Whitehaven Town Centre and High Street Conservation Areas | Public Realm Appraisal

April 2009

Part of the Whitehaven Town Centre Heritage and Design Series

Copeland

Whitehaven Town Centre Heritage and Design Series

This document is part of the Whitehaven Town Centre Heritage and Design Series. This series has prepared on behalf of Copeland Borough Council to ensure that all development proposals in, or adjacent to, Whitehaven town centre's conservation areas are well-considered, of high quality and have regard to their historical context.

This series is addressed to:

- Residents and businesses;
- The local community;
- Ward members;
- Council departments, including planning, land and property and highways;
- Potential public and private sector developers;
- Statutory service providers, and;
- Relevant professionals, including builders, architects and planners.

Documents in this series are:

- Whitehaven Town Centre and High Street Conservation Areas Character Appraisal

This character appraisal identifies and explains the special historical and architectural character of Whitehaven town centre's conservation areas.

- Whitehaven Town Centre and High Street Conservation Areas Managment Plan

This management plan programmes short, medium and long-term actions to preserve and enhance the conservation areas.

- Whitehaven Town Centre Development Guide

This development guide outlines the urban design principles and criteria to be applied in the town centre.

- Whitehaven Town Centre Site Development Guides:
  - Site 1: Former YMCA Building Irish Street
  - Site 2: Albion Street South
  - Site 3: Albion Street North
  - Site 4: Quay Street Car Park
  - Site 5: Bardywell Lane
  - Site 6: Gough's Car Park, Strand Street/ Malborough Street
  - Site 7: Mark House, the former Victorian public baths and the Paul Jones Pub, Strand Street
  - Site 8: Former Bus Depot, Bransty Row
  - Site 9: Former Bus Station and Works, Bransty Row

These site development guides are to be read in conjunction with the Whitehaven Town Centre Devleopment Guide and indicate the degree and type of development that will be acceptable on each development site.

- Whitehaven Town Centre Public Realm Appraisal

This public realm appraisal provides guidance on the degree and type of surface materials and street structures that will be acceptable in the town centre.

Acknowledgements

We are grateful to the people of Whitehaven who provided invaluable local knowledge and encouragement during the preparation of this report, in particular Cllr John Kane, Cllr Jeanette Williams, Cllr Henry Wormstrup, John Crewdson of the Whitehaven and District Civic Society, Michael Moon of the Whitehaven Heritage Action Group and Celia McKenzie of the Whitehaven Harbour Commission.

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Contents

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Irish Street

Lowther Street

King Street

“Uniformity is best when a Town spreads from ye Centre to ye Circumference....”

Sir John Lowther, writing in 1698 after more than thirty years of involvement in the planning and development of Whitehaven

1.0 Introduction

James Street

Whitehaven town centre is a unique and special place; the streets and public places we see today are the legacy of periods of extraordinary economic growth and enlightened patronage, coupled with the ingenuity, hard work and persistence of local people which has seen the town through less prosperous times.

Whitehaven's special historic qualities are well recognised. Most of the town centre is designated as a Conservation Area, and many buildings are listed. As a result, much of the town centre retains its distinctive character; but there have also been significant changes to the town since the Conservation Areas were established in 1969 and 1972. The closure of the coal pits and dock side has seen an almost complete eradication of the industrial infrastructure which once characterised parts of the town. The replacement harbour side with its extensive paving, lighting and public art, and the introduction of retail sheds and car parks to the periphery of the town are developing a new identity for the town. This, coupled with the continued decline in the condition of some streets and buildings, mean that the time is right to review the effectiveness of the Conservation Areas in Whitehaven town centre.

This document is an appraisal of the public realm of Whitehaven Town Centre; its purpose is to provide an assessment of the streets and public places in the town centre, and provide guidance outlining how they can be conserved and managed to enhance and support the special characteristics of the Whitehaven and High Street Conservation Areas.

The Public Realm appraisal can be read as a stand alone document, and also as a contributory component of the Conservation Area Appraisal and Management Plan which have been produced by Paul Butler Associates, in conjunction with Landscape Projects and OMI Architects.

The methodology followed to appraise the public realm has been adapted by Landscape Projects from current guidance from English Heritage, CABE and other advisory bodies.

The Appraisal begins by establishing the context for the development of Whitehaven, and examines the historical development of the town centre streets and public places which comprise its public realm. It identifies patterns of use and activity within the public realm of the town centre, and its legibility. Using the Conservation Area Appraisal character assessments to identify distinctive sub-districts within the town centre, it assesses the condition of the public realm and the extent to which its layout, surface materials and streetscape furniture support the distinctiveness of each character area.

The audit and assessment of the streets and public places was carried out in summer 2008. The appraisal serves as a baseline document and identifies a series of recommendations from which to develop the Conservation Area Management Plan.

2.0 Whitehaven Town Centre : The study area

Whitehaven is a unique town with a fascinating history which reflects its location on the northwest coast of England, separated by the mountains of the Lake District from the heart of the region and its conurbations. At times it was a boom town, a mining town and a provincial market town. Each stage of its historic development has left a mark on the town; indeed it is the most complete example of a Georgian planned town in Europe.

The importance of the town's remarkable built heritage is widely recognised. In 1969 and 1972 a large area of the town centre was designated as conservation areas. In fact two distinct areas were designated:

1) Whitehaven Town Centre and
2) High Street.

The boundaries of the conservation areas were carefully drawn, and include most of the harbour, its walls and western headlands. Since the conservation areas were designated, considerable change has taken place, including the closure of coal pits at Kells, the removal of industrial plant on the harbour side and its replacement with promenades, paving, lighting and artwork. Supermarkets and associated car parks have changed the townscape around Whitehaven Castle, and there has been continued decline in the quality of some streets, despite improvements elsewhere in the town.

This appraisal sets out to examine the public realm of the conservation areas, and make recommendations which will inform the conservation areas management plan.

Conservation area boundaries

3.0 Landscape Context

Whitehaven is a town situated on the northwestern coast of Cumbria with a population of 25,500.

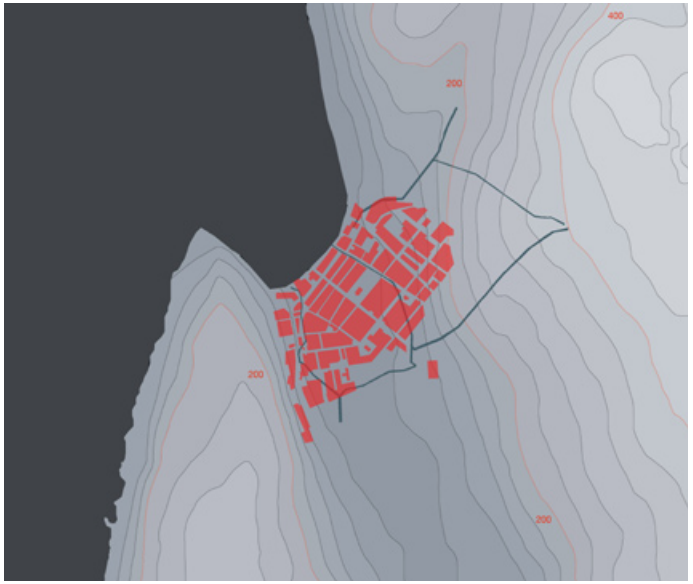
The development of the town has been heavily influenced by its topography. The town centre is situated in the valley of the Pow Beck, which flows into the Irish Sea behind a steep headland jutting in to the bay. The valley is steep sided, and open to the north westerly winds which blow off the sea. The landscape of the valley before the establishment of the town would have been wooded, with sand dunes above the high tide line along the foreshore.

The bay provided sufficient shelter to allow a settlement to establish in the lee of the western headland, close to where the Pow Beck met the sea. Later, rock walls and bulwarks were built into the bay to provide more shelter, and the Pow Beck was culverted. Today its culvert passes beneath the Market Place.

The expansion of the town was constrained by the steep slopes to the northeast and southwest until the later period of industrial expansion in the early 20th Century. Today we find that the valley floor and surrounding hilltops have been extensively developed, but the sides remain wooded, forming a distinctive backdrop for views into and out of the town centre.

The greenspace network around the town centre is extensive and generally highly accessible.

Refer to The Conservation Area Appraisal for more detail.



Map showing topography and probable coastline of Whitehaven prior to the establishment of a settlement

Whitehaven and peripheral woodland

Woodland

4.0 Historical development of the public realm in Whitehaven

This section examines the historic development of the public realm in Whitehaven. For a more detailed description of Whitehaven's historical development see section 4 in the Conservation Area Appraisal.

The plan adjacent shows the extent of Whitehaven in 1693. The early settlement and its harbour, grew where the Pow Beck enters the bay, (1). The settlement was protected by the headland to the west, but open to the north west, and the eastern side of the bay was lined with sand dunes which are today referenced in street names such as Sandhill Lane. (2)

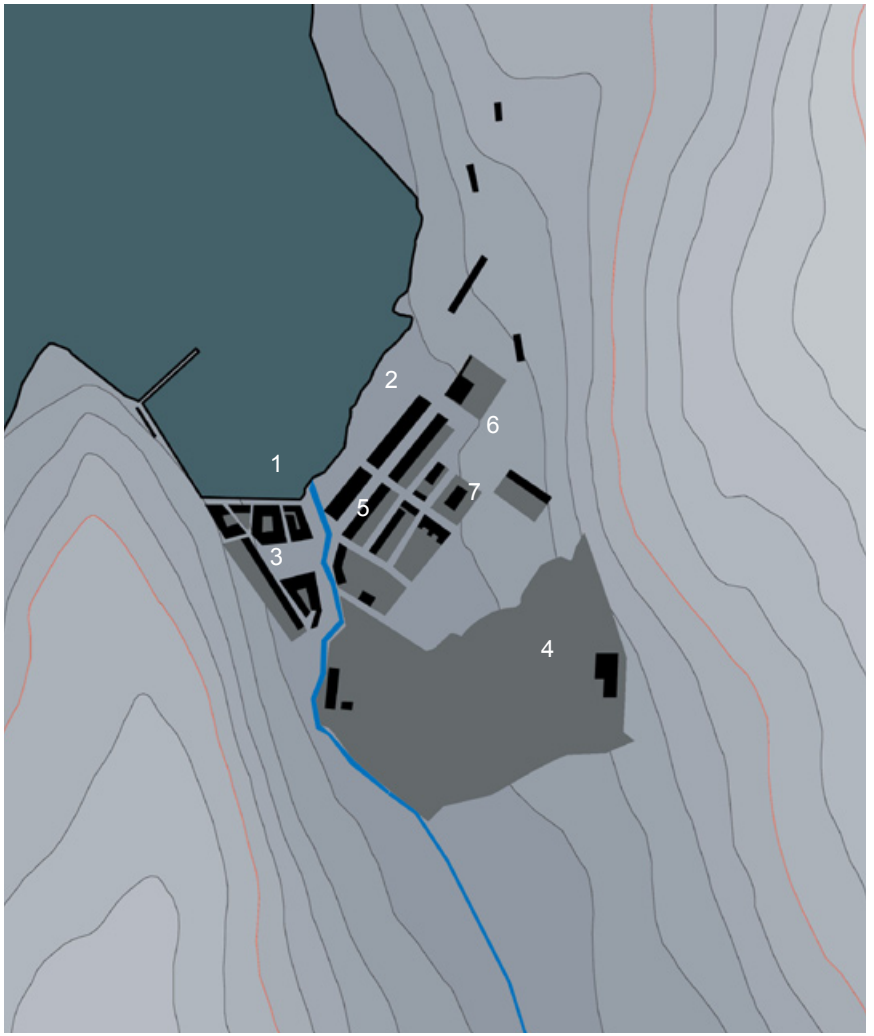
The primary public place within the settlement was the market place (3), around which an intricate network of lanes had developed. Later the Beck would be culverted, and the market place would expand.

The Manor at Whitehaven (4), known as The Flatt, and later as Whitehaven Castle, was owned by the priory at St Bees, and established on a large landholding which straddled the valley inland of the town; this, coupled with the sea shore and steep slopes to the NE and SW, effectively constrained Whitehaven's early development.

Export of coal mined from the valleys sides around the town allowed Whitehaven to establish trading relations and a fleet of sturdy ships. During the 17th century Whitehaven merchants began to exploit new global markets, and drawn by its prosperity, the Lowther family, with extensive land holdings elsewhere in Cumbria, the Midlands and London bought land in the town, and took over the manor. At this time the most desirable houses were crowded along the shoreline, overlooking the harbour (5). The terraces of buildings were long and shallow, orientated parallel to the shore, with few access routes to the sea. The inland plots were partially developed. Ropewalks were established on the line of Duke Street (6), which further constrained the town's expansion.

Sir John Lowther (1642 - 1703) proved to be an enlightened patron for Whitehaven. From his house in London, where he mixed in a sophisticated society which included Royal Academicians, he developed plans for an ordered town which employed the latest thinking in urban design. London at the time was in the throes of rebuilding after the devastation of the fire of 1666, and the debate over its replanning was drawing ideas from across Europe. He took a personal interest in the development of the town, travelling to Whitehaven during the summer months, and employing talented architects and reliable estate staff to oversee the implementation of his ideas.

Sir John recognised the importance of encouraging the growth of the town away from the congested harbour side, he devised a rectilinear plan of wide streets, with Lowther street as the principal street running parallel to Roper Street and Duke Street, which then existed as the route to Egremont. A new church was erected within a square on the site now occupied by St Nicholas' tower (7). The prosperous merchants were encouraged to reside further inland by offering them generous building plots. The grid of streets was constructed using stone and ballast from the harbour, raising the street level above the



1693

surrounding land; this made them easier to drain, and provided the opportunity for cellars under newly developed buildings. The building plots were sold piecemeal, but development was required to conform to guidelines including height, proportion and building line. As a result, the town has inherited a remarkably consistent townscape.

However not all of Sir Johns' ambitions were realised. He had intended that the harbourside should be reserved for warehouses, but under pressure from the town's residents he later permitted shops and workshops to be constructed on what is now Strand Street. In 1697 a grand square was proposed to the southwest of Lowther street. Despite Sir John's enthusiasm for the project the square was never created. Had the proposal been realised, it would have been one of the earliest planned squares in the country.

Some of the town's wealthier inhabitants were reluctant to cooperate with Sir John's vision. Following his refusal to permit construction of grand houses close to the harbour, after Sir John's death they sought to build houses in parts of the town where he had discouraged development and in styles that did not conform to his design regulations. The Cupola at the corner of Duke Street and Scotch Street is an example of this 'renegade' development (2).

The rapid growth of trade continued and the town expanded to fill the grid of streets. The roperies on George Street were relocated, and the town extended up the hill to High Street. Due to the constraints of topography and landownership, the town centre did not extend further but grew more densely populated, leading to multi-occupation and the subdivision of larger plots, and the development of courts within the core of the housing blocks.
There were chronic shortages of labour, which the Lowthers sought to alleviate by building cottages for artisans and crafts people on the western slopes above the town. (3)

The western edge of the town was where much of the industrial processing and storage facilities were located, making use of the water from Pow Beck, and set away from the main residential areas further east, and the Flatt.

The harbour walls were extended considerably to accommodate an increasing fleet of shipping. Quays were built into the sea, further distancing waterfront streets like Strand Street from the shore, and separating the bulk of the town from the harbour.

The primary public spaces at this time were the Market Place, and the churchyards; there were three churches; the main church was St Nicholas, on Lowther Street, with an extensive churchyard and burial ground (1) St James Church (3) and Trinity Church (5) were located on the edge of the town, and positioned to terminate views along streets.

By the end of the 18th century Whitehaven was regarded, alongside London, Bristol, Liverpool, Newcastle and Glasgow, as one of the six primary ports in the land. However, competition from the west coast ports, coupled with its distance from the emerging areas of industrial production in the Mersey basin led to a slackening in the expansion

1790

of Whitehaven. In fact, it did not expand significantly beyond the “Georgian Grid” until the 20th Century. Whitehaven in the 19th century changed from a merchant town to an industrial town, as technological advances allowed the construction of mines under the sea, railway tunnels under the town and the construction of massive harbour walls far into the bay. The sinking of the coal pits on the western side of town required a substantial mining infrastructure to transfer the coal to ship and rail transport. The result of this was a dramatic carved landscape of monumentally-scaled retaining walls and terraces crowned by the chimneys of the steam engines, the remnants of which are still visible today (1)

Employment in the coal mines drew a growing population of miners families from across the north of England, who were housed in the cramped courts through the town centre, and on the long terraces on the west side of Whitehaven (2).

The Lowther family continued to occupy The Flatt through the 19th century; the building was remodelled and enlarged by the renowned architect Robert Adam and renamed Whitehaven Castle. The Castle grounds comprising the Castle, Castle Meadows and White Park (3) were also remodelled, leading to the diversion of the Egremont Road from Duke Street / Love Lane to Lowther Street. The extensive woodlands (Crowpark Wood) on the hill behind the castle were incorporated into the grounds which included tree-lined walks, a sweeping carriage-drive and a fine gatehouse. The Castle Meadows (4), once the formal garden of the castle, were gradually sold-off over the course of the century, but remained a considerable barrier to town expansion.

The industrialisation of Whitehaven and the cramped housing conditions in the town centre led to a decline in the desirability of town centre living. More prosperous townspeople began to move into the outskirts, where villas and terraces were built with gardens and views (5) forming the early suburban scale developments which would later characterise the periphery of the town.

The railways were brought to Whitehaven to carry freight; primarily coal, but also limestone and gypsum, and imported goods from the harbour. The network of railway sidings entered the town from the western side, and extended along the harbour quays. The tall silos and long warehouses continued the gradual severance of the town centre from its harbour which had begun in the 18th century. The railway was tunnelled under the town to service a new passenger station (6) at Brackenthwaite on the northern side of town.

The Market Place continued to form the focus of day to day life of Whitehaven. The market was covered in the late 19th century, and the surrounding streets providing the setting for the best shop fronts, particularly on King Street. Banks and other administrative buildings were built on Lowther Street.

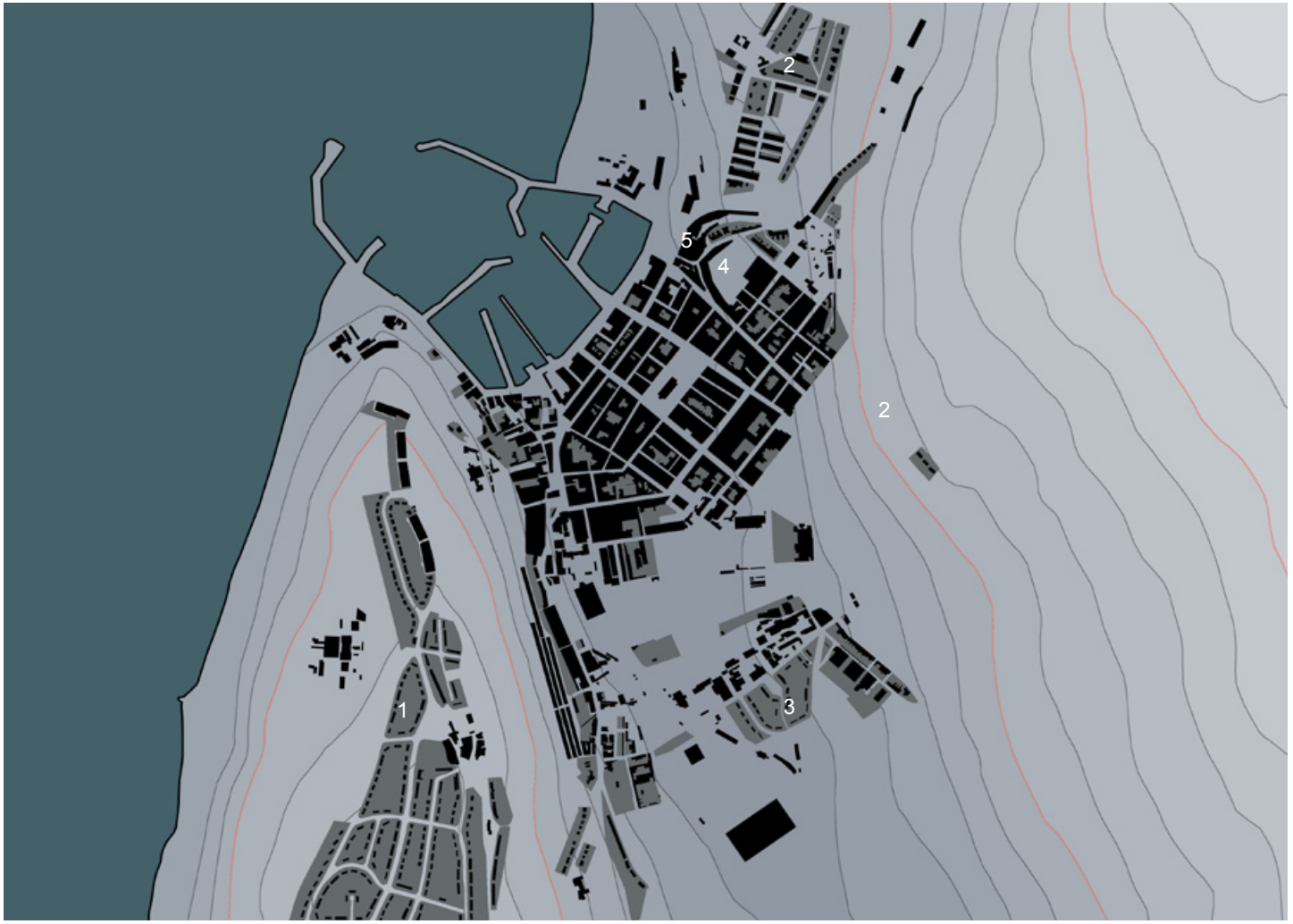
The grid pattern of streets established in the 18th century was generally well respected, although individual buildings such as the Post Office and Waverley Hotel were located off the building line, forming forecourts which emphasised their importance and created a setting for social interaction off the busy footway.

1867

The early 20th century saw a continued expansion and consolidation of the suburbs. This was typical of many industrial towns in the north of England, where, in reaction to the cramped and insanitary living conditions in the town centre, estates of family houses were developed, usually following the principles of the “garden suburb”. To the west of Whitehaven, on the hilltop at Kells (1) , the housing was built by the council and the coal board for rental to miners families. To the east (2) and south (3) speculative developers built similar houses for private purchase. In both locations, the suburban housing was widely spaced along wide roads, and organised in long rows which now dominate the skyline viewed from the town centre.

Recreation grounds (4) and playing fields, shopping parades and schools were introduced into the suburbs. The construction of the Loop Road, bypassing the town, in the late 1930’s was accompanied by the construction of a bus station and garage complex close to the railway station (5).

1874: Map showing harbour front with railway development.



1938

During the post war period Whitehaven enjoyed a brief resurgence, as regional development funds helped to establish modern factories. However, the towns location on the outer fringe of the north west made it vulnerable to competition and closures occurred, and by the 1980's most of the main industries, including coal mining, had largely disappeared. The abandoned buildings and facilities were demolished and the land reclaimed for amenity landscape which now characterises the western hillsides above the town.

Whitehaven in the last decades of the 20th century looked to tourism as a source of income; through several stages the harbour was transformed into a tourist attraction, in which the quaysides have been cleared of industrial artefacts, paved and public art commissioned to develop a sense of playful distinctiveness.

The harbour features several new public places, including the Hub, linking the harbour with the town, the "wave" and 40m high Crows Nest feature on Lime Tongue Quay, and the circuit Promenade. The new harbour lock gate has allowed the construction of a marina which attracts a wide variety of craft.

The development of the public realm at Whitehaven has resulted in a distinctive and attractive town centre, with a variety of spaces which are capable of supporting the life of the town.

However, traffic management measures have been introduced so that traffic circulates around the town centre in a clockwise direction; the associated barriers and signage are visually intrusive in places. Pedestrian movement appears to be constrained as a result, reinforcing the disconnections between the harbour and the town.

The historical and cultural importance of the public realm is generally reflected in the conservation area designation and its coverage. However, it appears that Crowpark Wood may be a potentially significant designed landscape associated with the enlightened patronage of the Lowthers at Whitehaven Castle which should have been included in the conservation area. Further research should be carried out to ascertain the importance of this landscape.

2002

Millennium Promenade on the former quayside

Millennium Promenade Duncan Square

Lime Tongue Quay

The Hub on the site of the former fish market

5.0 Morphology of the Public Realm

This section describes the shape of the public realm in the Whitehaven of today. The grid-iron block layout, it's orientation in relation to the sea shore and surrounding hills, and the distribution of public buildings and spaces within the town make this a distinctive townscape.

The public realm of Whitehaven can be described in terms of the following :

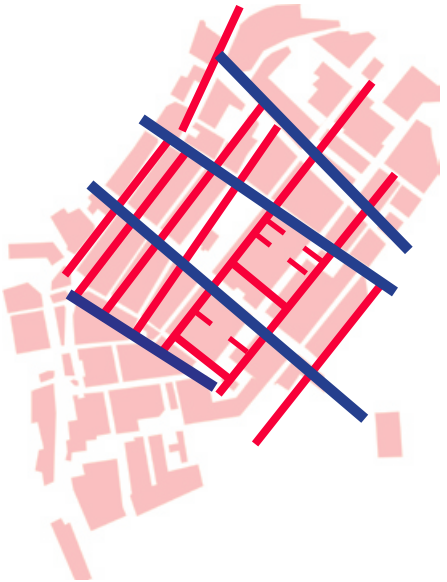
- urban grain
- streets
- public places

The grid form of the 18th century plan for Whitehaven is largely intact; the grid of blocks in the centre of town are orientated SW - NE, and are all rectangular, with their long edges parallel with the shoreline. While there are over 7 closely spaced streets orientated SW-NE, only 4 streets connect the harbour with its hinterland. These are placed more than 100m apart. This is significantly longer than the 50m block size commonly regarded as an ideal dimension for a pedestrian friendly townscape, and may partly explain why, with the exception of King Street, the busiest shopping streets, with highest footfall, are those orientated NW-SE.

As a result, it can be said that while movement parallel to the shoreline is relatively easy, the long blocks mean that, in Whitehaven, connections from the harbour to the town centre are limited, and in this direction it is not a very permeable town centre.

Future development should consider how improvements to pedestrian linkages between the harbour and the town could be implemented.

Whitehaven : simplified block plan showing streets and blocks forming the framework of the town centre



Whitehaven : urban grain, showing grid of streets, and relatively shallow and long blocks orientated parallel to the shoreline.

5.1 Streets

The streets of Whitehaven can be described according to their origin:

• Pre-Georgian streets, associated with the early settlement to the western edge of modern day Whitehaven, are variable in alignment and width

• Georgian streets, planned within the ordered grid of the town. These were highly consistent in terms of orientation and width.

Pre-Georgian streets are primarily associated with the western side of Whitehaven, and include Swingpump Lane and Market Place. The alignment of these streets is a reflection of the underlying topography of the town; Market Place was established adjacent to the Pow Beck, and continued to follow its line when the beck was culverted. Swingpump Lane follows the foot of the steep hillside to the west of the town. King Street is orientated parallel with the shoreline.

Georgian Planned Streets.
The grid of streets which now characterise the bulk of Whitehaven town centre was proposed as a coherent network from the outset of Sir John Lowther's plans for the town in the late 17th century.

Street planning in Whitehaven

Street Hierarchy
There is a discernible street hierarchy, based on the proportions of street width to building height, which appears to have been an early intention of the Lowther plan.

Main Streets. These are the widest streets, including Duke, Strand and George Streets, which today are important vehicle routes through the town. Building frontages vary in height, forming a variable street enclosure.

High Streets. These are the grandest streets, planned with generous proportions of approximately 1 : 1.5 height : width. Examples include Lowther Street, which connected the Castle with the harbour, as well as Catherine, Scotch and Irish Streets.

Streets. Typical streets were planned with proportions of approximately 1:1 height to width. King Street, Queen Street and Cross Street are typical examples

Lanes. The side streets, or Lanes, within the town centre are narrower (someimes as little as 6m wide) and framed by tall buildings in proportion 1.5:1 height to width. Typical examples include Roper Street.


Market Place : Pre-Georgian heart of town


Swingpump Lane : Pre-Georgian layout

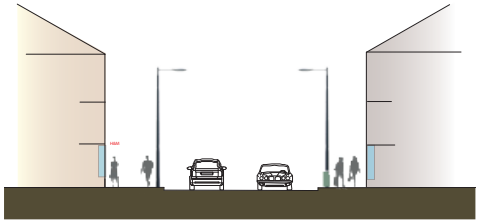

Strand Street: Pre-Georgian harbourside


Lowther Street : planned High Street

Duke Street

Strand Street

Main Streets
Width 14-20m
Duke Street
Strand Street

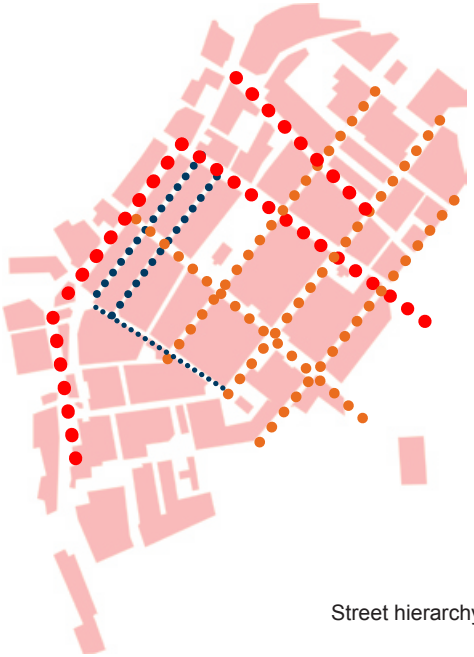


Scotch Street

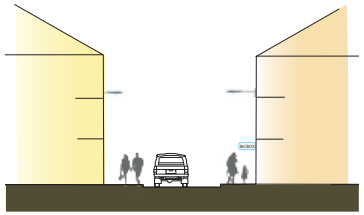
Lowther Street

Irish Street

High Streets
Width 14m
Lowther Street
Catherine Street
James Street
Scotch Street



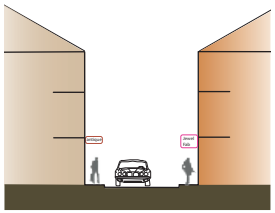
Street hierarchy



King Street

Queen Street

Streets
Width 8m
King Street
Cross Street



Roper Street

Lanes
Width 6m
Roper Street
Fox Lane

5.2 Public Places

The public places of Whitehaven can be described according to their origin:

• Pre-Georgian places, associated with the early settlement to the western edge of modern day Whitehaven, are variable in alignment and width and grew out of a need for trade and transaction

• Georgian places, planned within the ordered grid of the town. These were highly consistent in terms of orientation and width, and enhanced the setting of the town in contrast to the ordered streets.

• Amenity places, where formerly private estates, such as Crowfoot Park and the Cricket Ground, or formerly working estates such as the Harbour and quaysides, have been opened to public access.

Pre-Georgian places are primarily associated with the western side of Whitehaven, and include the Fish Market and Market Place. The layout of these streets is a reflection of the underlying topography of the town; Market Place was established adjacent to the Pow Beck, and continued to follow its line when the beck was culverted.

Georgian places include Churchyards and Forecourts. St Nicholas' Churchyard forms a pleasant public garden at the centre of Whitehaven. Trinity Gardens occupy the former burial grounds of Trinity Church and, along with St James' Churchyard, provide places for contemplation. Forecourts are a distinctive feature of the street grid, where an important building is set back from the street line to create a place for interaction in an intermediate zone between street activity and interior activity. Important examples include the Post Office and Waverley Hotel.

Amenity places include parks, recreation grounds and former industrial sites which have been landscaped for public use. These include Castle Park, which once formed a setting for the Lowther private residence, and is now a memorial park and informal recreational woodland. High Street Recreation Ground is an important community space.

Whitehaven harbour is an important tourist attraction, with a promenade on the former quays, and public walkways on the adjacent headlands, once occupied by mining infrastructure.


Market Place


St Nicholas' Churchyard and Gardens


Post Office : forecourt


Amenity Spaces: The harbour


Castle park

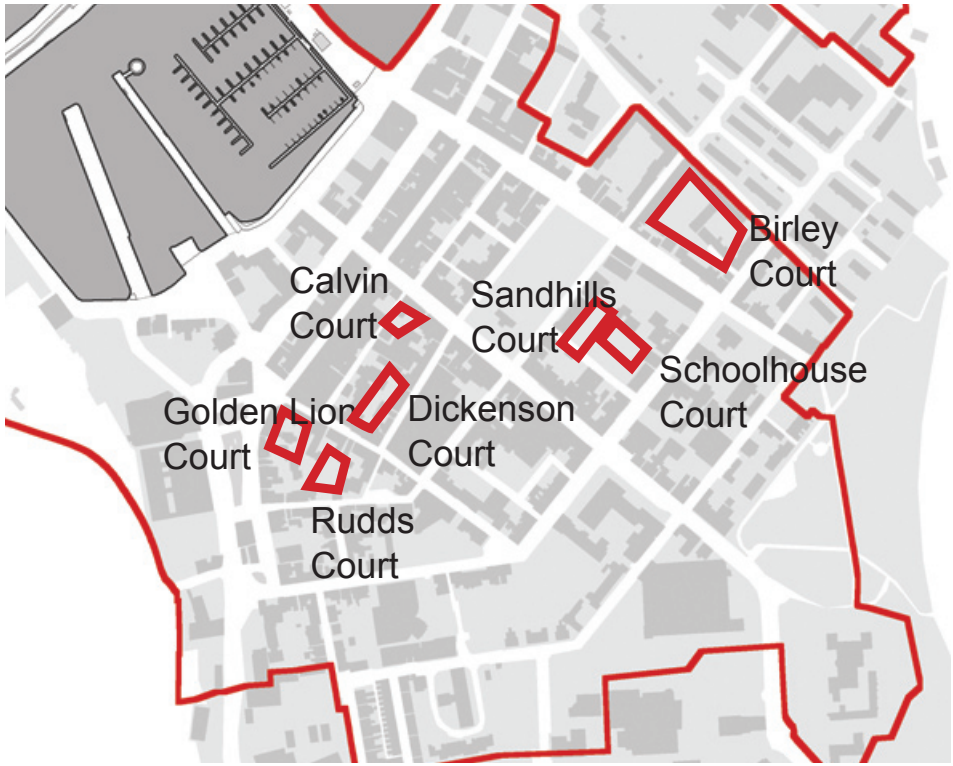
5.3 Whitehaven's Courtyards

1 2

3 4

5

1. Sandhills Court
2. Small courtyard adjacent to George Street
3. Rudds Court, a small residential court-yard
4. Coates Lane public courtyard
5. Birley Court through archway connected to Scotch street



The urban blocks of Whitehaven form more or less continuous frontages to the surrounding streets. Many of the blocks have open space, in the form of courtyards. These are typically semi public, shared by neighbouring residents, and emerged as a result of a densification process where "back houses" were built behind the perimeter houses. The resulting courtyards now provide for a variety of activities including gardens, allotments, drying areas, car parks and amenity space.

The courtyards are accessed through alleys and archways and are a distinctive feature of Whitehaven.

6.0 Reading the town

This section sets out to develop an understanding of modern day layout of the town centre of Whitehaven, in terms of the significant features and different neighbourhoods it contains.

It examines how the townscape and layout of Whitehaven is perceived by people using the town centre.

At first glance, Whitehaven is a town in which finding one's way around ought to be easy; the sea and the hills frame the town, and the grid of streets is simple to understand. This implies that Whitehaven is easy to read : it is a highly 'legible" town.

A closer examination of the town centre reveals a more complex arrangement of landmarks, features, districts and neighbourhoods, which people use to build a "mental picture" of Whitehaven. According to urban planner Kevin Lynch, writing in his influential book "*The Image of the City*" the use of these features is intuitive, and commonly shared among all of us. The features comprise 5 elements:

- landmarks
- routes
- edges
- meeting places
- districts

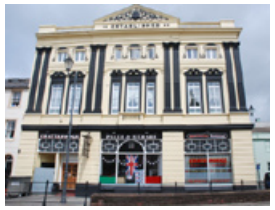
This section sets out to define where these commonly used features are, and what they can tell us about the different areas that characterise the town centre.

6.1 Landmarks

Landmarks are prominent and memorable features, which contribute to the legibility of a town and help navigation. Whitehaven town centre has many distinctive landmarks seen against the backdrop of the surrounding hills and the remarkably consistent pattern of architecture which forms the built townscape. This combination of elements makes a distinctive and characterful townscape.

Primary landmarks in Whitehaven town centre are are tall features which are higher than surrounding buildings; these include the “Candlestick” Chimney and the mast on Lime Tongue Quay, both of which dominate the harbour. St James’ Church and Whitehaven Castle mark the eastern edges of town and St Nicholas’ Tower and the Methodist Church are prominent features in the town centre. These tall buildings are useful reference points of navigation both for pedestrians and vehicles. When seen from higher viewpoints both within and outside of the town centre they form significant features on the skyline.

There are secondary landmarks which mark the town at an intermediate scale. Many have been planned as eyecatching features which terminate vistas along streets; these include significant buildings such as The Beacon, the Market Place and Multi-storey Car Park on Swingpump Lane, Somerset House and the 44-45 Irish Street (YMCA). A notable exception is the multi-storey car park which is memorable due to the massing of the building and is distinct from the surrounding townscape.



1 2
3 4
5

1. House terminating Catherine Street
2. Frontage terminating Strand Street
3. Mast at end of Lime Tongue Key
4. St Nicholas’ Church Tower
5. Multistorey car park on Swingpump Lane

St James Church terminating Queen Street

Whitehaven Castle

“Candlestick Chimney” on headland

6.2 Planned views

Whitehaven has inherited a townscape layout in which views along streets are planned to align with prominent features, such as church towers. The experience of walking through the town is enlivened, and distant parts of the town are visually connected.

This is a typical feature of the contemporary town planning of the Georgian era and has unusually survived in Whitehaven. The topography has been exploited to create interlocking view corridors, which are defined by consistent terrace buildings of unified proportions either side so that the focus is maintained on the termination of the view. Important planned views are shown on the plan adjacent, and include Queen Street view to St James' Church, and Lowther Street view to the castle.

Later landmarks have been carefully placed to relate to this arrangement of planned views, for example the Crows Nest Mast in the harbour, which is visible as a feature from Lowther Street.

In some streets, changes to kerb lines, building scale and superfluous street clutter obscure the planned views.

Future management of the conservation areas should consider the impact of buildings on the view corridors within the town. In addition, it will be important to maintain the consistency of the streetscape and enclosure along view corridors

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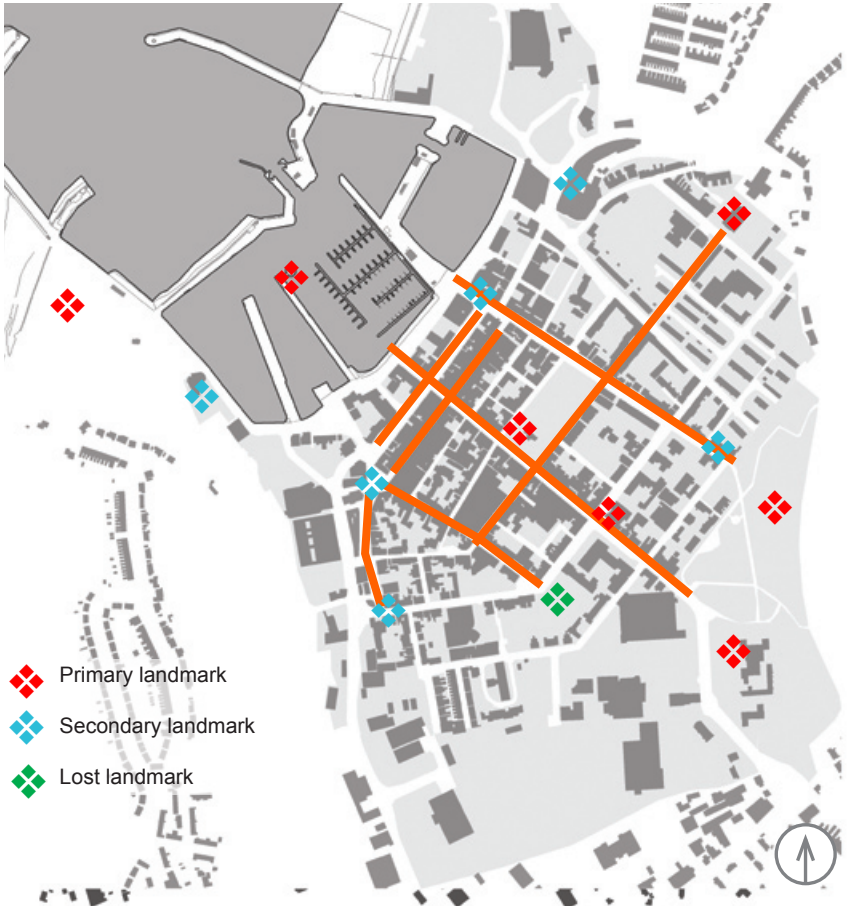
Top l-r: Planned views to landmarks at each end of James Street
Middle l-r: Views along Duke Street from the harbour front to castle woods.
Left; View along Queens Street to St James' Church



Below left to right: Whitehaven Castle terminating Lowther Street to the South; Lowther Street; Public art in the harbour terminating views along Lowther Street to the North

6.3 Viewpoints

Viewpoints are those places to which people are drawn, either by signage, or through their visibility[1], to gain a wide, panoramic view of the town and surrounding landscape. They offer a way to see the town and its setting, and leave a memorable impression.

At Whitehaven, the topography of the town means that there are several important locations where fine views can be obtained.

Three primary view points have been identified, although further work is needed beyond the conservation area boundaries to ensure a complete assessment. These views, shown adjacent are :

1. The harbour quay, which offers a fine view of the town with the hills behind.
2. High Street Recreation Ground, which offers a fine panorama of the roofscape, harbour and headland, in which the few landmark towers are particularly prominent
3.The headland amenity area which offers a view across the town from the west.

In the future, consideration should be given to the impact of tall buildings from these viewpoints.

Above: Views across to Whitehaven

Below: View from High Street Recreation Ground to St James' Church

6.4 Edges

The edges of Whitehaven town centre are generally very clear, since they are defined by the woodland covered hillsides which abruptly meet the edge of the built areas of the town centre. However, it is also possible to discern edges within the town centre itself; these are typically perceived as barriers, such as roads, or as boundaries which mark changes in building scale, function or density.

Four particularly significant edges can be identified:

1. George Street; this wide street was formerly the Ropewalks; there is still a distinctive change in building density across the street.
2. Catherine Street; this street marks an edge between the Georgian grid and the retail sheds and car parks to the south.
3. Swingpump Lane marks a western edge
4. Strand Street, where the busy and continuous traffic presents a perceptual barrier discouraging movement between the harbour and the town.

Above: The wooded backdrop which forms the eastern edge of Whitehaven, seen from Duke Street.
Below : Strand Street

Above: Swingpump Lane defines the western edge of the town.
Right: Crowpark Wood forms the eastern skyline
Far right: Headland visible beyond Swingpump Lane.

6.5 Gateways

Above: Whitehaven station, arrival point for the C2C cyclists and other tourists

Above: First impressions at Bransty Row

Above: Swingpump Lane; the gateway from the South-west.

Gateways are special places where the combination of street layout and prominent buildings “announce” the entrance to the town. They are important because this is where the first impressions of the town are created. Gateways are arrival points and legibility can be improved if these arrival points are memorable and distinct.

There are two main gateways into Whitehaven town centre:

1. Bransty Row, which forms the northern gateway, welcoming visitors from the Lakes, Northern Cumbria and beyond. The gateway location is indistinct, and cluttered with signage, street furniture and poor quality buildings. It offers few indications of the high quality town centre beyond.
2. Preston Street / Swingpump Lane forms a gateway at the southwest. Here the townscape quality is low, marred by derelict buildings, inappropriate advertising hoardings and other clutter.

Also important as gateways are :

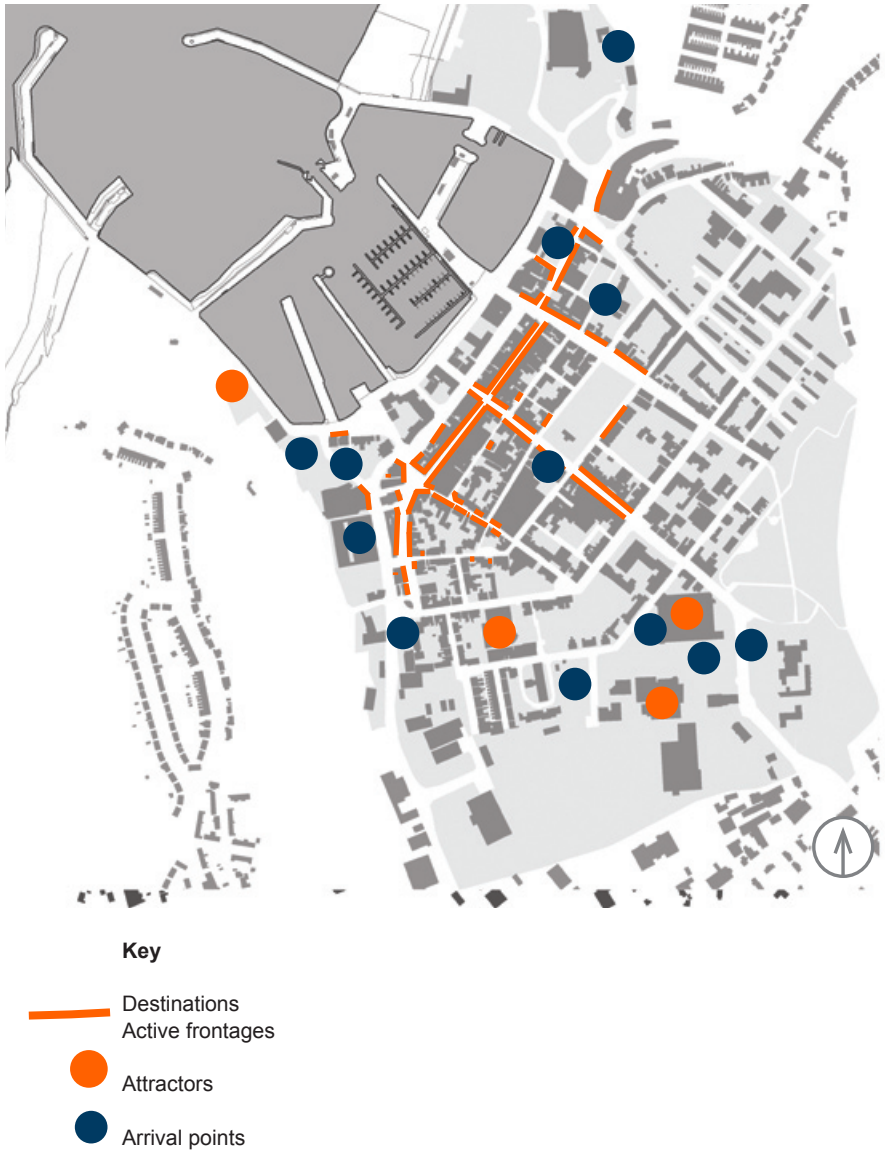
3. Bulwark Quay which forms the gateway to Whitehaven when first arriving at the marina. As the first point of arrival for people by boat this gateway currently does little to attract them into Whitehaven town centre.
4. Railway Station: Whitehaven is the start of the Coast to Coast cycle path, and the station offers a poor introduction to the delights of Whitehaven
5. Whitehaven Castle / Morrisons Supermarket, which forms a local arrival point to the town centre.

6.6 Movement : Arrivals and Attractions

People move through Whitehaven in a distinctive pattern, from arrival points on the periphery of the town, to nearby destinations associated with the town's shopping streets and tourist attractions.

The main arrival points in the town centre are shown. These include the railway station, main bus stops and main car parks. These are generally well signed, and are located around the town centre

Destinations are shown as active frontages and attractors. Active frontages describe the buildings which have a ground floor frontage with visible activity, displays and doorways which open onto the street, such as shop windows, pubs, cafes etc. The attractors are buildings such as museums, libraries and tourist attractions which attract visitors



Top : Shop fronts lining King Street.
Above : Market Place, a popular tourist attraction

Above: The Beacon a tourist attraction and town car park

6.7 Movement : Routes

Pedestrian and vehicular movement around Whitehaven town centre follows frequently used circuits; the quality of views from these routes has an important infuence on positive perceptions of the town.

There is a marked difference between tourist routes, which focus on movement around the harbour side attractions, and the shopping circuit centred on King Street, Lowther Street and the Market Place. These two areas are divided by Strand Street which is traffic dominated, has a lack of pedestrian connections and is predominantly lined by the backs of buildings.

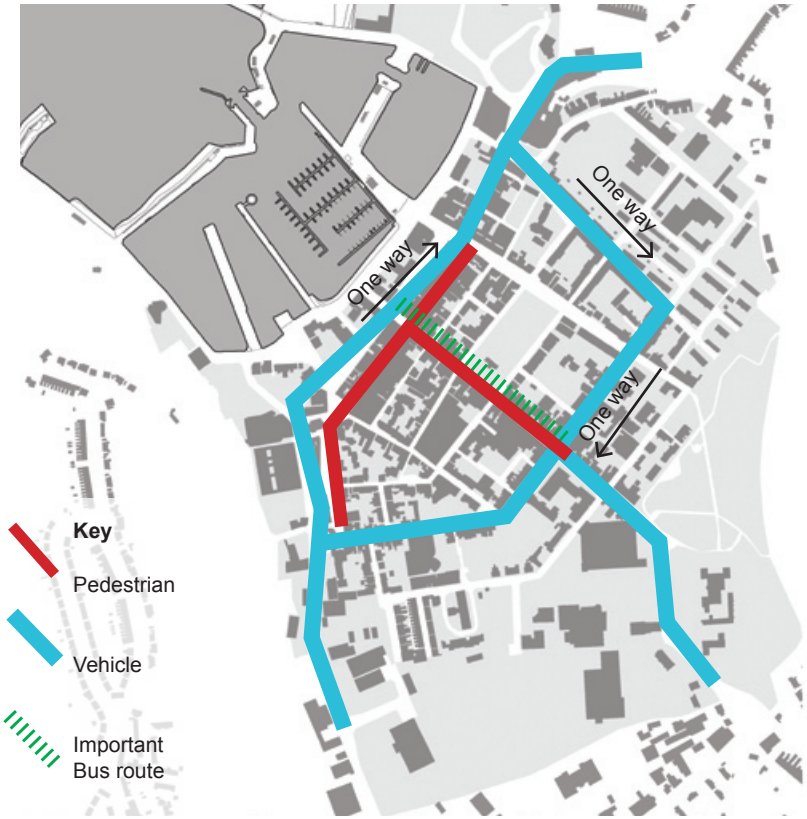
Most vehicles follow a clockwise one-way system around the town centre which bypasses central areas. From this route, visitors gain only a partial impression of the town's historical identity. The one-way system forms a circuit, and where the carriageway is wide and straight, this results in several lanes of fast moving traffic. As a result streets such as Strand Street and Duke Street are perceived as busy and difficult to cross. This problem is exacerbated by the number of road narrowings, humps and crossings that as yet are uncoordinated.

The main bus route passes along Lowther Street, where numerous bus shelters are located close together, cluttering the street and impeding pedestrian movement.

Perceptions of Whitehaven as an attractive town centre will be improved by making "pedestrian priority" streets. Widened and decluttered footways, integrated with a carriageway designed to lower traffic speeds and improve driver behaviour, will make a safer and more enjoyable pedestrian environment.

Main shopping route

Main tourist route



Above: Strand Street, main vehicular route

Above: King Street, pedestrian hub.

6.8 Character Areas

Character Areas Plan

By combining the perceptual features outlined in the preceding pages, coupled with additional townscape assessment, it is possible to define a series of distinctive sub-districts within Whitehaven town centre. These areas have a consistent townscape character, which differs from its neighbouring areas.

Whitehaven can be divided into the seven character areas, shown adjacent. The table opposite shows images which describe the characteristic features of the public realm of these areas.

Future change in Whitehaven can be managed by reference to these character areas. By following the general pattern of layout and materials which characterise the public realm of these areas, future developments such as streetscape improvements and new buildings and public places can be better planned so that they complement the distinctive character of Whitehaven.

For more information see the companion Conservation Area Character Appraisal

South Harbour

South Harbour: Promenade and tourist quayside

North Harbour

North Harbour: working harbour and marina. Wide paved quaysides, large warehouses

Old Town

Old town: winding streets of varying widths converging on the market place.

Georgian Grid Iron

Georgian Grid Iron: planned grid layout, blocks and massing unified, variety of uses, consistent and carefully proportioned; ordered and rhythmic

Flatt

Flatt: The castle and grounds, predominantly landscape with many trees

Brackenthwaite

Brackenthwaite: 20th century residential blocks overlying Georgian grid

High Street

High Street: Georgian terraces in loose townscape framework

7.0 Public Realm Materials

Whitehaven town centre has a wide variety of public realm paving materials. The plan adjacent shows the location of the most frequently used surface materials, and the images opposite highlight the types of surfacing materials that are particular to Whitehaven.

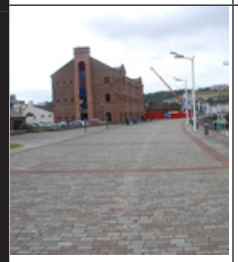
Natural stones slabs, setts and kerbs have been used frequently in the past. Local sea-washed stones were also used: evidence from a publication in 1848 “A topographical Dictionary of England” by Samuel Lewis, suggests that the streets were paved with pebbles. Therefore any streets and alleys found to 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. Resurfacing should be handled sensitively and the possibility of maintaining the surface taken into consideration.

Street markings and carriageway colours, as well as traffic calming elements throughout the town centre, should be designed consistently to integrate sensitively with the surrounding streetscape

The wide range of paving materials should be simplified, in favour of natural stone materials. Consideration should be given to the development of streetscape design guidance which identifies appropriate palettes of streetscape materials, and gives guidance on their use and maintenance.

South Harbour primary materials palettes

		Carriageway	Kerb	Footway
Type 1		Sandstone setts, buff/ grey, random sized Flush, used as footway	No upstand kerb, delineation by red sandstone sett edge set flush	Sandstone slabs Buff grey, random sized
Type 4		Concrete setts, random sized, colour mixture of dull reds/ greys	Sandstone, red and/or buff wide kerb or textured concrete kerb	Sandstone slabs Buff grey, random sized
Type 8		All surfaces : sandstone slabs and setts weather worn, random sizes and various laying patterns	no kerb, sandstone Harbour wall	**To Quays** Weather worn sandstone slabs and setts, random sizes and various laying patterns

North Harbour primary materials palettes

		Carriageway	Kerb	Footway
Type 1		Sandstone setts, buff/ grey, random sized Flush, used as footway	No upstand kerb, delineation by red sandstone sett edge set flush	Sandstone slabs Buff grey, random sized
Type 4		Concrete setts, random sized, colour mixture of dull reds/ greys	Sandstone, red and/or buff wide kerb or textured concrete kerb	Sandstone slabs Buff grey, random sized
Type 8		All surfaces : sandstone slabs and setts weather worn, random sizes and various laying patterns	no kerb, sandstone Harbour wall	Weather worn sandstone slabs and setts, random sizes and various laying patterns
Type 9		in situ concrete grey, with red sandstone banding detail matching harbour wall	no kerb, sandstone harbour wall	In situ concrete grey, with red sandstone banding detail matching harbour wall

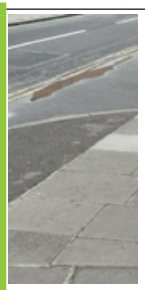
Georgian Grid-Iron primary materials palettes

		Carriageway	Kerb	Footway
Type 2		Concrete setts, random sized, colour mixture of dull reds/ greys. Pedestrian priority, set flush with footway	No upstand kerb, delineation by cast iron covers to slot drain, set flush with footway	Red sandstone, uniform sized, diamond cut slabs
Type 5		Tarmac	Precast concrete kerb, wide (300mm)	Buff grey, random sized sandstone slabs, setts to edge
Type 6		Tarmac	Precast concrete kerb, standard width (125mm)	Concrete slabs, stretcher course

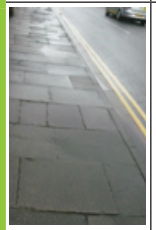
Old Town primary materials palettes

		Carriageway	Kerb	Footway
Type 3		Concrete setts, random sized, colour mixture of dull reds/ greys	Pre cast concrete kerb, textured natural aggregate finish	Sandstone slabs, red, rectangular, uniform sized, diamond cut slabs, laid stretcher course
Type 6		Tarmac	Precast concrete kerb, wide (300mm)	Precast concrete slabs, grey / buff, laid stretcher course

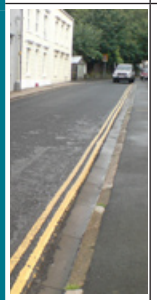
Flatt primary materials palettes

		Carriageway	Kerb	Footway
Type 6		Tarmac	Precast concrete kerb, standard width	Precast concrete slabs, stretcher course
Type 7		Tarmac	Precast concrete kerb, standard width	Tarmac

Brackenthwaite primary palettes

		Carriageway	Kerb	Footway
Type 6		Tarmac	Precast concrete kerb, standard width	Precast concrete slabs, stretcher course
Type 7		Tarmac	Precast concrete kerb, standard width with natural stone channel	Tarmac

High Street primary palettes

		Carriageway	Kerb	Footway
Type 7		Tarmac	Precast concrete standard 125 width exposed aggregate finish with concrete channel	Asphalt
Type 10		Tarmac	Red Natural stone kerb 300mm width with natural stone channel	Precast concrete slabs with exposed aggregate finish, 600 mm coursed

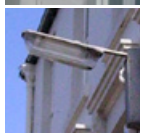
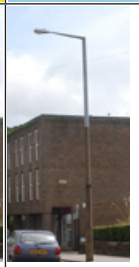
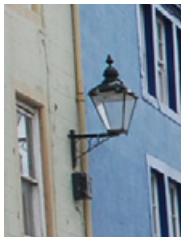
7.1 Street Lighting and CCTV

A wide variety of lighting fittings, in combination with different lighting columns, are to be found in Whitehaven town centre. CCTV cameras and columns are also located through the town centre.

The plan adjacent shows the predominant street lighting types and the location of CCTV masts; the lighting types are shown on the have been recorded and are shown on the plan adjacent, and images opposite.

Future management of the conservation areas should seek to develop a more consistent use of lighting fittings with columns. Where possible, lighting should be fixed to buildings to avoid street clutter.

Consideration should be given to a coordinated lighting and CCTV strategy which identifies a simplified range of lighting units and columns, and includes guidance on the siting, management and maintenance.

	South Harbour	North Harbour	Georgian Grid Iron	Old Town	Flatt	Brackenthwaite	High Street
standard lighting		 Type 2	    Type 2 Type 5 Type 1	   Type 4 Type 2 Type 2	 Type 3	 Type 1
decorative lighting						 Type 6	 Type 6
harbour lighting	  Type 10 Type 11	  Type 10 Type 11					
heritage lighting			  Type 8 Type 7	  Type 9 Type 7			

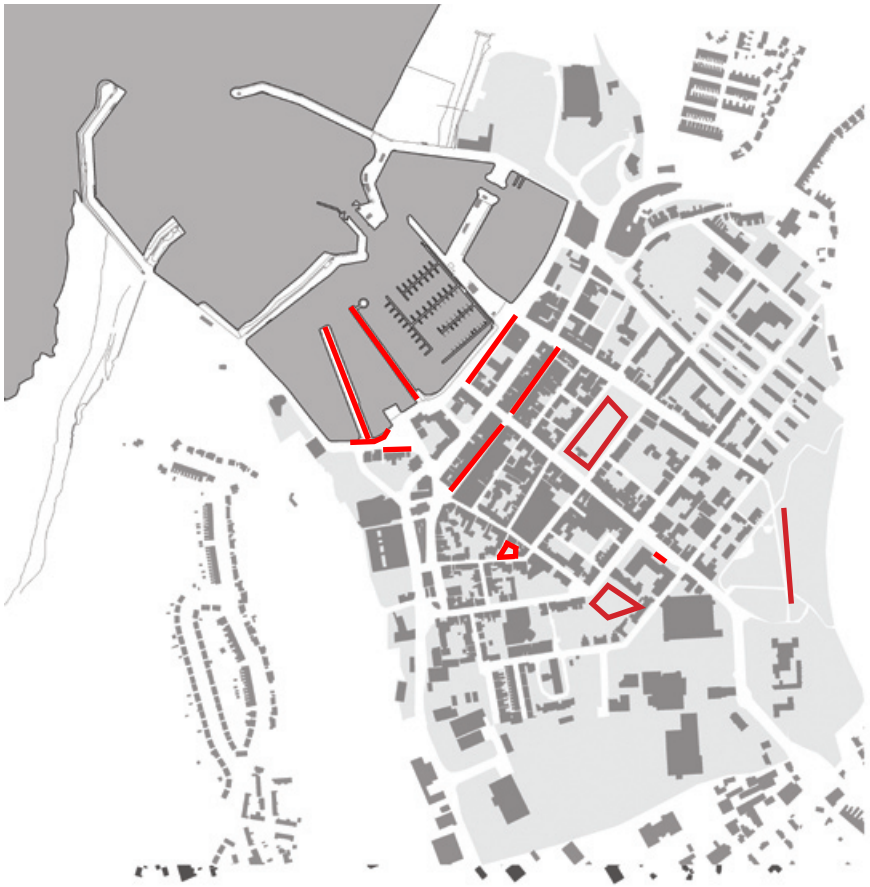
7.2 Street Furniture: Seating

Public seating in Whitehaven town centre is mostly located in public places for recreation, such as the Castle Grounds, the Harbour, the churchyards and courtyards. There are permanent seats in King Street and other busy streets, which although occasionally well-used, add to street clutter.

Types of seating varies; in the future, public seating should be located off but close to the main pedestrian routes, avoiding cluttering streets. Seating locations should be sheltered and orientated to maximise security. Seating should be chosen to be robust, long lasting and consistent.

Consideration should be given to the development of streetscape design guidance which identifies appropriate street furniture and materials, and gives guidance on their use and maintenance.

Seats and bollards add to the clutter in King Street



Top: Harbour seating, incorporating public art
Middle left: Harbour seating
Middle right: Harbour artwork bench
Bottom: Seating in King Street

7.3 Street furniture : Bins, Bollards, Boundaries

Uncollected bin bags are unsightly and impede movement

Typical clutter to buildings

King Street is overloaded with shop signage and flower baskets.

Bollards clutter streetscapes. Alternative traffic control methods more appropriate to conservation areas should be used

Unnecessary bollards and fencing clutters footway on The Strand and obscures views to the waterfront

These traffic control methods impede pedestrian movement and clutter the streets

Walls and railings obstruct views and pedestrian connections to the harbour

The form and colour of railings should be appropriate to the history of the conservation area. See above left

Maintain the historic items of street furniture and improve their setting where possible, with appropriate boundary and surface materials.

Historic photographs show that until the twentieth century, Whitehavens streets were largely free of street furniture. The Georgian pattern of defining entrances and private property boundaries through the use of cast iron railings, balustrades and gates characterised the town, and continues to be a distinctive feature.

In the twentieth century, there has been a proliferation of street furniture, mostly as a reaction to increasing levels of vehicle use within the streets of Whitehaven, As a result, many places in the town centre, particularly those associated with the one-way street circuit, are cluttered with superfluous railings and bollards.

Signage on shops, walls and street corners has also proliferated, along with A-boards placed in the streets. It is noticeable that, despite the conservation area designation, the format, colour and typeface of signage is not well-coordinated resulting in a disorganised and cluttered townscape.

In areas of the town centre without access to rear courtyards, building owners are forced to leave rubbish bags in the street for collection. These are unsightly, and in places obstruct movement.

Overall, the best quality street furniture elements make a valuable contribution to the townscape of Whitehaven. In future, the conservation area should be managed to reduce clutter, and coordinate the use of signage. Pedestrian railings should be removed in conjunction with effective traffic calming measures. Alternative means of refuse storage and collection should be considered, including below ground storage options, such as those used in the Netherlands, where residents drop refuse bags into a chute in the street ,connected to an underground communal bin, which lifts out to be emptied.

7.4 Public Art | Features

Public art is a particularly important component of the public realm of Whitehaven town centre. There are several examples of statuary dating from before the 1980's, such as war memorials, located in Castle Park, and the Churchyard. However, most public art was commissioned as part of the regeneration intitiatives of the 1980's and 1990's when Whitehaven successfully transformed its former working harbour into a tourist attraction.

The public art on the quaysides is concerned with expressing associations with nautical and folk history; for example, figurative work by John McKenna tells the stories of working men of the town, and the pieces are organised as a trail, including examples on Market Place. More abstract work such as pebble paving on King Street forms an attractive highlight; abstract work also features, particularly within the harbourside.

In general most of the public artwork reinforces the distinctive character of Whitehaven, enhancing their setting and amusing visitors. However, in some places, particularly on the quaysides, the artwork is sometimes poorly sited, and small scaled; as a result, the pieces can clutter and diminish an otherwise simple public place.

In the future, existing artwork should be regularly reviewed for its effectiveness. Care should be taken to understand the relationship between artworks and their setting, and the intentions of the artist; new artwork should be encouraged, although placement should be carefully considered from the outset, to avoid additional clutter.

Top image; Flatt Walks wall sculpture
Middle left- right; Coates Lane mural, Market Place figures

Bottom left- right; Sculptures lining harbour near to The Beacon.
Sculpture on the east side of the harbour front
Street art; mosaics lining King Street walkway

7.5 Way Finding : Signage

Whitehaven is generally well provided with signs in its public realm; these include street nameplates, fingerposts, traffic signs and informative and interpretive signage.

However, within each category there are several forms of each signage type. This lack of unity does little to integrate the different characteristic areas and the overall visual impression of the town is disjointed. A further issue is that in some areas the street is overloaded with signage making it difficult to quickly interpret which is applicable. This is of particular concern to drivers.

The coordination of all signage types is needed to aid clarity throughout the town. Separate road signs should be combined where possible to reduce street clutter and make orientation through and around the town easier.

Consideration should be given to the development of a signage strategy, which coordinates signage formats, locations and contents, to form an integrated network which will make it easy to way find in Whitehaven.

Fingerposts

Signage styles proliferate across Whitehaven

7.6 Tree planting

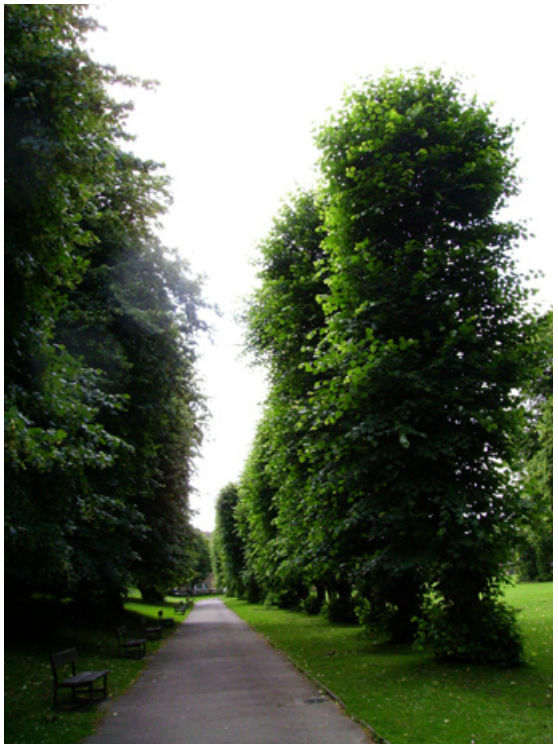
Tree planting in the town centre conservation areas is generally confined to the churchyards and other amenity spaces, where they make an important contribution to the perception of the town as a pleasant green place. Here medium to large trees such as Cherry and Lime are used to good effect.

Historical maps show lines of trees in the Castle Grounds and Meadow. These formed a green extension of the georgian grid, and would have defined a formal landscape structure which has now been lost.

More recent tree planting of Mountain Ash has transformed the courtyards and pocket parks such as Coates Lane, making attractive sheltered spaces.

Mature Pine trees have been planted on the harbour quayside. These trees are stressed by the onshore winds, and seem to be a suburban intervention in an otherwise robust post-industrial setting.

Street planting is a recent feature that is not in keeping with historical design intentions, and should be avoided in future.



Above: The remains of the avenue of lime trees in Castle Park.

Below: Historic maps of 1693, 1815 showing areas of tree planting

Above: Courtyard planting in Coates Lane Courtyard and Dickenson Court

Above: Tree Planting in St Nicholas' gardens

7.7 Biodiversity

Whitehaven town centre's conservation area do not contain any notable areas of wildlife value except for the harbour area. The docks at Whitehaven are not designated, but are mentioned in the Cumbria Biodiversity Evidence Base produced by the Cumbria Biological Data Network. The docks are categorised as a saline lagoon, and as such they support a range of wildfowl and seabirds.

There is potential to increase biodiversity. The High Street recreation ground could be relandscaped to make a town centre nature area. The woodland covered slopes around the town centre are also an important resource. It is understood that Crowpark Wood is already managed as a biodiverse woodland; this process should be extended to all such areas around the town centre.

Crowpark Wood and Castle Grounds

8.0 Recommendations

The appraisal of the public realm of Whitehaven town centre's conservation areas has shown that the underlying pattern of the towns historical development continues to shape todays streets and public places, making it uniquely interesting and attractive, partly because of its lively streetscape and human scale.

At the same time, there have been changes in the layout, components, and uses of the public realm which have reduced its clarity and sense of order. These will continue to be significant threats which will, unless addressed, undermine the character of the town.

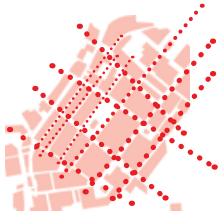
The following section outlines the recommendations for action in the town centre based on two sometimes opposing requirements:

1. to unify the town, so that it is perceived as a coherent place

2. to reinforce the distinctiveness of character areas within the town, so that the local sense of place is enhanced.

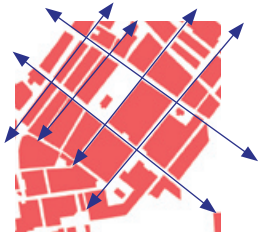
Unify the townscape : respect the historic pattern

Building Line: buildings should respect the historic pattern of Whitehaven's townscape. Ensure building frontages and heights are aligned with neighbours. Recessed frontages may be used to signify special places and entrances, but street corners should be keep to the building line.



Street Hierarchy: Street layout and proportion patterns should be reinforced, with building scale and street widths determined by the existing street hierarchy.

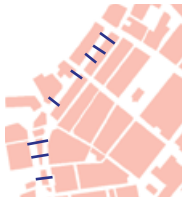
Main Streets: through streets which traverse the town centre should be surfaced consistently, thereby unifying the townscape. Other streets can differ, to reflect the local characteristics of the area.



View corridors: The views along streets which are characteristic of Whitehaven should be respected. Streets should be decluttered and frontages and kerblines should be aligned to enhance views.

Unify the townscape : enhance the public realm

Lighting Strategy: Develop strategy for lighting of landmarks to compliment that of harbour lighting. Reinforcing orientation and therefore comprehension within the townscape at night. Street lighting levels to be kept low



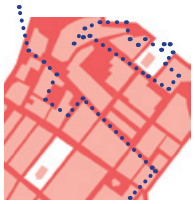
Connections: Traffic currently dominates the one-way system. The integration of traffic calming devices and street decluttering to make pedestrian movement easier will result in better cross town connections.

Woodland Setting: enhance the woodland infrastructure which characterises the backdrop to Whitehaven town centre.

Implementation of a management plan for woodland surrounding the town. Protection and enhancement of the existing woodland will increase biodiversity and environmental value, whilst maintaining the historic identity of Whitehaven.

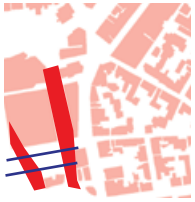
Make distinctive places : enhance the public realm

Character Areas. The distinctive character areas of Whitehaven's town centre should be maintained by following the existing prevailing pattern of the public realm. Guidance concerning scale, materials, colour and layout and other aspects of public realm design should be drawn up.



Distinctive Streets: Streets, side streets and lanes should be paved and laid out to reinforce the detailed local townscape. Clutter should be avoided.

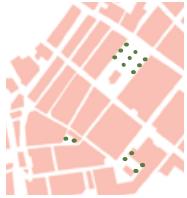
Gateways: the arrival points at the edges of the town should be improved, by introducing a coordinated approach to streetscape and buildings to enhance the sense of entrance, and to distinguish the town centre from surrounding districts



Better Local Connections 1: walking routes between the town centre nearby development sites such as Albion Mill and Brackenthwaite must be improved to ensure the benefit of the investment is maximised through the town

Better Connections 2: Encourage harbourside development which will improve connections between the harbour and the town, making easier pedestrian movement.

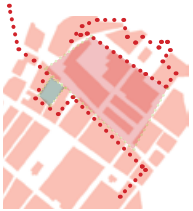
Better Connections 3: Some shops lining King Street may have through-alleys inserted between to improve permeability, and increase the shop display frontage



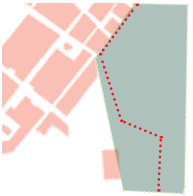
Tree Planting 1: additional street trees should be avoided, but existing amenity spaces can be enhanced through tree planting. Public realm guidance should be drawn up to ensure a consistent approach to tree

Tree Planting 2: Tree planting in coordinated lines, avenues and boulevards should be re-introduced to the bring structure, order and consistency to the currently formless areas to the south east of the town centre.

This would help to reinstate the former Georgian plantings, and extend the ordered grid to integrate with the cricket pitch.



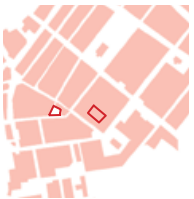
Extend Conservation Areas 1: consider the inclusion of Brackenthwaite and the recreation ground within the conservation areas boundary.



Extend Conservation Areas 2: Consider the inclusion of the castle grounds within the conservation crea boundary. Whitehaven Castle and Crowpark Woods appear to have once formed a coherent estate, with fine architectural features

New building design should reflect the colour and form of existing buildings.

Courtyards: The character of courtyards and small pocket parks should be developed to create places of shade, shelter and texture. Additional to existing places of refuge and contemplation these will contribute to the quality of the street experience.



Declutter: Street furniture to be removed from streets where it causes clutter. Seats should be installed in specially designed amenity spaces, not in streets.

Appendix 1

Guidance : Public Realm Materials

Carriageway

Streets are usually designed to prioritise vehicular traffic and as a result the footways often suffer congestion. The diagrams to the right summarise recommended standard dimensions for vehicular movement, as described in 'The New Metric Handbook'.

The design of carriageways should take into consideration:

- Preferred character and function of streetscape
- Analysing calculated vehicular flows
- Analysing calculated pedestrian flows
- Safety issues
- Access requirements

12.3m width is typical width for an undivided carriageway for 2 lanes in each direction. Width for high volumes of vehicle and pedestrian movement should always be assessed in regards to the vehicle type and flows.

6.75m wide carriageway for main streets which carry frequent delivery vehicles.

4.1m width is the minimum for 2 cars passing each other or a lorry passing a cyclist.

5.5m wide carriageway where all vehicles are required to pass each other

3.0m width minimum for one-way system for all vehicles

Carriageways should be designed to:

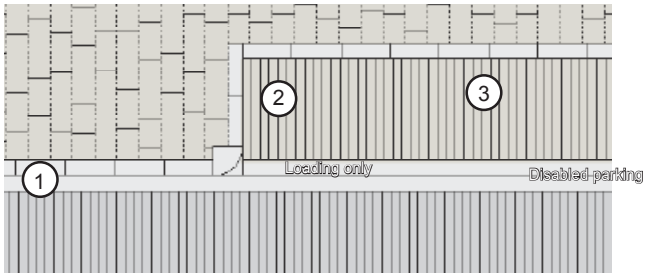
- Suit the streetscape typology.
- Support functions such as movement, deliveries and collections.
- Take designated loading without failure of surface.
- Allow traffic flow without unnecessary stops and starts
- Ensure users of the carriageway respect other users of the street.
- Highlight important junctions and footpath crossings.
- Be durable.

Accessible street with materials colours and texture delineating functions : Bradford

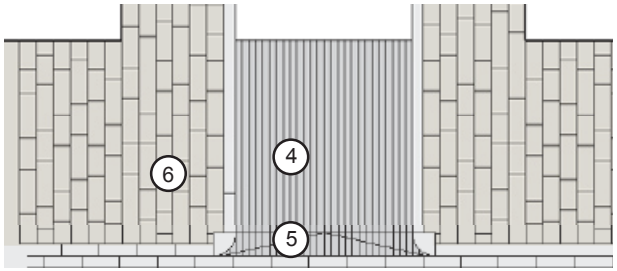
Large, shared space : Brighton

Design principles

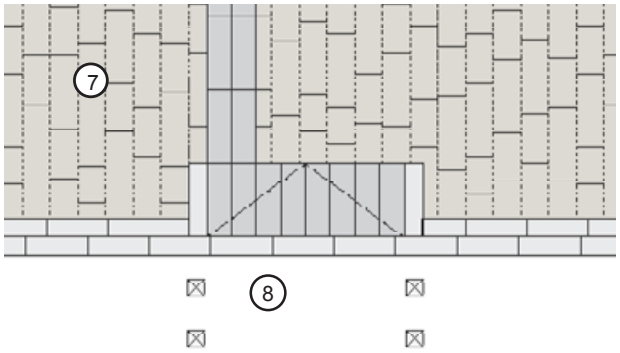
- Kerbs should always be aligned parallel with the buildings.
- Avoid introducing new bus lay-bys since they conflict with the principle of maintaining a kerb line parallel with the building line.
- Wherever possible reduce traffic speeds in order to improve safety and pedestrian movement.
- Driver's visibility splays i.e. clear views and set- back of observation points by junctions, should be the minimum as determined by the permitted speed of vehicles on the street they are turning into.
- Consider introducing more shared surfaces in streets and how this is best done in regards to blind and partially sighted people's navigation. Shared surface creates a public space without barriers and user behaviour becomes influenced and controlled by human interactions rather than by regulations.
- Design corner radii as small as possible while accommodating turning movements.
- Accommodate large vehicle sweeps within the overall geometry of a junction, not necessarily within the lane markings.
- Crossings should always be orientated to assist pedestrian desire lines across the road.
- Islands or splitters are sometimes necessary as a refuge for pedestrians on wide roads but are often overly complex. Where traffic flows permit, reduce complexity by omitting or simplifying layout of islands, splitters and build-outs.
- Where pedestrians are unable to cross in the available time, without an island, increase the time available for crossing wherever possible.



Parking bay detail example



Raised pedestrian crossing by side street example



Straight crossing example

Illustrated Design Principles

1. Kerb and the footway to be continuous following the alignment of the buildings which line the street.
2. Where lay-bys / loading bays are necessary consider providing designated new loading and parking areas in wide reinforced footways.
3. For consistency use the same materials as the footway but in setts or blocks to take vehicular loading.
4. Introduce speed tables to side entries to reduce traffic speed and ease pedestrian movement by creating a level surface and a continuous footway.
5. To avoid pedestrians deviating from their desire line, raised side street tables should start as close to the main road's junction kerb line as possible.
6. Instead of using bollards, reinforce paving in areas prone to over running.
7. The footway's unobstructed zone should be clear from clutter.
8. Where street width is available seek to maximise the use of 'in-line' rather than staggered crossing layouts.

Left - Flush side street crossing with quality materials : *Rope-works, Liverpool*. Right - Straight, simple crossing : *Kensington High Street*.

Footway & Cycleway

Street layout should prioritise pedestrians, and give the pedestrian ample space and direct walking routes.

Cyclists as well as pedestrians prefer to move in straight lines and avoid movement shifts, pauses or stops in a journey.

Design Principles

• On narrow footways, only site absolutely necessary street furniture tight against back edge of footway.
• Footway width should be determined by the amount of footfall.
• Place cycleways consistently throughout the town.
• Ensure effective system of enforcing illegally parked cars on cycleways is in place.
• Segregated cycleways may be provided for leisure routes.
• In junctions, where cyclists share the carriageway with vehicles there should be a clearly marked cyclist stopping space ahead of all other traffic.
• Always try and coordinate sewers and other services away from furniture zones to allow tree planting.

Illustrated Design Principles

1. Cycleway should have a 0.6m. clear edge zone to carriageway for cyclist's increased safety.
2. Best practice one-way cycle lane width is min. 1.6m. A 0.45 m. wide strip on top of kerbs should be kept clear to protect cyclists from collision with any structures and to avoid damage to structures by overhanging vehicles.
3. The furniture zone should be a min. of 0.5 m. Footways less than 2m should not have a furniture zone. Instead lamp columns and other structures should be placed at back of the footway, tight against the boundary walls.
4. An unobstructed path of min. 2 m. should be maintained on every pavement to allow for easy movement. This should take precedence over all other considerations. The frontage zone should be kept clear of unnecessary obstructions such as A-boards; the positioning can be regulated by enforcement. Pavement cafes are an exception. They are best suited along the building's frontage.
5. An unobstructed path of min. 2 m. should be maintained on every pavement to allow for easy movement. This should take precedence over all other considerations.
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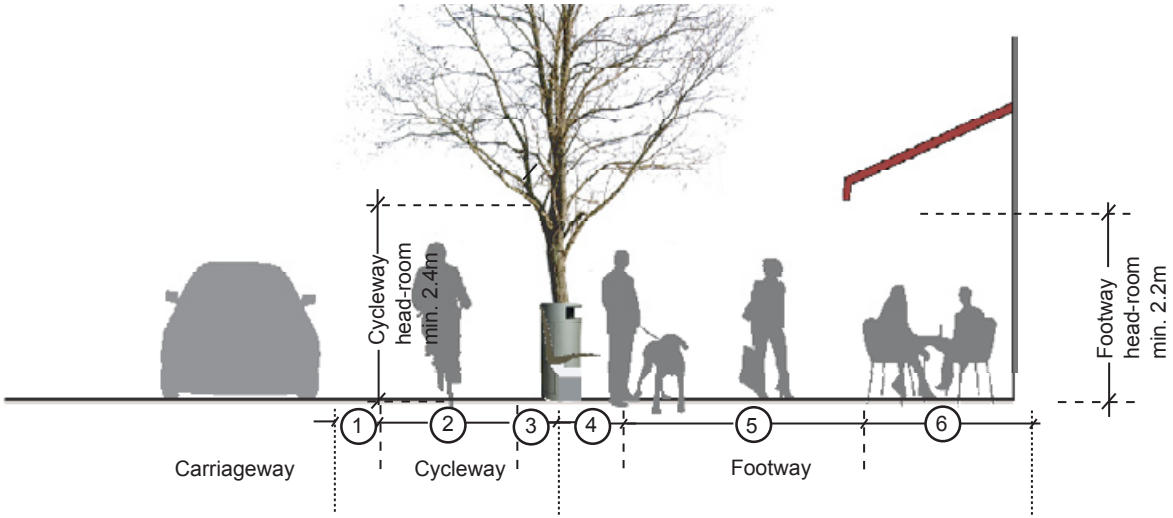


Urban Surfaces & Structures

Introduction

This section gives guidance about what to consider when choosing surface materials and urban street structures for the public realm in heritage town centres.

The guidance describes surfaces and gives general design principles of location and material selection for structures in the town. The subsequent pages cover principles for specific urban structures: Street Furniture, Lighting, Trees, Public Art, Signage & Way-finding.

The principles in this section are general and can be considered for all public spaces across the city. The guidance follows good practice for inclusive design, but it's important that mobility issues are carefully considered for each individual project.

It's important to consider traditional materials since they give us clues how to design and detail surfaces and structures which will best signify the character of the conservation area.

Context

Conservation areas in a town centre all demand a high quality public realm. The floorscape is of particular importance, since this is the surface on which the distinctive architecture sits.

The town's location and local geology will determine the material predominantly used for footways and carriageways.

Today most streets in towns have been laid with a combination of asphalt and tarmacadam, concrete paving products, and natural stone. Street furniture ranges from traditional, painted cast iron products through to stone and modern stainless steel structures.

Function

The ground surface of the town connects areas, links private property thresholds to the public realm and makes movement for all users possible. This is the most important aspect of streetscape design.

Providing attractive, safe footways and furniture gives the user a feeling of a pleasant, enjoyable place, which in turn encourages people to respect and care for their environment.

If materials are kept to a set of high quality surfaces and structures i.e. well designed with carefully resolved details, durable, robust material, highly functional with an excellent aesthetic character, maintenance is simplified and the long term cost is significantly reduced. If damaged or in need of repair, materials need to be easy to obtain.

Fragments of traditional materials remaining under tarmac. Large random sized, textured sandstone on footway and sandstone kerb.

Footway, kerb and channel with high quality sandstone

Stone setts to harbour quayside

Urban Surfaces

Context

To ensure street designs will last, it is important to invest in both workmanship and materials. Chosen materials need to be readily and easily available to ensure consistency and adequate maintenance. Specified materials should also have a low environmental impact based on a full life-cycle assessment.

In conservation areas and other highly regarded areas ground surfaces need to relate to the existing heritage character. The ground surface should provide a setting for, and neutral backdrop to the buildings. Therefore the colour, contrasts, size and laying pattern should not compete with the surrounding built environment.

Function

• Ground materials should provide a hard, non-slip, durable, easily maintainable surface, that will carry the load that is asked of it. The sub-base quality is fundamental in achieving this.
• Scale and texture variations of the surface material provide detailed interest and add character to streets It also gives way finding information and warns of hazards.

Design principles

- The carriageway surface should be of a continuous character throughout the streetscape but can be broken up to highlight junctions, crossings etc.
- The carriageway surface materials should relate to local character e.g. for a low speed street / lane in a conservation area granite setts may be suitable, while for a high street / main street with frequent heavy goods traffic a tarmacadam surface may be more suitable.
- Where vehicle access crosses a footway, continue the footway surface, making it suitable for vehicle loadings. This reinforces pedestrian priority, ease of movement and visual unity.
- Consider that a tarmacadam surface can look very different depending on specified binder and aggregate.
- Use fewer types of paving to provide a neutral back drop for adjacent buildings.
- Larger sized slabs create a visual order but require unattractive cutting when laid to steep falls.
- Where surfaces have inconsistent falls consider using narrow units of paving to avoid cutting slabs.
- Paving slabs should be coursed across the footway, while joints should be offset in the direction of travel to reduce the emphasis on imperfections in the alignment of slabs.
- Consider using recessed access covers with infill material to match adjacent surfacing.
- Refer to the Department for Transport's '*Inclusive Mobility*' document for the use of tactile paving, except in conservation areas, where a tonal / contrast tactile paving can be used to blend in with the surrounding materials, following consultation with visually impaired people.
- Cycleway colouration can be visually obtrusive and should be avoided. Consider the consistent use of a natural coloured surface typical for all cycleways.
- Kerbs and channels should be implemented with long, lasting, robust natural stone.
- Consider introducing flush kerbs wherever possible with appropriate tactile paving.

Large, textured random sandstone paving, smaller units to edge and no colouration to cycle way : *King Street, Blackburn*

Recessed utilities covers : *Kensington High Street, London*

Good detailing of tactile paving : *Church Street, Blackburn*

Change of texture around hazards : *More London Place, London*

Urban Structures

Context

Structures in the public realm described on the following pages include:

- Furniture; benches, seats, bins, cycle stands, bollards, barriers and railings.
- Lighting; columns with lanterns, bollards, ground and wall recessed luminaries.
- Trees; tree planting accessories.
- Public Art
- Way finding; street name plates, maps

Other structures found in the town but not described here include: Post boxes, telephone / internet booths, cash dispensers, pillar boxes, parking meters, bus stands, kiosks, news paper stands, CCTV cameras etc.

Guidance for these items should follow the design principles for street furniture used in the location. The materials used should reflect the materials in the streetscape. Where possible clutter should be avoided. CCTV cameras should be sited sensitively and not detract from the attractiveness of the street scene.

Function

The town includes a variety of structures often designed specially for individual spaces. They are there to offer visitors and residents good service and comfort.

Design Principles

- Street structures should be selected which are appropriate to the context and identity of the conservation areas within Whitehaven town centre. This will reinforce the various character areas across the town.
- The town centres streets are active places. Too much fixed furniture clutters the view and impedes movement, but elements such as lighting and planting add character to a route, which in turn help to improve way finding through the town.
- Streetscape furniture and lighting is continually being updated and improved as new standards are introduced. Replacement of furniture needs to be planned on a district by district basis, to avoid an 'ad hoc' appearance to the public realm.
- For each new project, designers should exploit the opportunities for integration, fixing elements to buildings and the elimination of visibility conflicts.
- Only items which make a positive contribution i.e. offer service to citizens in order to rest, navigate and communicate deserve a place in the street. Structures such as bollards and advertisement boards should be avoided. Necessary service stations should be located underground or if unavoidable, off the main footway.
- Avoid putting tall structures in the streets which block sight lines.
- Always consider how elements can be detected by visually impaired people.
- Furniture should be well designed and long lasting, providing an attractive and functional backdrop; therefore use neutral colours with a tonal contrast and avoid fashionable elements which stand out.
- Wherever possible preserve historic street elements; only remove those that have degenerated beyond repair.
- Consider recasting local designs, ensuring details are accurate and authentic.
- Avoid advertising on urban structures.

Specially made seat - inviting to many users: *New Road, Brighton*

Carefully detailed lighting, trees and benches. *Fleming Square, Blackburn*

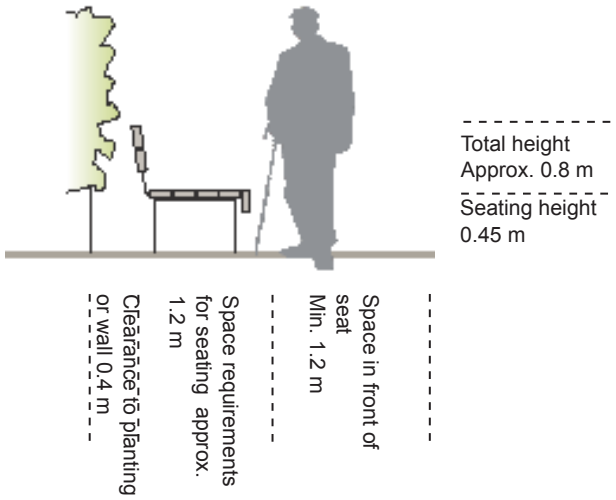
Seating, Cycle Stands, Bins & Barriers

Context

The main function of a street is to enable easy movement along the footway, so it is common for a street to contain no street furniture at all. By contrast a square's main function is to make space for people to congregate and to take part in social activities. Furniture needs to be carefully placed in order to make best use of available space and to encourage people to stay longer.

In conservation areas use materials and colours appropriate to the heritage character of the area. The materials used should not distract the eye from the streetscape but rather all elements should combine to form a harmonious whole.

Function

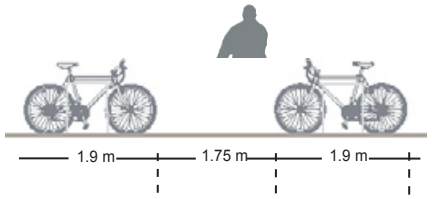


Typical space requirements for seating

- Seating to provide places to rest
- Dedicated parking stands for cycles
- Bins to minimise litter, including recycling bins
- Vehicle access control

Design Principles - Seating

- In order to comply with DDA requirements seats should be specified with armrests and backs however, in some cases it may be more advantageous to provide benches and other forms of seating which can be used flexibly. For each new project consult with local groups to determine what kind of seating should be provided.
- For comfort use warm materials such as wood and avoid shiny, reflective materials which cause problems for visually impaired people.
- Always consider how incidental structures such as low walls can be used as secondary seating.



Dedicated cycle parking space with double rows - unobstructed central path should minimum 1.75m to enable easy movement

Design Principles - Cycle stands

- Install plenty of simple, functional cycle stands across the town, particularly by transport interchanges.
- Place stands where they are overlooked, and allow min. 1m spacing between each cycle stand.

Design Principles - Bins

- Use robust, ground mounted bins with an internal liner which can easily be emptied by one person.
- Avoid open top bins since litter blows out when full.
- Consider how to organise recycling with minimum amount of structures in the public realm.

Design Principles - Barriers

- Avoid installing guardrails and bollards since they narrow a footway's effective width by approx. 0.4m.
- When necessary to prevent vehicular access, bollards should be 1.1m high and include a contrasting band.

Robust bin in dark colour to minimise dirty appearance

Discreet traffic signage with dual function as bollard

Lighting

Context

Lighting is a key component in creating a safe and accessible public realm after dark. It can be used to create a variety of atmospheres and highlight important buildings, landmarks and landscape features. A coordinated lighting network increases a town's legibility by reinforcing both linear routes and spaces along them.

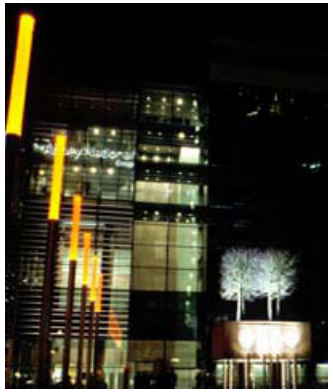
Whitehaven town centre would benefit from a lighting strategy. This would coordinate the lighting of the streets, urban spaces and buildings, developing a coherent approach to highlighting features. choice of lights and columns, and ensuring a consistent quality and overall effect.

Function

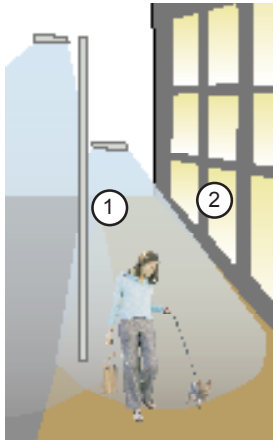
- Street lighting should be designed to light the carriageway and footway efficiently but with respect to the surrounding environment. Don't use too much light, focus on what is important.
- Always consider who the design is for? Pedestrians, cyclists or vehicles? The design will vary to a great extent depending on user. Use recommendations from DfT but always consider the human experience and perception of the environment.
- Illuminate walking routes for increased feeling of safety. Plan lighting so that people will be able to recognise approaching faces at a distance between 4-10m.
- An illuminated route should be uniform and not give off light and dark pools which could disorientate visually impaired people.
- Plan lighting with the aim to extend the possibility of staying in the town during the evening.

Design Principles

- People move through the town at different speeds. The layout of the lighting should follow these rhythms.
- Use of spaces varies throughout the year, through festive occasions and celebrations. These changes can be accommodated by careful planning.
- Highlight unique features but always design to build upon the agreed lighting character of the Town.
- Use lighting to provide a hierarchy between routes, incidental spaces and objects.
- Use light to create varied and exciting spaces, which exhibit different characteristics during night and day.
- Avoid the use of low pressure sodium lighting
- Sources with good colour rendition include metal halogen and white SON-type fittings. Balance the requirements of safety with energy efficiency and visual effect.
- Adjust sources so that the focus is where it's needed and don't use too strong light contrasts.
- Lighting should respect the scale of the built environment e.g. columns should not reach higher than the building eaves line.



Easy way finding without too much light : *Regent's Place, London*



Illustrated Design Principles

1. Use piggy back lighting to illuminate the footway as well as carriageway. On narrow streets lighting should be wall mounted.
2. Work with shopkeepers to avoid the use of window shutters and to leave low energy display lights on into the evenings to make the high street feel safer.
3. Lighting features in the surrounding darker areas such as trees will make pathways feel more safe.
4. Markers along paths give clear direction and can be used to differentiate hierarchy of streets.
5. Use luminaires without glare, directing the light downwards in order to reduce the light pollution.
6. Use reflective lighting where possible since it gives a soft, pleasant light without any glare.
7. Illuminate landmark buildings to help way finding

Trees

Context

The benefit of planting trees is considerable and there are many places in the town where this can be done. For a tree to survive in an urban environment it is vitally important to get the siting of the tree and the planting and aftercare right, specifically watering. On new street projects always consider repositioning services and maximise the size of the tree pits to increase the tree's life time. Even where the tree pit material is porous always water trees especially during the establishment phase.

Function

- Trees can reinforce the identity of districts and quarters within the Town. Streetscapes can be enhanced by the characteristic shape and foliage of different tree species.
- Trees can provide colour, shelter, improve the micro-climate and air quality.
- Trees are known to make an important contribution to the creation of comfortable places within the public realm.
- Trees bring more biodiversity into our towns and cities.

Design Principles

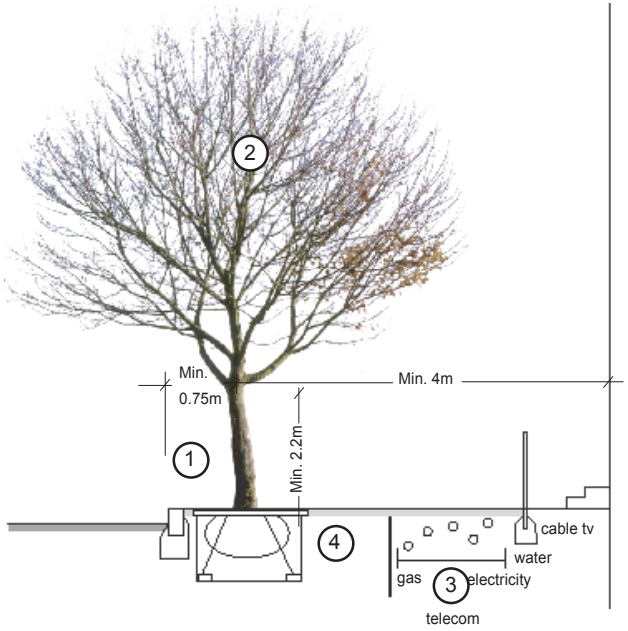
- Tree planting should only be used where it makes a positive contribution to the streetscape.
- Lighting and CCTV should be positioned to ensure that trees can be planted in the preferred location.
- Central reservations should be used for tree planting.
- To maximise the tree's survival rate consider extending the tree pit under the paving, to give it the largest volume possible, for its root system.
- For tree planting in hard standing areas consider using urban tree soil with irrigation / aeration system in order to achieve necessary compaction for the paving sub-base. For correct installation always seek advice from urban tree soil supplier.
- Choose covers / surrounds that will allow for the removal of inner part as the tree matures.
- Avoid installing tree grilles with designs that trap litter.
- Always seek advice from an Arboculturist when planning / maintaining trees in a scheme.
- Ensure maintenance is carried out especially during establishment.

Far Left: Trees providing protection from weather and environmental conditions : *Bolton*

Left: Fastigate tree in Church Street : *Blackburn*

Illustrated Design Principles

1. Site trees min. 0.75 m from kerb edge and not closer than 4.0 m to any obstruction if it is to mature into a large specimen.
2. For narrower spaces and pavements plant fastigiate or columnar trees to minimise future maintenance.
3. Group services to minimise maintenance disruptions and damage to trees.
4. Construct tree pits to take vehicular loading and include root barriers to avoid penetrating roots, causing uneven surfaces. Liaise with service providers to include root barriers where tree planting will be sited close to underground services.



Public Art

Context

The integration of public art into a town centre can contribute to the legibility of the town and emphasise the local identity. It can also be integrated to assist orientation and way finding.

An art programme can include a variety of media and approaches, from sculpture, street furniture, landscape works, water, lighting design of buildings / structures to temporary installations and live performances.

Art can be used to reveal hidden architectural treasures and excite interest and encourage exploration by local people as well as visitors. It can be used to animate undervalued back streets, alleys and small public places. In particular water features can bring a dynamism to the public realm and can encourage social interaction.

Function

Public Art in the public realm can perform several important roles across the town such as:

- Promoting civic pride
- Encouraging feeling of ownership
- Providing a human-scale environment
- Providing a stronger “welcome” to the Town, districts and public places
- Contributing to aesthetic richness and interest
- Evolving visual stimulation
- Creating identity
- Improving place-making
- Assisting in image-making
- Acting as landmarks

Design Principles

- Consider how well the artwork sits in the landscape / urban context and that it suits the surrounding buildings / public space.
- Artworks should not restrict the intended use of a street or space.
- When considering water features ensure that the spaces that incorporate them still function effectively when the water feature is turned off. Ensure they are safe and easy to maintain.
- Choose durable materials to avoid replacements / repairs that do not match.
- Incorporate lighting in / around the art, whenever possible.
- Provide more clues to way finding by designing an asymmetrical shape and illumination.
- Include textures, sounds and smells whenever possible to give pleasure to people with hearing and seeing difficulties.

Self portraits hung on derelict building :
Preston Road, Brighton

Sculpture providing opportunity for interaction at Blackburn Bus Station

Typographic pavement :
Morecambe

Sculptural letters with functional form
National Waterfront Museum, Swansea

Lighting and water at *Somerset House, London*

Signage & Way Finding

Context

We navigate by reading the landscape e.g. the hills and valleys and recognisable, distinctive urban features such as spires and towers, which are important aids to create district identity.

At street level we also have to rely on signage such as street name plates in order to find our way. Local variations in signage design, materials and lettering add richness and variety to the street scene. It also contributes to the character of districts.

Over-provision and poorly sited signs and notices can spoil the visual attractiveness of a place and confuse both drivers and pedestrians. Many signs in our streets have become redundant due to legal changes and a large amount of signs are placed illegally by private initiatives.

All signage and way finding information should follow the recommendations given in the '*Sign Design Guide*' produced by the Sign Design Society and JMU Access Partnership.

Function

Public Realm signage performs several important roles across the town by:

- Enabling pedestrians to assess and plan (to understand) their journeys and find their way about at street level with ease and confidence.
- Providing orientation and information for visually impaired people.
- Helping build up and reinforce an effective and reliable mental map of Whitehaven.
- Reassuring and assisting in decision making
- Connecting areas, regions and complex transport systems.

A high quality way finding system requires a consistent approach to what is named, how it is named and where signs and maps are located. The system also needs a graphic consistency so that people will remember and look out for it. A way finding system should include the following signage structures:

- 'Gateway Welcome' signage, to mark the Whitehaven Town Centre entry points.
- 'Neighbourhood Markers', located at main entry points of a district and in the local centres.
- 'Node Supporter', enabling pedestrians to set off in the right direction from stations, visitor attractions etc.
- 'Area Supporter', a simplified street map showing the relative position of surrounding areas.
- 'Path Supporter', markers with tactile characteristics, along the route confirming the direction and side routes that connect into adjacent neighbourhoods.
- 'Homing Beacon', finger posts close to major destinations.

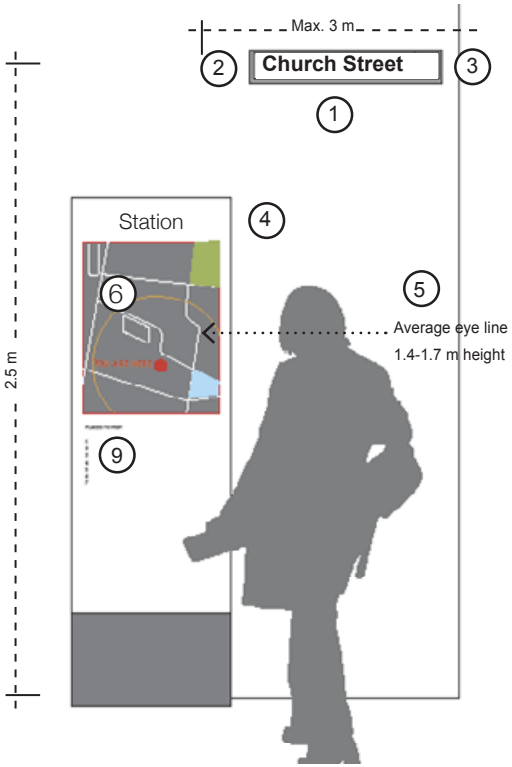
Navigable, gateway landmarks with a function : *Central Corridor, Blackpool*

King Street 'Markers': *Blackburn*

Well designed street name plates and way finding information integrated into streetscape : *Borough Market, London*

Design Principles

- Consistent look and placement of signage creates a tidier streetscape.
- Restrict traffic signs to those which convey essential information only and reduce signs to a minimum size (or smaller where DfT consent can be obtained)
- Traffic signs are only needed where traffic regulation or other orders are made. In the absence of TROs, no signing is required.



Illustrated Design Principles

1. Street name plates and other necessary signage should be attached to buildings, if no suitable building is available, signage should be fixed to existing structure such as railings. Avoid installing new posts.
2. Nameplates should be fixed within 3 metres of every street corner on both sides of the street at 2.5m (min. 1m max. 3.6) height at all street corners. On longer streets repeated name plate every 200 m.
3. All logos such as tourist information, toilets, etc. should comply with British Standards which are recognised internationally. Bespoke logos should be kept to a minimum as this devalues important logos and creates confusion.
4. Signs should have light on dark contrast with the use of upper and lower case letter forms and font should be clear and easily read. Number of words and icons on each sign to be kept to a minimum to avoid information overload and visual clutter.

Illustrated Design Principles

5. Locate the most important information at eye height i.e. 1.4-1.7 m.
6. Maps should be used since they show many more routes and destinations compared to a finger post, encouraging far more walking. It is also a more reliable system as they do not have fingers that can be ripped off or rotated. Illustrations rather than text assists people who are less familiar with English. Maps can, where appropriate, be incorporated into other structures, reducing the amount of street clutter.
7. Heads up maps which face the same way as the viewer and 3d buildings illustrations should be included since they make a map easier to read.
8. A 5 minute average walking circle should be included, making it easy to estimate the scale of a place.
9. Include embossed way finding information for the visually impaired, wherever possible.

3D area map making it easier to understand the local vicinity : *Bristol*

Beautiful embossed map : *Rosetta Mclain Garden, Ontario, Canada*

Contrasting text with indication of walking time : *London*

Appendix 2

Whitehaven Public Realm : Database

Surface Materials

The main types of surface materials used in Whitehaven's town centre are shown on this plan. Refer to the table opposite for material descriptions. The images that follow highlight the types of surfacing materials that are good quality or particular to Whitehaven. They also show where the materials detract from the street quality.

Type 4: Good quality sandstone surfacing to the foot and carriageways adjacent to the harbour

Type 1: Good quality sandstone surfacing to Millennium Promenade

Key	Footway	Carriageway	Kerb
Type 1	Buff grey, random sized sandstone slabs	Flush, used as footway, buff grey, random sized sandstone setts	No kerb, flush red concrete sett edge
Type 2	Red sandstone, uniform sized, diamond cut slabs	Flush, used as footway, concrete setts, random sized, colour mixture of dull reds/ greys	No kerb, linear drains as edging
Type 3	Red sandstone, uniform sized, diamond cut slabs, stretcher course	Concrete setts, random sized, colour mixture of dull reds/ greys	Textured concrete kerb
Type 4	Buff grey, random sized sandstone slabs	Concrete setts, random sized, colour mixture of dull reds/ greys	Sandstone, red and/ or buff wide kerb or textured concrete kerb
Type 5	Concrete setts, random sized, colour mixture of dull reds/ greys	Concrete setts, random sized, colour mixture of dull reds/ greys	Textured concrete kerb
Type 6	Concrete setts and/ or slabs	Tarmac	Wide Kerb, standard concrete kerb
Type 7	Buff grey, random sized sandstone slabs, setts to edge	Tarmac	Wide kerb
Type 8	Concrete slabs, stretcher course	Tarmac	Standard concrete kerb
Type 9	Mixed: stone setts, slabs, concrete slabs, tarmac	Tarmac	Standard concrete kerb, red/ buff wide kerb
Type 10	Tarmac to quays	Tarmac	Standard concrete kerb
Type 11	Weather worn sandstone slabs and setts, random sizes and various laying patterns	No carriageway, to quays	no kerb, sandstone harbour wall
Type 12	In situ concrete	No carriageway, to quays	no kerb, sandstone harbour wall

Above: Examples of Type 9, unusual combinations of sandstone setts, kerbs and concrete flags

Type 3

Type 2

Type 9

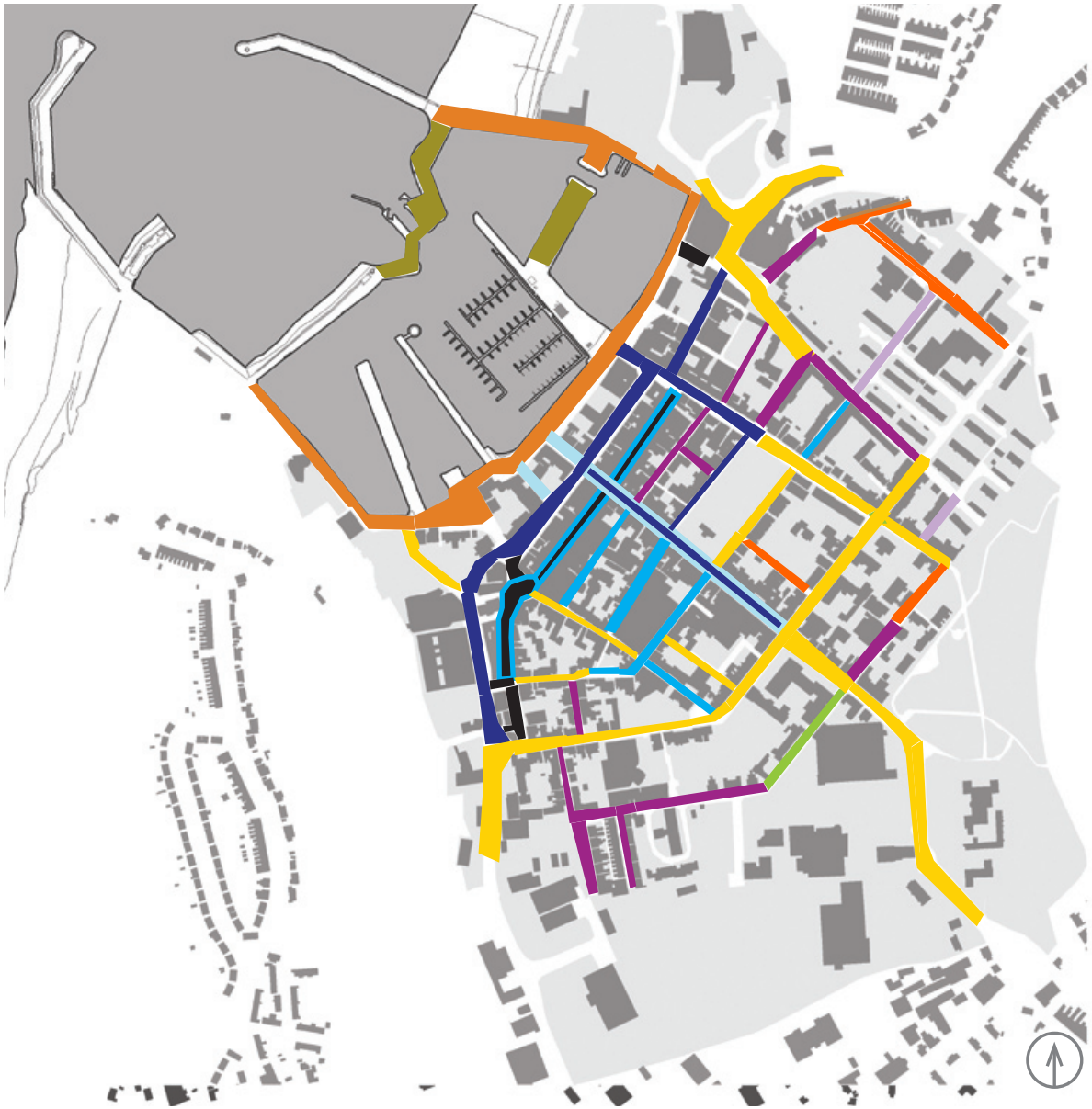
Above: three examples of the use of red sandstone particular to the Whitehaven area, as paving and kerbs

Above: In some areas stone setts still remain under the tarmac.

Below: Cobbles are useful in slowing down traffic due to the uneven surface. The traffic hump below reduces the quality of the street.

Above and below: 2 examples where the surfacing is of a much reduced quality on one side of the street.

Left: Three examples of the weathered sandstone slabs of the Harbourside (type 11)
Bottom left: Sandstone of outer tip of Northern Pier
Below: In situ concrete to rest of Northern Pier, (type 12).



Key

- Type 1
- Type 2
- Type 3
- Type 4
- Type 5
- Type 6
- Type 7
- Type 8
- Type 9
- Type 10
- Type 11

Street Lighting

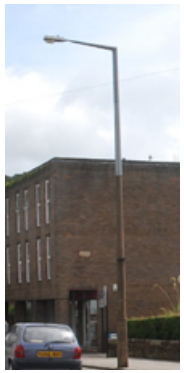
The main lighting types used in the streets in Whitehaven's town centrehave been mapped out and are shown on the plan. Please refer to the images overleaf for type descriptions.

Standard

Type 1

Type 1

Type 2



Type 2

Type 3

Type 4

Type 5

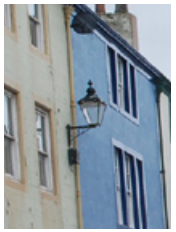
Decorative

Type 6

Type 6

Heritage

Type 7



Type 8

Type 9

Harbour

Type 10

Type 11

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