



**Copeland Local Development Framework
Whitehaven Town Centre and Harbourside
Supplementary Planning Document— September 2012**



Produced by:
Planning Policy Team
Copeland Borough Council
Catherine Street
Whitehaven
Cumbria
CA28 7SJ
Tel: 0845 054 8600
Email: ldf@copeland.gov.uk

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Foreword

I am delighted to introduce this Whitehaven Town Centre and Harbourside Supplementary Planning Document (SPD). The document has been produced following extensive public consultation and it should make an important contribution towards the heritage led regeneration of Whitehaven.

Copeland Borough Council is firmly committed to securing high quality in new development, and the SPD will help to ensure that contemporary design is successfully accommodated within this historic town.

I hope you find it informative and useful.

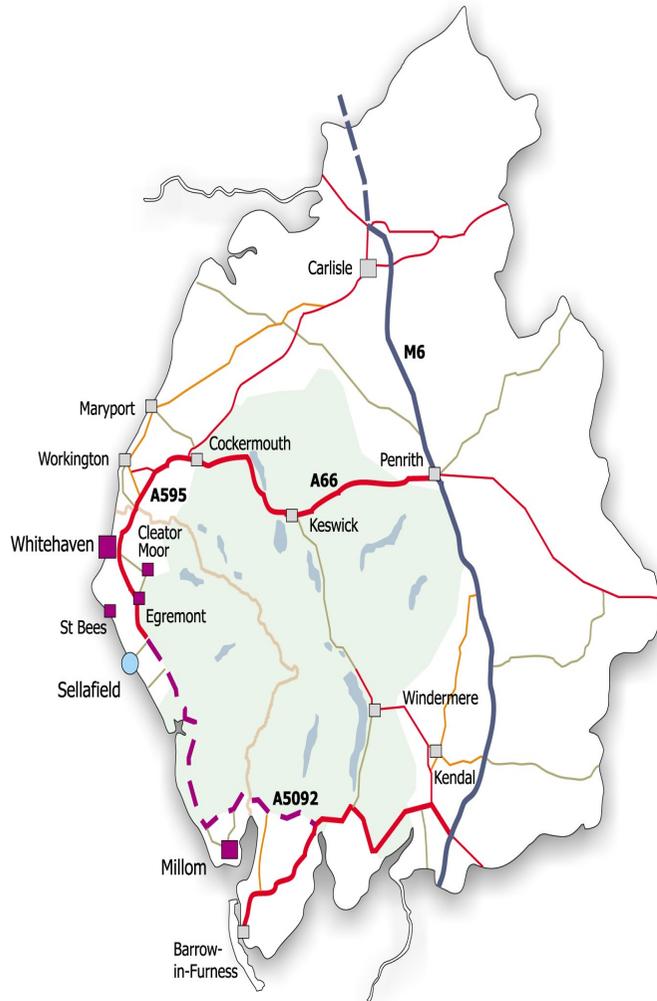
A handwritten signature in black ink, appearing to read 'G. Clements', written in a cursive style.

Councillor George Clements
Chair of the LDF Working Party
Portfolio Holder for Planning and Housing
Copeland Borough Council

1.0 Introduction

1.1 Background

Whitehaven is the principal town in Copeland and has a population of around 25,000. It is located on the Cumbrian coast, close to the Lake District National Park.

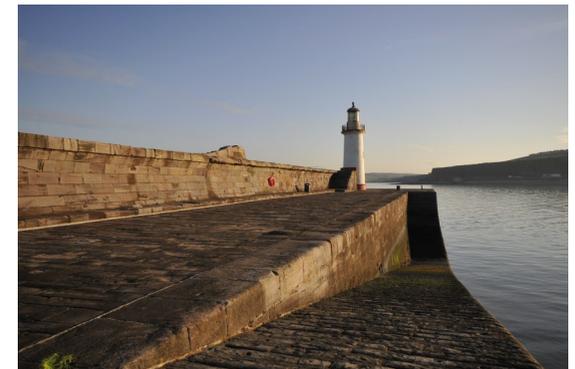


Map 1 Location of Whitehaven

Whitehaven is the earliest post-medieval planned town in England. It is a unique example of late 17th - 18th century town planning as the town was laid out in accordance with a strict design code by a single landowner Sir John Lowther and his successors, to support the development of a major port. By 1800 a recession had set in from which the town never recovered. This rapid growth and decline resulted in the preservation of the 18th century planned town and many of its Georgian buildings.

Whitehaven today is a special place. The storm weathered sandstone sea walls of the harbour area and numerous maritime related structures and buildings provide an extraordinary and tangible reminder of the town's seafaring history. Wide horizons, dramatic skies and westward sea views give the harbour an open character which is in dramatic contrast to the dense urban layout of the celebrated early Georgian town centre. The core's grid iron structure of hierarchical streets, elegant rows of rendered three storey town houses and fine merchants' properties combine to form a beautiful and fascinating historic townscape.

When added together, the harbour area and 18th century planned town centre provide a strong basis on which to build Whitehaven's regeneration and future development. The town has recognised potential to become a significant tourist destination in its own right. Located on the edge of the nearby Lake District National Park, it already attracts around 15,000 visitors a year to the starting point of the C2C cycle route, and several hundred thousand visitors over a single weekend each summer to Whitehaven's annual maritime festival.



The harbour area has direct links southwards to the North West's only section of Heritage Coast at St Bees Head, and the coastal fringe area promoted under the banner of the Colourful Coast.

<http://www.colourfulcoast.org.uk>

Britain's Energy Coast initiative supports Whitehaven's regeneration and role within West Cumbria, and promotes significant investment opportunities linked to the nuclear and other energy related industries.

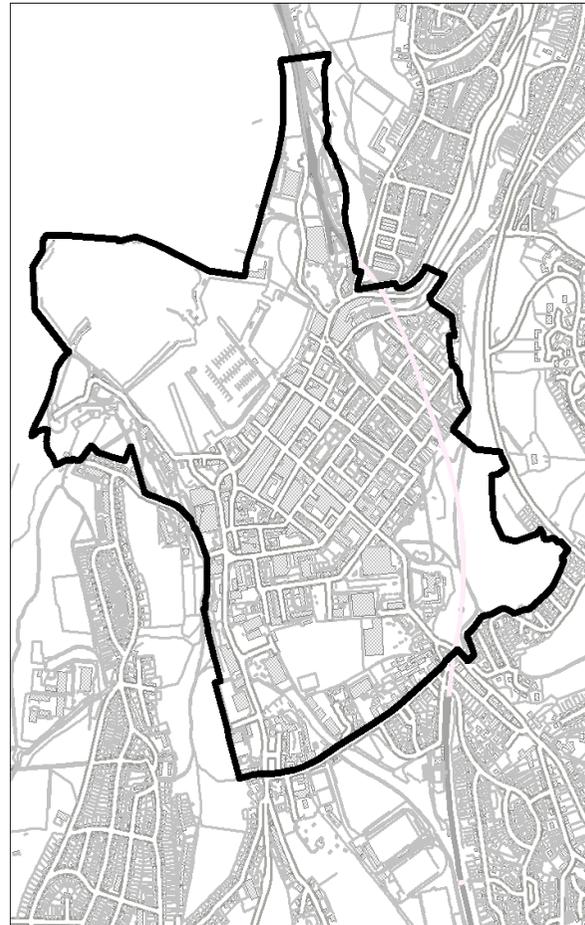
1.2 Whitehaven Town Centre and Harbourside Supplementary Planning Document (SPD)

Whitehaven Town Centre and Harbourside Supplementary Planning Document (SPD) is being prepared to guide future development in Whitehaven Town Centre and Harbourside areas. The SPD will provide design guidance for the development of Regeneration Priority Sites identified in the Borough Council's Adopted Local Plan and Core Strategy and other supporting background documents, and any other sites which come forward during the Core Strategy period. The area of the town covered by the SPD is shown in Map 2.

This SPD is supplementary to:

- Copeland Local Plan 2001-16 polices: TCN1, TCN3, TCN4, TCN9, TCN10, TCN11, TCN12, ENV8, ENV11, ENV12, ENV16, ENV26, ENV29, ENV33, ENV35, ENV38, TSP3 TSP4, TSP5, TSP6, DEV1 and DEV6
- Copeland LDF Core Strategy and DM Policies: ST2, ST3 B, ER7, ER8, ENV1, ENV2, ENV4, DM27

Further details about the Planning Policy framework can be found in Chapter 4.



Map 2 - SPD Boundary

The new National Planning Policy Framework (NPPF) advises in paragraph 137 that *“Local planning authorities should look for opportunities for new development within Conservation Areas and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution or better reveal the significance of the asset should be treated favourably”*.

The SPD recognises that conservation and enhancement of the historic environment are essential to promoting key development and regeneration opportunities, and emphasises the need to protect the historic environment and to manage new development together. It promotes key development and regeneration opportunities within the context of the historic setting of the town centre and harbourside areas, and the nationally recognised Conservation Area and links closely to the Whitehaven Prospectus.

The SPD is one of the material considerations to be taken into account when determining a planning application. The document forms part of the Copeland Local Development Framework (LDF) and is intended to elaborate upon but not revise policies in the emerging Core Strategy and Development Management Policies DPD for town centre and harbourside development. It should also assist with attracting and guiding potential investment by providing greater certainty and a range of useful information for the development industry.

The area covered by the SPD has been the subject of many regeneration and heritage related studies, strategies and proposals over recent years, led by a variety of organisations, agencies and partnerships. The key pieces of work which have informed the SPD are listed in Appendix 2. Detailed advice on design for the restoration and conversion of existing historic buildings within the Conservation Area is set out in the suite of documents produced by Paul Butler Associates for Copeland Borough Council in 2009.

2.0 Design Principles

Design Principle 1: Protect the distinctiveness of the local historic context.

Design Principle 2: New development in the town centre should aim to retain the fine urban grain. The relationship and hierarchy of the fronts and backs of buildings should be acknowledged and active frontages will be encouraged along principal routes. Opportunities should be taken to reinforce connections between the town centre and harbour and wherever possible lost historic routes and urban blocks should be reinstated.

Design Principle 3: Retain and enhance the dense layout of the historic town centre and encourage high quality re-development of gap sites, vacant buildings and surface car parks for uses which support the regeneration of the town centre.

Design Principle 4: New development in the town centre should retain the building line and extend to the rear of the public footpath. Exceptionally, where buildings are set back from the pavement edge they should be fully justified in urban design terms and should not detract from the overall street scene.

Design Principle 5: The predominant building height of 3 storeys should be retained. Exceptionally, where the building height exceeds 3 storeys this should be fully justified by urban design analysis which demonstrates that there is no significant impact on local character and distinctiveness. On sloping sites building heights should respond to changes in topography and "step up" the hill side.

Design Principle 6: New developments should be modest and varied in scale and massing in order to reflect the predominant pattern of the town centre.

Design Principle 7: Retain the cohesive rhythm of street frontages based on historic building plots and do not amalgamate plots where this rhythm may be compromised.

Design Principle 8: Use traditional building materials that are sympathetic to the character of the town such as lime or painted render external walls, stone door and window surrounds, timber sash windows and panelled doors and slate roofs.

Design Principle 9: New developments should acknowledge the prevailing rhythm, pattern and proportion of the building facades within the town.

Design Principle 10: The primary access to buildings should be from the street. Building entrances should be strongly defined, of high quality design and wherever possible level and wide. Traditional materials should be used wherever possible in windows and doorways.

Design Principle 11: Respect traditional roof shapes and silhouettes and maintain existing views and vistas of the town's roof scape. Consideration should be given to the incorporation of chimney stacks into new development where appropriate.

Design Principle 12: Care should be taken in the use of colour in new developments. Warm buff earth and neutral colours are preferred for elevations, and darker tones for roofs.

Design Principle 13: Shop fronts should be of good quality, well-proportioned and relate to the building above and to the side with an appropriate level of detail. There should be consideration of the proportion and design of signs, lettering and logos, windows and fascia with respect to the vertical and horizontal lines of the whole building and street. Designs should therefore seek to promote classical proportions to protect and enhance the local environmental quality.

Design Principle 14: Buildings should be designed to be robust and flexible and capable of adaptation for different uses over time. New development should be fully accessible to all.

Design Principle 15: New development should incorporate principles of sustainable design to reduce resource consumption over the lifetime of the building.

Design Principle 16: New development in areas which are at risk of flooding must be demonstrated to be safe and may be required to pass the Exception Test. Developments should incorporate design considerations to reduce the impact of flooding on people and property.

Design Principle 17: New development on harbourside sites should aim to improve linkages and accessibility between the harbour and town centre areas, for example by breaking through large blocks both physically and visually, and by using dual frontages. Opportunities should be taken to improve external linkages for instance between the harbour area and the Coastal Path and cycle routes.

Design Principle 18: Legibility across the town centre should be improved by high quality signage and maps at appropriate arrival and destination points, and new developments in prominent locations will be expected to support this approach by incorporating suitable detailing, quality signage and use of landmarks. Signage should be accessible, clear and of sufficient contrast. Design of new development should promote safety and security and incorporate the principles of “Secure by Design” (see Appendix 2).

Design Principle 19: New development should support proposals to improve accessibility for cyclists and pedestrians to the town centre, the proposed transport interchange, Colourful Coast and other local facilities.

Design Principle 20: New development should take into consideration Cumbria County Council’s Streetscapes Project. This project is designed based on Manual for Streets 2 principles and ensures that the street design is appropriate to the needs of all users. Careful consideration should be given to the design and material choice to ensure that any conflict between car users and those with disabilities is avoided.

Design Principle 21: New development should incorporate appropriate proposals for storage areas for waste and recycling bins, to ensure that bins do not create a hazard for pedestrians and are not visually intrusive, particularly on major gateways and through routes. Wherever possible, recycling bins should be provided in public spaces, alongside general waste bins. Street clutter such as bollards, A-boards and poorly sited public waste bins should be avoided and accessible public seating should be sited carefully to avoid forming an obstruction.

Design Principle 22: Safety measures to support improvements in accessibility should be specified in a way that does not diminish the quality and appearance of the historic environment.

Design Principle 23: New buildings on gateways into the town should be of a high quality and incorporate landmark features and reference points such as public art or landscaping to emphasise a sense of arrival in the town centre.

Design Principle 24: New development along New Town should restore the building line to the edge of the pavement to provide a sense of enclosure and restore the function of the route as an important gateway into the town. Wherever possible, car parking should be provided out of sight to the rear or side of buildings and screened by landscaping.

Design Principle 25: The design of new development on gateways should incorporate measures to promote connectivity to the principal town centre shopping areas around King Street and Lowther Street and other attractions such as the harbour.

Design Principle 26: The 5 Identified Views are protected. New development will be expected to respect the setting and vistas/outlook of the Heritage Assets identified in each View in the background document “Whitehaven: Seeing the History in the View” and other local landmarks. The creation of new views and vistas is encouraged.

Design Principle 27: New buildings should present active frontages to public spaces wherever possible, and for development around the harbour this should be a priority. All new buildings should face onto the street and take their main access from it.

Design Principle 28: Development schemes should incorporate high quality landscaping and public art to enhance the public realm, using the design principles set out in the Public Realm Appraisal. Spaces should be flexible in design and support opportunities for temporary outdoor activities such as festivals and arts initiatives. Careful thought should be given to long term future management and maintenance arrangements.

Design Principle 29: Landscaping schemes should take opportunities to enhance biodiversity, geodiversity, landscape character and green infrastructure. Other opportunities to design wildlife into development should also be sought.

Design Principle 30: New development should incorporate high quality energy efficient lighting schemes which support the design principles set out in the Public Realm Appraisal.

Design Principle 31: New development should incorporate high quality materials in the public realm, in line with the design principles set out in the Public Realm Appraisal.

3.0 Public Consultation

The Draft SPD was published for consultation on 26th April 2012 and comments were invited until 8th June 2012.

The Draft SPD built on the Issues and Options document and the results of the public consultation which took place during October, November and December 2011.

The consultation process was promoted through the local media (with a notice in the Whitehaven News) and by circulating posters and leaflets to a range of locations across the town centre including shops, businesses, doctors' surgeries and health centres. All Borough and Local Councillors received a hard copy and over 200 stakeholders were informed of the consultation process and web link to the document by letter.

In addition planning officers attended a number of meetings with key stakeholder groups to promote the consultation process for the SPD including:

- Whitehaven Locality Partnership (15th May)
- Copeland Disability Forum Access Working Group (17th May)
- Whitehaven Ladies Forum (18th May)

The Draft SPD, Representation Form, Consultation Report, Sustainability Appraisal and a background document, "Whitehaven: Seeing the History in the View" were all placed on Copeland Borough Council's website with a link from the Home Page. Hard copies were made available in local libraries and Council offices throughout Copeland, as well as the Tourist Information Centre and the Beacon Museum in Whitehaven.

In total 20 representations were received from 14 consultees. The results of the consultation process are set out in the accompanying Whitehaven Town Centre and Harbourside Draft SPD Consultation Report.



Copeland Local
Development Framework
(LDF)

Have your say Interested in development in Whitehaven?

Whitehaven Town Centre and Harbourside
Supplementary Planning Document

We are currently preparing a new planning document to help guide development in Whitehaven.

Copies of the Issues and Options document and representation form are available at:
The Copeland Centre, The Beacon, Tourist Information Centre, Libraries or online at
www.copeland.gov.uk/ldf

For more information, please contact:
Louise Kirkup, Senior Policy Planner
on 0845 054 8600

Please let us have your views
by Friday 2nd December 2011

www.Copeland.gov.uk

4.0 Policy Background

The SPD takes account of the following planning policies and principles at national, county, sub-regional and local level.

4.1 National Policy

Nationally, planning policy is set out in the new National Planning Policy Framework (NPPF) which was published by the Government in March 2012. This document replaces the raft of PPGs, PPSs and Circulars that previously set out national planning policy.

NPPF

Achieving sustainable development

Para 6 - The purpose of the planning system is to contribute to the achievement of sustainable development.

Core planning principles

Para 17 - Planning should:

- Pro-actively drive and support sustainable economic development
- Always seek to secure high quality design and a good standard of amenity
- Take account of the different roles and character of different areas
- Re-use land that has previously been developed
- Promote mixed use developments
- Conserve heritage assets

Delivering sustainable development

2. Ensuring the vitality of town centres

Para 23 - Planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres.

Local planning authorities should:

- Pursue policies to support viability and vitality
- Promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres

7. Requiring good design

Para 56 - Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Para 57 - It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Para 60 - Planning policies should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is however, proper to seek to promote or reinforce local distinctiveness.

Para 61 - Securing high quality design goes beyond aesthetic considerations.

Therefore planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

12. Conserving and enhancing the historic environment

Para 126 - Local planning authorities should take into account:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation
- The wider social, cultural, economic and environmental benefits that the conservation of the historic environment can bring
- The desirability of new development making a positive contribution to local character and distinctiveness
- Opportunities to draw on the contribution made by the historic environment to the character of a place

Plan Making

Local Plans

Para 153 - Supplementary planning documents should be used where they can help applicants make successful applications or aid infrastructure delivery, and should not be used to add unnecessarily to the financial burdens on development.

Regional Planning Guidance is in the process of being revoked by the Government and it is proposed that it will no longer form part of the LDF, once the Localism Bill is enacted and put into effect in 2012.

4.2 Cumbria

Cumbria Sub Regional Spatial Strategy 2008-28

The emphasis is on major development to take place in locations including Whitehaven. Development is encouraged that secures balanced and sustainable urban and rural communities so that there is a flourishing and diverse economy and quality built, natural and historic environments. Whitehaven town centre and harbourside development is identified as a spatial initiative of importance to the West Cumbria sub area.

Cumbria Local Transport Plan 2011-2016 (LTP3)

Key priorities for Copeland are to support economic development and improve the accessibility of the area. Integration of transport within Britain's Energy Coast and Whitehaven Masterplan is already established. A programme of public space improvements in Whitehaven town centre is planned.

4.3 Local Policy

The West Cumbria Economic Blue Print, Britain's Energy Coast Cumbria, 2012

Objective 4: Growing the Asset Base of West Cumbria

We will support commercial investment in our town centres, focussing initially on opportunities to "spin out" the economic benefits of the substantial investment in nuclear new build and decommissioning to support growth and regeneration of our town centres. We will encourage and support activities which lead to the economic potential of the coastline and our harbours and marinas being fully recognised.

We recognise that we will need to use our land and property assets intelligently to achieve these objectives, as well as working in partnership with private sector investors and developers.

5. Delivering the Strategy

A Harbour and Coastal Development Programme

We will support economic development projects related to the harbour and coastal areas which yield significant economic outputs and contribute to the "legacy" and "diversification / innovation" goals of the Blueprint.

Future Generation – A Strategy for Sustainable Communities in West Cumbria 2007-27

Future Generation was the forerunner of the Copeland Partnership Plan. Para 6.3 Coastal Renaissance welcomes development, refurbishment and new approaches to managing town centres to help create attractive, sustainable places to live, visit and invest. It will ensure that new development and essential infrastructure is integrated, of the right scale and design, and landscaping and choice of materials are of a high quality and respect the character and setting of locations.

The Copeland Partnership Plan provides a strategy for sustainable communities in Copeland (2011-2021). The overarching aims are to raise people's aspirations, sustain and develop Copeland as a quality place, build on Copeland's prosperity and to work in partnership across Copeland.

Priorities include:

- Boosting confidence and aspiration
- Enabling local pride
- Settlement based developments to keep existing businesses and residents and attract new

Copeland's Communities are sustainable through:

- A flourishing and diverse local economy
- Places to live, work and play that are affordable, safe and considerate of the environment
- A well designed built and natural environment along our coast, in our settlements, across our landscape
- Improved connections linking people to jobs, health, schools and local services
- Building on our heritage and community strengths

Copeland Local Plan 2001-2016

Policy TCN1: Promoting Vitality and Viability in Town Centres.

Policy TCN3: Town Centre Improvements

Policy TCN4: Town Centre Design – requires high standards of design, no loss of open space, adequate access for pedestrians and cyclists and appropriate car parking.

Policy TCN9: Whitehaven Town Centre Strategy – encourages further shopping, commercial and tourism related development where it effects physical integration between the town centre and harbourside, safeguards important gateways to the town centre, links and vistas, and promotes environmental improvements and traffic management, improved car parking facilities, a bus/rail interchange and high quality design.

Policy TCN10: Whitehaven Town Centre – Lists uses for which planning permission will be granted in the town centre.

Policy TCN11: Primary Frontages

Policy TCN12: Town Centre Opportunity Development Sites – Lists sites identified as development opportunities.

Policy ENV8: Views to and from Heritage Coast

Policy ENV 11: Tree Planting

Policy ENV12: Landscaping

Policy ENV16: Flooding

Policy ENV26: Development in and affecting Conservation Areas – Development will only be permitted where it preserves or enhances the character or appearance of the Area and views in and out of the Area. Development should respect the character of existing architecture and historical associations, respect landscape features and traditional street patterns and improve the quality of the townscape.

Policy ENV29: Shop Fronts in Conservation Areas – Shop fronts should reflect the traditional character of the building and Conservation Area.

Policy ENV33: Development Affecting the Setting and Important Views of Listed Buildings – applications will only be approved when there is no significant adverse impact on the Listed Building.

Policy ENV35: Development Affecting a Scheduled Monument

Policy ENV38: Public Art in Development Schemes

Policy TSP3: Traffic Management

Policy TSP4: Measures to Improve Public Transport

Policy TSP5: Cycleways, Footpaths and Bridleways

Policy TSP6: General Developments Requirements

Policy DEV1: Sustainable Development and Regeneration

Policy DEV6: Sustainability in Design

Copeland Core Strategy and Development Management DPD

Pre-Submission Draft May 2012

Policy ST2: Spatial Development Strategy – Whitehaven is identified as the Principal Town in the Settlement Hierarchy.

ST3 B: Strategic Development Priorities

Policy ER7 A: Objective to reinforce the role of Whitehaven as Principal Town

Policy ER8: Whitehaven Town Centre

Development is encouraged which:

- A Responds to and consolidates the status of Whitehaven as the first and most complete post medieval planned town in the country
- B Improves the links and re-establishes the connectivity between the town centre and the harbour
- C Enhances the retail function of ground floor premises
- D Diversifies the 'offer' within the town centre and improves the evening and night time economy
- E Improves Whitehaven's tourism offer, particularly in relation to serviced accommodation, improved visitor facilities and access to the coast
- F Enhances the gateway sites and approaches into the town, wherever practicable providing car parking for both the development itself and the town centre
- G Creates a series of new and improved public spaces to establish stronger visual links and better access between the town centre and harbour
- H Improves integration of new and existing development into the urban grain
- I Maintains high standards of design consistent with the setting of a Conservation Area of national significance
- J Diversifies the range of residential accommodation in the town centre, including the conversion and re-use of vacant floors over shops
- K Improves the integration and prestige of public transport in the town centre
- L Improves the range of activities available to residents and visitors
- M Incorporates strategic redevelopment schemes in relation to Policy ST3 and improvements to the public realm and traffic environments.

The Whitehaven Town Centre boundary will be redrawn to reflect the anticipated growth and development within the area.

Policy ENV1: Flood Risk and Risk Management - Aims to ensure development is not prejudiced by flood risk.

Policy ENV2: Coastal Management – Promotes the developed coast as a destination for leisure, culture and tourism, with strong links to Whitehaven harbour / town centre.

Policy ENV4: Heritage Assets – Aim is to maximise the value of the Borough's built environment and heritage assets by protecting listed buildings, conservation areas and other townscape features and strengthening the distinctive character through high quality urban design and architecture.

Whitehaven Locality Today

ST3 B – Strategic Regeneration Priorities: includes key gateway and harbourside sites in Whitehaven town centre with the following identified as a strategic portfolio of development sites (Local plan site identification numbering in brackets):

- Quay Street Car Park (WTC1)
- Mark House, the former Victorian public baths and the Paul Jones Pub, Strand Street (WTC2)
- Former Bus Depot and Garage, Bransty Row (WTC4)
- Former Bus Station and Works, Bransty Row (WTC5)
- Albion Street North (WTC8)
- Albion Street South (WTC9)
- Former YMCA Building, Irish Street
- Jackson's timber yard and adjoining land, Newtown/ Catherine Street (WEOS2)
- Bardywell Lane
- Gough's Car Park, Strand Street / Marlborough Street

- West side of Ginns (WEOS3)
- Former Council depot and adjoining land at Ginns (WEOS5&6)

Development of these sites will be guided by a new Supplementary Planning Document (SPD). This will particularly relate to the important design and Conservation Area issues involved. The SPD will be informed by the Conservation Area Assessment work recently carried out and the Broadway Malyan "Development framework" (2007). The Council would expect appropriate uses or mixes of uses on the sites appropriate to town centre or edge of centre locations. These will be primarily office, retail, tourism and/or leisure uses aimed at increasing the commercial performance of the town centre and substantially increasing its performance base.

Some additional housing could be incorporated in suitable mixed use developments.

Policy DM27: Built Heritage and Archaeology – Development proposals which protect, preserve and where possible enhance historic, cultural and architectural character and heritage of historic sites will be supported.

5.0 Historical Development of Whitehaven



Whitehaven Castle

The earliest archaeological evidence of prehistoric activity in the Whitehaven area comes from a Neolithic axe found at Howgill Brick Works in 1949. A Stone Circle existed at Yew Bank to the east of Whitehaven, but this has been since destroyed.

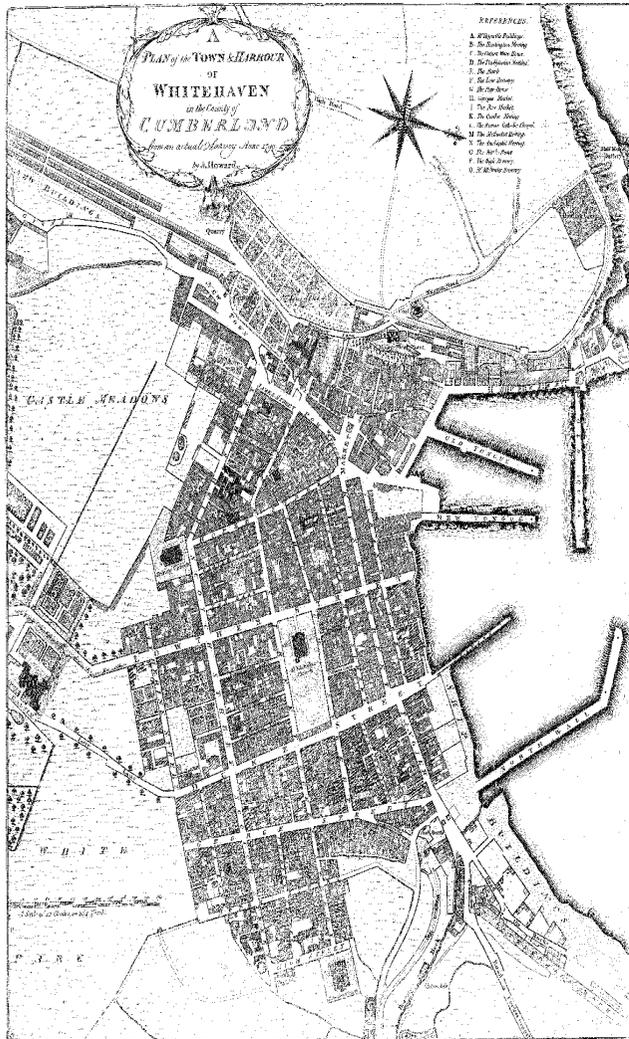
Early medieval settlement in the manor of Whitehaven was associated with the Priory of St Bees which was founded c1125. Abbey records show that by the 12th century Whitehaven was a township extending inland from the mouth of the Pow Beck. Coal mining and quarrying were taking place from the early years of the 13th century on the west side of Pow Beck, alongside fishing. By the late 16th century there were eight tenements and cottages and four rooms for bake houses around the area which later became the market place, following the granting of the market charter in 1656. The Pow Beck corridor became an important industrial area and the area still retains some of its distinctive historic character today.

In 1599, following the Dissolution of the Monasteries by Henry VIII, Thomas Wybergh who was related to the Lowther family by marriage, acquired the Whitehaven estate from the Manor of St Bees. In the early 1600s, Wybergh conveyed half of the estate, including coal seams below the estate to the Lowther family. In 1630 the estate was inherited by Sir John Lowther (1582-1637) and it was from this point until the family line died out in the 1750s, that the town experienced the rapid growth and development attributed to three successive generations of the Lowther family.

Sir Christopher Lowther inherited the estate from his father Sir John Lowther in 1642 and began to export sea salt and coal from his estate to Dublin. Chapel Street was laid out in 1642 and King Street in 1645. In 1644 Sir Christopher Lowther died and the estate was left to his son Sir John (1642-1706) who developed a keen interest in town planning and systematically purchased all the land within the town which was not already within his ownership. Sir John did not build houses himself, but granted plots of land to builders and developers and introduced a series of detailed building regulations to ensure a certain architectural standard and design quality in new buildings. In 1675 Sir John purchased his house, "The Flatt" (now Whitehaven Castle) and over the next few years extended the pier and built the ballast wall for the harbour. By 1706 the newer part of the town had been developed. Following Sir John's death the estate passed to his second son Sir James, who repealed many of his father's detailed building regulations, although the regulation for building in continuous rows was retained.

In the 1670s one of the town's sea captains sailed to Virginia and returned with a cargo of tobacco. This led to the development of a thriving tobacco trade and by the 1740s Whitehaven had become the second largest tobacco importer in England, until the American War of Independence brought trade to an end in the 1770s. Today there is little physical evidence of the once thriving tobacco trade as the warehouses used to store the tobacco were demolished. The town has a further link to the early years of the USA through a connection to George Washington's Grandmother. George Gale, one of the town's prominent tobacco merchants married Mildred Warner Washington, a widow from Virginia with two young sons, Augustine and John Washington. The family moved to Whitehaven in 1700 but Mildred died in 1701 and was buried in St Nicholas' churchyard. Her two sons returned to Virginia and in 1732 Augustine's wife gave birth to a boy, George, who later became the first President of the USA.

To meet the requirements of the growing merchant fleet two bulwarks, a mole and wharfs were developed in the harbour area in the early to mid-1700s. The harbour and docks were further extended throughout the 18th century to support trade in coal, salt, tobacco, rum, sugar, slavery and pottery, and associated ship building and warehousing, and this continued into the 19th century. New building in Whitehaven attracted large numbers of labourers and the original planned grid became crammed with cheap housing built in the gardens of houses, and whole families occupied single rooms in cellars and attics. Conditions were very overcrowded with little light and no water or sanitation.



Map of Whitehaven 1799

(Reproduced by kind permission of The Lowther Estates)

However at the beginning of the 19th century Whitehaven's importance declined as other ports such as Glasgow, Liverpool and Bristol experienced rapid growth and development. These ports enjoyed locational advantages over Whitehaven, such as close proximity to large population centres, and the availability of land where port facilities could easily be expanded.

Coal mining and the railways played an important part in the town's development for much of the early to mid-20th century, together with chemical industries in West Whitehaven based at the former "Rhodia/Huntsman" or "Marchon" site. During the latter part of the 20th century these industries, together with others associated with the port activities declined, leaving a legacy of sites suitable for a range of uses. In recent years the harbour area has been targeted for a range of environmental improvements and in 1998 a sea lock was installed between Old Quay and North Harbour to create a permanent marina for leisure craft.

6.0 Vision and Objectives

6.1 Vision

By 2026 Whitehaven will be thriving as a celebrated visitor and tourist destination, offering a wide range of independent shops, facilities and attractions within an exceptional historic environment. The distinctive and unique heritage will be preserved and celebrated and new development will be of high quality, sustainable contemporary design, sympathetic in scale and detail to the nationally recognised Georgian town centre and historic harbour area. Public spaces, buildings and facilities will be accessible and welcoming to all, and sustainable transport facilities will be an attractive and viable alternative to car use for those travelling to and from the town centre.



6.2 Objectives

Overall

To provide an integrated approach to development which secures win/win outcomes by protecting the historic environment, ensuring high quality contemporary design in new development and improving accessibility.

Managing New Development in the Town Centre and Harbourside Areas

- To support the development of Regeneration Priority Sites within the wider regeneration framework of the town centre and harbourside areas, ensuring that mitigation measures are taken to protect against risk of flooding and loss of biodiversity
- To improve the integration of new and existing development into the urban grain and to set higher standards of architectural and landscape design, including making provision for biodiversity, for all town centre development to reflect the raised aspirations for the town
- To ensure that all new development meets high standards in terms of design quality for materials and maintenance, energy efficiency, safety, security and accessibility, relates well to existing development, enhances public realm, preserves and enhances the quality and character of the conservation area and reinforces locally distinctive and high quality places
- To capitalise on opportunities linked to Britain's Energy Coast by supporting development which meets the needs of the nuclear sector such as hotels, offices, and leisure uses

Improving Accessibility

- To provide an environment which supports and encourages pedestrians and cyclists and which is accessible for disabled and wheelchair users
- To ensure that materials are robust and of high quality, to maximise public safety and well being
- To improve links and re-establish connectivity between the town centre and harbour, the town centre and surrounding residential areas, and the harbour and rare cliff coast landscape

- To enhance key gateway sites and approaches to the town centre
- To create a series of new and improved public spaces as focal points for new life and activity and to establish stronger visual links between the town centre and harbour
- To improve the integration and the prestige of public transport services in the town centre
- To support Cumbria County Council's proposals for enhancements to the pedestrian environment through the Streetscapes project, and a new Transport Interchange facility in the town

Tourism and Leisure

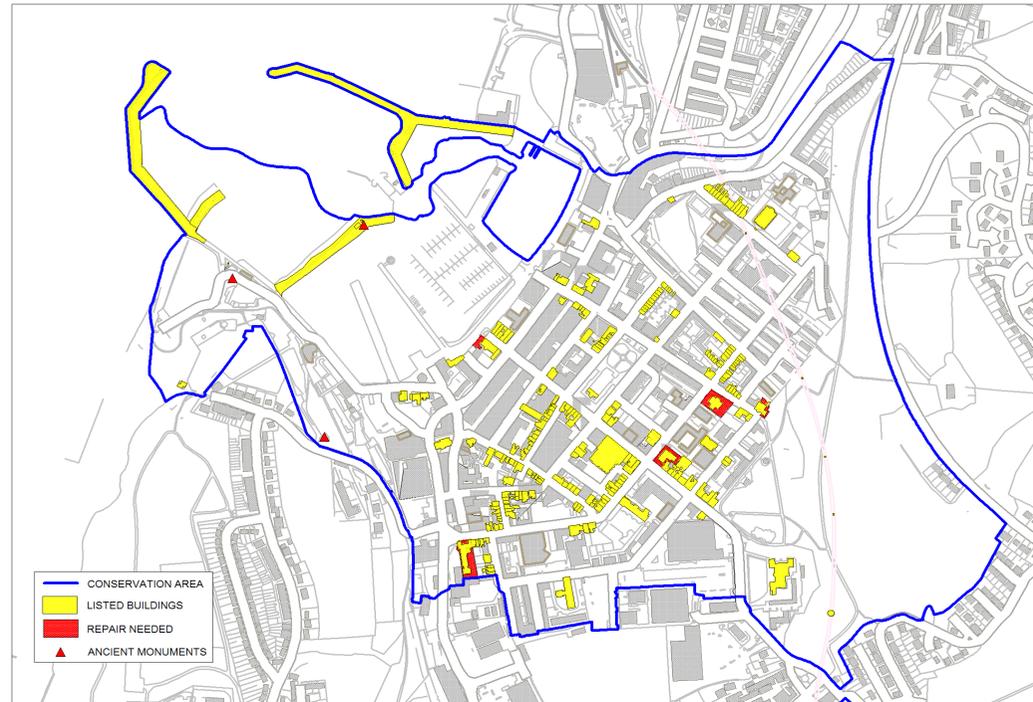
- To identify priority zones for investment that will help strengthen leisure and retail activity in the town
- To diversify and expand the range of visitor facilities in the town centre and provide opportunities to enhance high quality contemporary urban living and working in Whitehaven
- To improve the quality of the town centre and harbour public realm and open spaces and to provide much better play and recreational facilities, particularly around the harbour area
- To support and enhance Whitehaven's distinctive role as a centre for specialist, independent shops with a thriving market, set within a high quality historic environment.
- To support proposals for and improve linkages to the proposed Pow Beck Sports Village
- To realise the potential of the adjacent coastal landscape and associated tourism and leisure activity.

7.0 Design Principles – Buildings

The building code designed and enforced by the Lowther family in the 1700s resulted in very high quality design in the Georgian core. The new town was laid out as a rectangular block of roads with blocks of land between the roads divided into 15 “ft” wide plots of land, giving a formal grid layout. Buildings were required to be constructed at the front of plots immediately adjacent to the streets, were at least three storeys in height and in continuous rows with shared party walls. The resulting predominantly three storey buildings are of varying height with a strong vertical emphasis, and are set forward to frame the streetscape.

The historic environment in Whitehaven is of national significance in terms of its 17th century planned layout and 18th century architecture. There are 253 Listed Buildings and several Scheduled Ancient Monuments within the recently combined Town Centre and High Street Conservation Area (see Map 3 below and Appendix 1). This special character requires careful consideration in new development and should be used to inspire imaginative and creative responses in terms of contemporary architecture and urban design.

The design principles in the SPD should be considered in relation to all new development in the town centre and harbourside areas. Essentially the principles should be considered together as a design code for Whitehaven for the 21st century. Developers are encouraged to use skilled designers and architects to deliver high quality, contemporary design in response to Whitehaven’s unique context. The use of design competitions such as those recently employed for the proposed development at Albion Square and Mark House are encouraged.



Map 3 Listed Buildings, Archaeology and Buildings in need of Repair

7.1 Historic Setting

Whitehaven is widely recognised to have one of the most intact Georgian townscapes in the country. The 17th century planned layout of the town centre and the quality of the town's architecture provide an outstanding setting and context, within which new development has to be successfully accommodated. The challenge is to provide a design response which enhances and enriches the pre-existing historic context of the town, rather than one which detracts from or diminishes the quality of the urban environment.

Design Principle 1: Protect the distinctiveness of the local historic context

New development should be designed to protect and conform to the historic context and setting of the town. The Georgian architecture of the 18th century was generally modest in scale, and individual buildings followed a strict building code to ensure a unified townscape and highly attractive visual environment. Architecture should be of its time and contemporary design is welcomed, but the overall aim should be for development to complement and enhance the townscape rather than to dominate and compete with it.



Figure 1 Roper Street

There are several buildings in the town centre which are considered to be harmful to the character and appearance of the Character Areas, such as the multi storey car park on Swingpump Lane and the telephone exchange on Catherine Street. These buildings are considered to be exceptions and their removal or redevelopment over time will be encouraged.

Links to Copeland Local Plan Policies:

ENV 26: Development in and affecting Conservation Areas

ENV 33: Development affecting the setting and important views of Listed Buildings

ENV 35: Development affecting a Scheduled Monument

7.2 Urban Grain

Urban grain is the pattern of streets, blocks, plots and buildings in a settlement. Whitehaven has a relatively fine urban grain within its historic core, and a courser grain around the Preston Street area where more recent industrial and commercial development has taken place and plots, blocks and streets have been amalgamated to form larger sites.

Street Pattern

In the town centre the predominant street pattern follows a roughly orthogonal grid pattern laid out on a north-east/south-west axis, approximately parallel to the harbour front, with Lowther Street the principal street connecting the harbour to the town. The older, pre-Georgian area around Market Street and Swingpump Lane has a more organic street pattern as a result of its medieval origins.



Map 4 Street Pattern

Urban Blocks

The blocks between early streets such as Strand Street, King Street and Chapel Street were shallow (22m – 30m), but as the town expanded south eastwards, blocks increased in depth. The blocks between Queen Street and Scotch Street were too wide to be economical as single blocks and intermediate streets such as Fox Lane and Carter Lane were introduced to reduce the block size and achieve efficiencies. The sides of the blocks parallel to the harbour are wide, whilst those on the opposite axis parallel to Lowther Street are narrow. Permeability in the town centre parallel to the harbour is therefore comparatively good, but there are relatively few routes between the blocks through to the harbour, and this has constrained opportunities to connect the harbour to the town centre.



Figure 2 Urban blocks in the town centre

Building Plots

The width of plots in the town centre varies considerably as a result of the Lowther family's efforts to attract people of different means to build in the town. Larger plots were generally promoted along the main streets, but even on Lowther Street there are a number of narrow frontages. The random plot widths sit comfortably within a harmonious street scene and this contributes significantly to Whitehaven's rich townscape.

Design Principle 2: New development in the town centre should aim to retain the fine urban grain. The relationship and hierarchy of the fronts and backs of buildings should be acknowledged and active frontages will be encouraged along principal routes. Opportunities should be taken to reinforce connections between the town centre and harbour and wherever possible lost historic routes and urban blocks should be reinstated.

New development should be designed to maintain and improve permeability, and where possible should reinstate historical routes and urban blocks. The quality of enclosure should be retained and enhanced. Blocks around the harbour may offer opportunities for subdivision and this would support objectives to connect the harbour area into the town centre. Building plots should not be amalgamated within the historic core. Large developments should be located where they can be accommodated without disrupting the historic urban grain.

Links to Copeland Local Plan Policies:

TCN 4: Town Centre Design
TCN 9: Whitehaven Town Centre Strategy
ENV 26: Development in and affecting Conservation Areas

7.3 Density and Mix

The density and mix of development is the amount of development on a given piece of land and the range of uses. Density influences the intensity of development, and in combination with the mix of uses can affect a place's vitality and viability.

Whitehaven's town centre has been densely developed for over two hundred years, with the principal street frontages in place by 1755. Subsequent development either replaced existing buildings or took place in rear courtyards and private gardens, increasing densities even further and leading to serious health and social problems. The remaining courtyards form an intrinsic part of Whitehaven's historic townscape and should be retained and improved wherever possible. Open space is restricted primarily to green spaces St Nicholas Gardens and Trinity Gardens, and the hard landscaped areas of Market Place and the Millennium Promenade overlooking the harbour.

In contrast development along the Preston Street gateway is of a far lower density, with a mix of single storey commercial and retail sheds set back behind or alongside extensive surface car parks and interspersed with largely under developed and vacant sites and buildings.

The historic range of uses at ground floor level has continued in many cases to the present day. Retailing has always been concentrated on Market Street, King Street and Lowther Street and buildings throughout the town centre are used for small offices, with larger offices located on the periphery.

In many cases upper floors above retail units have become vacant and underused, leading to a detrimental impact on the street scene.

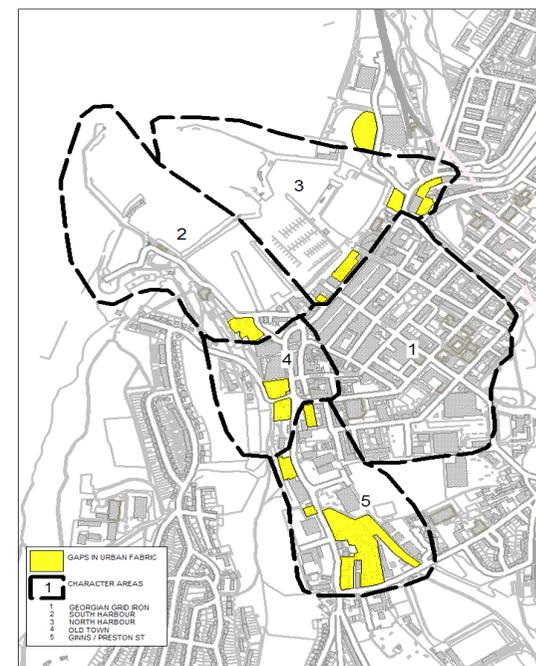
The night time economy is concentrated in the Tangier Street area. Residential accommodation is primarily located to the north east and south of the town centre, and in upper floors above shops.

The harbour frontage and Preston Street areas have a concentration of vacant sites and buildings resulting in a lack of active street frontages but collectively these sites provide a major regeneration and development opportunity for Whitehaven. There is also a lack of active frontages along Strand Street and Swingpump Lane with buildings orientated to face King Street, the harbour frontage and Market Street. A number of cleared sites are used for surface car parking and this detracts from the high quality of the surrounding historic townscape.

Design Principle 3: Retain and enhance the dense layout of the historic town centre and encourage high quality re-development of gap sites, vacant buildings and surface car parks for uses which support the regeneration of the town centre.

The dense layout of the town centre contributes significantly towards the high quality of the townscape, providing a sense of enclosure and encouraging a concentration of activity and interest at street level. However gaps in the urban fabric, blank frontages and vacant buildings and floors above shops impact negatively on the town centre's vitality and viability.

Sensitive re-development of gap sites, opening up of blank facades and re-use and conversion of vacant buildings and upper floors should therefore be encouraged. Suitable town centre uses which support the regeneration of the town centre through tourism will be supported, particularly on sites overlooking the harbour.



Map 5 Gaps in the Urban Fabric

Links to Copeland Local Plan Policies:

- TCN 4: Town Centre Design
- TCN 9: Whitehaven Town Centre Strategy
- TCN 10: Whitehaven Town Centre
- TCN 12: Town Centre Opportunity Development Sites

7.4 Building Line

The building line is defined by the relationship between different buildings on a street, and between buildings and the street. Sir John Lowther's building regulations introduced from 1699 stipulated that new buildings had to be constructed at the front of building plots immediately adjacent to the street. Further regulations required buildings to be three storeys high and to be constructed in continuous rows with shared party walls. In later years there were some departures from this rigorous approach, with some buildings set back from the street or designed in a 'U' or 'H' plan for instance to accommodate merchants' houses and warehouses on one site. However the strongly defined building line of three storey buildings in rows framing the town centre streets remains a distinctive and highly attractive feature of the Whitehaven townscape.

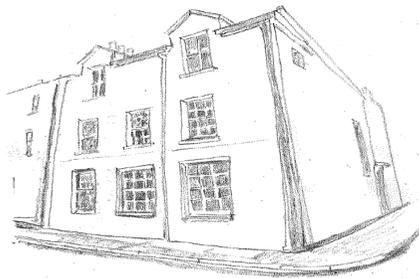


Figure 3
A strongly defined edge on a Georgian street corner

Design Principle 4: New development in the town centre should retain the building line and extend to the rear of the public footpath. Exceptionally, where buildings are set back from the pavement edge they should be fully justified in urban design terms and should not detract from the overall street scene.

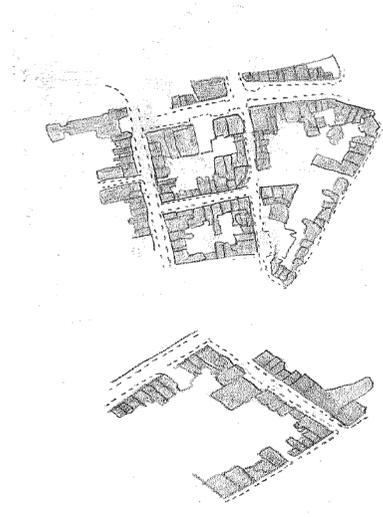


Figure 4 *Building lines in the town centre*
The edges of the street are strongly defined

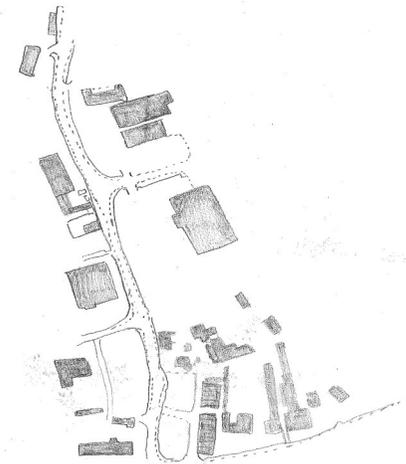


Figure 5 *Preston Street*
Here buildings are set back contributing to a different townscape character

Respecting the historic building line helps to integrate new development into the street scene, maintains the continuous urban fabric and reduces opportunities for concealment. Buildings which follow a continuous building line around a street block and contain private space within backyards or courtyards are often considered to be more successful in urban design terms than those set back in the middle of a site, as they offer opportunities for interest and activity at ground floor level. People often feel safer and more comfortable in environments where the public realm is overlooked by upper floors and there are doorways and shop windows at street level.

In the Preston Street area, the different character from the town centre suggests that a more flexible approach may be appropriate.

Building entrances should be designed to face the public realm and buildings on street corners should present a continuous building line.

Links to Copeland Local Plan Policies:

TCN 4: Town Centre Design
ENV 26: Development in and affecting Conservation Areas

7.5 Height and Topography

The height of development determines a development's impact on views, vistas and skylines. Sir John Lowther's aim was to develop substantial buildings in Whitehaven reflecting the civic quality of places such as London, and to support the rapidly expanding port. Generally buildings were required to be of three storeys, but heights varied from street to street. Once the standard was set by the first buildings erected on a street, subsequent houses were usually built to similar heights resulting in the overall impression of a 3-storey town. There has been little commercial pressure in the last two hundred years to exceed the town's 3-storey model but it is likely that future developments may seek to introduce taller buildings into the town. Care is needed to ensure that proposals for tall buildings should contribute to and not detract from Whitehaven's townscape.



Figure 6 Duke Street

The design of new development should consider local topography. Whitehaven's town centre area is fairly level, with a gentle slope downwards north east / south west towards the harbour. The town lies in a bowl and is flanked by two steep and predominantly wooded hillsides which provide excellent elevated views and give the town a dramatic green backdrop. The western edge of the Conservation Area and the Newtown / Preston Street corridor incorporate the base and northern slope of the hillside which flanks the southern side of the town.

Design Principle 5: The predominant building height of 3 storeys should be retained. Exceptionally, where the building height exceeds 3 storeys this should be fully justified by urban design analysis which demonstrates that there is no significant impact on local character and distinctiveness. On sloping sites building heights should respond to changes in topography and "step up" the hill side.

New development should be related to the general pattern of building heights within the town and should be considered in the context of its impact on views and vistas. A degree of variety is acceptable, in keeping with the height differences between adjacent buildings and neighbouring streets in the town centre, but this should not exceed a full storey height.



Scotch Street – Buildings "step up" the hill side

On sloping sites, such as those on the western side of Newtown / Preston Street / Ginns, buildings should sit on the ground and step up the hill, in order to contribute positively to local character. Large monolithic slabs that ignore the local topography should be avoided.

Links to Copeland Local Plan Policies:

TCN 4: Town Centre Design
ENV 26: Development in and affecting Conservation Areas

7.6 Scale and Massing

Scale is the size of a building in relation to its surroundings, or the size of parts of a building or its details, particularly in relation to the size of a person. Massing is the combined effect of the arrangement, volume and shape of a building or group of buildings in relation to other buildings and spaces.

The vast majority of buildings in Whitehaven town centre are of 3-storeys, with those taller than 3 storeys limited to a few hotels, former warehouses and church bell towers. The buildings throughout the town centre are generally laid out side by side in compact continuous rows and adjacent buildings often vary in height, width and architectural detail. The lack of strict uniformity conveys a scale and massing which is modest and varied and the close relationship between buildings and their neighbours contributes towards a harmonious whole in terms of urban form.



Irish Street

In terms of details, most buildings within the town centre present a relatively consistent street façade, with undulating eaves resulting from changes in storey height. Double pitched roofs run parallel to the main façade, sometimes set behind a parapet. There is a strong emphasis on repetition, with rectangular door and window openings vertically proportioned and human in scale.

Design Principle 6: New developments should be modest and varied in scale and massing in order to reflect the predominant pattern of the town centre.

It is important that care is taken with the design of new development to ensure that buildings do not detract from the overall street scene or completely overwhelm the modest scale of the existing historic townscape. Existing views and vistas should be maintained and opportunities taken for the creation of new views and vistas.



View of town centre (looking North East from Mount Pleasant Steps) – the varied roofline is a feature of the historic character of the town and should be respected



Proposed Albion Square development – the undulating roofline helps to reduce the overall scale of the building



Proposed Mark House development – the building has been broken up to present a collection of forms rather than a single overwhelming mass

Links to Copeland Local Plan Policies:

- TCN 4: Town Centre Design
- ENV 26: Development in and affecting Conservation Areas
- ENV 33: Development affecting the setting and important views of Listed Buildings

7.7 Plot Widths

Plot widths within Whitehaven town centre vary widely as a result of an intentional strategy by the Lowther family to attract people of different means to build in the town, whilst discouraging land speculators. Larger plots were promoted along the main streets, particularly Lowther Street, although even here there are also a considerable number of narrow frontages. Corner plots were generally larger again to promote grander houses in key positions. Since 1800 redevelopment of a number of original plots has resulted in the amalgamation of smaller plots into larger single ownerships and this has often had a negative impact on surrounding streets.

Design Principle 7: Retain the cohesive rhythm of street frontages based on historic building plots and do not amalgamate plots where this rhythm may be compromised.

Whitehaven's random plot widths have a strong rhythm and this creates a harmonious streetscene which is an attractive and important aspect of the rich townscape. Buildings range from 2 to 6 bays or more in width and facades which depart from this order appear alien and unsympathetic.



Queen Street

Links to Copeland Local Plan Policies:

TCN 4: Town Centre Design

ENV 26: Development in and affecting
Conservation Areas

ENV 33: Development affecting the setting and
important views of Listed Buildings

7.8 Materials

The texture, pattern and durability of materials and how they are used are important considerations in the design of new buildings. The use of materials contributes to the attractiveness of a building's appearance and the character of the local area. The majority of buildings within Whitehaven are constructed of local rubble sandstone with dressed stone openings, with render or harling applied externally to improve weather resistance and to disguise later alterations. Later buildings such as the Methodist Church on Lowther Street were constructed of red sandstone but the material is soft and weathers badly in the maritime climate. In the 20th century brick, ashlar stone and curtain walling were used but in many cases the overall effect of these alien materials has not been successful.

Design Principle 8: Use traditional building materials that are sympathetic to the character of the town such as lime or painted render external walls, stone door and window surrounds, timber sash windows and panelled doors and slate roofs.

The maritime climate of Whitehaven poses particular problems for many buildings, and poor quality or inappropriate materials soon show signs of weathering and deterioration. This is a particular issue for development sites around the harbour and for those with a westerly aspect. It is important therefore that high quality building materials are used wherever possible. The use of harling or rendering is a preferred treatment as this is representative of the coastal and Cumbrian vernacular and has clearly stood the test of time.



Wellington Lodge – The use of rendering gives added protection to the building in its exposed harbourside location



Trinity House, Irish Street – Traditional materials used in the Georgian buildings of the town centre include rendered stone rubble walls, stone door and window surrounds and wooden window frames and doors

Links to Copeland Local Plan Policies:

TCN 4: Town Centre Design

TCN 9: Whitehaven Town Centre Strategy

ENV 26: Development in and affecting Conservation Areas

ENV 33: Development affecting the setting and important views of Listed Buildings

7.9 Details

The craftsmanship, building techniques, decoration, styles and lighting are all important aspects of a building. Details include building elements such as the rhythm of the façade, openings and bays, entrances and colonnades, roof scape and use of colour.

Rhythm and Proportion



Lowther Street

The windows and doors of the Georgian buildings in the town centre are laid out in a regular pattern and openings are simple repetitive punched hole rectangles. The proportion of openings to solid wall is generally less than 30%.

The repetitive window openings with vertically proportioned 6 pane casements set within a simply proportioned façade create extremely harmonious elevations and a strong sense of order, and this forms a principal feature of Whitehaven's townscape. Early window openings have simple square headed stone surrounds, while later examples include moulded surrounds and classically detailed sills and heads.

Design Principle 9: New developments should acknowledge the prevailing rhythm, pattern and proportion of the building facades within the town.

Entrances



Details of entrances, Queen Street and Irish Street

Building entrances that are clearly identifiable contribute to the ease of understanding a place. Direct access to the street from the ground floor rather than use of communal entrances can reduce the length of blank facades, increases activity and improves the connection between the street and building. The entrances of buildings in the town centre range from simple square headed designs with stone surrounds in older properties, sometimes set back to accommodate steps, to more elaborate classical portals in grander properties, occasionally with arched fanlights.

Design Principle 10: The primary access to buildings should be from the street. Building entrances should be strongly defined, of high quality design and wherever possible level and wide. Traditional materials should be used wherever possible in windows and doorways.

Roofs



Roofscape looking East across town centre

Roofs in the town centre are typically dual pitch and constructed of Westmorland or Welsh Slate which has a dark and flat appearance. When viewed from the hillsides which enclose the town centre the roof scape appears as a broken up collection of forms, and the roofs and numerous chimney stacks form an interesting feature of the historic townscape.

Design Principle 11: Respect traditional roof shapes and silhouettes and maintain existing views and vistas of the town's roof scape. Consideration should be given to the incorporation of chimney stacks into new development where appropriate.

Historically the town has had a consistent yet complex roofscape punctuated by church towers. However in the 20th century the telephone exchange, multi-storey car park and Pears House have all had an impact. These are regarded as exceptions and over the medium to longer term opportunities should be taken for their improvement and enhancement.

Colour



Although there are some brightly coloured buildings in the town centre, the predominant colour schemes tend to be shades of cream and off white, with dark roof slates. The most appropriate colours for buildings in Whitehaven are considered to be warm, off white earth or neutral colours with contrasting darker tones used for architectural features such as stone dressings. Bold primary colours should be avoided as they increase the visual bulk of a building and make facades appear overwhelming. Light or coloured materials for roofs should be avoided.

Design Principle 12: Care should be taken in the use of colour in new developments. Warm buff earth and neutral colours are preferred for elevations, and darker tones for roofs.

Links to Copeland Local Plan Policies:

TCN 4: Town Centre Design

TCN 9: Whitehaven Town Centre Strategy

ENV 26: Development in and affecting Conservation Areas

ENV 33: Development affecting the setting and important views of Listed Buildings

7.10 Shop Fronts

The town has a number of attractive and historic shopping streets. The quality of the shop fronts and associated signage varies enormously. Successful examples tend to have a well-proportioned shop front that has an architectural relationship to the building above and on either side. Where they exist, original shop fronts should be retained. If original shop fronts have been covered up they should be restored and brought back into use. It is not acceptable for “corporate” signage to overwhelm a shop front on a historic building. Most high street shops now recognise the importance of a sensitively designed shop front that reflects the quality of the building they choose to trade from. The creation of a strong identity for an individual shop is secondary to achieving an appropriate balance within the town’s street as a whole.



Shops on Lowther Street

Design Principle 13: Shop fronts should be of good quality, well-proportioned and relate to the building above and to the side with an appropriate level of detail. There should be consideration of the proportion and design of signs, lettering and logos, windows and fascia with respect to the vertical and horizontal lines of the whole building and street. Designs should therefore seek to promote classical proportions to protect and enhance the local environmental quality.

Wherever possible, sensitive repair and restoration of existing heritage shop fronts and their components using traditional building techniques and materials is the preferred option.

Colour

Colour schemes should clarify the architectural form of the frontage and should not merely apply alien treatments and designs. Most successful colour schemes employ only one or two colours. The use of several colours requires a careful balancing of elements which can be difficult to achieve. Dark colours generally work best for timber or aluminium shop fronts. Stone shop fronts should be left unpainted.

- Use warm, buff earth colours on render
- Only use contrasting colours where there is an architectural justification (i.e. at quoins, window sills etc.). The degree of contrast should be kept within a subtle range of warm-buff
- Window frames should be off-white
- Doors should be black, rich dark or muted colours or grained varnish
- Rainwater goods should be black
- Railings should be black or bronze green. Use of paint should consider colour and shade (consider “heritage range” paints) as well as the quality of the paint (silicate paints will last longer and weather better)

Materials

- The use of crafted building techniques is encouraged in new developments
- Roofs should be low-key, slate and dark in colour
- Avoid building materials that are alien to the character of the town. Only high quality finishes and traditional materials should be used, with the majority of the shop front being of painted timber. Aluminium or other forms of metal framing are generally unacceptable, as is the use of plastic for fascia's and other facings
- Existing cast iron rainwater pipes and gutters should be retained and if possible repaired using new lengths, fittings and supports made from iron

Security and Clutter

- Items such as security alarms, satellite dishes, extract vents and meter enclosures should be located out of view on secondary facades
- Security screens should be open grille type placed behind the glazing allowing shop displays to be visible out of trading hours
- External steel roller shutters are not appropriate in the context of the Conservation Area.
- Toughened glass should be used for security
- Demountable wrought iron or steel gates should be used to secure recessed doorways, as can be seen on a number of traditional shop fronts in the Conservation Area (existing gates must normally be preserved)
- Traditional retractable awnings are encouraged to add interest to the street scene and protection from the elements

Signage

- Signage should relate closely to, and complement, the building
- Unsympathetic standard corporate design is inappropriate for the town centre
- Signage should be hand-painted onto fascia's using lettering of a size and style which makes good use of the available space
- Sign-writing on the window glass or etched signage are good options if executed well
- Lighting to signage should also be fully considered, and low grade box signs should be avoided
- Internally illuminated fascia's and projecting lamps should be avoided
- External strip lighting should be concealed within the design of the fascia and internal display lighting may be acceptable if well designed
- There should be no more than one projecting sign per shop front which, with the exception of pub signs, should be generally at fascia level

Shop Windows

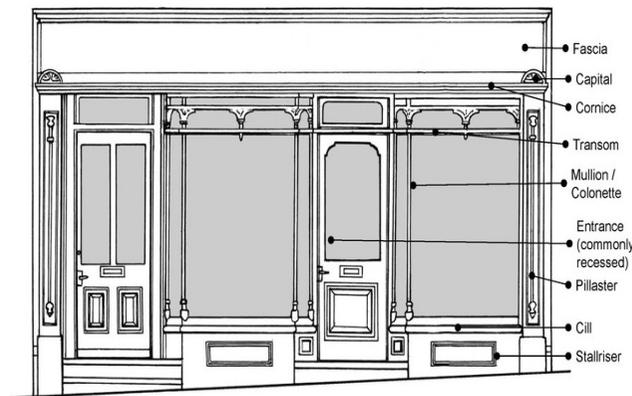


Figure 7 Elements of a Traditional Shop Front

- The shop window should not be one sheet of glass, and should be subdivided to maintain the verticality of proportion which is characteristic of the town
- Recessed doorways can be used to add interest to the frontage
- Doors flush with the frontage may not be acceptable
- Fascias should have distinct mouldings and pilasters should seem to support the wide side of shop fronts
- Where distinct buildings have been combined to form one shop, each building must have its own shop front. The same fascia must not be carried across the separate buildings, though the design of each frontage can be related
- A stall riser, between the pavement and bottom of the shop window, should reflect the classical proportion of the front as a whole and serve to act as a “base” to the architecture above. Glazing that drops down to ground level is not acceptable

- Aprons and blinds should be retractable, extend across the whole width of the fascia and be designed to be integral with the architecture
- Corporate identity will need to be adapted to suit the context of the Conservation Area

Shop fronts within new buildings or which do not directly open onto the streets may be more flexible in their approach, though the above principles should always be followed.

Links to Copeland Local Plan Policies:

TCN 3: Town Centre Improvements

ENV 29: Shop fronts in Conservation Areas

7.11 Sustainability and Adaptability

Buildings should be designed to be robust and flexible enough to accommodate changes in use over time. Whitehaven is celebrated for its many Georgian buildings which have survived for over two hundred years and have been capable of successful adaptation for various uses over that period ranging from town houses and warehousing to retailing, offices, cafes and conversions to apartments. It is important that new developments are designed and built to last, as this will reduce requirements for resources such as raw materials and energy and reduce the amount of builders' waste going to landfill. Sustainable buildings are those that are adaptable and resilient to the local climate and a changing climate. They may make use of natural lighting and ventilation and be made of materials with a high thermal mass for example.

As well as being sustainable in their construction, buildings should also be sustainable in their use of resources over their lifetime particularly in terms of energy and water. Consideration should be given to the impact of changing heating, cooling, water consumption and occupancy requirements, for example energy and water efficient technologies should be fitted to mitigate against increased consumption by higher numbers of visitors to the area.

Landscaping also contributes, not only to the aesthetics of a development, but also to its sustainability, providing habitats for local wildlife and mitigating against poor air quality and climate change. Landscaping is covered in more detail in section 8.5.

Design Principle 14: Buildings should be designed to be robust and flexible and capable of adaptation for different uses over time. New development and refurbished buildings should be fully accessible to all.

Design Principle 15: New development should incorporate principles of sustainable design to reduce resource consumption over the lifetime of the building.

Links to Copeland Local Plan Policies:

DEV 1: Sustainable Development and Regeneration
DEV 6: Sustainability in Design

7.12 Flood Risk

A number of the Regeneration Priority Sites identified in the Core Strategy are located in areas of Whitehaven which are at known to be at risk of flooding. In these areas building design and layout should take into account the need to ameliorate the impacts of possible flooding.

Design Principle 16: New development in areas which are at risk of flooding must be demonstrated to be safe and may be required to pass the Exception Test. Developments should incorporate design considerations to reduce the impact of flooding on people and property.

Any development at risk of flooding should be informed by a Site Specific Flood Risk Assessment. These should use the best available information (The Environment Agency is remodelling the fluvial and tidal risk in this area in 2012/2013). Information can be requested from nwnorthpenrith@environment-agency.gov.uk

Possible design solutions could include a range of appropriate measures, for example raising floor levels, providing sufficient means of escape and refuge areas, accommodating lower vulnerability uses on ground floors and higher vulnerability uses on upper floors, avoiding development below ground level and incorporating flood proofing.

Links to Copeland Local Plan Policies:

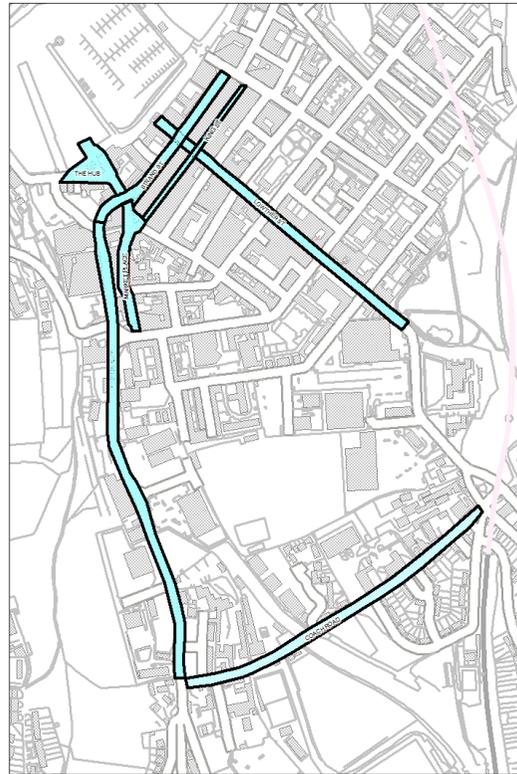
ENV 16: Flooding

8.0 Design Principles – Public Realm

The public realm is made up of the parts of an area that are available for use by everyone. Elements of the public realm can include streets, parks, squares and public buildings – places that provide the setting for everyday life and special occasions.

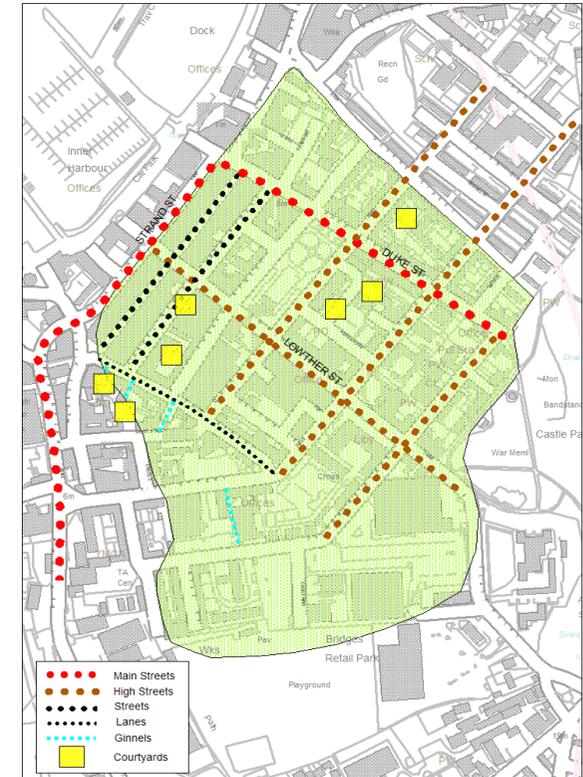
Whitehaven’s public realm has had the benefit of several phases of environmental enhancement but some areas are showing signs of underinvestment and poor maintenance. The harbour area, King Street and Market Street are generally in need of at least minor restoration and repair. Peripheral areas and gateways often suffer from poorer environmental quality and are characterised by vacant and underutilised sites and buildings and post war housing estates. These have an increasingly adverse visual impact on the town centre regeneration priority sites but could be tackled through environmental improvement projects.

The Borough Council will seek additional resources to improve the environmental quality in the town centre, for instance by accessing external regeneration funding opportunities. The Council will seek to maximise developer contributions and will look at opportunities to store a proportion of materials for future maintenance works.



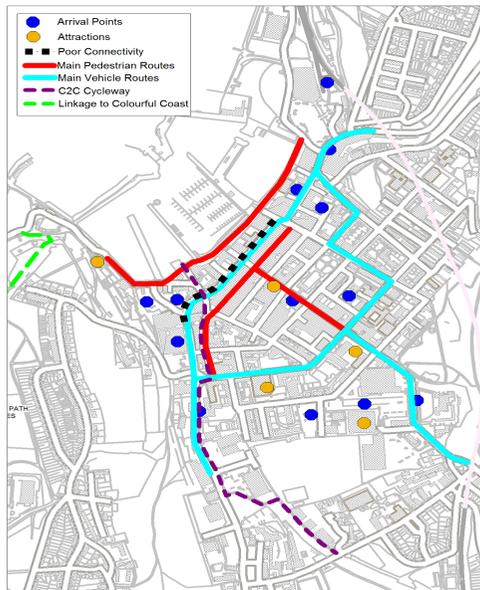
Map 6 Opportunities for Public Realm Enhancements

Whitehaven town centre has a discernible street hierarchy, based on the proportions of street width to building height and comprising main streets (the widest), high streets (the grandest), streets and lanes. The street hierarchy survives from the early 1700s as an important element in the layout and design of the planned Georgian town and new development should be respectful of the existing street hierarchy.



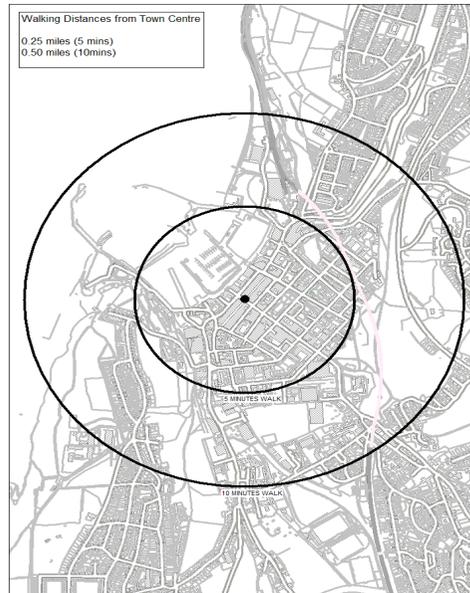
Map 7 Georgian Street Hierarchy

8.1 Linkages and Accessibility



Map 8 Accessibility and Connectivity

The convenience, safety and comfort with which people go to and pass through places play a large part in determining their success. Well-designed streets, buildings and spaces should provide a safe and attractive environment for everyone. Places which are lively and full of people feel more secure than those which are underused, and encourage greater levels of activity and walking. Whitehaven has a compact urban form and most arrival points, attractions and destinations are within a relatively short distance of one another. However the quality of the environment in some areas may act as a deterrent to walking and cycling, and there are physical barriers to movement between some key locations such as the harbour and town centre, and the town centre and surrounding residential areas.



Map 9 Walking Distances in the Town Centre

Copeland Borough Council is supporting a range of initiatives to improve accessibility across the town including Cumbria County Council's Streetscapes project and proposals for a new Transport Interchange, a Townscape Heritage Initiative bid and a review of town centre parking provision as part of work to update the Car Parking Strategy. The development of identified Regeneration Priority Sites and any others that may come forward in the future will provide further significant opportunities to address accessibility and improve linkages across Whitehaven town centre. There is a need to reduce the impact of traffic and parking in the distinctive streets of the Georgian Grid Iron and Old Town Character Areas (see Map 13, p37). Parking should be integrated into the street scene to minimise the impact on pedestrian movement, signage and clutter.

The town centre also has the benefit of external linkages to other destinations, such as the coastal path which links the harbour area to St Bees and beyond, and the C2C cycle path. These offer significant potential in the context of tourism and recreation provision.

Design Principle 17: New development on harbourside sites should aim to improve linkages and accessibility between the harbour and town centre areas, for example by breaking through large blocks both physically and visually, and by using dual frontages. Opportunities should be taken to improve external linkages for instance between the harbour area and the Coastal Path and cycle routes.

Design Principle 18: Legibility across the town centre should be improved by high quality signage and maps at appropriate arrival and destination points, and new developments in prominent locations will be expected to support this approach by incorporating suitable detailing, quality signage and use of landmarks. Signage should be accessible, clear and of sufficient contrast. Design of new development should promote safety and security and incorporate the principles of "Secure by Design" (see Appendix 2).

There is a wide variety of finger posts and signs in the town centre and these should be rationalised over time to provide a consistency of approach.

Design Principle 19: New development should support proposals to improve accessibility for cyclists and pedestrians to the town centre, the proposed transport interchange, Colourful Coast and other local facilities.



C2C Starting Point, Whitehaven Harbour Slipway



Fish Cycle Stand, Millennium Promenade

The proposal for the Transport Interchange previously identified a potential site on land occupied by and adjacent to the Tesco Petrol filling station. However the County Council has since reviewed the proposal and now favours the identification of an alternative site (yet to be determined). A “cycle hub” could also be incorporated at the Interchange to encourage more cyclists to spend time in the town. There is a need to improve cycle routes through the town centre and opportunities for this will be explored over the lifetime of the SPD.

Design Principle 20: New development should take into consideration Cumbria County Council’s Streetscapes Project. This project is designed based on Manual for Streets 2 principles and ensures that the street design is appropriate to the needs of all users. Careful consideration should be given to the design and material choice to ensure that any conflict between car users and those with disabilities is avoided.



Figure 8 Streetscapes Project, Copyright Cumbria County Council

The Streetscapes project includes a range of improvements to aid pedestrian movement, particularly on Lowther Street, Albion Square, Duke Street / Church Street area and Strand Street. Developer contributions will be sought to support the implementation of the Streetscapes project.

Design Principle 21: New development should incorporate appropriate proposals for storage areas for waste and recycling bins, to ensure that bins do not create a hazard for pedestrians and are not visually intrusive, particularly on major gateways and through routes. Wherever possible, recycling bins should be provided in public spaces, alongside general waste bins.

Street clutter such as bollards, A-boards and poorly sited public waste bins should be avoided and accessible public seating should be sited carefully to avoid forming an obstruction.



Commercial waste bins on Strand Street

Waste storage areas should be carefully designed and screened from view in new developments.

Design Principle 22: Safety measures to support improvements in accessibility should be specified in a way that does not diminish the quality and appearance of the historic environment.

Pedestrian guard railing and signing require careful management and rationalisation to ensure that clutter is minimised.

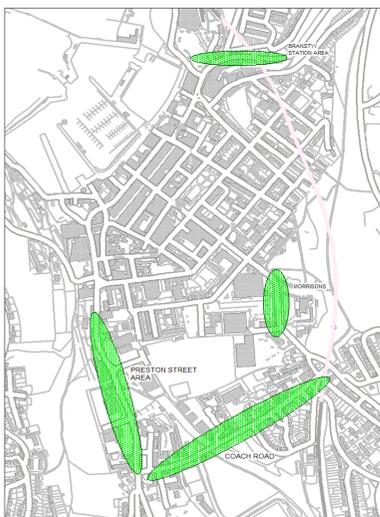
Links to Copeland Local Plan Policies:

- TSP 3: Traffic Management
- TSP 4: Measures to improve Public Transport
- TSP 5: Cycleways, Footpaths and Bridleways
- TSP 6: General Development Requirements

8.2 Gateways

Gateways inform and influence a visitor's first impressions of a destination. An attractive, high quality gateway provides a sense of arrival, and contributes positively towards an area's visual identity. On the other hand, an unattractive, neglected entrance point will do little to persuade people to stay and explore an area further and will act as a deterrent to potential investors.

The gateways and peripheral areas around Whitehaven town centre include areas of poor environmental quality. This is particularly the case for the area around Preston Street which is characterised by areas of surface car parking, single storey commercial sheds and a number of disused and vacant sites and buildings. There is a cluster of potential development sites along the Preston Street gateway, most of which have been identified as Regeneration Priority Sites, and these provide a significant opportunity to provide gateway improvements. Other gateway sites include those located off Bransty Row in the North Harbour Character Area and those on the harbourside overlooking the marina.



Map 10 Opportunities for Gateway Enhancements

Design Principle 23: New buildings on gateways into the town should be of a high quality and incorporate landmark features and reference points such as public art or landscaping to emphasise a sense of arrival in the town centre.



Figure 9 Streetscapes Project - Proposed improvements for Albion Square. Copyright Cumbria County Council

Design Principle 24: New development along New Town should restore the building line to the edge of the pavement to provide a sense of enclosure and emphasise the function of the route as an important gateway into the town. Wherever possible, car parking should be provided out of sight to the rear or side of buildings and screened by landscaping.

Design Principle 25: The design of new development on gateways should incorporate measures to promote connectivity to the principal town centre shopping areas around King Street and Lowther Street and other attractions such as the harbour.

Developer contributions will be sought for commuted payments towards town centre car parking provision and other town centre facilities.

Links to Copeland Local Plan Policies:

- TCN 9: Whitehaven Town Centre Strategy
- ENV 38: Public Art in Development Schemes

8.3 Views and Landmarks

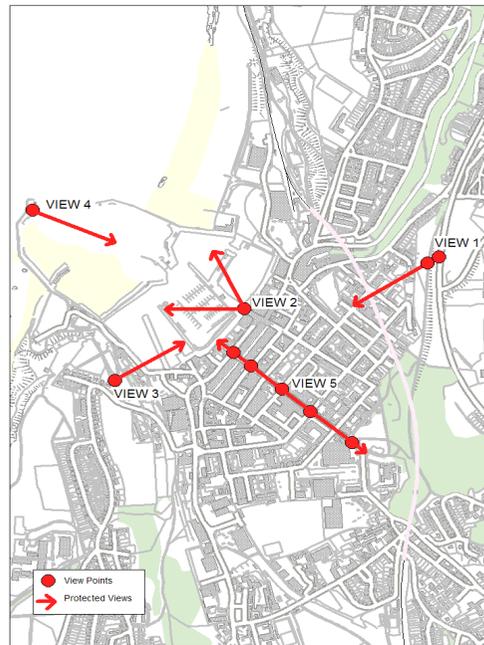
Views and landmark features reinforce local character and identity and assist with orientation and movement through spaces. Whitehaven has few buildings that break the skyline across the town centre such as tall towers or structures. The candlestick chimney is a notable exception and forms a major landmark feature in the town, occupying a prominent position overlooking the south side of the harbour. Other significant local landmarks include the Crow’s Nest, St Nicholas and St James Church towers and Whitehaven Castle, and views towards and from these features should be protected and celebrated. Views towards “book end buildings” at the ends of some streets are of interest and provide a visual “full stop”. The wooded hillsides which frame the town are an important historic feature, and bring views of attractive trees and greenery into an otherwise dense urban environment.



The juxtaposition of the town and harbour with a valued and improved cliff coast landscape offers significant potential and the heights of new buildings will impact on the views of the town centre from the Colourful Coast. Vistas of the town are enjoyed from Harbour View to the west and from the seaward approach to the harbour.

Of particular historic interest from these viewpoints are the rooflines and silhouettes in the Georgian town centre and these views should be protected.

Views provide an important opportunity for people to experience Heritage Assets and an area’s character and sense of place. A Background Document, “Whitehaven - Seeing the History in the View” has been prepared to support this SPD which this can be viewed at www.ldf/copeland.gov.uk. The Document identifies 5 Views which are considered significant and the Heritage Assets within each of the 5 Views, and these are protected by the SPD. These 5 Views are shown in Map 11 below.



Map 11 Protected Views

The 5 Views are:

- View 1 - South West Across the Town Centre from Loop Road
- View 2 - West and North West across the Harbour from Duke Street / Millennium Promenade
- View 3 - North East Across the Harbour from Mount Pleasant Steps / Hanging Gardens
- View 4 - South East Towards the Harbour Frontage and Town Centre from West Pier
- View 5 - South East and North West along Lowther Street

Design Principle 26: The 5 Identified Views are protected. New development will be expected to respect the setting and vistas/outlook of the Heritage Assets identified in each View in the background document “Whitehaven: Seeing the History in the View” and other local landmarks. The creation of new views and vistas is encouraged.

Developers will be expected to demonstrate that they have assessed the impact of developments on the Identified Views and to use the methodology set out in Part B of English Heritage’s guidance document “Seeing the History in the View”, May 2010.

Links to Copeland Local Plan Policies:

- ENV 8: Views from and to the Heritage Coast
- ENV 26: Development in and affecting Conservation Areas
- ENV 33: Development affecting the setting and important views of Listed Buildings

8.4 Active Frontages

Active frontages provide life and vibrancy and make an important contribution to the creation of high quality public realm by helping an area to feel safe and well used. Active frontages are created by providing a good mix of uses to ensure animation, and requiring retail, community, cafes, bars and the fronts of residential units to be located on the ground floor of buildings along major routes and adjacent to areas of public realm. Ground floor shop windows and transparent frontages allow activity within the building to be visible from the street, and in turn provide natural surveillance which makes an area feel safer and encourages pedestrian activity. Ideally, there may also be opportunities for activity to spill out onto pavements through street cafes and shop displays.



Lowther Street

The harbour area in Whitehaven provides significant opportunities for the creation of active frontages which would support the development of a night time economy in the area and enhance facilities for tourists and visitors. The harbour also offers opportunities for the provision of play focussed activities and structures to attract families and continues to be a focus for festivals and continental markets.

Blank facades and provision of building entrances away from the primary frontage should be avoided in all new development.

Design Principle 27: New buildings should present active frontages to public spaces wherever possible, and for development around the harbour this should be a priority. All new buildings should face onto the street and take their main access from it.

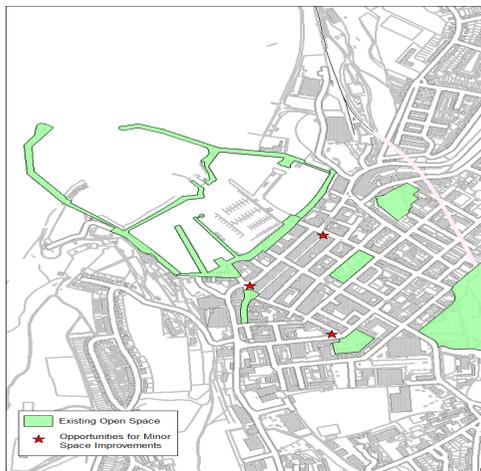
Links to Copeland Local Plan Policies:

- TCN 1: Promoting Vitality and Viability of Town Centres
- TCN 9: Whitehaven Town Centre Strategy
- TCN 10: Whitehaven Town Centre
- TCN 11: Primary Frontages

8.5 Landscaping and Public Open Space



The success of the public realm depends upon the arrangement of its paving, planting, lighting, orientation, shelter, signage, street furniture and the way it is overlooked, as well as routes through it and the mix of uses in and around it. Landscaping design and management make a significant contribution to how attractive a place is, and how well it is treated by the people who use it. Public art and well designed and appropriately sited street furniture integrated into the design of public spaces help to strengthen local identity and enhance the sense of place.



Map 12 Public Open Spaces

Whitehaven has few high quality public open spaces within the town centre area and Georgian green spaces are limited to St Nicholas Churchyard, Trinity Gardens and Castle Park. Pre-Georgian spaces are primarily associated with the area around Market Place. Washington Square was created in the mid 20th century and provides an attractive and quiet open area in an otherwise densely developed part of the town centre.

The wooded slopes of the surrounding hillsides provide informal amenity spaces around the periphery and there is a cricket pitch to the south east. The Millennium Promenade is a high quality waterside space with views across the harbour and marina, and is a good example of a recent scheme which integrates attractive examples of public art with high quality materials and street furniture. There may be opportunities to explore the provision of more family orientated activities in this area such as play spaces and equipment.

Public open spaces should offer opportunities for flexible and temporary uses, such as those associated with the Maritime Festival and Lakes Alive arts festival around the harbour area. New spaces should not adversely impact upon the built layout of the Georgian town.

Street planting such as the provision of mature pine trees around the harbour is a recent feature and is not considered to be in keeping with the historical design intentions for the town. However, in some circumstances carefully chosen, well sited, properly planted street trees could add significantly to the urban environment and help to reduce dust and noise pollution.

The woodland surrounding the town is of interest for its biodiversity, recreational and environmental value. There may be opportunities in the future to explore and interpret its historical significance, particularly Castle Park which formed part of the Whitehaven Castle grounds.

Design Principle 28: Development schemes should incorporate high quality landscaping and public art to enhance the public realm, using the design principles set out in the Public Realm Appraisal. Spaces should be flexible in design and support opportunities for temporary outdoor activities such as festivals and arts initiatives. Careful thought should be given to long term future management and maintenance arrangements.

Design Principle 29: Landscaping schemes should take opportunities to enhance biodiversity, geodiversity, landscape character and green infrastructure. Other opportunities to design wildlife into the development should also be sought.

Opportunities for supporting wildlife in development schemes could include the incorporation of roosting opportunities for bats or the installation of bird nest boxes, or other provision based on supporting local urban species present.

Links to Copeland Local Plan Policies:

ENV 11: Tree Planting

ENV 12: Landscaping

8.6 Lighting



Effective and efficient use of lighting is a key component in creating a safe and accessible public realm after dark. Lighting can be used to highlight important buildings and landmark features and can be used to increase legibility by reinforcing important linear routes and connecting the spaces and buildings between them.

Improved lighting in Whitehaven town centre would support the development of the night time economy and assist with promoting the town as a visitor and tourist destination.

Design Principle 30: New development should incorporate high quality energy efficient lighting schemes which support the design principles set out in the Public Realm Appraisal.

Links to Copeland Local Plan Policies:

ENV 26: Development in and affecting Conservation Areas

ENV 33: Development affecting the setting and important views of Listed Buildings

8.7 Materials

The texture, colour, pattern and durability of materials and how they are used are a major contributor to the attractiveness of an area. Whitehaven town centre has a wide variety of public realm paving materials. Natural stone slabs, setts and kerbs were used frequently in the past, together with local sea washed stones including pebbles. Any streets and alleys found to be paved with this material should be handled sensitively and the possibility of maintaining the surface taken into consideration. The harbour and quay stone surfacing is particularly distinctive and is of significant historic importance.

Public realm materials and design should seek to minimise maintenance requirements or difficulties. For instance tight butted or sealed joints should be used in paving, ensuring sweeping is possible around street furniture and adjacent features, and porous materials should not be used to avoid staining. Care should also be taken to ensure materials are robust, durable and safe.

Street markings, carriageway colours and traffic calming measures should be designed consistently to integrate sensitively with the surrounding streetscape.

Design Principle 31: New development should incorporate high quality materials in the public realm, in line with the design principles set out in the Public Realm Appraisal.

Natural, sustainable materials are favoured in new development. Materials should be locally sourced and sensitive to the historic environment.

Links to Copeland Local Plan Policies:

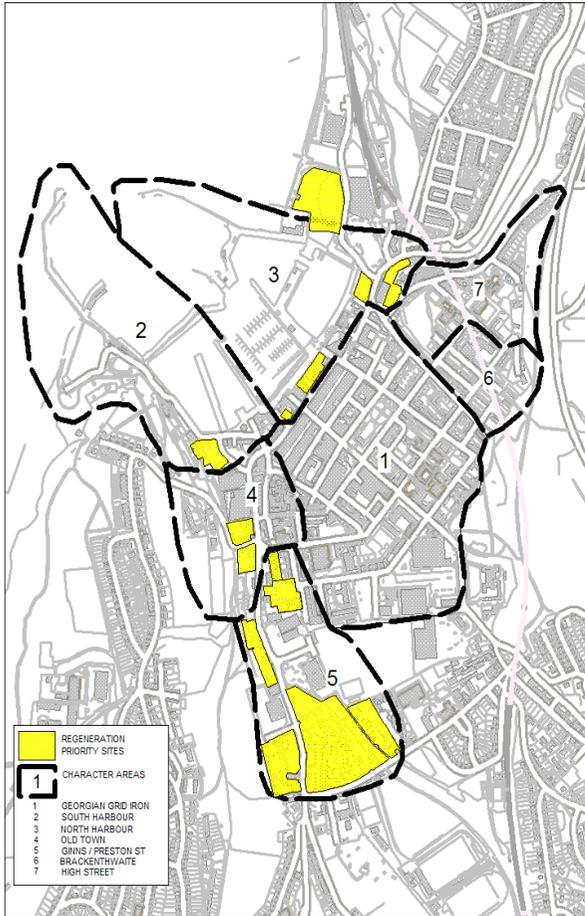
TCN 4: Town Centre Design

TCN 9: Whitehaven Town Centre Strategy

ENV 26: Development in and affecting
Conservation Areas

ENV 33: Development affecting the setting and
important views of Listed Buildings

9.0 Character Areas and Development Opportunities



Map 13 Character Areas and Regeneration Priority Sites

A number of Regeneration Priority Sites are identified in the Pre-Submission Draft Core Strategy and Local Plan. These have been grouped into four of the Character Areas identified in the Conservation Area Character Appraisal, namely

1. Georgian Grid Iron
2. South Harbour
3. North Harbour
4. Old Town

Regeneration Priority Sites in the North Harbour Area should also take account of the High Street and Brackenthwaite Character Areas which bound North Harbour to the North East. The Conservation Area Appraisal provides evidence and detailed analysis of each Character Area. A further Character Area, 5. Preston Street / Ginns has been identified outside the boundary of the Conservation Area.

Links to Copeland Local Plan Policies:

- TCN 9: Whitehaven Town Centre Strategy
- TCN 10: Whitehaven Town Centre
- TCN 12: Town Centre Opportunity Sites

9.1. Georgian Grid Iron Character Area

The Georgian Grid Iron forms the largest Character Area and incorporates much of the town's retail, commercial and municipal core. It contains a fine collection of Georgian buildings set within the grid-iron pattern of streets planned by the Lowther family in the 17th and 18th centuries. Although there are no identified Regeneration Priority Sites located within this Character Area at the current time, the area is in close proximity to several development sites around the harbour and Old Town, providing a backdrop and context of historic streetscapes, with views to and from many important landmarks and buildings. This Character Area has significant design implications for all proposed development within and around Whitehaven Town Centre and Harbour Areas.

Most of the streets were laid out but only partially developed by the time of Sir John Lowther's death in 1706. It was during the time of his son, Sir James Lowther that the building plots on the streets began to be truly developed, and all the streets were fully laid out by 1755. The majority of buildings accord with some or all of Sir John Lowther's design regulations and for the most part form continuous rows and occupy the front of their building plots. There is considerable height and roofline variation as although as noted previously Sir John regulated storey numbers (3 storeys were required) he did not stipulate the height of each storey.

A considerable number of buildings within the area are Statutorily Listed (see Map 3 and Appendix 1) and some of the most significant include the tower of St Nicholas Church, the former Methodist Church on Lowther St,

Catherine Mill and 151 Queen St which was occupied by the locally prominent Gale family.

A local list of buildings of architectural or historic interest should be prepared for the conservation area.

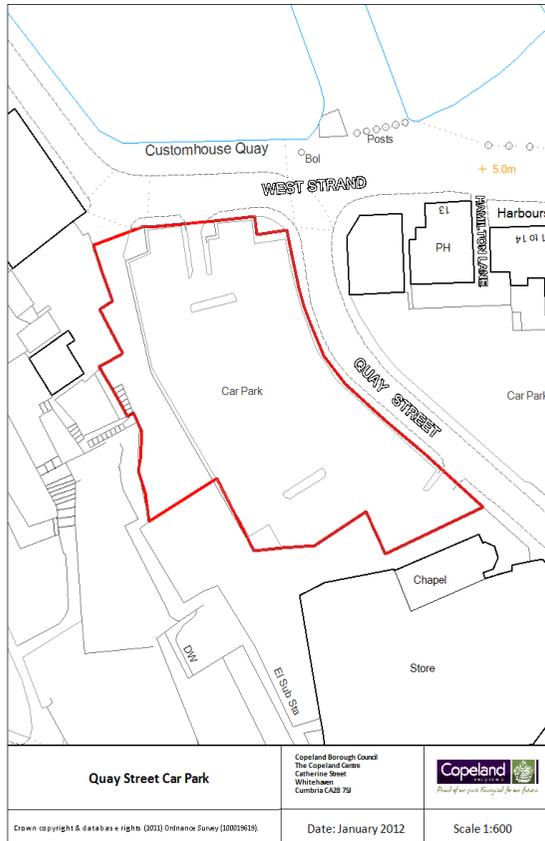
9.2 South Harbour Character Area



The construction of a pier in this area in 1634 by Sir Christopher Lowther represented the earliest development of a harbour in Whitehaven. This was followed by Merchants Quay (now Sugar Tongue) in 1733-4, the construction of New Pier (now Old New Quay) in 1740-3 and the extension of Old Quay in 1753. West Pier was constructed from 1830-1838. Until the mid-19th century the northern slope of the hillside was occupied by the town's 18th century fortifications, an inn and bowling green, Rosemary Lane and the historic route to St Bees. However the role and appearance of the hillside changed dramatically following the construction of Wellington Pit and the sinking of two mine shafts in 1840 and 1845.

Today Wellington Lodge, the Candlestick Chimney and other colliery ventilation shafts, Duke Pit Fan House and the line of the former Howgill Inclined Plane, a tramway which linked the top of the hillside to the harbour during the 1700s and later the railway network, survive as visible evidence of this industrial past. Old Quay Lighthouse and West Pier Lighthouse provide links to the town's maritime history, and the semi ruinous remains of Whitehaven fort lie at the base of the hillside between Old Quay and Old New Quay. The area therefore contains a variety of unique historic buildings and features which serve as reminders of the town's past and add significant visual interest to the Conservation Area.

9.2.1 Quay Street Car Park (WTC1)



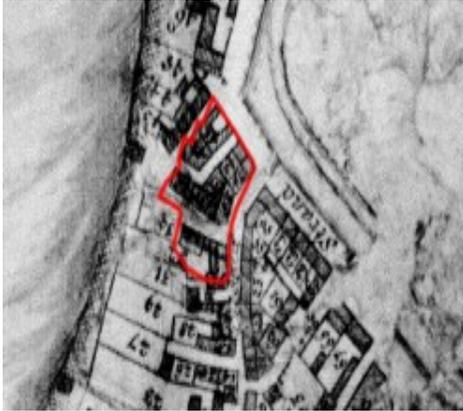
The Quay Street car park site occupies a level plot fronting onto South Harbour Quayside and Quay Street. The site backs onto the hillside leading up to Mount Pleasant and the Colourful Coast. This is a high profile harbour site that offers potential for high quality development that would enhance the attractive waterfront.

Development guidelines

- This is a significant site with a harbourside frontage, framed by a steep incline on the western edge. It would support a robust style of development and a landmark building, or cluster of contextual buildings to frame the harbour
- Development should be set within the silhouette of the hillside and should respect the setting and view of Duke Pit Fan House above
- Views towards the site from the Colourful Coast, Millennium Promenade and Harbour walls should be considered
- Building heights may be increased to 5 storeys near the slope at the rear of the site, but step down to frontages off West Strand and Quay Street where building heights should be of a minimum of 3 storeys
- A varied, more organic grain may be more acceptable here than in the Georgian Grid, reflecting the area's early development as a medieval fishing settlement
- Schemes which help to disguise or obscure views of the multi storey car park will be encouraged.
- Developers will be required to undertake an archaeological assessment of the site
- New development should make reference to historic plot sizes and widths and aim to reinstate routes and views through the site in order to increase physical and visual permeability
- Redundant and neglected access routes such as the steps up the hillside to the rear of the site should be reinstated
- New development should make reference to neighbouring buildings and features of historic and local interest such as the pumping station, Duke Pit Fan House and Chapel, and building height and massing should not be overwhelming
- Development should extend to the site perimeter and facades at ground level should extend to the back of the footpath
- A range of uses should be provided to support active street frontages at ground floor level
- Buildings should not be presented as a single mass but a collection of forms and this is particularly important for street frontages on Quay Street and West Strand
- High quality contemporary design is encouraged, using materials that enhance the historic town centre.
- New development should support and complement development proposals for the neighbouring site at Bardywell Lane
- The design and layout of new development should take into consideration the fact that the North East Corner of the Site is within Flood Zone 2
- Developers should seek detailed advice from United Utilities at an early stage regarding waste and surface water
- Access to West Strand Pumping Station must be maintained at all times

Historical Development

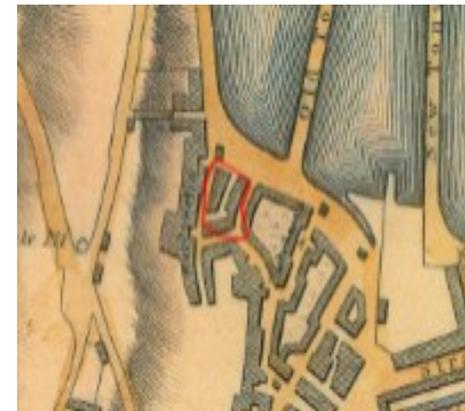
(Extracts from Historical Maps reproduced by kind permission of The Lowther Estates)



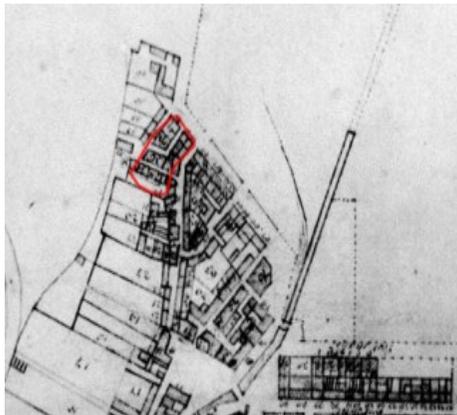
1695



1705



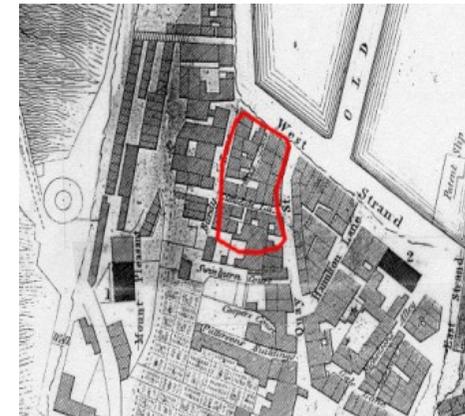
1815



1699

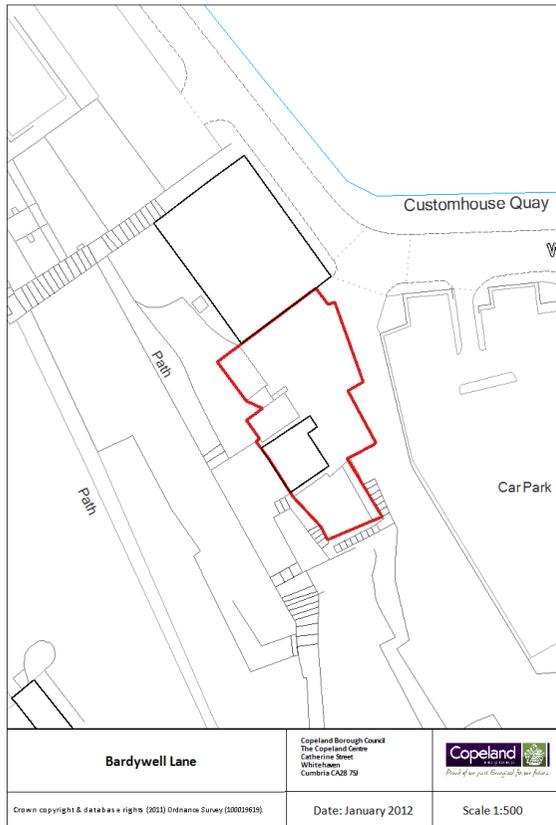


1799



1830

9.2.2 Bardywell Lane



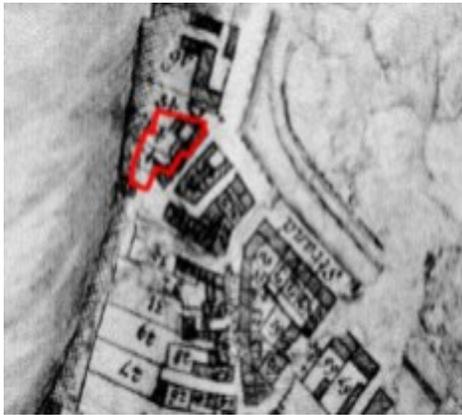
Bardywell Lane lies to the rear of the Quay Street Car Park site. The site backs onto a steep slope which leads up to Mount Pleasant. Together the two sites could combine to offer a high profile harbour site for high quality development that would enhance the attractive waterfront.

Development guidelines

- Archaeological assessments and mitigation should be carried out to ensure that the site's previous historic uses are preserved on record
 - New development should make reference to historic plot sizes and widths and aim to reinstate routes and views through the site in order to increase physical and visual permeability
 - Views towards the site from the Colourful Coast, Millennium Promenade and Harbour walls should be considered
 - Redundant and neglected access routes such as the steps up the hillside to the rear of the site should be reinstated
 - Building heights may be increased near the slope at the rear of the site to 5 storeys, but should be lower at West Strand where building heights should be of a minimum of 3 storeys
 - A varied, more organic grain may be more acceptable here than in the Georgian Grid, reflecting the area's early development as a medieval fishing settlement
 - Development should respect the setting and view of Duke Pit Fan House above
 - Schemes which help to disguise or obscure views of the multi storey car park will be encouraged
- New development should make reference to neighbouring buildings and features of historic and local interest such as the pumping station, Duke Pit Fan House and Chapel, and building height and massing should not be overwhelming
 - Development should extend to the site perimeter and facades at ground level should extend to the back of the footpath
 - A range of uses should be provided to support active street frontages at ground floor level
 - Buildings should not be presented as a single mass but a collection of forms
 - High quality contemporary design is encouraged, using materials that enhance the historic town centre
 - New development should support and complement development proposals for the neighbouring site at Quay Street Car Park
 - The design and layout of new development should take into consideration the fact that land in front of the remaining properties is within Flood Zone 2 and 3

Historical Development of Bardywell Lane Site

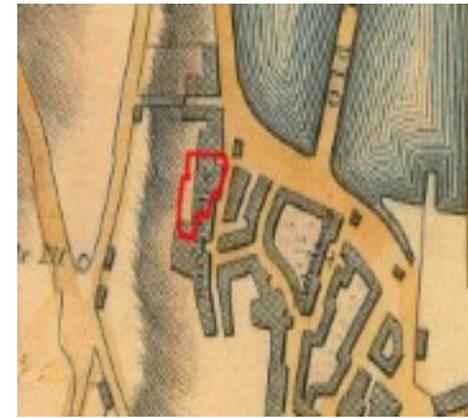
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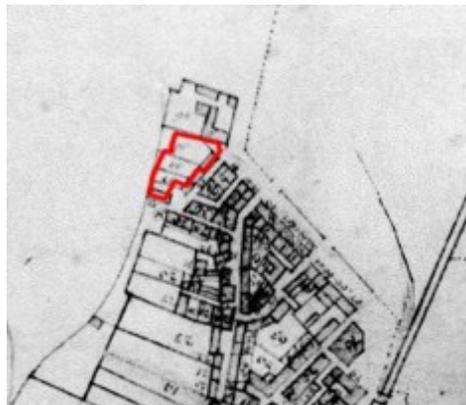
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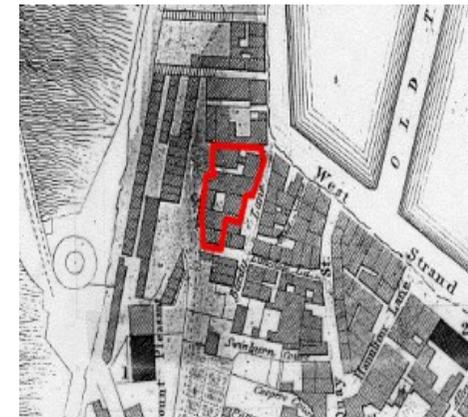
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9.3 North Harbour Character Area



In 1998 a sea lock was installed between North Pier and Old Quay to control sea levels and protect the town from tidal flooding. This installation enabled the construction of a permanent marina within the harbour and was accompanied by the creation of Millennium Promenade. Today North Pier Lighthouse, North Pier and North Wall provide physical links to the town's maritime and industrial heritage. Although currently vacant, the former swimming baths add considerable visual interest to the character area. Constructed from red sandstone, its principal façade has detailed engravings of a mermaid and Neptune, the Roman god of the sea.

Between 1709 and 1711, the town's Harbour Trustees constructed a breakwater ("The Bulwark") out from the western end of Duke Street. During the 1780s, North Wall was constructed to enclose the eastern side of the harbour and in 1804 North Wall was extended and the Bulwark relocated slightly to the west of its original position. In 1876, the relocated Bulwark was incorporated into a new wet dock, which was named Queen's Dock in honour of Queen Victoria.

9.3.1 Mark House, the former Victorian public baths and the John Paul Jones Pub, Strand Street (WTC2)



The site lies between Strand Street to the southeast and the quayside of the inner harbour to the northwest. It is currently occupied by a redundant 1960s office building, the former Victorian baths and the John Paul Jones public house. The urban blocks are long and narrow and this creates a difficulty in achieving a development solution that provides active frontages on both sides of the block. None of the buildings on the site are listed but there are listed buildings on New Lowther Street and Duke Street.

The site forms a backdrop to the quayside when viewed from the sea approach and any new building on the site that exceeds 3 storeys will be visible particularly from distant views down Lowther Street and Duke Street. The site has recently been the subject of an RIBA design competition for a mixed use residential / commercial scheme and the proposed development has planning permission for a mixed use residential / office use scheme fronting the harbour area.



Development guidelines

- Site redevelopment should be achieved by high quality architecture that improves and enhances the Conservation Area
- The public baths' façade should be retained if possible as part of a comprehensive scheme
- Routes between Strand Street and the harbour should be maintained and reinforced
- Active frontages should be provided on the harbour, Duke Street and Strand Street
- Development should deliver elements of Cumbria County Council's Streetscapes project
- Architectural emphasis should be placed upon the northeast corner to help define the public square
- The nearby listed buildings on Lowther Street and Duke Street should be acknowledged and new development should not detract from nor overwhelm their setting
- New development should be taken up to the back of footpath
- The building line should be skewed to take account of the curving harbour frontage
- Roof planes and projections should be varied to tie in aesthetically with buildings at either end of the site, and the rooflines of the historic town centre which provides a backdrop to the site when viewed from the harbour walls
- New buildings should be a minimum of 3 storeys in height. Building heights should be lower at either of the two ends of the site (close to New Lowther Street and Marlborough Street) and higher in the centre of the development
- Developers should seek detailed advice from United Utilities at an early stage regarding waste and surface water

Historical Development of Mark House Site

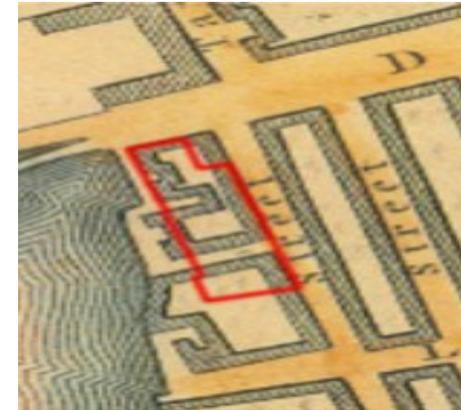
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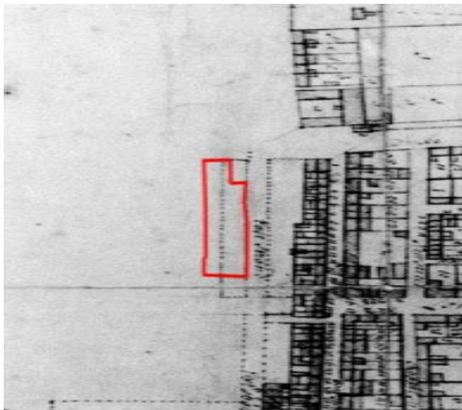
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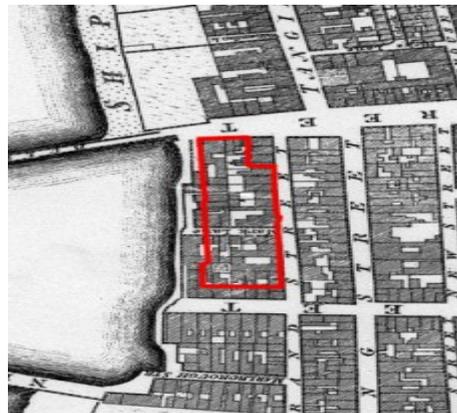
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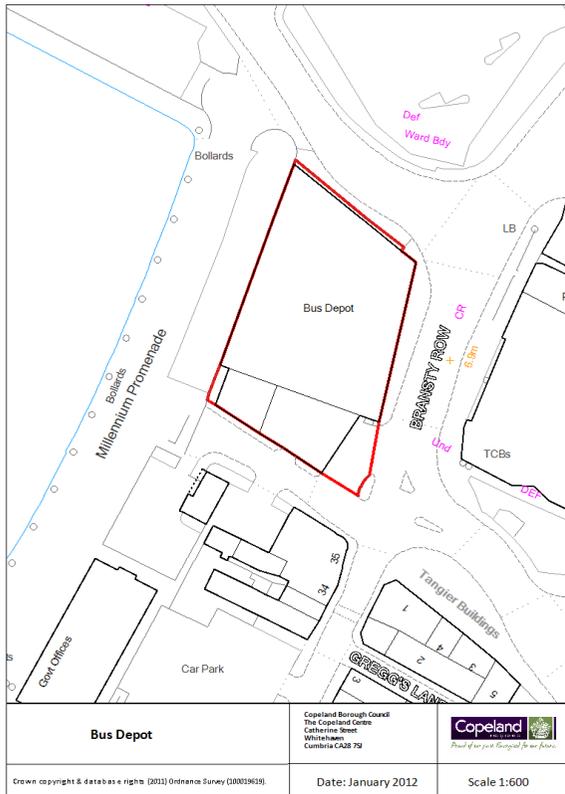


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9.3.2 Former Bus Depot and Garage, Bransty Row (WTC4)



The site is located on the corner of Bransty Row and North Shore Road, with a harbourside frontage onto Millennium Promenade. The site is currently vacant following the relocation of the bus depot and the building has recently been demolished.

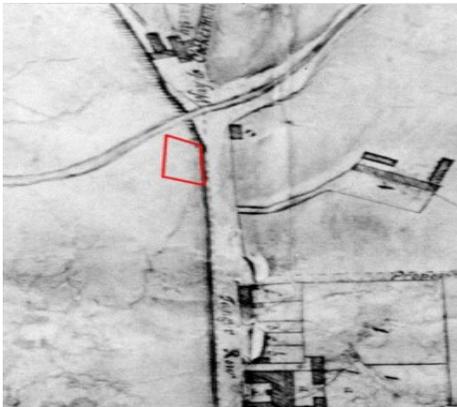
Development guidelines

- The site offers an opportunity for a Pavilion Building i.e. where all 4 elevations incorporate high quality design and visual interest
- Development should address the opportunity to tie the historical town centre into the newer development to the north of the harbour area, and to improve the appearance of the local area, and accessibility and linkages to the rail station
- The urban grain should be repaired to improve physical and visual permeability and reference made to historical plot widths and sizes
- The line of Tangier Street / Bransty Row should be repaired and the forecourt to the South East of the site in-filled
- Active frontages should be introduced at ground level on all sides, particularly on Bransty Row and the Millennium Promenade
- Service access should be confined to the side street of Bransty Row
- New buildings should be taken up to the back of footpaths, and the building line reinstated to the footpath on Millennium Promenade
- North East and South East corners should exploit distant views from Bransty Row and George Street with emphasis on height and detail. Development should not obscure views to historic landmarks such as St James' Church Tower

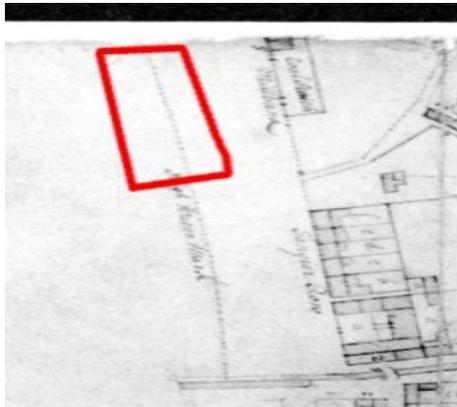
- New buildings should be no less than 3 storeys in height and provide "book ends" of greater height at street edges
- Use of high quality materials and details are encouraged that enhance the character of the town centre
- Developers will be required to take into consideration potential contamination and pollution on the site

Historical Development of Bus Depot Site

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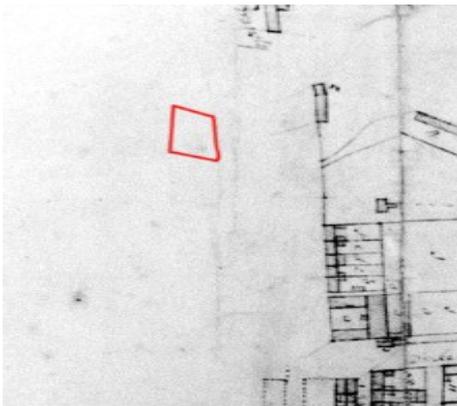
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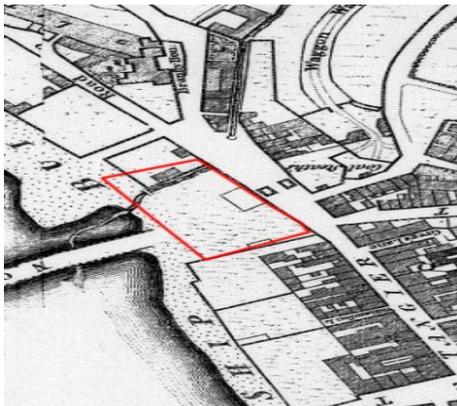
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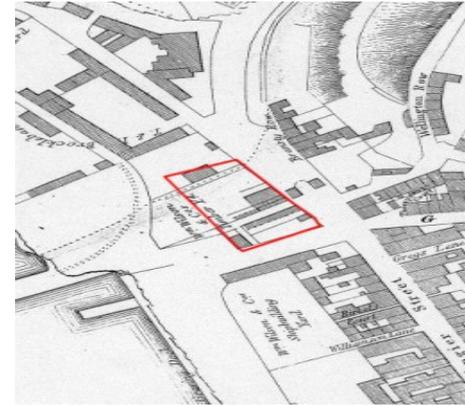
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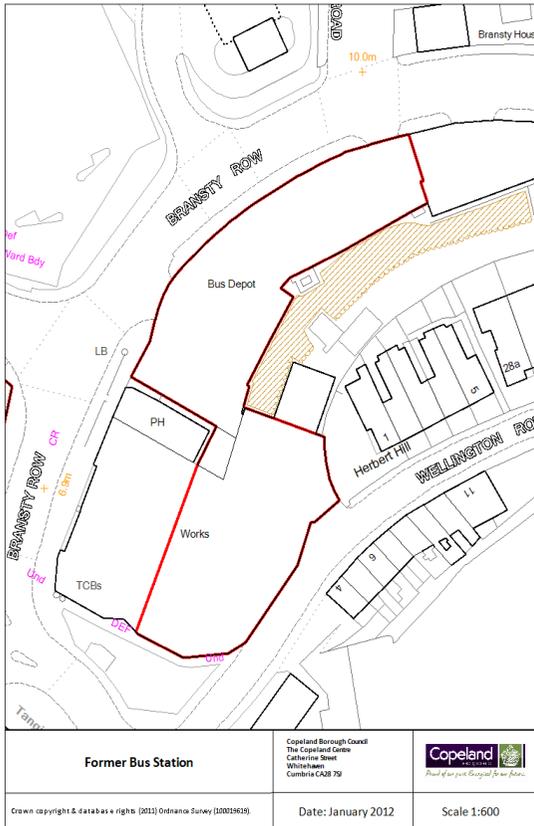


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9.3.3 Former Bus Station and Works, Bransty Row (WTC5)



The site is located between Bransty Row and Wellington Row. The majority of the site was previously used as a bus station but is now vacant. Buildings cover the entire footprint.

The site is on the periphery of the High Street Character Area which is characterised by steep sloping topography, panoramic views across the harbour and town centre and colourfully painted Georgian buildings of locally quarried sandstone and slate roofs. The most significant building is Grade II* listed St James' Church which remains one of the most visually prominent buildings within the entire town centre.

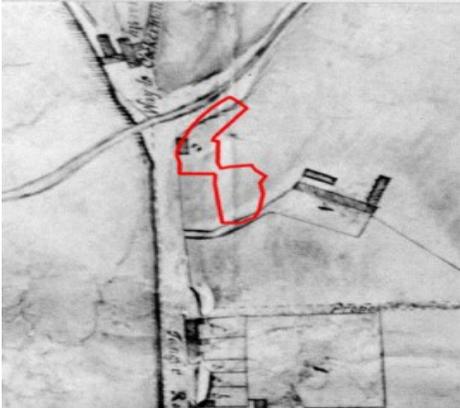
Development guidelines

- The attractive 1930s façade should be retained and incorporated into the design of new development
- New buildings should be taken up to the back of footpaths and the building line on Bransty Row should retain the curved line (following Bransty Beck)
- The opportunity should be taken to create a new footpath on Wellington Row
- New buildings should be a maximum of 3 storeys in height on the front elevations. Greater building heights will be permitted towards the rear of the site, to exploit the sloping profile, and buildings should “step up” the hill. Views towards St James' Church and the wooded hillside backdrop should be protected
- The vista of Candlestick Chimney from Wellington Row should be retained
- Active frontages should be introduced at ground level, particularly on Bransty Row

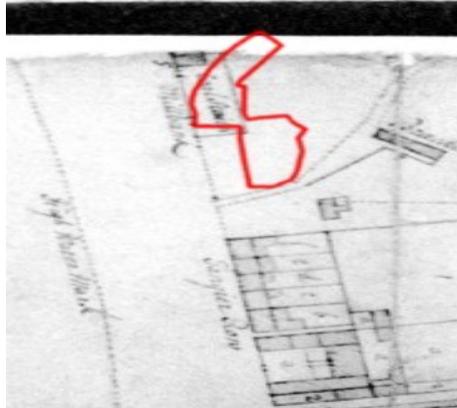
- Developers should seek detailed advice from United Utilities at an early stage regarding waste and surface water

Historical Development of Bus Station site

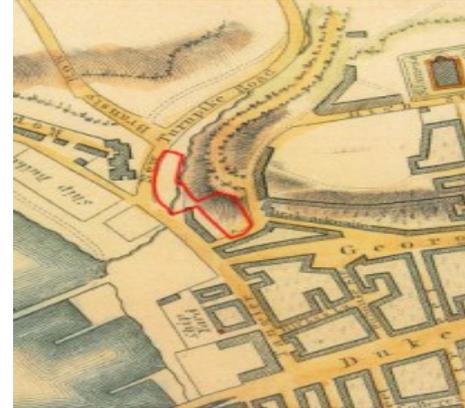
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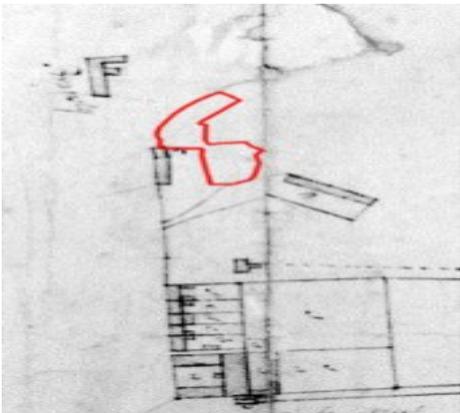
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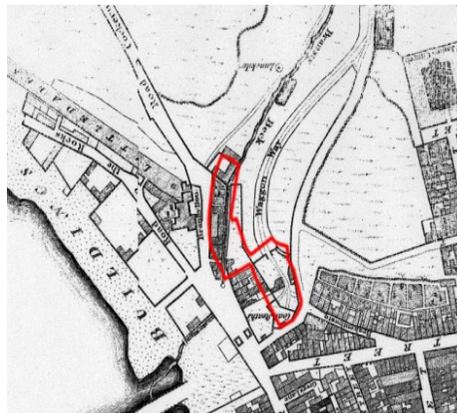
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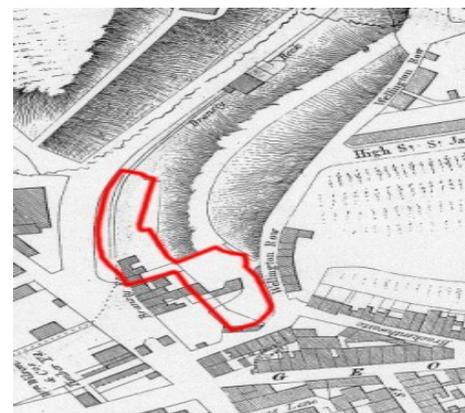
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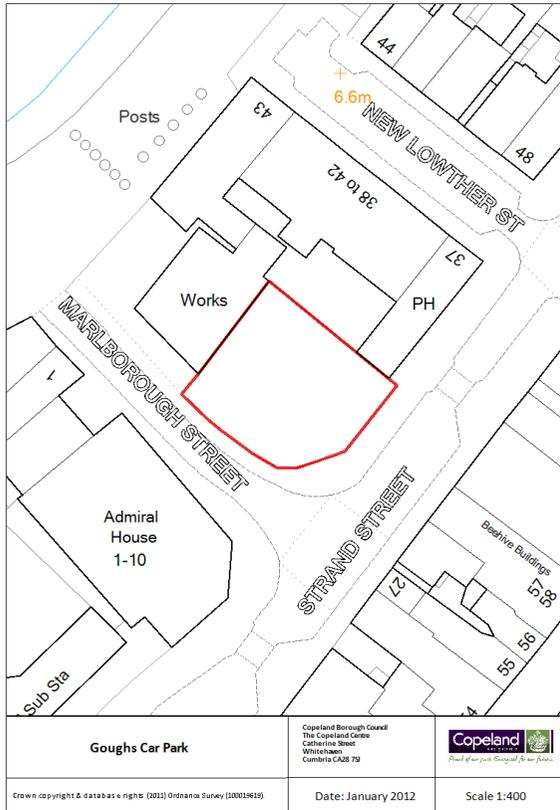


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9.3.4 Gough's Car Park, Strand Street / Marlborough Street



Gough's car park is located on the corner of Marlborough Street and Strand Street. The site is occupied by a surface car park.

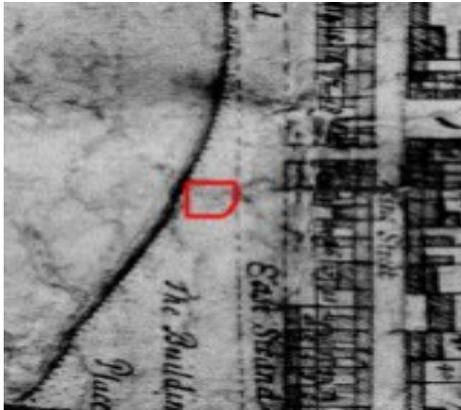
- Developers should seek detailed advice from United Utilities at an early stage regarding waste and surface water

Development guidelines

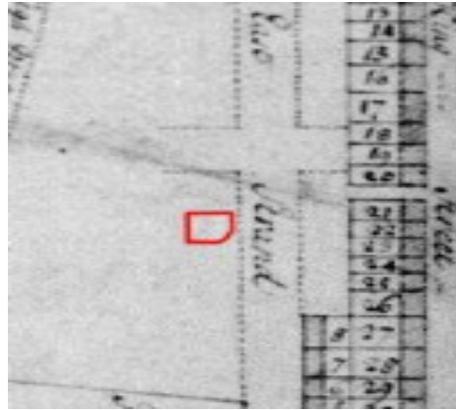
- The urban grain should be repaired and new development should frame and enhance the Marlborough Street route linking the primary retail area to the harbour
- The possibility of incorporating the adjacent workshop site into any new development should be explored to provide a harbour frontage
- The original Georgian plot widths should be acknowledged and a degree of vertical subdivision conveyed
- Active frontages should be introduced at ground level to Marlborough Street and Strand Street
- New buildings should be taken up to the back of footpaths
- Any onsite parking should be concealed from public view within an inner courtyard or underground
- The splayed corner to the site should be realigned to reinstate a 90° corner at Marlborough Street / Strand Street in order to reinforce the building line on both streets
- New buildings should be 3 storeys in height and of a scale, form and massing which complement the varied rooflines and architectural detail of neighbouring historic buildings such those on New Lowther Street and the historic Vagabond Public House
- The design and layout of new development should take into consideration the fact that the Site is on the fringes of Flood Zone 2

Historical Development of Gough's Car Park Site

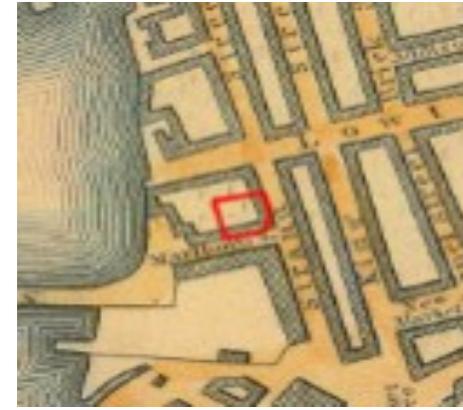
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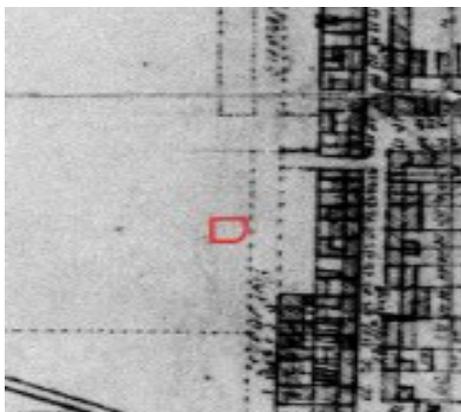
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9.4 Old Town Character Area



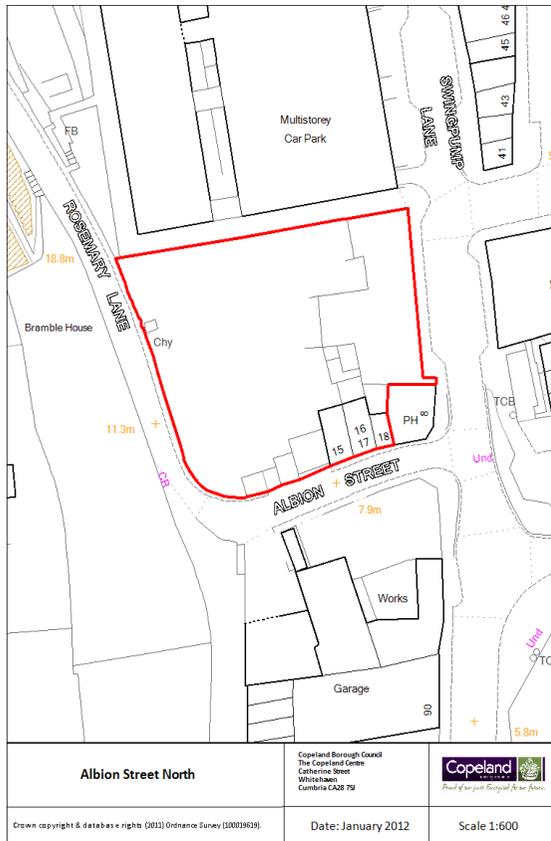
Old Town is the area of Whitehaven which was developed prior to the involvement of the Lowther family, when the settlement was just a small fishing village. Early buildings were located on the south western side of a small stream (Pow Beck), and development was densely clustered around Quay Street and Swingpump Lane. A market charter was granted in 1656, and Market Place became the commercial centre. Old Town could be considered to be just as much a planned settlement as the grid iron laid out settlement of the later 17th and 18th Centuries. It was based around the market area and laid out in the late 1630s and early 1640s.

There are elevated views over the town centre from Rosemary Lane and views to the harbour from Market Place, Swingpump Lane and Quay Street. There are views into the area from King Street and Roper Street.

The buildings provide a physical record of the town's historical evolution and development. Of particular significance is the Grade II Listed Market Hall, and Grade II Listed 44-45 Irish Street (the former YMCA building) which was built by wealthy merchant James Milham after 1713 and set back from the street with two wings to provide warehouse accommodation, and a courtyard. The majority of buildings are 3 storeys high and there are many surviving elements of traditional shop fronts in the commercial core including stall risers, pilasters, corbels, fascia boards and signage.

The area has been included in a bid for Townscape Heritage Initiative funding from the Heritage Lottery Fund. It is proposed that if successful, the funding would be used for a range of building repairs and improvements including restoration of heritage shop fronts, training and education, and some limited public realm improvements.

9.4.1 Albion Street North (WTC8)



Albion Street North is bounded by Swingpump Lane, Albion Street, Rosemary Lane and the multi storey car park. Today the site is occupied by a scrap yard and a public house. The site is in a prominent location on the south west approach to the town centre and in its current condition has a negative impact on the gateway.

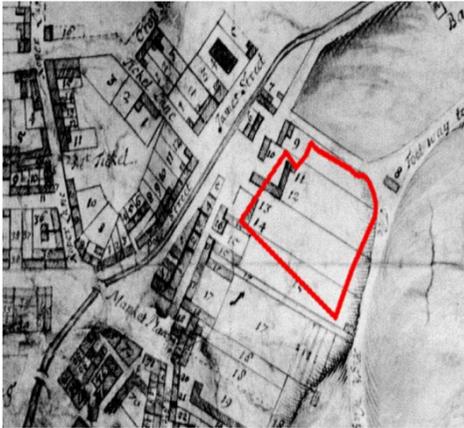
Development guidelines

- The urban grain should be repaired by the provision of high quality contemporary development.
- New development should acknowledge the variety of historic plot subdivision and this should inform the resultant rhythm to the street frontage.
- High density development is encouraged particularly on the periphery of the site.
- Suitable uses should be provided on the site, which enhance the regeneration of the wider area.
- New development should promote linkages to the harbour and primary shopping area on King Street and Lowther Street and support the Streetscapes project.
- Entrances should front onto the street.
- Building heights should be no less than 3 storeys and heights greater than 3 storeys should be justified in urban design terms.
- Schemes which help to disguise or obscure views of the multi storey car park will be encouraged and in particular should mask the blank elevation of the multi storey car park as viewed from the south west approach.

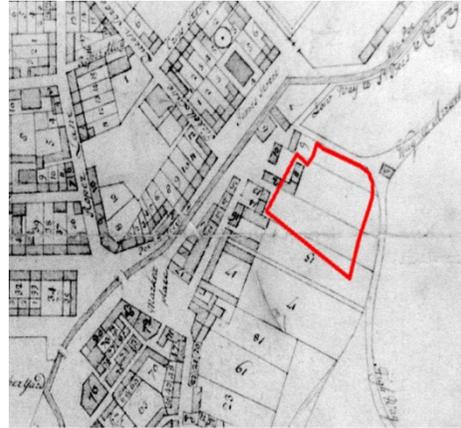
- The retention of the Dusty Miller pub and chimney are encouraged as part of a comprehensive redevelopment.
- New development should achieve a balance of scale and massing with retained buildings and the adjacent multi storey car park.
- The South East and North West corners of the site should be emphasised to exploit distant views.
- Materials and detailing should reflect and enhance the Conservation Area.
- Developers will be required to take into consideration potential contamination and pollution on the site.
- Developers should seek detailed advice from United Utilities at an early stage regarding waste and surface water.

Historical Development of Albion Street North Site

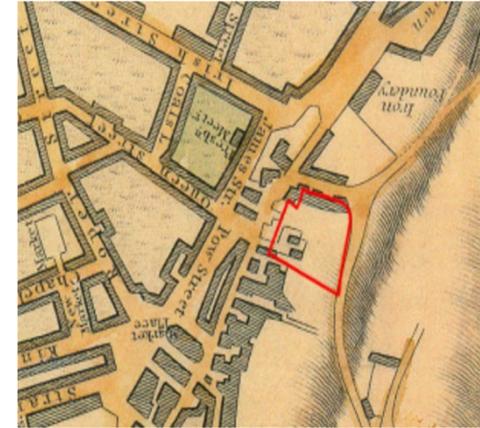
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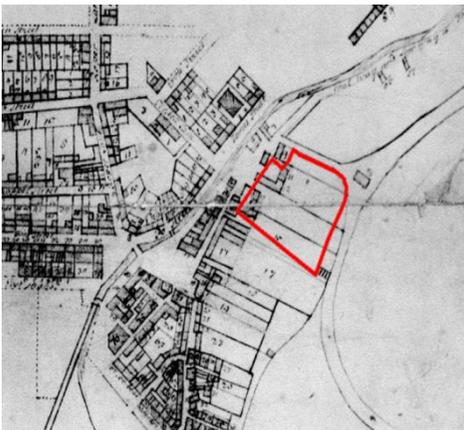
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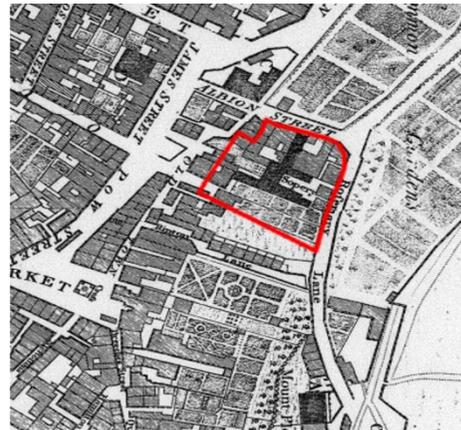
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9.4.2 Albion Street South (WTC9)



The site is contained within a block that extends from New Town Westwards to Rosemary Lane, and Albion Street to the North. Many of the former buildings have been removed to leave a random group of buildings and enclosed yards. A scrap yard and garage buildings remain on the site.

Development guidelines

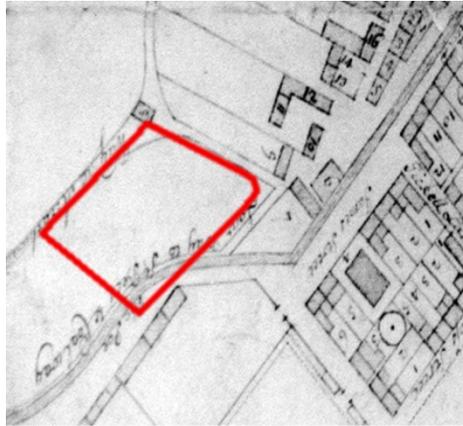
- High quality contemporary design is encouraged that acknowledges the character of the town
 - New developments should use details and materials that enhance the character of the town
 - The design and layout of new development should take into consideration the fact that the South Corner of the Site (in front of the garages) is within Flood Zones 2 and 3
 - Developers should seek detailed advice from United Utilities at an early stage regarding waste and surface water
- The urban grain should be repaired by the provision of high quality contemporary development
 - New development should extend to the back of the footpath on New Town to maintain a strong building edge
 - New development should be presented in a collection of forms rather than a single mass
 - Building heights should not be less than 3 storeys
 - Heights greater than 3 storeys should be accommodated within the interior of the site and justified in urban design terms
 - Schemes which help to disguise or obscure views of the multi storey car park will be encouraged
 - Uses are encouraged that will improve and enhance the area
 - New development should promote linkages to the harbour and primary shopping area on King Street and Lowther Street and support the Streetscapes project
 - High quality design is encouraged which terminates the vista along Irish Street and at the corner of Albion Street and Swingpump Lane

Historical Development of Albion Street South Site

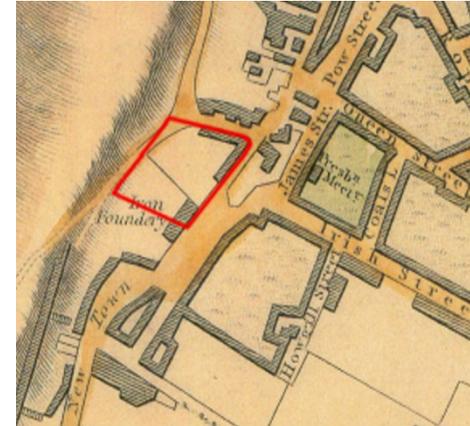
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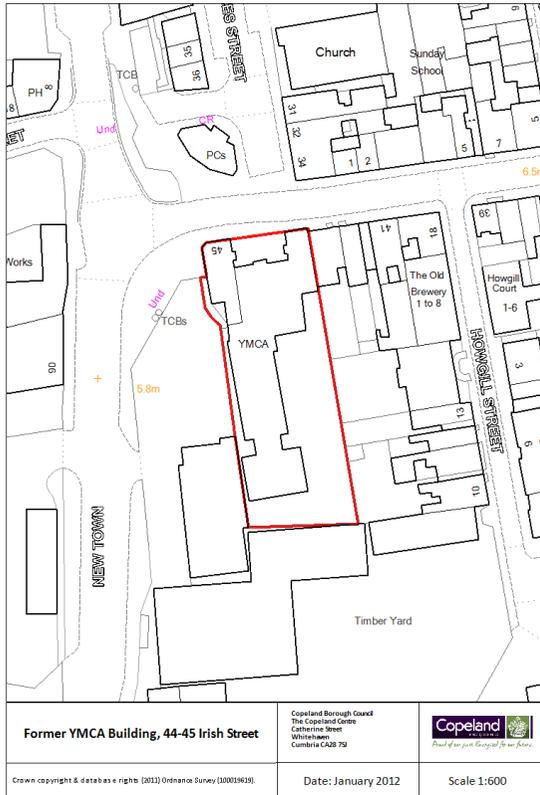


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9.4.3 Former YMCA Building, 44-45 Irish Street



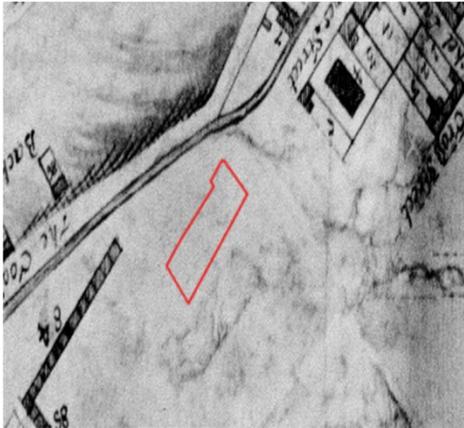
The site is occupied by a former merchant's house dating from the 18th century, with later added extensions to the rear. The building is Listed and occupies a prominent position on the corner of Irish Street and New Town, with views down James Street and Market Place. It is currently vacant.

Development guidelines

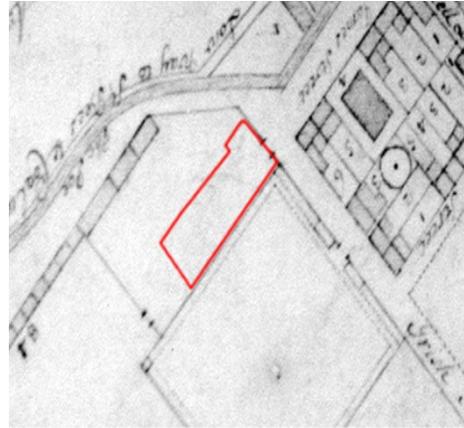
- The height of buildings to the rear of the site should be limited to 3 storeys to avoid any structures being visible above the main façade as seen from Market Place.
- The façade colour and materials should be appropriate to the building's Listed status and character of the town centre Conservation Area.
- The design and layout of new development should take into consideration the fact that the majority of the Site is within Flood Zones 2 and 3.
- The historically important Irish Street façade should be retained and restored.
- Rear buildings that are now visible from New Town should be upgraded or removed.
- Good quality uses are encouraged that are appropriate to this quarter of town.
- The front courtyard should be retained and sensitively landscaped and not be used for parking.
- The street edge should be reinforced by the reinstatement of original walls and railings.

Historical Development of YMCA, 44-45 Irish Street

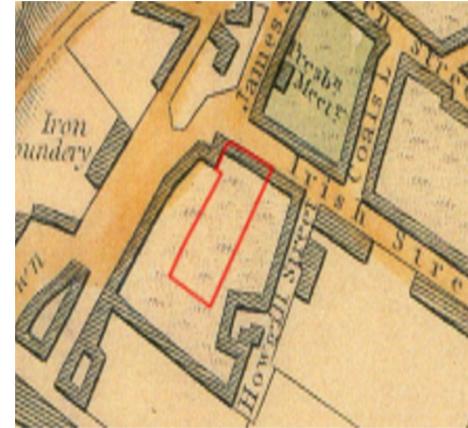
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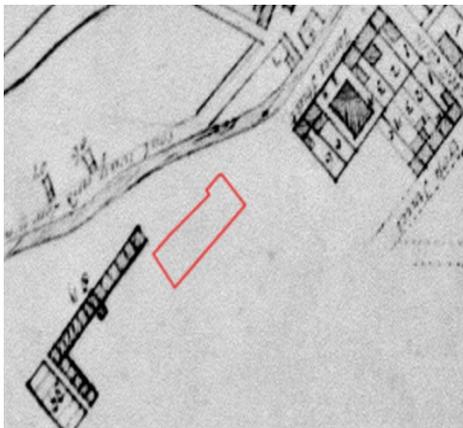
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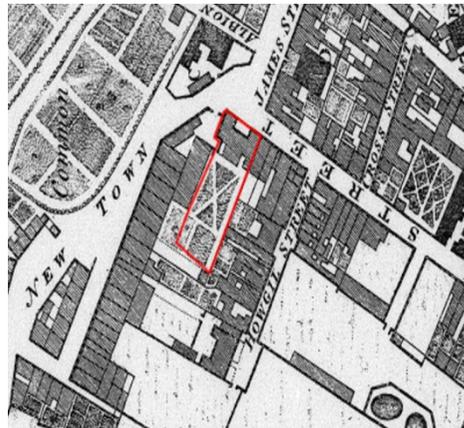
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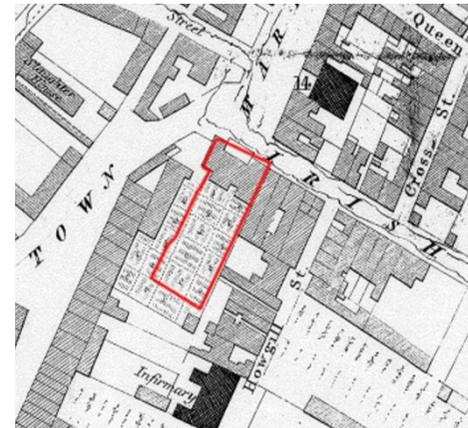
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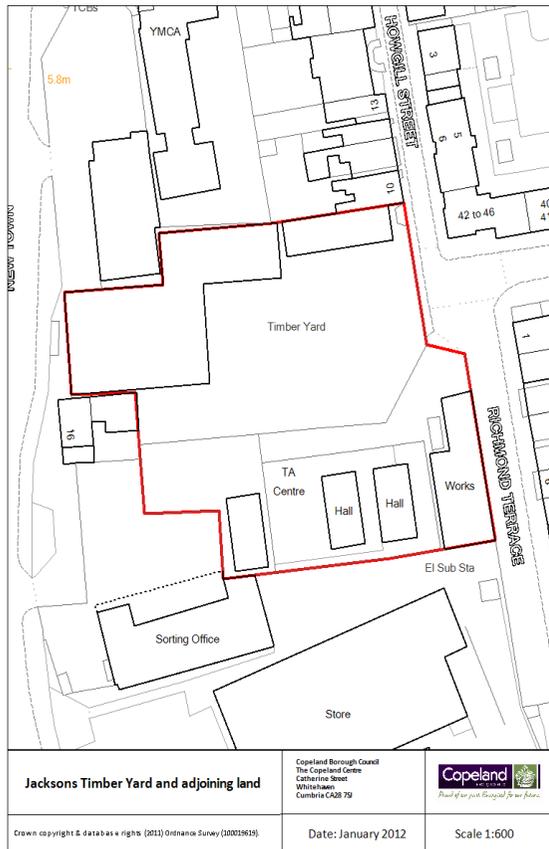
9.5 Preston Street / Ginns Character Area



This area forms a wide corridor on a major approach to the town centre, and lies outside the Conservation Area boundary. The area is strongly associated with Whitehaven's industrial past, and the term "Ginns" takes its name from the vertical machines used in the area in the 18th century to draw coal and water from the pits. By the beginning of the 19th century, there were three potteries, a copperas, and a paint and colour manufacturers, as well as numerous workers dwellings housing around 8-900 residents.

With the decline of these and later industries the area has become run down and the road is lined with vacant sites, derelict buildings or poor quality recent developments, mainly large scale retail outlets. The corridor suffers from a high degree of fragmentation and lack of active street frontage and there are significant opportunities for large scale re-development.

9.5.1 Jacksons Timber Yard and adjoining land, Newtown/Catherine Street (WEOS2)



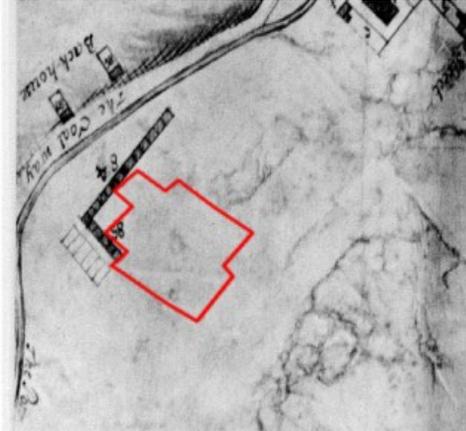
The site is located at the termination of Catherine Street, extending to New Town. It is currently occupied by a timber yard business and comprises a collection of buildings and yards of little architectural significance. It was identified in the Conservation Area Appraisal as a site within the Old Town Character Area, but the site lies outside the boundary of the Conservation Area and for the purposes of the SPD, it may be more appropriate to consider the site within the Preston Street / Ginns Character Area.

Development guidelines

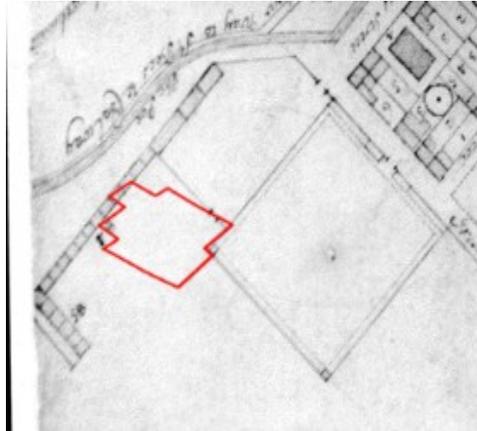
- The development of this site offers opportunities to create new physical and visual links from Catherine Street through to Preston Street, which would improve accessibility and linkages between Bridges Retail Park / Morrisons Supermarket and the retail units on Preston Street
- Good quality uses are encouraged that are appropriate to this quarter of town and which should improve and enhance the area
- New development should be presented in a collection of forms rather than a single mass
- Building heights should be 3 storeys or less and should not overwhelm or dominate the neighbouring former YMCA building
- New development should extend to the back of the footpath to maintain the building line on Howgill Street and provide a strong building edge
- Car parking should be provided at the rear of any buildings or in a courtyard
- High quality design should be used to terminate the vistas along Catherine Street and Howgill Street
- The design and layout of new development should take into consideration the fact that the site is within Flood Zones 2 and 3

Historical Development of Jacksons Timber Yard Site

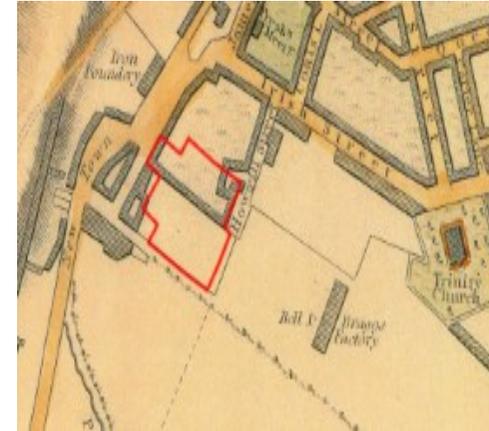
(Extracts from Historical Maps reproduced by kind permission of The Lowther Estates)



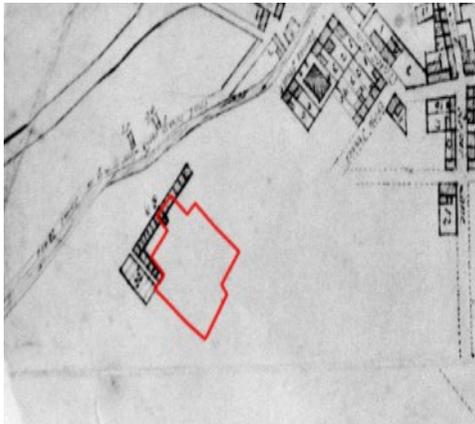
1695



1705



1815



1699

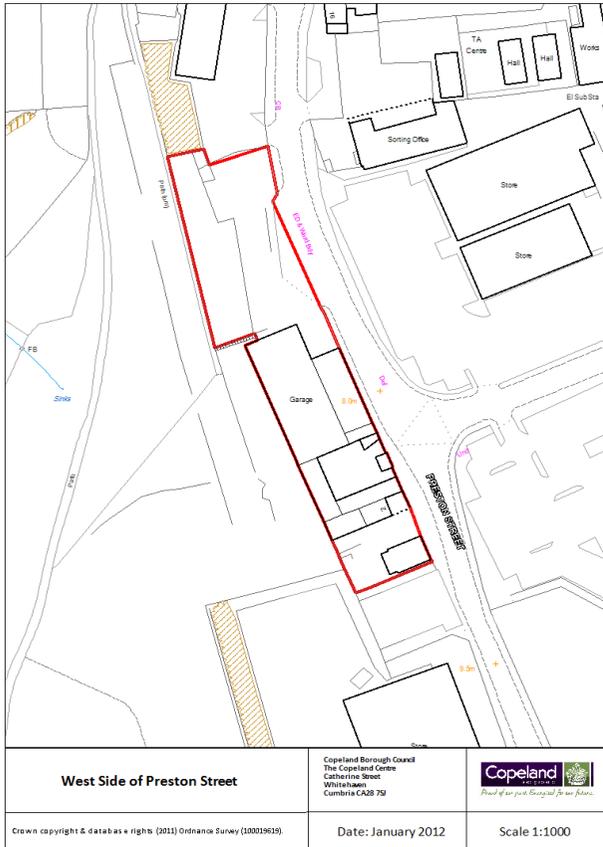


1799



1830

9.5.2 West Side of Preston Street (WEOS3)



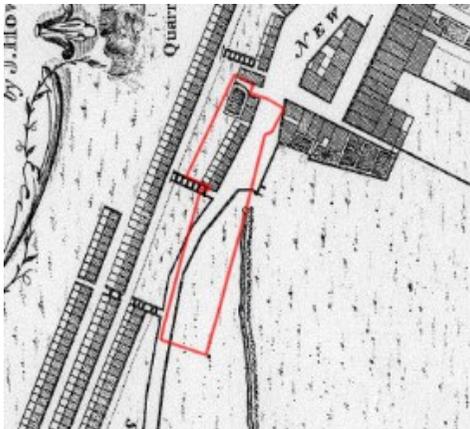
This site is located on Preston Street, an important gateway into Whitehaven. It is occupied by several businesses including a garage and cycle shop in a collection of modern buildings and yards.

Development guidelines

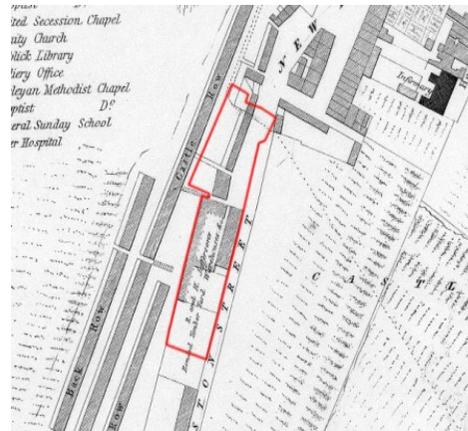
- Good quality uses such as a combination of retail and offices are encouraged that are appropriate to this quarter of town and which should improve and enhance the area
- New developments should be presented in a collection of forms rather than a single mass.
- Building heights should be 3-4 storeys with greater height focussed at the rear, framed by the silhouette of the wooded slope
- Reference should be made to the historical remains of development at “New Houses” to the rear of the site
- New development should extend to the back of the footpath to maintain the building line on Preston Street and provide a strong building edge
- Car parking should be provided at the rear of any buildings or in a courtyard and screened from the main road
- Development should be of high quality design to support the objective of developing an attractive gateway into the town centre
- New development should promote linkages to the harbour and primary shopping area on King Street and Lowther Street
- Development which supports the provision of increased accessibility to pedestrian routes at the rear of the site will be encouraged
- Developers should seek detailed advice from United Utilities at an early stage regarding waste and surface water

Historical Development of West side of Preston Street Site

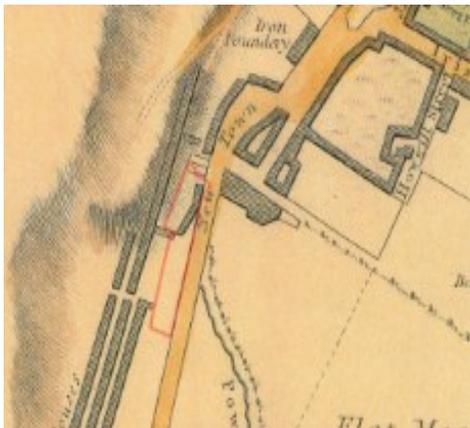
(Extracts from Historical Maps reproduced by kind permission of The Lowther Estates)



1799



1830



1815

9.5.3 West Side of Ginns (WEOS4)



This site is elevated above Ginns, an important gateway into Whitehaven. It is occupied by various businesses housed in a collection of modern buildings and yards.

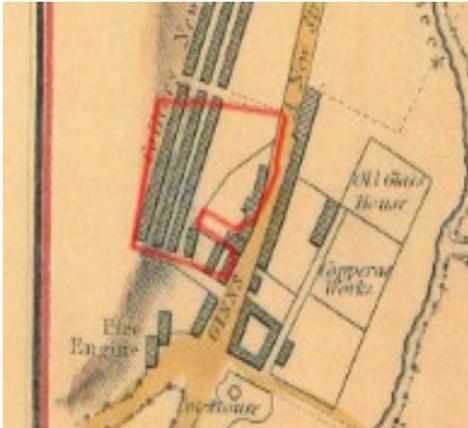
Development guidelines

- This is an important gateway site and could take a robust building design of substantial size, set against the wooded hillside backdrop
- Development should be of high quality design to support the objective of developing an attractive gateway into the town centre
- Uses are encouraged that are appropriate to this quarter of town and which improve and enhance the area
- New developments should be presented in a collection of forms rather than a single mass
- Building heights should be framed by the silhouette of the wooded slope to the rear and development should exploit the sloping topography of the site
- Views to the chimney off Albion Street / Rosemary Lane should be protected
- New development should extend to the back of the footpath to maintain the building line on Preston Street and provide a strong building edge
- Car parking should be provided at the rear of any buildings or in a courtyard and screened from the main road
- Development which incorporates new pedestrian linkages to footpaths in the wooded hillside backdrop will be encouraged

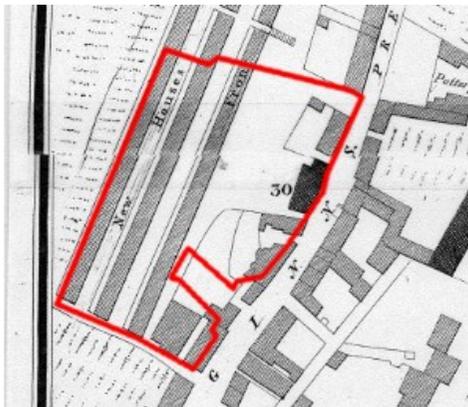


Historical Development of West Side of Ginns

(Historical Maps reproduced by kind permission of The Lowther Estates)



1815



1830

9.5.4 Former Council Depot and adjoining land at Ginns (WEOS5)



These sites include an extensive area of vacant land, surface car parks, former workshops and terraced housing. There has been interest in the site in the past from a major retailer for a supermarket. The site is in a prominent position on the corner of two important approaches to the town centre, Ginns and Coach Road and the site presents a negative visual image at the current time.

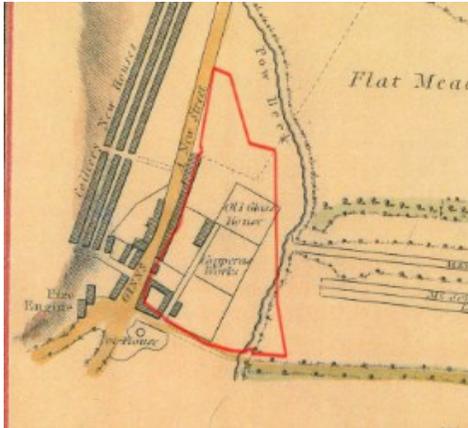
Development guidelines

- This area presents a major development opportunity on a key gateway route to Whitehaven town centre. The development site occupies a corner off the Coach Road / Preston Street approach and is located across the road from the proposed Pow Beck Sports Village
- The site could accommodate a significant mixed use development and the Council would particularly welcome innovative, contemporary and sustainable design to support the proposed Sports Village
- Standard suburban layouts and low densities should be avoided. Instead the Council would welcome an “urban village” approach of high density, mixed uses
- The opportunity to provide a high quality environment for the cycle path which runs through the site should be exploited, and overall the design of new development will be expected to maximise permeability and connectivity between Pow Beck and the town centre
- New developments should be presented in a collection of forms rather than a single mass
- New development should extend to the back of the footpath to restore the building line on Preston Street, Ginns and Coach Road and provide a strong building edge around the Coach Road / Ginns corner

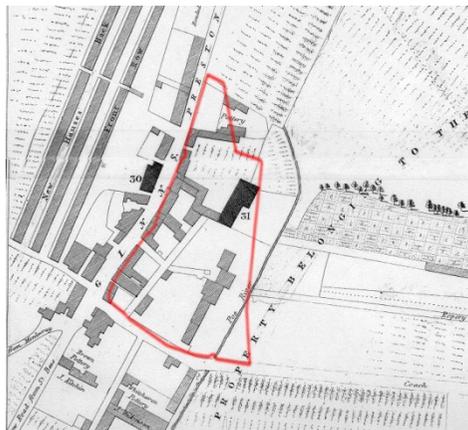
- Car parking should be provided at the rear of any buildings or in courtyards and screened from the main road by landscaping
- The design and layout of new development should take into consideration the fact that various parts of the Site are within Flood Zones 2 and 3

Historical Development of Former Council Depot

(Extracts from Historical Maps reproduced by kind permission of The Lowther Estates)



1815



1830

9.6 Other Development Opportunities

There are a number of other identified development opportunities around the town centre, including several vacant buildings of architectural and historic interest in prominent locations. The vacant buildings are considered to be at significant risk and need to be protected, preserved and enhanced to ensure they make a positive and lasting contribution to the town centre's character. These include:

Former Methodist Church, Lowther Street



This Grade II Listed building is a former Methodist Church which has been vacant for a number of years. It is faced in ashlar red sandstone and is in the gothic style.

New Tesco Store Proposal, North Harbour



Former YWCA building, New Lowther Street



The former YWCA building has a harbour frontage, and is an attractive building of local interest dating from around 1907. It has been vacant for a number of years.

Somerset House, Catherine Street



Somerset House is a Grade II* Listed property dating from 1750. It was built by Samuel Martin who made his fortune in tobacco trading with America.

Union Hall, Scotch Street



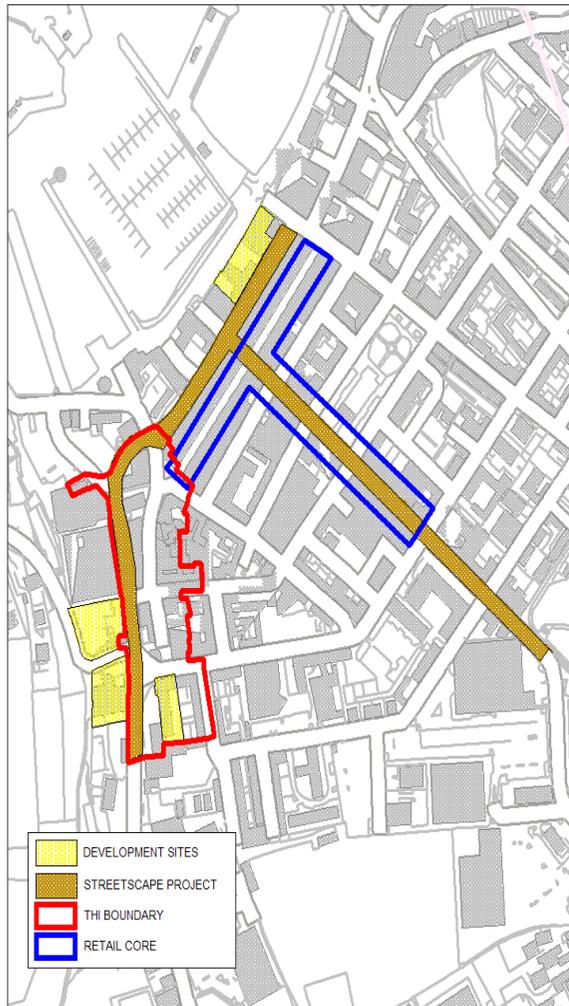
The Union Hall is Grade II Listed and dates from 1880. It is an elaborate building in an Italianate style and was formerly used as offices.

Old Town Hall / Old Court House



This Grade II Listed building dates from 1851 but incorporates a late 17th century building. It was formerly used as offices but is currently vacant.

10.0 Regeneration Priorities



Map 14 Phase 1 Regeneration

The identified sites reflect the Borough Council's and its partners' priorities for regeneration in Whitehaven. Whilst it is recognised that many of the sites are in private ownership and that a wide range of considerations have to be taken into account before development is brought forward, the Borough Council considers that some sites are a higher priority for early development than others. The Borough Council will therefore concentrate its resources to support investment on key sites in the following priority order, for instance by attracting external regeneration funding for projects and working closely with partner agencies such as the County Council on joint initiatives. It is recognised that a flexible approach will be required and the proposed phasing will be reviewed as and when it is considered appropriate to do so. A Development Prospectus is also being prepared for the town which will be used as a marketing tool to attract investment and developer interest.

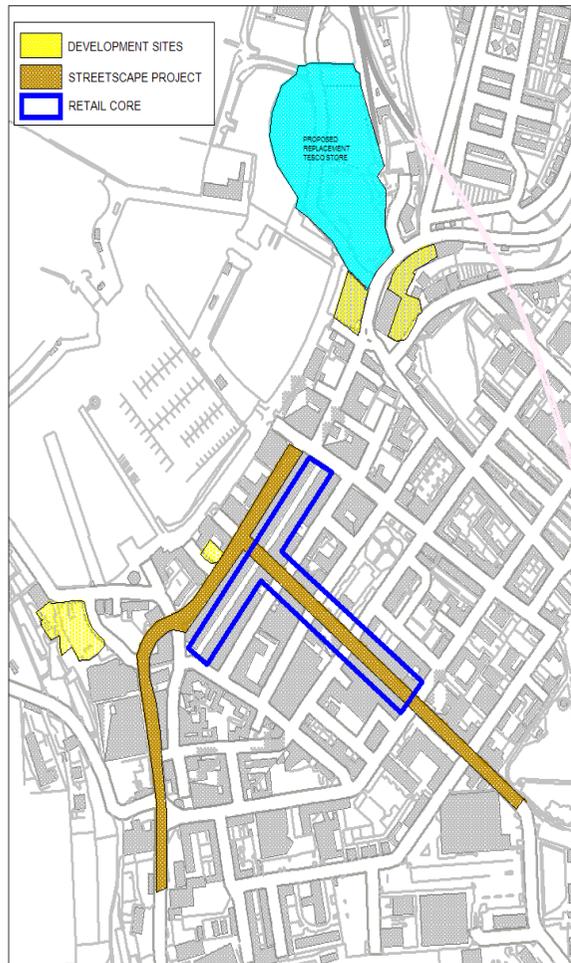
Phase 1 (2012 – 2014)

There are three priority sites which should be brought forward at the earliest opportunity. These are:

1. The Mark House site which has planning permission for a mixed use residential / office scheme on the harbour frontage. Development would provide renewed confidence in the harbour area as a unique investment opportunity and should act as a catalyst for investment in neighbouring sites such as the bus station and former bus depot, and Gough's car park.

2. Albion Square. The proposed development for a high quality office scheme on sites at Albion Street North and Albion Street South would bring immediate benefits for the town by locating at least 600 office workers within a few minutes' walk of the primary shopping area. The site is urgently required for the relocation of office workers from the Sellafield site and is considered key to the town centre's future viability as a retail and leisure destination. The scheme would also support the County Council's proposals for the Streetscape project to enhance pedestrian accessibility in the town centre and harbour areas.

3. YMCA building/ New Town. The restoration and re-use of this important local landmark building on the corner of Irish Street / New town is phased as an early scheme in the THI programme which, if funding is secured, will run from 2013 – 2019. The building is in close proximity to the Albion Square development site and currently contributes to a poor quality environment around the proposed new office scheme.



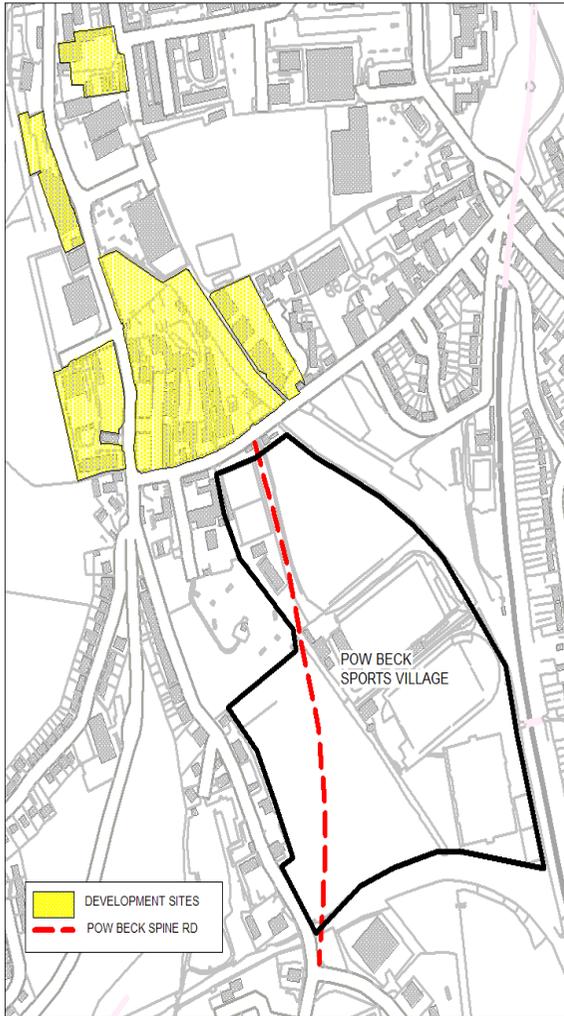
Map 15 Phase 2 Regeneration

Phase 2 (2014 – 2016)

4. Quay Street Car Park and Bardywell Lane. The Council will work hard with its regeneration partners to bring these sites forward to complement other regeneration investment in the town centre such as the proposed Old Town THI scheme. The sites are considered suitable for a range of town centre uses and a high quality hotel scheme to support the growing tourist industry in the town would be particularly encouraged. Development of the sites should improve the environment on the approach to the harbour and should link into existing visitor facilities at the Beacon and landscaped area around the Candlestick Chimney.

5. Bus Station and Bus Depot. Development of these two sites would balance out the concentration of investment towards the south west of the town centre and should be designed to help “tie in” the proposed new Tesco store redevelopment to the harbour area and primary retail area around Lowther and King Streets.

6. Gough’s Car Park. Development of this small gap site would assist with mending a hole in the urban fabric and should provide an opportunity to improve visual and physical linkages between the town centre and the harbour area. The development would support the County Council’s Streetscene proposals in the Strand Street area.



Map 16 Phase 3 Regeneration

Phase 3 (2016 – 2026)

7. Development of sites along the Preston Street Corridor needs to be sensitive to the vitality and viability of the town centre. Investment should be complementary to the town centre's retailing, tourism, service and leisure services role and functions. Therefore care should be taken to ensure that the town centre's future is secured as a successful and thriving destination for visitors, residents and employers, before development around the fringes is brought forward, or investment may be attracted away from the more sustainable core. In addition the later phasing of these sites would allow for further detailed consideration for how development might be used to enhance proposals for a Sports Village at Pow Beck and take advantage of the proposed Pow Beck Spine Relief Road.

11.0 Design and Access Statements

Design and Access Statements have been required for most types of development since 2006. Statements should explain the design thinking behind a planning application, and include a written description of the planning application and the justification for it.

The following is a brief summary of the main points a Design and Access Statement should cover, and is drawn from the guidance document “Design and Access Statements – How to write, read and use them”, CABE, 2007.

1. Process

Assessment

The Statement should demonstrate how the context of the site and its surroundings have been considered. This should include **physical characteristics** (existing buildings, landscape and movement routes), **social characteristics** (how people will be affected by the development) and **economic characteristics** (how the development contributes to the local economy) as well as **planning policy**.

Involvement

The Statement should describe which groups and people have been and will be consulted and how the findings of any consultations have affected the decisions made.

Evaluation

The options for development should be identified together with an explanation about how conflicting issues have been resolved, and what decisions have been made and why.

Design

The design scheme should be guided by the information collected in the earlier stages.

2. Content of Design and Access Statements

Use

The Statement should explain how the use of the building or development fits with the wider area and how it supports local aims. Include:

- Land use policies and how the development has been informed by existing uses
- An explanation of how different uses will work together
- Demonstration of how the access needs of different users are met

Amount

Why is the amount of development considered appropriate? Include:

- Demonstration of how the amount of development planned takes into account how much development is suitable for the site

- An explanation of why different measurement techniques have been used or provision of amounts in different ways (e.g. number of bed spaces as well as floor area etc.)
- How the scheme affects the way an area works
- How the amount of development changes the neighbourhood e.g. by adding services and open space

Layout

Explain why this layout has been chosen and how it will work with and fit the surroundings. Include:

- How buildings and spaces work together
- How the layout will allow inclusive access to and through the site
- How the layout makes places safer
- The purpose of different parts of the site and the placement of buildings and spaces
- An explanation of how conflicting pressures have been resolved

Scale

Why are the sizes right for the site? Explain how the size of new buildings relates to the size of neighbouring and existing buildings. Include:

- Drawings showing the relationships between existing and proposed buildings
- How the scale takes account of the restrictions of the site
- The use of 3D aspects of scale
- Scale of the parts of buildings and how they will work together

Landscaping

Landscaping should be considered in tandem with all other design issues rather than seen as an “add on” at the end of the process. Include:

- How the design of outside spaces will make them attractive, safe, useful and environmentally responsible
- How the landscaping treatment will work with other design decisions
- Explanation of how the design is based on a strategy for long term management and maintenance
- The purpose of the landscaping e.g. to create natural habitat, provide shelter etc.
- How the needs of disabled and older people will be met
- How the development has taken opportunities to enhance biodiversity

Appearance

The appearance of the development is the visual representation of all the decisions that have gone into the design. Include:

- The overall design rationale
- How the appearance fits with other aims of the development
- Pictures – but only of details included in the application
- Acknowledgement of the impacts of changes in light at different times of the day, different seasons, and weather conditions

Access

Movement patterns around and through the site should be explained. Include:

- The policy approach
- Consultation results and any consultation yet to be carried out

How access will be achieved

- Explain how surrounding roads, footpaths and sight lines are linked
- Diagrams showing how different users move to and through the site
- How internal access has been designed and provided
- Visibility of entrances and access to buildings
- Public and private space and how design makes an area safe
- How disabled people have not been segregated
- Access for emergency services

Other Considerations

- How does the design relate to and help to implement other urban regeneration programmes and priorities?
- How does the development incorporate arts and crafts requirements?
- How has the development taken into consideration the Sustainability Appraisal process?

12.0 Conclusion and Design Checklist

Whitehaven has a unique heritage and its high quality townscape and many listed buildings deserve the very best in new development; development which enhances the existing environment and fully supports the town's regeneration and renaissance as a major visitor destination. By setting the bar high, the development industry should be confident that a robust framework is in place to secure high quality schemes on all town centre and harbourside sites, thereby raising the profile and appeal of the town overall, and in turn attracting further inward investment.

Design quality is one of the most important aspects of determining a development proposal, particularly if the site lies in a Conservation Area or is located in close proximity to buildings of historic importance as in Whitehaven. Although there is a subjective element in judgements about design quality, such differences of opinion and matters of personal taste should not obscure the fact that it is possible to arrive at opinions about design quality that are based on objective criteria.

The following questions are drawn from the publication "Building in Context: New Development in Historic Areas", English Heritage and CABE, 2001. They should provide a useful checklist when considering development proposals and encompass both the quality of the building itself and its quality as a contribution to the urban design of the neighbourhood.

Siting

- How does the proposed building relate to its specific site?
- Is there a positive and imaginative response to any problems and constraints?
- Have the physical aspects of the site been considered, such as any changes in level within or beyond it?
- Are access arrangements convenient and existing routes respected?
- Can the amount of accommodation required be fitted on the site in an elegant way?
- Have ground conditions and the presence of surface coal resources and resulting potential for hazards from past mining activity been afforded due consideration?

Context

- How does the proposal relate to its wider setting?
- Are the street pattern and grain of the surroundings respected?
- Are there changes in height between the existing and new development and if so how are they managed?
- Will the result enhance or damage the quality of the townscape?

Density and Mix of Uses

- How is the density of the proposal related to that of existing and neighbouring uses?
- If there are differences, are they acceptable?

Scales and Massing

- Has the impact of the building in close views been assessed?
- Is it either weak or overpowering?
- Does it respect the scale and rhythm of its neighbours?

Details and Materials

- What materials are used?
- How do they relate to those of the surrounding buildings?
- Is the quality as high?
- Are they fit for purpose in the long term?
- Are there interesting comparisons or contrasts in the use of materials?
- How will the colours work together?

Use

- Is the architecture of the building suitable for the uses it contains?
- Is it trying to be too grand or pretending to be more modest than it really is?

Public Realm

- What contribution, if any, does the proposal make to the public realm?
- If new open space is created, is it clear that it will provide a positive benefit and have a genuine use?

Streetscape

- How does the architecture present itself to the viewer?
- Is there a strong composition in the pattern of solid to opening in the façade?
- Does the detailing of the materials show signs of careful thought or originality in the way the building is put together?

Views and Vistas

- In the wider setting, has the impact of the building in views and vistas been considered?
- Does it make a positive or negative impact?
- Does it form an harmonious group or composition with existing buildings or features in the landscape?
- Does it distract the eye from the focus of the view and if so does it provide something better to look at?

Sustainability

- How does the development support sustainable design principles?

13.0 Community Engagement in Development

Community consultation and engagement has been and continues to be an important part of the planning process. The Borough Council is committed to encouraging wider public involvement in the planning process in order to ensure that all stakeholders feel that they have made a worthwhile and valued contribution to the Borough's future development and regeneration.

Developers should take account of Copeland Borough Council's Statement of Community Engagement (SCI) when considering approaches to pre-application consultation with local stakeholders, but the Borough Council would particularly encourage the use of innovative techniques to engage local people in the development process at the earliest opportunity. Key stakeholder groups who may wish to be involved in the early stages of design include the following:

- Local young people and children, schools, youth groups etc.
- Local residents' groups such as the Whitehaven Forum, Locality Partnerships etc.
- Local history and heritage groups
- Groups representing those with accessibility needs and older residents

The Planning Policy Team maintains a Consultation Database of interested local stakeholder groups and individuals, and contact details of these and other groups may be provided on request.

In addition to the physical impacts of development, developers should consider ways in which they can support the social and economic regeneration of the local area, for instance by training and employing local young people in building skills, and by using local suppliers wherever possible.

Appendix 1

Listed Buildings in SPD Area

ID	Address	Grade
1	OLD QUAY WHITEHAVEN	II
2	OLD QUAY LIGHTHOUSE OLD QUAY WHITEHAVEN	II
3	OLD NEW QUAY WEST PIER WHITEHAVEN	II
4	WEST PIER OUTER HARBOUR WHITEHAVEN	II
5	WEST PIER LIGHTHOUSE OUTER HARBOUR WHITEHAVEN	II
6	OLD NORTH WALL NORTH HARBOUR WHITEHAVEN	II
7	QUAYSIDE OUTER HARBOUR WHITEHAVEN	II
12	5 ALBERT SQUARE WHITEHAVEN	II
13	6 ALBERT SQUARE WHITEHAVEN	II
14	7 ALBERT SQUARE WHITEHAVEN	II
15	8 ALBERT SQUARE WHITEHAVEN	II
16	9 ALBERT SQUARE WHITEHAVEN	II
17	15 CATHERINE STREET WHITEHAVEN	II
18	16 CATHERINE STREET WHITEHAVEN	II
19	BONDED WAREHOUSE OPPOSITE No's 15 & 16 CATHERINE STREET WHITEHAVEN	II
20	CATHERINE MILL CATHERINE STREET WHITEHAVEN	II*
21	BONDED WAREHOUSE CHAPEL STREET WHITEHAVEN	II
22	ST NICHOLAS TOWER LOWTHER STREET WHITEHAVEN	B
23	1 CHURCH STREET WHITEHAVEN	II
24	2 CHURCH STREET WHITEHAVEN	II
25	3 CHURCH STREET WHITEHAVEN	II
26	4 CHURCH STREET WHITEHAVEN	II
27	5 CHURCH STREET WHITEHAVEN	II
28	6 CHURCH STREET WHITEHAVEN	II
29	7 CHURCH STREET WHITEHAVEN	II
30	8 CHURCH STREET WHITEHAVEN	II
31	9 - 11 CHURCH STREET WHITEHAVEN	II
32	12 CHURCH STREET WHITEHAVEN	II
33	13 CHURCH STREET WHITEHAVEN	II
34	14 CHURCH STREET WHITEHAVEN	II
35	15 CHURCH STREET WHITEHAVEN	II

ID	Address	Grade
36	16 CHURCH STREET WHITEHAVEN	II
37	30 CHURCH STREET WHITEHAVEN	II
38	31 CHURCH STREET WHITEHAVEN	II
39	32 CHURCH STREET WHITEHAVEN	II
40	33 CHURCH STREET WHITEHAVEN	II
41	34 CHURCH STREET WHITEHAVEN	II
42	34A CHURCH STREET WHITEHAVEN	II
43	35 CHURCH STREET WHITEHAVEN	II
44	49 CHURCH STREET WHITEHAVEN	II
45	50 CHURCH STREET WHITEHAVEN	II
46	51 CHURCH STREET WHITEHAVEN	II
47	52 CHURCH STREET WHITEHAVEN	II
48	53 CHURCH STREET WHITEHAVEN	II
49	54 CHURCH STREET WHITEHAVEN	II
50	55 CHURCH STREET WHITEHAVEN	II
51	56 CHURCH STREET WHITEHAVEN	II
52	57 CHURCH STREET WHITEHAVEN	II
53	57A CHURCH STREET WHITEHAVEN	II
54	9A COATES LANE WHITEHAVEN	II
55	1 - 2 COLLEGE STREET WHITEHAVEN	II
56	6 COLLEGE STREET WHITEHAVEN	II
58	1A CROSS STREET WHITEHAVEN	II
59	1 CROSS STREET WHITEHAVEN	II
60	2 CROSS STREET WHITEHAVEN	II
61	3 CROSS STREET WHITEHAVEN	II
62	4 CROSS STREET WHITEHAVEN	II
63	4A CROSS STREET WHITEHAVEN	II
64	5 CROSS STREET WHITEHAVEN	II
65	6 CROSS STREET WHITEHAVEN	II
66	7 CROSS STREET WHITEHAVEN	II
67	8 CROSS STREET WHITEHAVEN	II
68	9 CROSS STREET WHITEHAVEN	II
69	11 CROSS STREET WHITEHAVEN	II
70	12 CROSS STREET WHITEHAVEN	II

ID	Address	Grade
70	12 CROSS STREET WHITEHAVEN	II
71	4 DUKE STREET WHITEHAVEN	II
72	16 TANGIER STREET WHITEHAVEN	II
73	5 DUKE STREET WHITEHAVEN	II
74	6 DUKE STREET WHITEHAVEN	II
75	43 - 44 DUKE STREET WHITEHAVEN	II
76	46 DUKE STREET WHITEHAVEN	II
77	47 DUKE STREET WHITEHAVEN	II
78	48 DUKE STREET WHITEHAVEN	II
79	49 DUKE STREET WHITEHAVEN	II
80	50 DUKE STREET WHITEHAVEN	II
81	SOMERSET HOUSE 52 DUKE STREET WHITEHAVEN	II*
82	53 DUKE STREET WHITEHAVEN	II
83	MASONIC HALL DUKE STREET WHITEHAVEN	II
84	OLD TOWN HALL 60 DUKE STREET WHITEHAVEN	II
97	96 - 97 DUKE STREET WHITEHAVEN	II
98	104 DUKE STREET WHITEHAVEN	II
99	1 - 2 KING STREET WHITEHAVEN	II
103	WHITEHAVEN CASTLE FLATT WALKS WHITEHAVEN	II
150	70 GEORGE STREET WHITEHAVEN	II
151	71 GEORGE STREET WHITEHAVEN	II
152	72 GEORGE STREET WHITEHAVEN	II
153	73 GEORGE STREET WHITEHAVEN	II
156	85 GEORGE STREET WHITEHAVEN	II
157	86A GEORGE STREET WHITEHAVEN	II
158	86B GEORGE STREET WHITEHAVEN	II
159	86C GEORGE STREET WHITEHAVEN	II
160	87 GEORGE STREET WHITEHAVEN	II
161	1 HAMILTON LANE WEST STRAND WHITEHAVEN	II
168	ST JAMES CHURCH HIGH STREET WHITEHAVEN	II
169	GATE PIERS & LAMP HOLDERS ST JAMES CHURCH HIGH STREET WHITEHAVEN	II
170	1 HIGH STREET WHITEHAVEN	II
171	2 HIGH STREET WHITEHAVEN	II
172	3 HIGH STREET WHITEHAVEN	II

ID	Address	Grade
173	4 HIGH STREET WHITEHAVEN	II
174	5 HIGH STREET WHITEHAVEN	II
175	6 HIGH STREET WHITEHAVEN	II
176	7 HIGH STREET WHITEHAVEN	II
177	8 HIGH STREET WHITEHAVEN	II
178	9 HIGH STREET WHITEHAVEN	II
179	10 HIGH STREET WHITEHAVEN	II
180	11 HIGH STREET WHITEHAVEN	II
181	10 HOWGILL STREET WHITEHAVEN	II
182	11 HOWGILL STREET WHITEHAVEN	II
183	12 HOWGILL STREET WHITEHAVEN	II
184	14 - 15 HOWGILL STREET WHITEHAVEN	II
185	17 - 18 HOWGILL STREET WHITEHAVEN	II
193	4 IRISH STREET WHITEHAVEN	II
194	5 IRISH STREET WHITEHAVEN	II
195	7 IRISH STREET WHITEHAVEN	II
196	17 IRISH STREET WHITEHAVEN	II
197	18 IRISH STREET WHITEHAVEN	II
198	19 - 20 IRISH STREET WHITEHAVEN	II
199	41 IRISH STREET WHITEHAVEN	II
200	42 IRISH STREET WHITEHAVEN	II
201	43 IRISH STREET WHITEHAVEN	II
202	44 - 45 IRISH STREET WHITEHAVEN	II
216	1 LOWTHER STREET WHITEHAVEN	II
217	7 LOWTHER STREET WHITEHAVEN	II
218	8 LOWTHER STREET WHITEHAVEN	II
219	9 - 16 LOWTHER STREET WHITEHAVEN	II
220	21 LOWTHER STREET WHITEHAVEN	II
221	22 LOWTHER STREET WHITEHAVEN	II
222	23 LOWTHER STREET WHITEHAVEN	II
223	24 LOWTHER STREET WHITEHAVEN	II
224	25 LOWTHER STREET WHITEHAVEN	II
225	26 LOWTHER STREET WHITEHAVEN	II
226	SHOP AND PREMISES GND FLR 26 B LOWTHER STREET WHITEHAVEN	II

ID	Address	Grade
227	PACK HORSE HOTEL LOWTHER STREET WHITEHAVEN	II
228	THE STRAND 37 LOWTHER STREET WHITEHAVEN	II
229	38 LOWTHER STREET WHITEHAVEN	II
230	39 LOWTHER STREET WHITEHAVEN	II
231	40 LOWTHER STREET WHITEHAVEN	II
232	41 LOWTHER STREET WHITEHAVEN	II
234	MARINA VIEW 44 LOWTHER STREET WHITEHAVEN	II
235	45 LOWTHER STREET WHITEHAVEN	II
236	46 LOWTHER STREET WHITEHAVEN	II
237	47 LOWTHER STREET WHITEHAVEN	II
238	STRAND HOUSE STRAND STREET WHITEHAVEN	II
239	59 LOWTHER STREET WHITEHAVEN	II
240	66 LOWTHER STREET WHITEHAVEN	II
241	75 LOWTHER STREET WHITEHAVEN	II
242	76 LOWTHER STREET WHITEHAVEN	II
243	77 LOWTHER STREET WHITEHAVEN	II
244	78 LOWTHER STREET WHITEHAVEN	II
245	79 LOWTHER STREET WHITEHAVEN	II
246	80 LOWTHER STREET WHITEHAVEN	II
247	81 LOWTHER STREET WHITEHAVEN	II
248	82 LOWTHER STREET WHITEHAVEN	II
249	83 LOWTHER STREET WHITEHAVEN	II
280	MARKET HALL MARKET PLACE WHITEHAVEN	II
281	6 MARKET PLACE WHITEHAVEN	II
282	23 - 24 NEW STREET WHITEHAVEN	II
283	42 NEW STREET WHITEHAVEN	II
301	16 QUEEN STREET WHITEHAVEN	II
302	17 QUEEN STREET WHITEHAVEN	II
306	35 QUEEN STREET WHITEHAVEN	II
307	43 QUEEN STREET WHITEHAVEN	II
313	131 QUEEN STREET WHITEHAVEN	II
314	132 QUEEN STREET WHITEHAVEN	II
315	133 QUEEN STREET WHITEHAVEN	II
316	139 QUEEN STREET WHITEHAVEN	II

ID	Address	Grade
317	140 QUEEN STREET WHITEHAVEN	II
318	141 QUEEN STREET WHITEHAVEN	II
319	150 QUEEN STREET WHITEHAVEN	II
320	151 QUEEN STREET WHITEHAVEN	II
321	152 QUEEN STREET WHITEHAVEN	II
322	153 QUEEN STREET WHITEHAVEN	II
323	154 QUEEN STREET WHITEHAVEN	II
327	10 ROPER STREET WHITEHAVEN	II
329	19 ROPER STREET WHITEHAVEN	II
330	20 ROPER STREET WHITEHAVEN	II
331	21 ROPER STREET WHITEHAVEN	II
332	22 ROPER STREET WHITEHAVEN	II
333	23 ROPER STREET WHITEHAVEN	II
334	24 ROPER STREET WHITEHAVEN	II
335	25 ROPER STREET WHITEHAVEN	II
336	28 ROPER STREET WHITEHAVEN	II
337	29 ROPER STREET WHITEHAVEN	II
338	30 ROPER STREET WHITEHAVEN	II
339	36 ROPER STREET WHITEHAVEN	II
340	37 ROPER STREET WHITEHAVEN	II
341	38 ROPER STREET WHITEHAVEN	II
342	46 ROPER STREET WHITEHAVEN	II
343	47 ROPER STREET WHITEHAVEN	II
344	48, 49 & 49A ROPER STREET WHITEHAVEN	II
347	51 ROPER STREET WHITEHAVEN	II
348	57 ROPER STREET WHITEHAVEN	II
349	58 ROPER STREET WHITEHAVEN	II
351	1 SCOTCH STREET WHITEHAVEN	II
352	2 SCOTCH STREET WHITEHAVEN	II
353	3 SCOTCH STREET WHITEHAVEN	II
354	4 SCOTCH STREET WHITEHAVEN	II
355	5 SCOTCH STREET WHITEHAVEN	II
356	6 SCOTCH STREET WHITEHAVEN	II
357	7 SCOTCH STREET WHITEHAVEN	II

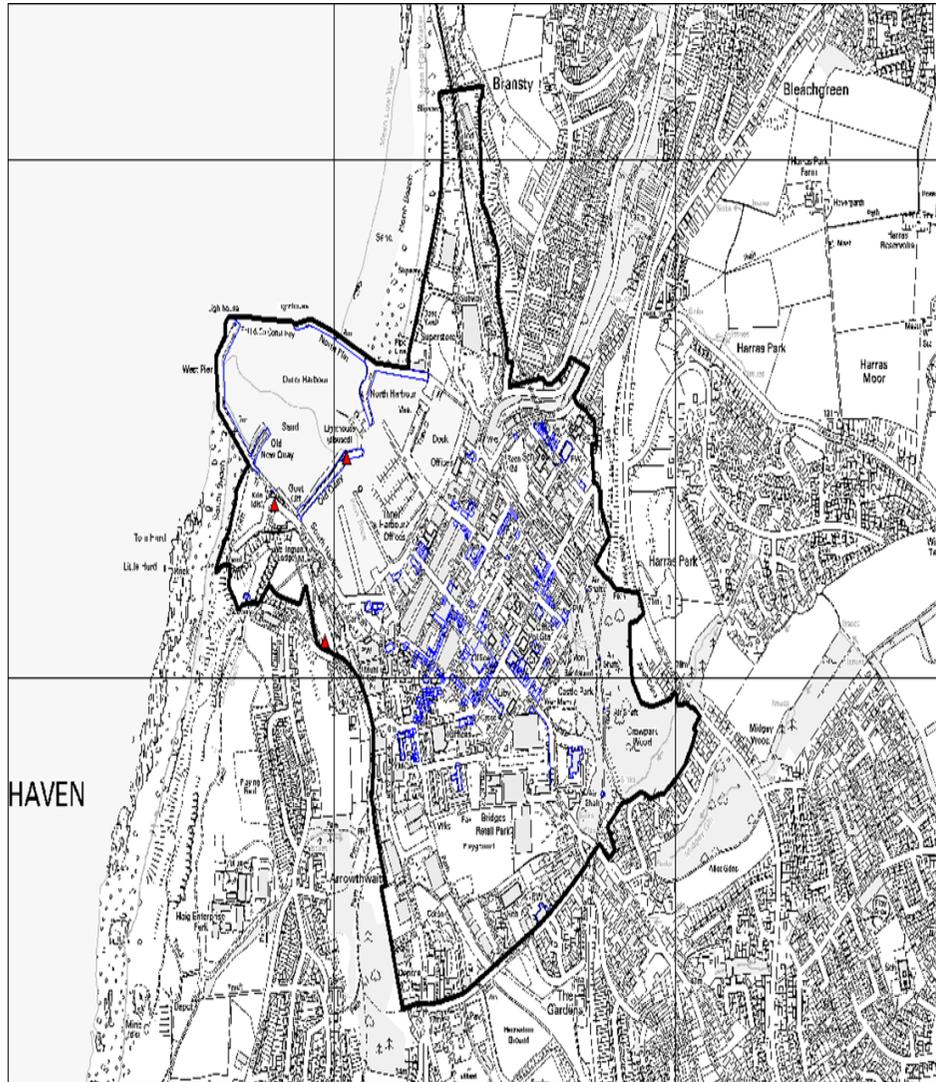
ID	Address	Grade
358	8 SCOTCH STREET WHITEHAVEN	II
359	9 SCOTCH STREET WHITEHAVEN	II
360	10 SCOTCH STREET WHITEHAVEN	II
361	14 SCOTCH STREET WHITEHAVEN	II
362	31A SCOTCH STREET WHITEHAVEN	II
363	31B SCOTCH STREET WHITEHAVEN	II
364	32 SCOTCH STREET WHITEHAVEN	II
365	33 SCOTCH STREET WHITEHAVEN	II
366	34 SCOTCH STREET WHITEHAVEN	II
367	35 SCOTCH STREET WHITEHAVEN	II
368	84 SCOTCH STREET WHITEHAVEN	II
369	85 SCOTCH STREET WHITEHAVEN	II
370	86 SCOTCH STREET WHITEHAVEN	II
371	87 SCOTCH STREET WHITEHAVEN	II
372	88 SCOTCH STREET WHITEHAVEN	II
373	89 SCOTCH STREET WHITEHAVEN	II
374	90 SCOTCH STREET WHITEHAVEN	II
375	91 SCOTCH STREET WHITEHAVEN	II
376	92 SCOTCH STREET WHITEHAVEN	II
377	93 SCOTCH STREET WHITEHAVEN	II
378	94 SCOTCH STREET WHITEHAVEN	II
379	95 SCOTCH STREET WHITEHAVEN	II
380	UNION HALL EDUCATION OFFICE SCOTCH STREET WHITEHAVEN	II
381	WAVERLEY HOTEL 13 TANGIER STREET WHITEHAVEN	II
385	11 WELLINGTON ROW WHITEHAVEN	II
386	AGE CONCERN OLD CUSTOMS HOUSE WEST STRAND WHITEHAVEN	II
387	11-12 HARBOURSIDE WEST STRAND WHITEHAVEN	II
388	ROYAL STANDARD WEST STRAND WHITEHAVEN	II
544	OLD QUAY WHITEHAVEN HARBOUR WHITEHAVEN	II
703	BOWLING GREEN HOUSE HARBOUR VIEW WHITEHAVEN	II
705	112 SCOTCH STREET WHITEHAVEN	II
706	113 SCOTCH STREET WHITEHAVEN	II
707	HIGH MEETING HIGH STREET WHITEHAVEN	II
708	56 ROPER STREET WHITEHAVEN	II

ID	Address	Grade
709	54 ROPER STREET WHITEHAVEN	II
711	53 ROPER STREET WHITEHAVEN	II
712	AIR SHAFT CAP TO FORMER RAILWAY TUNNEL HIGH STREET WHITEHAVEN	II
713	NO 1 WITH WAREHOUSE TO REAR MARLBOROUGH STREET WHITEHAVEN	II
715	35 TANGIER STREET WHITEHAVEN	II
716	AIR SHAFT CAP TO FORMER RAILWAY TUNNEL CASTLE PARK FLATT WALKS WHITEHAVEN	II
717	AIR SHAFT CAP TO FORMER RAILWAY TUNNEL CASTLE PARK FLATT WALKS WHITEHAVEN	II
718	AIR SHAFT CAP TO FORMER RAILWAY TUNNEL CASTLE PARK FLATT WALKS WHITEHAVEN	II
719	AIR SHAFT CAP TO FORMER RAILWAY TUNNEL CASTLE PARK FLATT WALKS WHITEHAVEN	II
725	52 ROPER STREET WHITEHAVEN	II
728	55 ROPER STREET WHITEHAVEN	II
732	NORTH WALL NORTH SHORE WHITEHAVEN	II
702	WALL BEHIND W CUMBRIA COLLEGE OF SCIENCE & TECHNOLOGY, FLATT WALKS WHITEHAVEN	II
100	GLOBE HOUSE DUKE STREET WHITEHAVEN	II
704	METHODIST CHURCH, LOWTHER STREET, WHITEHAVEN	II
757	105 DUKE STREET WHITEHAVEN	II
758	105A DUKE STREET WHITEHAVEN	II
764	44 ROPER STREET WHITEHAVEN	II*
765	44 ROPER STREET WHITEHAVEN	II*

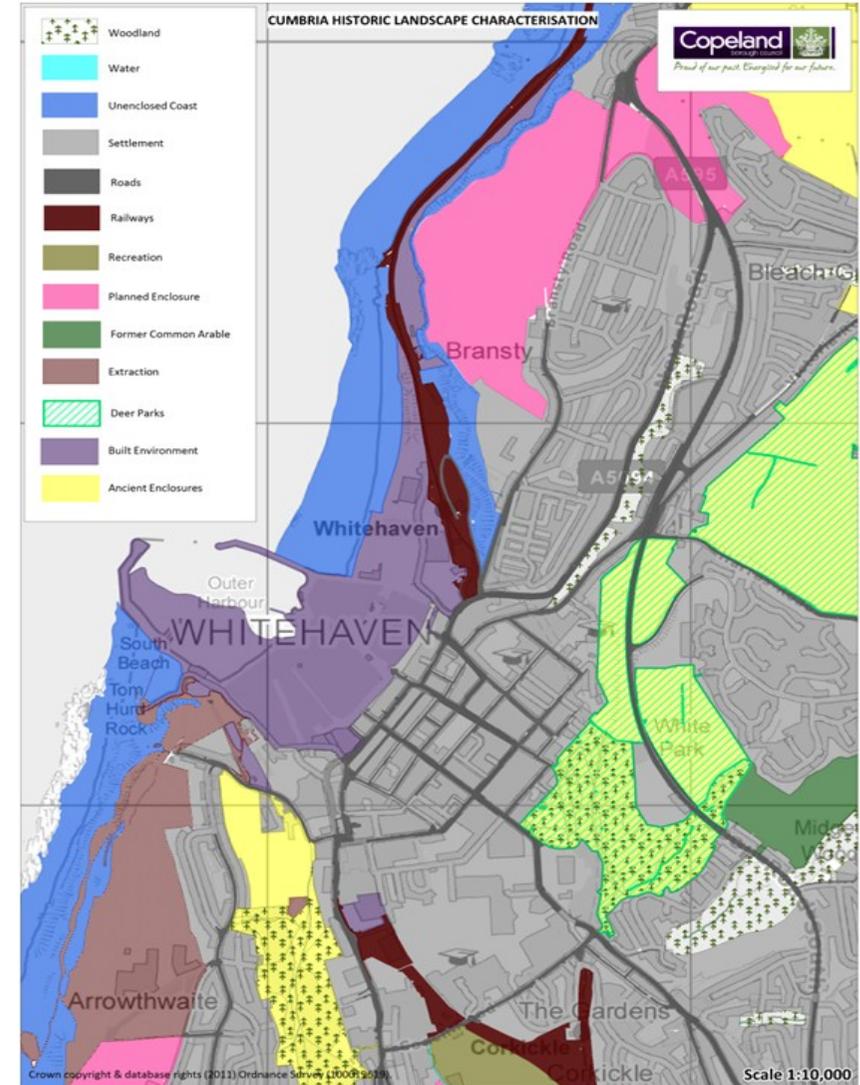
Scheduled Ancient Monuments

	OLD QUAY AND OLD QUAY LIGHTHOUSE	
	OLD FORT	
	DUKE PIT FAN HOUSE	

SAMs and Listed Buildings within the SPD Boundary



Cumbria Historic Landscapes Characterisation, Whitehaven



Appendix 2

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Colourful Coast

<http://www.colourfulcoast.org.uk>