p> <p>Surface parking areas should be provided in ways that do not affect established building lines such as courtyards within the block. The use of underground parking should be considered on key sites and multi-storey car parks are acceptable in appropriate locations, but should always provide an active ground floor use onto the street.</p> <p>The City Council has already invested heavily in the Safer Parking Scheme (the national police initiative to reduce vehicle crime) with great success. Alternative parking provision must be safe and secure to encourage legitimate use or motorists will attempt to park their vehicles elsewhere, in locations they perceive to be safe.</p> <p>The suggestion to provide multi-storey or underground facilities is perfectly acceptable, but the location of these facilities must be carefully considered in relation to their proximity to strategic buildings.</p> <p><b>Sustainability</b></p> <p>The key factors to achieving sustainability are listed as Social and Economic Integration, Mix of Uses, Recycling, Efficiency, Risk of Flooding, Biodiversity and Environmental Standards. In addition to these, developments must be perceived to be free from criminal and anti-social activity in order to thrive.</p>	<p>Noted and welcomed</p> <p>Noted. A separate parking strategy will consider this issue in more detail.</p> <p>Noted</p>	<p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p>
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	<p><b>Movement – City Centre &amp; Integration with Public Realm</b></p> <p><b>Key Highway Proposals</b> Significantly reduce vehicular pressure on the City Centre by redistribution of unnecessary traffic to other routes.</p> <p>The manner in which vehicular traffic is prevented from entering various areas is a primary security consideration. I am anxious to establish how vehicular access controls shall be achieved.</p> <p>Botchergate presently utilises a temporary carriageway closure for road safety purposes during the weekend night time economy. However, the UDG states that this busy vehicular connection shall be retained, albeit with traffic calming measures. I am mindful that this measure may conflict with the desire to maintain a primary vehicle route.</p> <p>I also note the proposal to establish a new focus for large City events and leisure activities. The proximity of this space to a main arterial route may give cause for concern.</p> <p><b>Repair &amp; Recovery Retail Core</b></p> <p><b>Ease of Movement</b> Vehicular access to the City Heart should be minimised. Parking should be removed and service access restricted to ease pedestrian movement in the core.</p> <p>This statement reiterates the strategy of restricting vehicle access to the City Centre, whilst still permitting reasonable service vehicle access. Robust access control measures are required.</p>	<p>Note the concerns, the present vehicular conflicts will require significant resolution to achieve this and the number of improvements to the highway network and public realm to realise the segregation however it still remains part fo the overall vision to encourage greater pedestrian dominance.</p> <p>Noted. A separate detailed scheme is being developed.</p>	<p>No change to the document</p> <p>No change to the document</p>
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	<p><b>Conservation Historic Core</b></p> <p><b>Ease of Movement</b></p> <p>Ditto</p> <p><b>Street Furniture</b></p> <p><b>Street Furniture and City Identity</b>  Street Furniture is a key element of the public realm and plays an important role in the creation of legible cities. A co-ordinated suite of street furniture is a key means to establish a City's unique 'brand' or identity.</p> <p>Consideration must be given to the design, construction, location and orientation of various elements of street furniture to</p> <ul style="list-style-type: none"> <li>preserve surveillance opportunities</li> <li>prevent the concealment of items</li> <li>resist damage and graffiti</li> </ul> <p><b>Bollards, Railings &amp; Barriers</b></p> <p><b>Bollards</b>  Bollards, railings and barriers determine and limit vehicle access and protect footways from vehicle overrun.</p> <p>Where bollards are required a simple design approach should be pursued. Two options should be considered for the bollards across Carlisle City Centre:</p> <ul style="list-style-type: none"> <li>• Stone monolith, which may also function as occasional seating, in the Historic Core and areas where visual obtrusion is most sensitive [3]</li> <li>• A simple tubular section brushed stainless steel or powder coated</li> </ul>	<p>Noted. These issues should be reflected in the document</p>	<p>Add appropriate text to page 101</p>
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	<p>steel bollard [4] with optional additions, such as timber posts or integrated signage or lighting [5]</p> <p>I strongly contend that the simple choices proposed above are not appropriate. Where bollards are required to prevent vehicle access, products specified to BS PAS 68:2007 are required. Consideration is also required on the manner to which access controls are operated and managed and the proximity of any associated control equipment to each access control measure.</p> <p><b>Barriers</b> If barriers are deployed for a similar purpose (i.e. restricting vehicle movement), the same specification and criteria applies.</p> <p><b>Pavilions, Kiosks &amp; Structures</b> Pavilions, kiosks and special structures can add drama, activity and interest to the City's streets and spaces, reinforcing local identity and providing local landmarks. They can provide shelter and shade and become hubs for activity</p> <p>Consideration must be given to the design, construction, location and orientation of proposed structures to</p> <ul style="list-style-type: none"> <li>preserve surveillance opportunities</li> <li>be reasonably secured when not in use</li> <li>prevent the concealment of items</li> <li>resist damage and graffiti</li> </ul> <p><b>Lighting</b></p>	<p>Note the concerns however stipulation of just the BS can result in some utilitarian designs which are not sufficiently aesthetic for the city centre and overall quality design improvements sought. Whilst the reference should be made it must be undertaken in the context of improving design quality and should not be at the expense of omitting other references.</p> <p>Note the concerns raised here as previous however the structure will have a number of functions and it may be difficult to resolve the 3<sup>rd</sup> bullet of preventing concealment in a kiosk but agree that further thought needs to be given to individual design.</p>	<p>Add reference to the BS on page 104.</p> <p>Add reference to these issues on page 106.</p>
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	<p><b>Introduction</b>  Good quality lighting not only allows the appreciation of skin tones, facial expression, colours and the surrounding urban fabric it can have strong benefits for way finding, city micro and macro identification, public safety and building security [4]. Better quality lighting is also proven to encourage more pedestrians onto the streets, which in turn leads to greater informal surveillance of antisocial behaviour and less opportunity for crime [5].</p> <p>Lux levels must be even across the entire space to minimise shadows. White light sources are preferred for true colour rendition and compatibility with CCTV. Lighting schemes should be designed in conjunction with CCTV Schemes.</p> <p><b>Emerging Issues – Counter Terrorism</b></p> <p><b>“Terrorist attacks in the UK are a real and serious danger. Crowded places are likely to feature in the attack plans of terrorist organisations in the future; as they are usually locations with limited protective security measures and therefore afford the potential for mass fatalities and casualties”</b> – Published by the National Counter Terrorism Security Office, 2006.</p> <p>The objective of the Public Realm is to attract and retain members of the public in large numbers for sustained periods. Although this objective contributes to the prevention of most crime, by its very nature the Public Realm becomes a potential target for extremists (as has already been demonstrated elsewhere).  In my view, the City’s links with the Castle and The Kings Own Royal Border Regiment (now the Duke of Lancaster’s Regiment) increase the risk of Carlisle being considered as a target.  I do not propose to expound on this comment or offer advice on</p>	<p>Whilst appreciating the need to ensure effective CCTV operation, lighting creates a valuable contribution to the quality of the environment providing interest and enhancing Carlisle’s assets  The introduction on page 111 could make additional references</p> <p>Noted. This issue will be dealt with through individual schemes as they are developed.</p>	<p>Add reference to avoid conflict with CCTV imagery</p> <p>No change to the document</p>
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	<p>appropriate measures in this initial consultation response. However, the threats and vulnerabilities must be identified and reasonable protective measures implemented to minimise the risk. I trust this issue can be treated with discretion and sensitivity as the Public Realm Framework is developed.</p> <p>I am sure that other matters concerning crime prevention and public safety shall arise as this work progresses. I look forward to contributing to this process on behalf of Cumbria Constabulary.</p> <p><i>Architectural liaison and crime prevention advice is given free without the intention of creating a contract. Neither the Home Office, nor the Police Service takes any legal responsibility for the advice given. However, if the advice is implemented it will reduce the opportunity for crimes to be committed and will assist all authorities to comply with Section 17 of the Crime and Disorder Act 1998</i></p>		
M and J Robinson.	<p>We are both pensioners in our early sixties and have lived in Carlisle for most of our lives.</p> <p>1) it appears that there are very few people on the Renaissance panel who are Carlisle citizens of long standing. We recognise the importance of local businesses to the City's future, but they should not predominate.</p> <p>2) the level of Council tax has now reached a level which is causing great concern. We understand that Renaissance projects will attract special government funding, but there will be some impacts and effects on Council tax. Cost should be the acid test and not take second place to enthusiasm. At present there seems to be a struggle to find money for basic things like road patching and resurfacing (minor roads as well as major routes).</p>	<p>Noted however this document is to become a City Council SPD</p> <p>Note the concern but this does not relate to this planning document</p>	<p>No change to the document</p>

	<p>3) There seems to have been a tendency to assume that the only buildings worth keeping are those which are very old or which are nice to look at. Our buildings reflect our history as a city, with differing architectural styles. For instance, we would hope to see the Fire Station and Police Station retained; also the Malt Shovel (Redfern). The Civic Centre was a product of its time and is surely worth far more to us as it stands, rather than becoming a demolition site with huge development costs.</p> <p>4) Yes we need to attract shoppers and tourists from outside Carlisle, but there is a danger that the city is aimed primarily at these groups as a design project.</p> <p>i) the ordinary citizen does not want to be priced out of their own town by expensive parking and "compulsory" park and ride schemes. Shoppers (especially if older or with children) cannot manage to carry too many purchases by public transport.</p> <p>ii) Some proposals seem to focus on boutiques and cafes for tourists rather than everyday provision for working and retired people. Unless a proper balance is maintained, the city centre may become increasingly irrelevant to the average council tax payer who will have to shop in supermarkets and local shops around the urban fringe.</p> <p>iii) Please try to retain a sense of practicality about public realm design features. Interactive water features in key public spaces do not sound</p>	<p>The fire station and former police station are noted for their significance. The former Malt Shovel is not however one of the better examples of a Redfern pub and other examples are of more significance. Note about the Civic Centre and the guide highlights the issues that need to be considered in that area.</p> <p>Noted however the retail and tourism markets area well established already but need investment to reinforce and improve their attractiveness for visitors and locals. Local people will benefit from the broader range of services available.</p> <p>There is a commitment by government to sustainable transport and this has to inform land use planning and transport work at the local level</p> <p>There are many public schemes around the country</p>	<p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p>
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	<p>like a very sensible idea. Pedestrians already have to cope with cyclists (unauthorised but never stopped) and mobility scooters in paved areas. We can do without unruly youngsters and older youths using water features and play trails as a public playground near to people going about their business. Water and shoppers don't mix !!</p> <p>5) Soft landscaping areas are nice to look at but require regular care and maintenance. The public still drops litter and chewing gum in profusion. Cutting grass in public areas would be an increasing future revenue cost which is labour intensive. At present there are often litter bins in public parks full and overflowing, as the service seems to struggle.</p> <p>6) What about the obvious lack of any real strategy for youth centres/activities in the various areas of the town and its suburbs (with a very few exceptions). The pub culture espoused by local businesses and the Council does nothing to offer an alternative to young people by promoting ways occupy leisure time in a productive and rewarding fashion. The lack of a good youth programme is probably at the root of much of the aimlessness and the regular disorder seen in Botchergate etc into the early hours.</p> <p>7) As regards "culture", don't forget that (although it was a long time ago) we did have a proper theatre in Lowther Street, and despite various attempts to generate interest and support it fell into disuse and was demolished. The Sands Centre has only thrived by operating a "multi-purpose" venue catering for different types of events.</p> <p>8) Finally, what about the elderly and others for whom getting about is more difficult. (Not just the most severe cases, but just in general). Being able to drive into town and walk not too far enables them to keep</p>	<p>which successfully integrate water into public open spaces</p> <p>Noted and the life time maintenance costs will be taken into account when developing detailed proposals</p> <p>Noted, a youth zone is being established however there are mixed uses in area of Botchergate which cater for all ages such as late night cinema so it difficult to control who attends which areas and when.</p> <p>Culture continues to be discussed including theatre possibilities separate to this SPD</p> <p>Noted and the Castle Street scheme has been revisited as a result of comments</p>	<p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p>
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	<p>socially, mentally and physically active. And no, we don't want yet another system of labels, badges or special facilities. Just public realm design which allows all citizens to use and enjoy their own city !</p> <p>We hope these comments are helpful.</p>	<p>received although the detail is being worked up separately.</p>	
Cllr J Bainbridge	<p>I would just like to offer a couple of responses to the consultation documents.</p> <p>Briefly they are:</p> <p>1. Roman Heritage - I feel that as the plans evolve they need to reflect the Roman History of the area. Given the high promotion of this aspect as our 'tourism offer', it would seem a shame to ignore this in the Carlisle Renaissance project.</p> <p>2. Visual Impaired - I understand the benefits of making the paving and the road surface of similar shading and material in order to make streets have more kerb appeal, I am concerned however that this could cause accidents with the visually impaired or elderly who may not appreciate a definition between the road and the kerb. This has to some extent already happened in Keswick at the Market Place.</p>	<p>Noted and there are improvements within Tullie House Museum to improve these linkages</p> <p>The document suggests the use of different materials to delineate different space users. It also includes page 100 on accessibility measures which deal with these issues</p>	<p>No change to the document</p> <p>No change to the document</p>
N McPhail Carlisle	<p>I was looking at your information boards in the Lanes with interest the other day and saw that you were seeking feedback on what is proposed for Carlisle Renaissance. One of the key aspects of the proposal that caught my eye was that with regard to high quality traditional paving with a very pretty picture of just such a thing. However I would suggest that those who are making this proposal come to Chiswick Street and see the state that the council left our high quality traditional paving in after they dug it up a few years ago. They employed a contractor who absolutely butchered the lovely sandstone slabs, leaving large and decaying gaps between them. When my wife contacted the council to complain about the poor quality of the work</p>	<p>Noted. Although not wishing to revisit individual schemes, it has been recognised and is the intention of this SPD that improvements in quality will also bring about improvements required for maintenance and long term commitment.</p>	<p>No change to the document</p>

	she was told that it was "best value". I sincerely hope that if the Carlisle renaissance goes ahead that it will be employing better contractors than those they employed in Chiswick Street. Otherwise they might be better advised to spend the money on something more useful.		
Mrs L Alder Asst Network Strategy Manager Highways Agency Manchester	It is felt that although the document clearly sets out the aims of the City Council with regard to the Urban Design it does not however affect the Trunk Road Network which is the responsibility of the Highways Agency, we therefore have no comments to make at this time with regard the above documents.	Noted	No change to this SPD
R Aldersey Carlisle	<p>I am totally opposed to any demolition of any housing properties in the Rickergate zone or by Carlisle Housing Association and in fact many small businesses should be encouraged to develop in these areas.</p> <p>There are many issues concerning our City which need closer scrutiny and action taken. This need not necessarily mean using much Local Authority finance only perhaps officer dedication time. Even small issues, which have been relayed in the past, officers have not bothered to act. One small instance is the major tourist route from the Orchard and lower viaduct car park using the Sally Port steps. The potential tourist has to walk up Head Lane after seeing the old Tithe Barn then treading onward towards the City Centre, he or she passes a derelict gateway which gathers floating debris. I did mention this eyesore to the Tourist Officer John Bell he made a light hearted attempt to try to find the owner of the property to get him to improve this image but gave up quite quickly.</p> <p>Botchergate is a shamble and a mess and needs a full reappraisal on regenerating the shopping area leading to Botchergate South. This regeneration must have future new housing planned possibly utilising the car park area next to South Henry Street. The St Nicholas area must have a take over of the business area with encouragement for</p>	<p>None proposed in the document</p> <p>Whilst in recent years there has been some minor improvement to the wall at Heads Lane the document recognises the potential to improve this key access point from car parks and notes the potential for some infill development.</p> <p>Separate work will bring forward proposals for Botchergate South</p>	<p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p>

	<p>them to move out and the former housing area reconstructed this would help and make a back bone to rebuild the Botchergate shopping status. The pavements in Botchergate are terrible in that there is a variety of mix from flagstones to multi use of tar macadam which hinders the outlook of the street.</p> <p><b>Traffic Lighting</b> There is a County Council success story in them cutting off of traffic lights on Hardwick Circus at set times. This improvement should now lead us to the next stage, of cutting off all traffic lighting in the City after 11pm till 6am. In Germany in medium sized towns this happens and is working well and is an environmental help.</p> <p><b>Car Parking</b> There is a need to examine outer City areas where car parking could be installed with owner's agreement with clear bus timetables when passing the site. This would give us a form of "Park and Ride" One site comes to mind immediately and this is the open land on the flood plain at Botcherby. This could generate income for the owner and ease traffic flows into the City. During the football season Carlisle United followers and their opposite numbers flood into the side streets of St Aidans Ward. By opening this defunct unused flood plain land this would take a tremendous burden off the people living in St Aidans Ward. There is a need for a car park in the Denton Holme area and this should be a part of any strategic planning for the area this again would if linked to the bus timetable halt the influx of cars into the City Centre. A new road bridge across the river Caldew at the present footbridge site would ease the traffic burden on the Nelson Bridge even better a new route from Denton Holme to Currock via Jubilee Road [ a road already designed for an inner ring road].This would ease the burden not only on the Nelson Bridge but the James Street/ Currock Road as well.</p> <p><b>School Travel</b> It is noticeable during school holidays the <u>reduction</u> of cars coming into the City. I believe that the County Council should examine this</p>	<p>Noted and highlighted as an issue in the SPD</p> <p>Noted but it is the highway authority responsibility to look into this issue</p> <p>Noted outside the scope of the SPD although separate work has been looking into car parking</p> <p>Noted the location of schools centrally will provide for the</p>	<p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p>
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	<p>scenario and find new ways of encouraging car sharing, school bussing and cycling to school in safety.</p> <p>There is a need to examine the infrastructure of our City to ensure that our underground services are not over loaded by too much house build in areas such a Morton Estate to Peter Lane.</p> <p>Train Travel There is a strong belief that the local train services could cater for a “Park and Ride” scheme and there should be stronger bonds made with Railway Companies to together examine the services future requirements with even the possibility of a mini metro system set within the Local Authorities in the North of the County. I believe there is a vital opportunity being lost by both City and County Councils in the use needed to be made of underground facilities under Carlisle Citadel Station. To see is to believe that under the station is a four hundred yard three lane roads with massive rooms interlinked but again officers are not trying to talk to Virgin or Network Rail senior officers. This area is accessed from the station by a lift on platform 3. His would make a good taxi rank, and car park. Boring problems like having to talk to Rail lessees [Virgin Rail] and owners [Network Rail] our strategic forward looking planning officers of the city don’t appear to want to face any dialogue with these people.</p> <p>Carlisle deserves a new Olympic sized swimming pool hopefully examined to be placed with our other sporting complex at the Sands Centre.</p> <p>Carlisle has constantly delayed giving Carlisle a proper theatre and the Lonsdale site usage has been too long in getting off the ground this is I feel bad steering of the political ship. The former GPO and White Horse</p>	<p>maximum opportunity for other forms of transport to be used.</p> <p>This is not a matter for this SPD</p> <p>Noted as part of a long term parking and park and ride strategy. Further discussions have been held regarding the station building and will continue to have discussions as details for Court Square and the surrounding area are considered.</p> <p>This is not a matter for this SPD</p> <p>The future of this area is being considered outside this SPD.</p>	<p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p>
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	<p>Inn are two other areas which evaluation of City needs for the future is desperately needed.</p> <p>There is a need for new thinking in terms of street cleanliness as most terraced housing areas are filthy and drains are blocked. It seems that priority, after the City flooding of 2005, has not been really examined by the Council. Street gully's on hills are still not given top priority for cleaning and the link to the County Council and Capita is poor in terms of street cleaning.</p> <p>Many in road service covers for major roads are loose and it often takes weeks to get a team out to repair them.</p> <p>The Highways Hotline system is not very good and does not link back to those making fault records. Internet access to Hotline and telephone access are showing a variety of coding which doesn't even allow the ratepayer information to how his / her complaint is being handled. I must admit when all the roads in the City were maintained by the City Council the cost to the ratepayer was cheaper and the workmanship better. The maintenance of all City routes should be under all Local Authority councillors' scrutiny and not in the delegated officer's charge. This would ensure fairness across the city for Highway Maintenance and not politically set for the favours of officers or politicians only priority of service need.</p>	<p>This is not a matter for the SPD and a number of measures have been take to improve this situation</p> <p>Maintenance is an issue highlighted in the SPD and needs to be addressed when looking at any new schemes</p>	<p>No change to the document</p>
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<p>Ian Stewart Cabinet Member for Environmental Wellbeing Cumbria County Council CARLISLE</p>	<p>Cumbria County Council welcomes the opportunity to respond to the consultation draft of the Urban Design and Public Realm Framework (UDPRF). The intention and general direction of the Guide and Framework is welcomed and the Council has a number of comments of a strategic and detailed nature as follows.</p> <p>The work carried out by the Renaissance Project to produce an Urban Design and Public Realm Framework is welcomed as part of the wider Renaissance initiative for Carlisle. The work to date on the UDPRF appears to provide what was sought from the consultants in giving guidance to developers, architects and planners about how the design of schemes should contribute to the enhancement of the public realm and street scene, and improvement to the quality of the city centre environment for visitors, shoppers, business investors and the people of Carlisle. The opportunity taken by the consultants to put forward transformational proposals for key public spaces is noted.</p> <p>However, the County Council as Highway and Transport Authority has responsibility for the Renaissance Movement Strategy, advising on the prioritisation of transport and movement schemes and implementing them. Arising from this and other highways and transport issues in the City there are serious concerns about the inclusion of the transformational proposals in such detail as they are shown and it is considered essential that the UDPRF is presented in such a way that the Movement Strategy priorities can clearly be seen to be necessary in facilitating the overall approach. It is essential that the UDPRF is demonstrated to be in close alignment with the existing strategy and is not introducing proposals that distract from the agreed Strategy. There is therefore a need for more contextual background in the UDPRF and its presentation that leads up to the transformational proposals.</p> <p>Critically, some of the proposed layouts could not be implemented</p>	<p>Agree that the introduction needs to make clear references to context including existing strategies such LTP and area transport plan and its status as SPD.</p>	<p>Amend the introduction to clarify status and context.</p>
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	<p>without first making alternative arrangements for car, lorry and bus traffic. They must therefore be interpreted as long-term aspirations that are dependent on achieving the transport priority schemes identified by the County Council's Local Committee from the Movement Strategy.</p> <p>The Highway Authority is not prepared to consider any significant changes to the existing layout of the A595 Church St./Bridge St./Castle Way/Hardwicke Circus corridor, (other than new access points as may be approved for the development of the Caldew Riverside and Rickergate/Lowther St (east) Transformational Sites; and/or improvements identified as necessary by traffic modelling for the Eastern Corridor and/or South Western Relief road schemes identified in the Movement Strategy). Furthermore the proposed introduction of an at-grade crossing of Castle Way is not supported as a solution to improving connectivity between the castle and historic core.</p> <p>The current bus station site, while not ideal in capacity or location will remain the operational hub and cross-city services will continue as the Bus Strategy for the foreseeable future. However within the potential redevelopment of the Rickergate/Lowther Street (east) Transformational Sites, suitable provision should be made for bus lay-over between services and opportunities for better bus station locations close to and convenient for the city centre should continue to be sought.</p> <p>In detail, in relation to the role of highways in the public realm: firstly, the UDPRF should recognise the existing policies relating to highway surfacing materials. Where there is a departure from crushed rock and bituminous bound surfacing materials, ductile iron covers and gratings, aluminium lighting columns and signs, and pre-cast concrete kerbings etc: to appropriate European Standards, that not only shall the materials be approved, but the Developer(s) will be required to</p>	<p>Noted. The long term vision will need significant changes to achieve it and recognises that this will involve city centre movement.</p> <p>Noted nevertheless the challenge remains to make the perceived access to the Castle more attractive for those visiting Carlisle,</p> <p>Noted and agree</p> <p>Noted that improvements will require financing and this may include developer contributions</p>	<p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p>
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	<p>financially contribute to 'the whole life' maintenance costs. Secondly, the UDPRF should include a codicil that no public art or street furniture shall be placed in/on/over the public highway (or prospective highway) without the written agreement of the local highways authority; (and this will usually require a suitable third party to enter into a maintenance and indemnity agreement, with the local highways authority).</p> <p>Finally, it is essential that the UDPRF explicitly recognises the necessity of implementing the Movement Strategy priorities and development of a City wide Transport model as prerequisite to transforming the public realm. These schemes have been identified for development funding by the County Council and NWDA in 2008/9 and without their implementation the proposals for Court Square and Lowther Street are not achievable. In presenting the Framework, there also needs to be recognition of the scale of the costs of implementing both the alternative traffic routes and the public realm improvements at these locations and how these could be resourced not only in capital construction costs but also long term maintainability - whole life costs.</p>	<p>Noted that highway safety is a prime consideration and the highway authority should be involved in considering any schemes. Reference can be made in the document</p> <p>Noted. Whole life costs are referenced in the document.</p>	<p>Add in reference to art in/on/over the highway.</p> <p>No change to the document</p>
<p>North West Development Agency</p>	<p>The Agency welcomes the publication of the draft SPD as a means of ensuring a co-ordinated and consistent approach to design across the City Centre promoting high quality improvements across the public realm.</p> <p>The SPD will play an important part in shaping the future development in the key regeneration areas of Rickergate, Caldew Riverside, as well as the historic core and Citadel/Court Square areas.</p> <p>In commenting on it we have tended to focus on more general issues raised by the draft SPD. We are however aware that in the course of its preparation the Draft SPD has been appraised by RENEW's Design Review Panel and very much welcome their involvement in this</p>		

	<p>exercise.</p> <p>We welcome the City Council's intention to adopt the document as SPD however we do not feel that it intended status is made sufficiently clear in the draft. We suggest that Part 1 Introduction is expanded to identify those Local Plan policies that the SPD is supplementing. The words "Supplementary planning Document" should appear in the document's title and on the front cover.</p> <p>The draft vision says that Carlisle "<i>is unique in the diversity of its offer</i>" and goes on to refer to "<i>high quality, shopping, leisure, heritage and environment in an accessible package</i>". This could be said of a number of UK towns and cities and does not appear to convey what is unique about Carlisle.</p> <p>The section on sustainability says the City Council is currently considering policies covering a range of environmental standards. Whilst it may not be possible to set out the standards at this stage it would be helpful to explain BREEAM and the Code for Sustainable Homes more fully in order to draw attention to them and set out the process and timescale for production of more detailed Council policies on these matters. The draft also refers to "green space factor" for new development. Additional text is required to say what it is and how it would operate. Similarly there may be scope to extend the paragraphs on energy efficiency, flood risk and biodiversity by referring to current best practice.</p> <p>The draft SPD usefully incorporates lost of photographs. Whilst these add to the document's visual interest their purpose is not always clear. We suggest that more captions are needed to explain what the photographs are illustrating and link them closely to the text of the SPD.</p>	<p>Noted and agree that the title and introduction should reflect the status of the document</p> <p>Noted and acknowledge this however for each character area the vision is expanded upon which makes it more unique in its context.</p> <p>Noted. The timetable for document production remains in the Council's LDS and given the duration of this document detailed other timetables would be cumbersome. Do agree that there should be better explanation of the terms used.</p> <p>Noted and agree that captions would assist and have been used in other Council's SPDs</p>	<p>Add in reference to SPD in the title and introduction explain the status of the document</p> <p>No change to the document</p> <p>Amend the document to explain key references such as BREEAM, Code for Sustainable Homes and green space factor.</p> <p>Add appropriate captions</p>
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	<p>In view of the SPDs length and level of detail, it would be useful to include a short section providing practical information and advice to developers. This could for example include a checklist of matters to be addressed by developers bringing forward proposals within the City Centre; the value of pre-application discussions with the Council; and information to be submitted with planning applications (how design and access statements should respond to the SPD). It would also be helpful to include a list of appropriate contacts within the City Council and a bibliography of relevant design publications/web sites of organisations such as English Heritage, Environment Agency, Building Research Establishment, CABI and RENEW's Design Review Panel.</p>	<p>Noted however concerned adding more information makes the document longer however particularly agree that information on how this spd should be reflected in Design and Access statements would be appropriate as well as contact points and references.</p>	<p>Add in reference to the use of the document in the context of planning applications and contact points</p>
Eric Martlew MP	<p>I am replying to your invitation to make comments on the Urban Design Guide and public realm Framework Supplementary Planning Document. However, I do so with little enthusiasm or expectation as it is yet another consultative exercise and from past experience, I lack confidence that the result of the process will be translated into policies that will be executed and completed.</p> <p>My criticisms are not directed at the consultants who have undertaken the work as they are only carrying out the terms of their commission from the Council. I do however, feel that such expertise could have been found within the Planning Department itself which, if harnessed, in conjunction with other local professions such as architectural practices, would have produced an excellent and comprehensive design brief at a fraction of the cost.</p> <p>The document is well-produced and the principles of using quality materials and sensitive design to enhance our streets, spaces and neighbourhoods cannot be criticised. But seeing what has been allowed to happen over recent years does not fill me with confidence that such attention to detail will be adhered to.</p>	<p>Noted and whilst the expertise and knowledge of staff is recognised the Council also recognises the resource demands on the service requiring external resource input e.g. to deliver this SPD.</p>	<p>No change to the document</p>

	<p>For example, the town centre has been neglected to such an extent, with repairs to its fabric being undertaken in unsuitable materials without being challenged; our central conservation areas are not accorded the consideration which is essential to protect them and the Council seems to turn a blind eye to enforcement of inappropriate and unauthorised uses and advertisements and there is so much street clutter which indicates that “space” is not at all appreciated.</p> <p>While the Urban Design Guide document begins by identifying key areas and examines the character and opportunities for development, the Council needs to prioritise and adopt a pro-active policy with a finite timescale if this “aspirational” document is to achieve anything tangible at all.</p> <p>Where necessary the Council should be publishing detailed neighbourhood design briefs and where possible acquiring land, in order to prevent ad hoc developments in areas in need of comprehensive approach e.g. Caldewgate/Shaddongate.</p> <p>I would hope that the ambition of the Council through planning , design and development, is to make urban dwelling as attractive as living in the countryside but unfortunately, I think y lack of confidence in the Council's ability to do anything but consult, is shared by more and more people within the city.</p>	<p>Note these references however it is acknowledgement of these issues that has led to production of this SPD to move things forward in a more proactive way.</p> <p>Some priorities have been developed but the document's implementation also relies on private sector investment which will influence the progress especially in the current economic situation.</p> <p>Additional guidance is being produced.</p> <p>Noted however the Council has a duty to consult on SPD production and involve people early in the process in order to deliver any changes.</p>	<p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p> <p>No change to the document</p>
Environment Agency	The reference to SUDS under the heading “Reduce the Risk of Flooding” should also include mention of improving the quality of run-off as this is an important integral aspect of this process. Any surface	Noted and agree that water quality and run-off should be referenced	Amend the document to include



	<p>water will discharge to local river systems which have a high conservation value. It is a fundamental principle under the Water Framework Directive that there must be no deterioration in water quality in these systems.</p> <p>On completion of the Carlisle Flood alleviation scheme the areas behind the defences will remain in Flood Zone 3 and will be shown as such on the EAs flood constraints maps. However, they will be further defined (hatched) as areas benefitting from flood defences. Despite this all development must be fully compliant with the requirements of PPS25 relative to uses and flood risk vulnerability.</p> <p>The reference to “trees” on page 109 could include an additional pointer towards trees of high wildlife value which might be used in order to maximise gains. On the same page there is reference to lighting in relation to natural water environments in Carlisle. This needs to indicate that lighting in these locations must be sensitively installed and not involve lighting of actual river corridors as this can disturb the use of the corridor by wildlife such as bats, salmon and otters.</p> <p>The EA would welcome their inclusion in discussions that take place relative to the development of any masterplan.</p>	<p>Noted</p> <p>Agree that these references should be incorporated within the document</p> <p>Noted</p>	<p>references to water quality and run-off</p> <p>Amend the document to include maximising wildlife benefit and the impact of lighting on sensitive river corridors.</p>
Cumbria Vision	<p>Cumbria Vision (CV) appreciates that good design can bring considerable economic benefits helping to improve the image of a place and thereby stimulating investment and the wider regeneration of an area. CV also recognises wider social and environmental benefits such as sense of civic pride, greater social inclusion, improved safety and access to goods and services, enhanced heritage and ecological value, increased energy efficiency and reduced waste and pollution. All these factors contribute to a thriving modern city. Also welcomes the commitment to retaining the historic character of Carlisle City Centre.</p>	<p>Noted and welcomed</p>	<p>No change to the document</p>

	<p>CV acknowledges the Caldew River corridor is an underutilised asset and welcomes plans to improve this currently lacklustre area of the city.</p> <p>Welcome plans to boost the night time economy particularly around the four major squares outlined in the design guide. Plans to diversify and extend the night time economy through good design principles such as use of open public spaces, social outdoor seating and attractive lighting are particularly encouraging. The key transformational projects proposing rejuvenating Court Square and Market Square are particularly to be welcomed.</p> <p>The mini maps used in the case studies are poorly labelled and often don't represent the areas they are supposed to.</p> <p>CV fully supports the vision contained in the document to see high quality improvements to the public realm and buildings which are essential if Carlisle is to be seen as one of the leading English Historic towns.</p> <p>CV will support Carlisle Renaissance, Carlisle City Council and Cumbria County Council to ensure sufficient public and private sector resource is made available to fully implement the proposals contained in the Urban Design Guide and Public Realm Framework.</p>	<p>Noted</p> <p>Agree that there is an inconsistency in the diagrammatic maps used which should be corrected</p> <p>Noted and welcomed</p>	<p>No change to the document</p> <p>Revisit the maps to ensure all correctly reflect the illustrations</p>
Stagecoach North West	We welcome the proposed measures contained therein to make overall improvements to the infrastructure for public transport within the city centre.	Noted and welcomed	No change to the document