



6.0 Townscape Character

6.0 Townscape Character

6.1 Street Patterns and Plots

The pattern of streets and spaces within Carlisle was laid out during the medieval period and remains a significant influence on the pattern of streets today. The triangular marketplace lies at the heart of the medieval settlement, much as it does today. The medieval streets are represented by English Street and Blackfriars Street south of the marketplace; fanning out north from the marketplace are Castle Street, Abbey Street, Fisher Street and Scotch Street. Annetwell Street and Finkle Street likely represent the northern extent of the medieval settlement beyond which (and beneath the dual carriageway of Castle Way) is the outer ditch of the castle's defences. West Walls, Lowther Street (also known as New Horse Market in the early 19th century) and West Wall Street mark the boundaries of the medieval settlement. Rickergate to the north follows the medieval route towards the river crossing, whilst to the west, another

medieval route is represented by the course of the modern A595 and the crossing of the River Caldew. Both these routes may have even earlier origins.

As infill took place along street frontages during the medieval and post-medieval periods, the gardens and yards behind were also built upon. The layout of these was largely dictated by the earlier medieval subdivision, known as burgage plots which are now heavily altered and densely developed within the central area. Routes through these plots giving access between the main streets are historic in origin and are still represented by alleys like Barwise Court, Ferguson's Lane, Highland Ladle Lane, Lothians Lanes, Packhorse Lane and Lowther Arcade. The Lanes area was densely occupied by the 19th century, with alleys cutting across from east to west; those including Pea's Cods Lane, King's Arms Lane and Globe Lane were cleared away by the 1980s development but have been preserved in the parade names within the modern shopping centre.

By the turn of the 19th century, the city walls were seen as a hindrance to the growth of the city. Their demolition enabled outward expansion with Lowther Street laid out along the line of the eastern walls, allowing the residential expansion of Chatsworth Square and Portland Square. To the north of the conservation area, the pattern of mid-19th century streets is only partially preserved in roads like Corporation Road due to widespread 20th century redevelopment of this area and the construction of the Castle Way dual carriageway.

The dense urban environment and fine urban grain with near continuous building frontages sitting against the back of the pavement characterises much of the conservation area. This is occasionally relieved in a number of areas, most notably around Carlisle Cathedral, where dense development opens up into more spacious plots around the abbey. The other notable exception is that of the castle area and nearby Bitts Park,

the former rises above the city centre, separated by the wide expanse of the outer ward, whilst the latter developed from a flood plain at the end of the 19th century [**Plate 6.1**]. Historic clearance of buildings has also interrupted this fine urban grain, particularly around the Civic Centre and to the north-east of Botchergate. These gap sites have frequently been utilised as public or private car parks, resulting in unpleasant modern expanses often lacking in planting which could provide relief.



6.1 Birds eye looking west

6.2 Principal Streets and Spaces

6.2.1 Principal Streets

The principal streets in Carlisle are those which follow the medieval street pattern which are focussed on the triangular marketplace. They make up a dense historic urban environment, predominately of three or four storey buildings, some two, and largely comprising continuous rows. The pedestrianisation of the central retail areas including parts of English Street to the marketplace, all of Scotch Street, and part of Fisher Street, enhances its character, and perhaps more importantly provides an opportunity for the city centre to be enjoyed and appreciated.

Arrival points, or gateways can be found on the principal street; at the southern end of the conservation area, the Citadel is an impressive arrival point into the historic city from the south and east, supported by the railway station set back on Court Square. Approached from the west across the Caldew Bridge, the city is largely concealed by the foliage along the river and the city walls. On crossing the mainline railway and reaching Castle Way below the footbridge, the view opens out creating another arrival point. From the north, the Eden Bridge provides another arrival point into the city, although much of the view comprises modern development **[Plates 6.2 and 6.3]**.



6.2 Traffic controlled Castle Street near the Cathedral



6.3 Pedestrianised retail centre where improvements to surfacing are underway

6.2.2 Vehicular Routes

Most notable among the primary vehicular routes through the conservation area is the Castle Way dual carriageway, cutting east-west, and connecting to the A7 heading north to the Scottish border. It was constructed in the 1970s to relieve traffic flow through the city centre.

A secondary vehicular route at the southern end of the conservation area from Botchergate (A6) provides access to the station; from here there is a busy traffic route across with Victoria Viaduct accessing the west of the city, or onwards to Lowther Street to connect with the dual carriageway from West Tower Street or with Georgian Way. Lowther Street defines the eastern edge of the conservation area and is busy with traffic. Both Castle Way and Lowther Street have an adverse severance effect, making pedestrian access from one side to the other problematic. This issue is also discussed in section 9. **[Plates 6.4 and 6.5].**



6.4 Principal Route of Castle Way



6.5 Lowther Street

6.2.3 Secondary Streets

The secondary streets within the conservation area predominantly lead off the main streets and have lower levels of pedestrians and traffic. These include Paternoster Row, Castle Street and Fisher Street. The northern end of Fisher Street and all of Abbey Street have a more domestic character with a number of quality Georgian town houses **[Plate 6.6]**.

The northern end of the conservation area around Rickergate remains busy with traffic accessing the Civic Centre and Magistrates Court. However, there are two domestic enclaves in Warwick Street and Corporation Road, the latter all that remains of Victorian terraces retaining a residential character despite the proximity of car parking and the busy A7.

Other secondary streets include West Walls, Backhouses Walk and English Damside. Blackfriars Street is one of the city's historic streets, now largely confined to a back street with the unpleasant rear facades of modern retail units like M&S **[Plate 6.7]**.



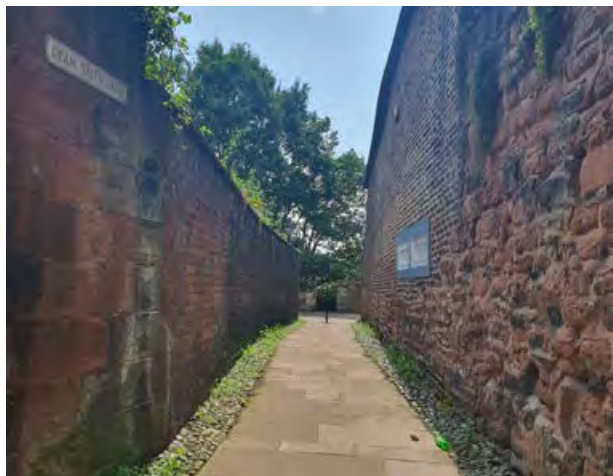
6.6 Secondary Fisher Street



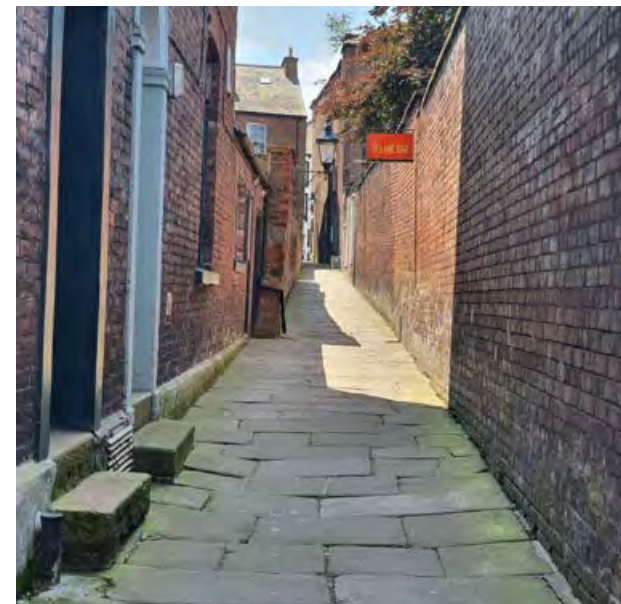
6.7 Blackfriars Street

6.2.4 Intimate Streets, Alleys and Courts

The intimate streets and spaces of the conservation area are as intrinsic to its character as the grander main streets. Often with little or no traffic, they offer respite from the busier streets whilst affording connectivity between areas. Notable are Long Lane, Heads Lane and Dean Tait's Lane, the latter connecting Paternoster Row with West Walls. Also notable are small, intimate courts which often feature local businesses and small cafes; these include Friar's Court, Carlye's Court and Treasury Court [Plates 6.8 - 6.11].



6.8 Dean Tait's Lane



6.10 Long Lane



6.9 Friar's Court from the west



6.11 Treasury Court

6.2.5 Car Parking

The largest car park within the city centre is the Castle Car Park. It covers a significant area below the castle's west walls and is usually busy with tourists. A smaller car park lies below West Walls and is expected to undergo improvements as part of a wider masterplan for the area. The Council also manages a series of smaller car parks throughout the conservation area which largely occupy backland sites which have undergone some 20th century clearances, notably the Central Car Park on Peter Street.

Restricted Parking Zones enable commercial vehicles and those with parking badges to enter the central retail areas which are otherwise largely pedestrianised. Restricted car parking is also permitted in significant historic streets like Bank Street, English Street, Paternoster Row, Abbey Street and Castle Street [**Plates 6.12 - 6.13**].

Whilst it is recognised that car parking is a necessity both within and on the boundary of the conservation area, it is also clear that they are adversely impacting both on the appearance and the setting of the conservation area. There are potential opportunities for enhancement of car parks, through adding trees or potentially considering repurposing, particularly those in Council ownership.

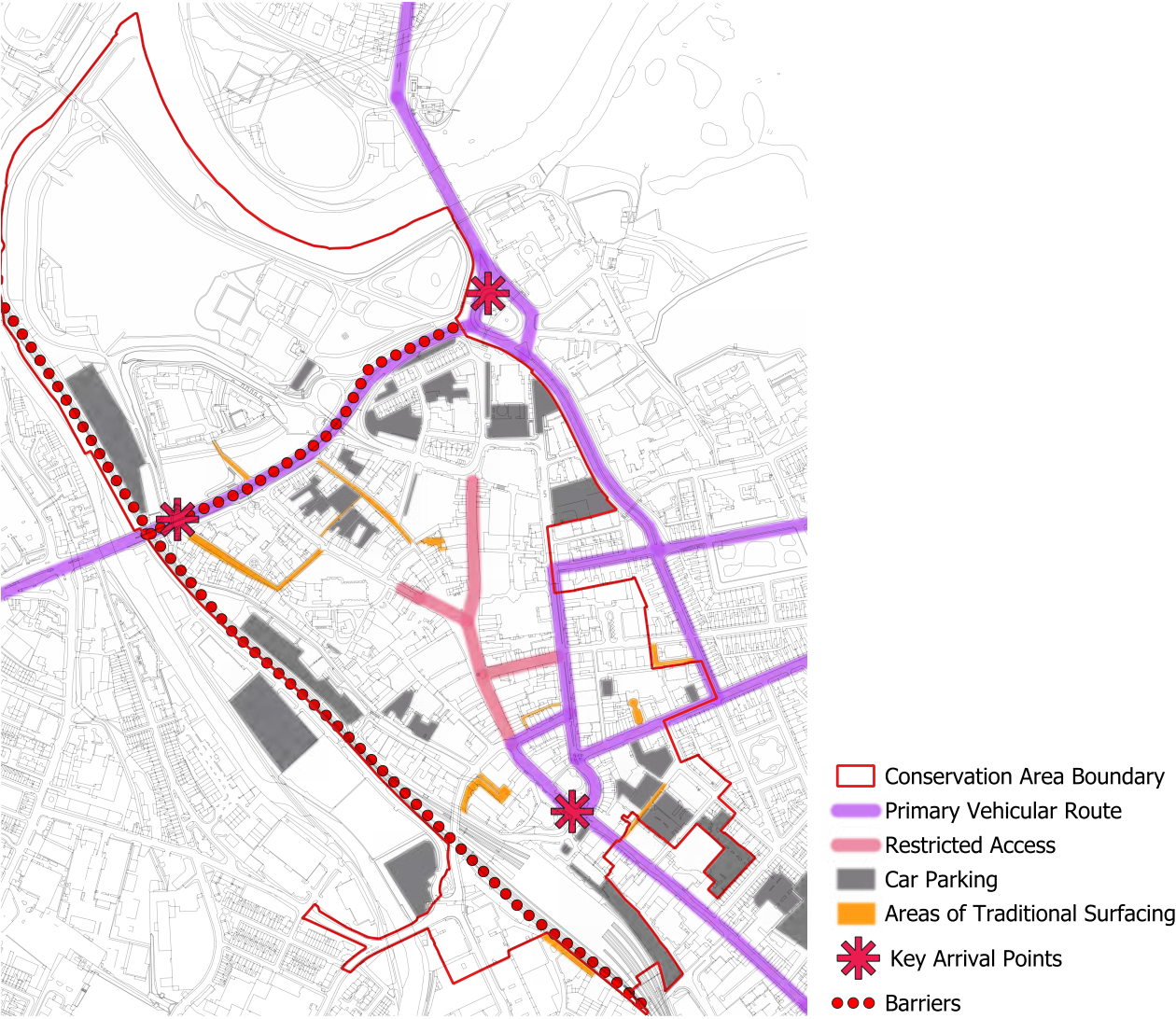
For further discussion see Sections 9 and 10.0, whilst the pattern of principle routes and location of car parking can be seen on **Plate 6.14**.



6.12 Castle car park



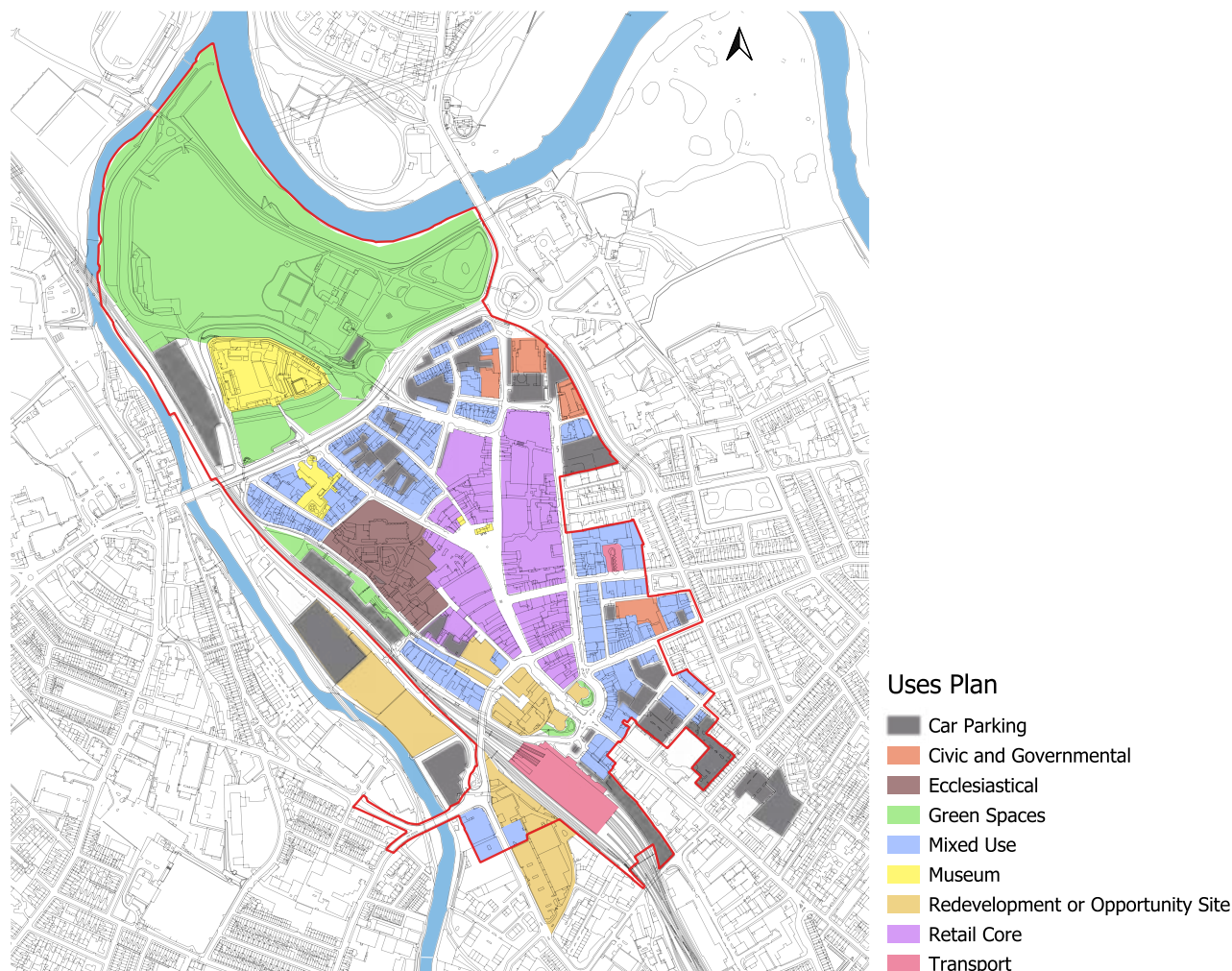
6.13 Central Car Park, Peter Street



6.14 Routes, Parking and Traditional Surfacing

6.3 Modern Land Use

Land use has evolved over time and continues to evolve today, influencing the character of the conservation area and creating variety and interest. For instance, the main retail and commercial area of Marketplace, English Street, Scotch Street and Bank Street is busy and lively with shoppers during the day, but largely deserted in the evenings; Lowther Street features commercial activities like solicitors' offices and fewer shops, whilst civic activities located to the north are focussed on the Civic Centre and Magistrates Courts. Residential uses generally lie on the periphery in areas like Corporation Road, along West Walls and a few areas to the east on the edge of the Chatsworth Square and Portland Square Conservation Area.



6.4 Public Realm

6.4.1 Surfacing

The quality of street surfaces within the conservation area varies. Historic finishes such as stone setts, stone paving and kerbs survive in various locations largely within the Historic Quarter, whilst historic surfacing also survives below modern tarmac on Corporation Row / Peter Street. Granite setts and kerbs have been in use in many towns since the 19th century and are both hardwearing and weather well. These materials add significantly to the character of the streetscape and it is essential to ensure they are maintained and loose setts (as observed in Fisher Street) are dealt with in a timely manner to prevent further deterioration. Where stone setts are used, they also have the advantage of encouraging slower vehicle speeds. The location of historic road surfacing within the conservation area is included on **Plate 6.14**.

Elsewhere, there is a mixture of modern and traditional alternatives. Road

surfaces in the conservation area are generally of modern tarmac with typical road markings, including the use of bright red and green surfacing to denote bus and cycle lanes. Pavements are most commonly concrete slab, block paving or tarmac, in varying colours designs and quality denoting the ad-hoc nature of public realm works in the past. The Council appreciates the importance of the public realm in Carlisle and are continuing to undertake improvements

across the conservation area including within pedestrianised areas the gradual replacement of dated 1989 brick paviours by a more sensitive scheme.

There continue to be opportunities which might ensure the quality and appearance of the public realm is maintained and enhanced, using guidance, for example, within the '[Manual for Streets](#)'. For further discussion regarding potential opportunities see Sections 9 and 10.0.



6.4.2 Street Furniture

Street furniture can make a strong contribution to a sense of place and local identity. These can include post boxes, telephone boxes, bollards, bins, railings and benches. All can enrich or detract from the streetscape, and it is therefore important to ensure these are appropriately located and managed, and that new items are sensitive to the character and appearance of the conservation area.

Carlisle features a number of historic items of street furniture including several red post boxes; particularly significant is the Victorian Penfold hexagonal post box in front of the Old Town Hall.

Generally, benches tend to be a sympathetic heritage style, with cast-metal ends and timber slats. There are several designs in use within the central retail areas, but all are sensitive to the surrounding historic context. A number of interesting historic benches can be found below West Walls.

Telephone kiosks are modern, but some are reminiscent of Gilbert Scott's K6 telephone box. Bins are generally black metal or plastic and from the heritage range of waste collection products available to Councils.

Bollards and guardrails are numerous throughout the conservation area. Bollards in the central area are used to denote the carriageway or parking bays in restricted areas and are from the heritage range of cast metal or black plastic columns. Attractive granite bollards are used along Castle Street close to the abbey in a separate scheme of public realm works; here also granite blocks are provided as seating and bins adopt a contemporary design of steel and timber cladding in contrast to elsewhere.

Guardrailings are used in a number of locations; those near the station adopt a sympathetic design which is painted black and feature ball finials. Elsewhere they tend to be utilitarian in appearance and less than sympathetic in the setting of the

conservation area. They are particularly numerous on Lowther Street to control pedestrian movement, and on Castle Way, Drovers Lane and Castle Street. There are significant opportunities to improve the appearance and permeability of the conservation area by exploring alternative means, remove ones considered superfluous, and carrying out rigorous audits of proposed works to ensure they are absolutely necessary. Adopting a more sympathetic design would also benefit the conservation area where they are employed.



6.4.3 Monuments, Sculpture and Street Art

Monuments and statues can help illustrate a city's long history; for example, the market cross in the marketplace has group value with the Old Town Hall. Statues and street art can provide focal points and improve the legibility of the City. Some, such as the Market Place War memorial, have an important communal value commemorating events of value to the City and its residents. Statues are not numerous in Carlisle; however notable are the James Steel monument on English Street and the William Lowther monument below the Citadel. The statue of Queen Victoria in Bitts Park was erected following her death.

Carlisle has a unique collection of public art as part of an initiative of a local artist which is supported by the Council. The mission of the 'Blank Wall Assassins' is to take uninspiring and sometimes intimidating urban spaces and 'create vibrant public spaces that surprise, excite and inspire'. As a result, the group has

created nearly 20 street paintings around the conservation area and beyond. Notable is the Belatucadros, or 'Fair Slayer' on West Walls which covers the entire curved elevation of 7 West Walls. The scene by an Australian artist is particularly relevant for its context, depicting a Celtic god who was also revered by the Romans.⁶³ A tour of the city's wall art is available by their website, and by smartphone using QR codes displayed on signage located near the artworks. The artworks provide relief in the urban streetscape, but few relate to Carlisle or its heritage.

63 Blank Wall Assassins <https://www.blankwallassassins.com/>



6.4.4 Signage

As a busy city centre, there are many road signs providing directional information, as well as give way, speed limits or parking signs. These are utilitarian in design and generally mounted on grey metal poles or lampposts. There are occasional road signs with traditional black lettering on a white background. Notable amongst the conservation area's signage are the traditional fingerposts with pointers to various sites of interest found throughout the conservation area. Additionally, bespoke timber posts on the visitor route from the Castle form an attractive entrance into the Historic Quarter. Elsewhere, orientation points can be found at Rickergate, Market Square and Court Square.

Street name signage also makes a positive contribution to the conservation area. Traditional cast-metal street signs are located within the Historic Quarter and are particularly attractive and well maintained, comprising small plates with raised black lettering on a white background and shaped border. Other examples exist including metal enameled white lettering on black background as in Clifford Street, and enameled black lettering on a white background in Citadel Row.

The conservation area also contains a number of other notable examples of historic signage; these include historic advertising signs, such as one for 'TP Bell | Cycles | Motor | Cycles' in Abbey Street. Others include signage painted directly onto buildings, such as the ghost lettering of 'EMR' (Emergency Water Supply) at the junction of Castle Street and Finkle Street, and the faded 'Dye Works' signage on a building in Castle Street. A number of metal heritage plaques can also be found which are either bronze or

blue and placed on notable structures by the Civic Trust which give details of their history; these include the West Walls, the Tithe Barn and the Methodist Church on Fisher Street.⁶⁴

⁶⁴ 'Blues and Brown Plaques in Carlisle', Carlisle District Civic Trust, 2022: <https://www.carlislecivictrust.org.uk/projects-achievements/blue-brown-plaques-in-carlisle/>



6.4.5 Lighting

Well-lit streets not only assist with orientation at night, but also aid the safety and security of users. Well-designed light fittings, whether historic or contemporary, can be attractive and part of a suite of street furniture which can enhance the space. Lighting can also be used creatively to highlight historic buildings and their features, making them visually appealing and enhancing the appearance of the conservation area at night. The potential for causing light pollution should always be considered when introducing architectural lighting, and when considering existing or new street lighting.

There is variation in street lighting throughout the conservation area. Lighting columns and fittings are generally modern, although traditional designs can be found in some locations. For example, those within streets of the Historic Quarter and close to the Cathedral are traditionally designed, low-level lanterns, appropriate to the historic setting. Within the central pedestrianised retail streets like English Street and Bank Street are a number

of ornate posts topped by white globes and gold finials which make a positive contribution to the streetscape. In busier traffic areas of lower English Street, the modern lighting is a pendant style but based upon a traditional lamp fitting. In a number of streets, the Council have reduced street clutter by attaching lighting units (both traditional and modern) to buildings.



6.5 Boundary Treatments

As buildings are positioned close together and up against the pavement in much of the city centre, there are few boundary treatments present. Despite this, a number of key boundaries exist that positively add to the character of the conservation area. The most important boundary is that of the remains of the medieval city defences along West Walls. The walls of squared blocks of red sandstone have a 12th century origin which includes some reuse Roman stonework. The wall provides a pleasant wall walk from above but is best appreciated from the car park below.

Another notable boundary encloses the abbey precinct. Also constructed in rich red sandstone, with 12th and 13th century origins with later brick repairs. The section running parallel to West Walls rises to a height that only allows glimpsed views of the abbey and precinct buildings. The wall and Abbey Gatehouse contribute towards a sense of enclosure and privacy,

serving as a reminder to the abbey's origins as a monastic community. The boundary to Paternoster Row and Castle Street is now reduced to a low ashlar wall. There is a fine wrought iron gateway at the east end of the abbey installed in 1930. Elsewhere within the precinct, private gardens are enclosed by brick or stone walls and hedges adding to the pleasant residential feel.

The ashlar wall, gates, gate piers and railings to Tulley House are particularly ornate on Abbey Street. They are unusual in retaining a large garden in an otherwise urban environment. Dwarf walls and decorative railings feature on current and former residential properties on Abbey Street, Castle Street and Fisher Street. These usually retain small basement lightwells and add to the character and interest of the street. Wrought iron railings also feature on Warwick Street; for example, in front of the former United Reform Church, now a restaurant. A dwarf wall and partial decorative railings also feature within the churchyard of St Cuthbert's.

Examples of High Quality Boundary Treatments







6.6 Green Spaces, Trees and Vegetation

Green spaces and vegetation not only improve the quality of life for the people of Carlisle but can also make a significant contribution to local character. Despite the conservation area forming the heart of a city, green space comprises a third of the conservation area; this is mainly concentrated at Bitts Park, in the northern section of the conservation area where it meets the River Eden, a particular pleasant part of the conservation area. Otherwise, green space is very limited within the city centre itself.

Bitts Park provides a refuge from the city with both informal and formal spaces, sinuous paths, riverside walks, a play area and tennis courts and ample tree cover. Another nearby green space is the Castle's outer ward, which is a large, grassed expanse dotted with occasional trees, which, enables the Castle to be viewed without distraction. Both are unfortunately separated from the city

centre by Castle Way, and unpleasant dual carriageway, which servers connection between the park and castle, and the historic city **[Plate 6.15]**.

Further pockets of important green space relate to the abbey precinct, the pleasant gardens of Tullie House, and the trees and green space below West Walls. Additionally, the churchyard of St Cuthbert's is an important green space, although the mature trees partially conceal the building from the public realm reducing appreciation. Pockets of greenery with young trees lie below the two Citadel bastions where the Council also maintain a number of formal flowerbeds. Raised baskets on metal poles and brick planters relieve the urban environment, and can be found in a number of streets, also maintained by the Council **[Plates 6.16 - Plates 6.21]**.



6.15 The castle's outer ward forms a green space



6.16 Formal planting in Bitts Park



6.17 Open space of Bitts Park



6.19 Tullie House gardens



6.18 Abbey precinct



6.20 Green space along West Walls



6.21 St Cuthberts churchyard

Although not a green space, the marketplace is a significant open space within the city centre and largely pedestrianised, allowing an appreciation of key historic buildings. It defines the centre of the medieval settlement and is demonstrative of its original purpose, retaining its market cross and used occasionally for specialist markets. The space is also enhanced by several young trees. It also features the war memorial, recently moved to a more central location as part of Market Square public realm improvements. Beside this is a loading and parking area which detracts from the character of this space **[Plate 6.22]**.

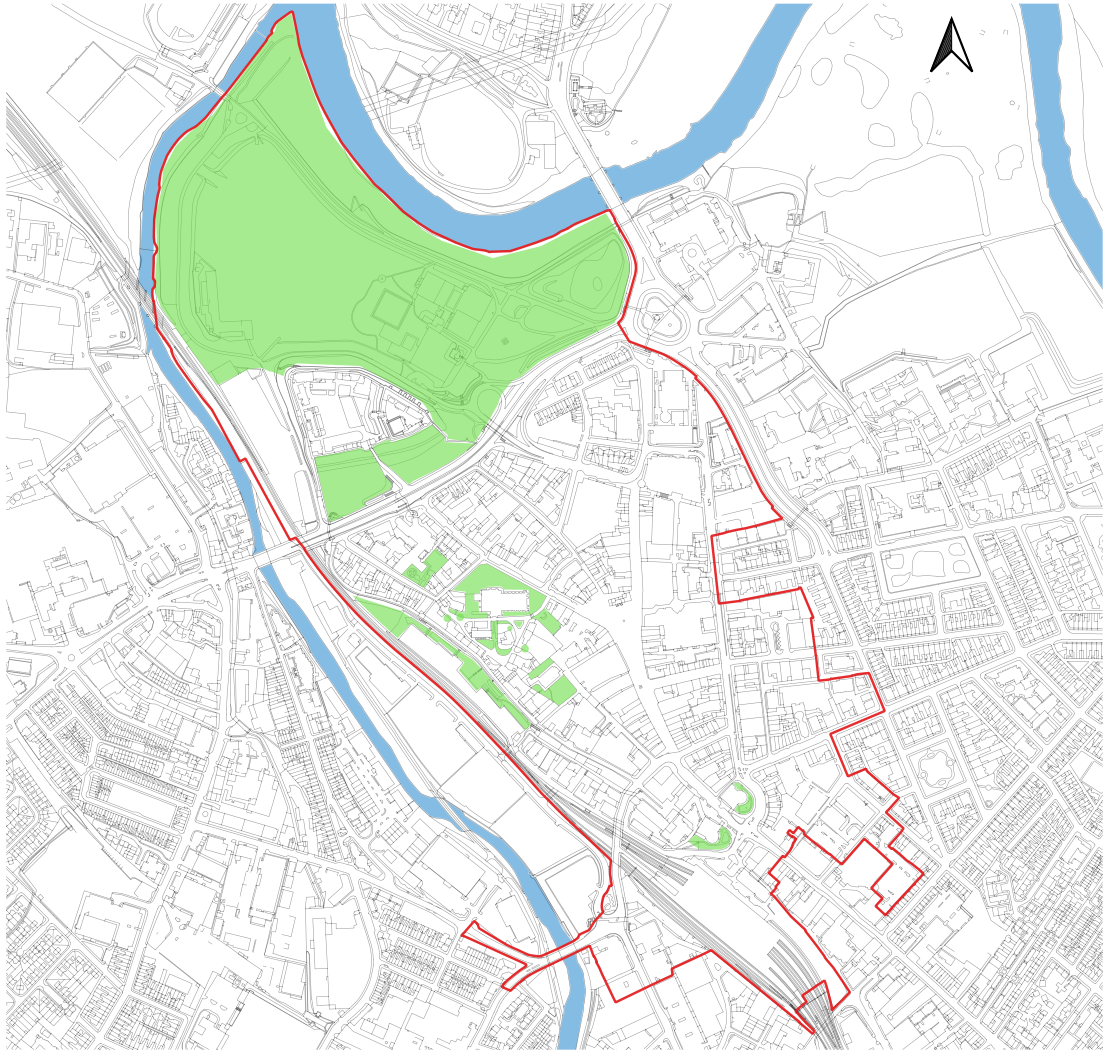
Trees are a positive feature within a number of the city streets, including English Street, Scotch Street and Warwick Road, softening the urban environment and providing welcome shade in the summer months **[Plate 6.23]**. In Warwick Road (pictured) the trees are of some age; here and elsewhere, the replacement of legacy trees will need to be carefully considered by the Council to ensure a succession of avenue planting, maintaining the appearance of the conservation area. The location of key green spaces can be seen in **Plate 6.24.**



6.22 Greenmarket is an important open space and enhanced by trees



6.23 Leafy Warwick Street



6.24 Location of green spaces

Green Spaces

- Conservation Area Boundary
- Green Spaces
- Rivers



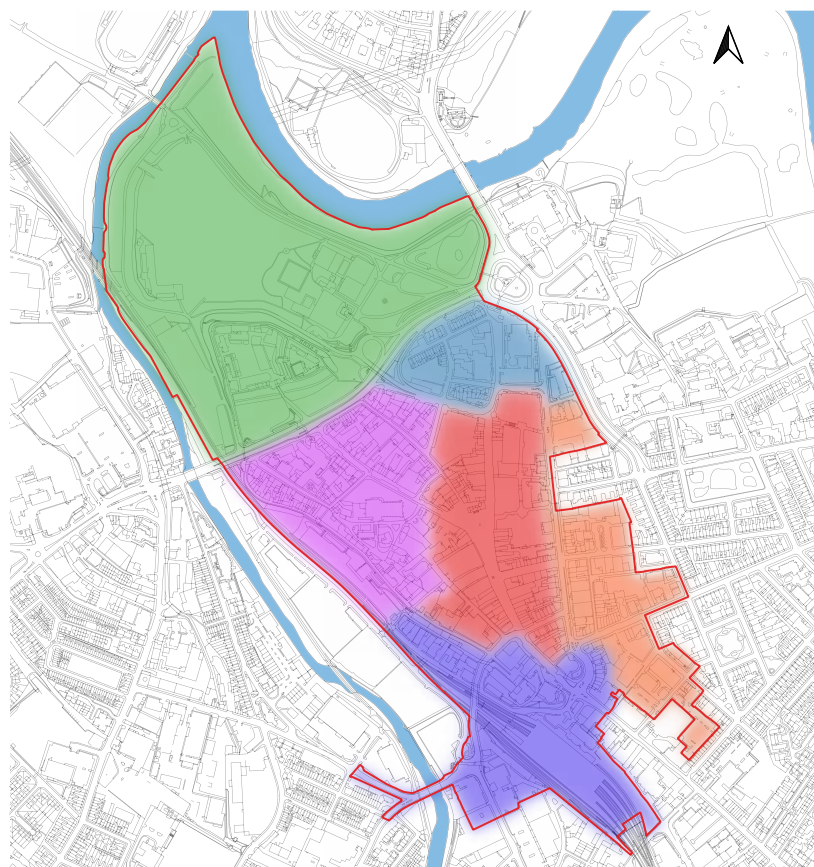
7.0 Character Areas

7.0 Draft Character Areas

This section divides the conservation area into smaller character areas. Each area has a slightly different atmosphere and character depending on street layout and traffic, building types, scale, design and uses, amongst other things. The descriptions of each character area summarise their individual characteristics and also provide a summary of significance as well as ongoing challenges and opportunities - the latter to be expanded upon in Sections 9 and 10.

A plan showing the various character areas is shown in **Plate 7.0** and are as follows:

- Character Area 1: Castle and Bitts Park
- Character Area 2: Cathedral and Historic Quarter
- Character Area 3: Citadel, Citadel Station and West of West Walls
- Character Area 4: Marketplace and Core Retail Area
- Character Area 5: Civic Centre and Rickergate
- Character Area 6: Lowther Street and Warwick Road

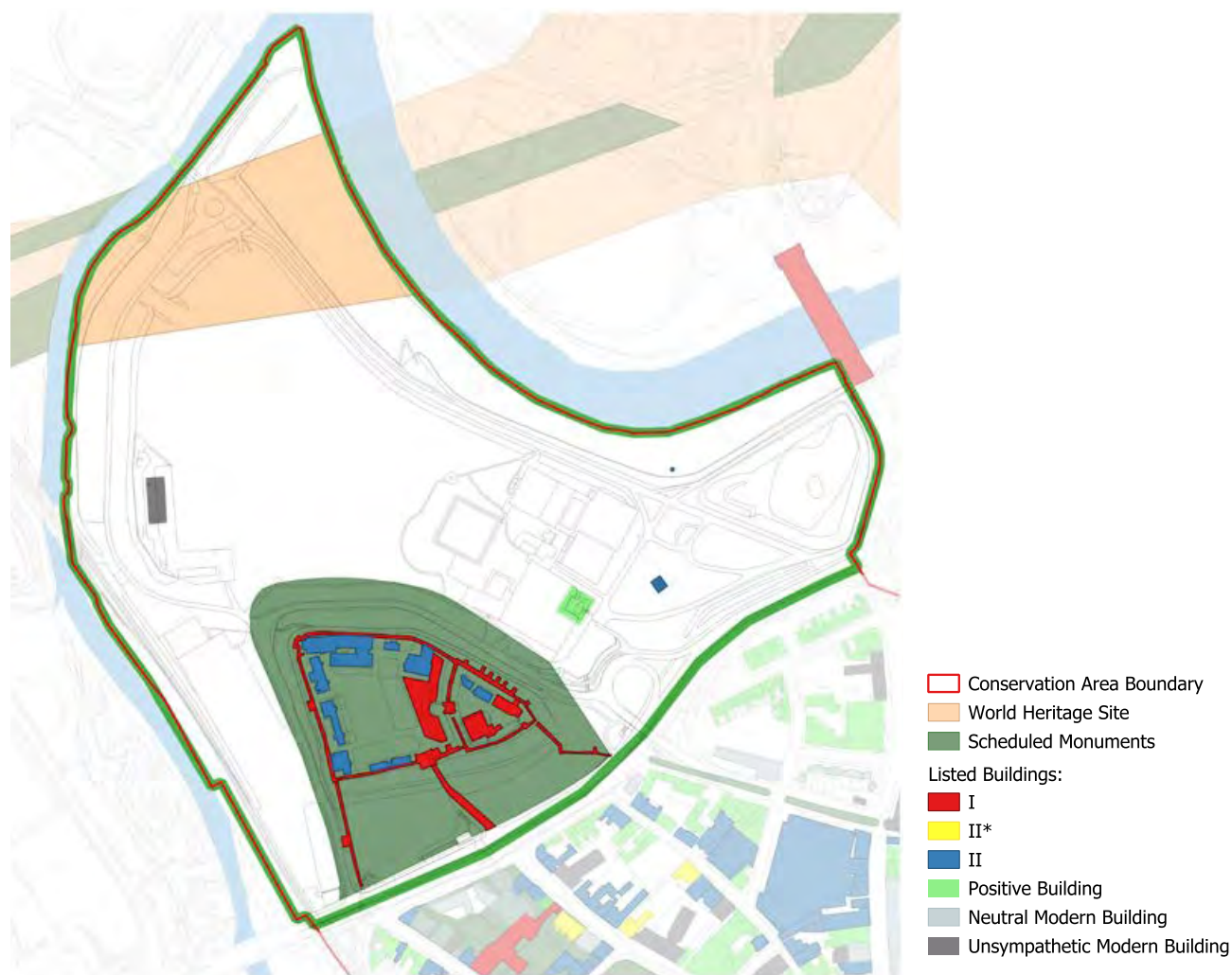


7.0 Character Areas Map

- Conservation Area Boundary
- Character Area 1 - Castle and Bitts Park
- Character Area 2 - Cathedral and Historic Quarter
- Character Area 3 - Citadel, Citadel Station and West of West Walls
- Character Area 4 - Marketplace and Core Retail Area
- Character Area 5 - Civic Centre and Rickergate
- Character Area 6 - Lowther Street and Warwick Road

7.1 Character Area 1: Castle and Bitts Park

The Castle and Bitts Park Character Area comprises the northernmost part of the conservation area; it is defined by the River Eden to the north, the River Caldew to the west, and Castle Way to the south **[Plate 7.1]**.



7.1 Character Area 1 Heritage Assets and Building Values Plan

7.1.1 Summary History

The Castle and Bitts Park Character Area has a particularly long and distinguished history. Much of the Roman fort of *Luguvalium* was located in the area of the castle and outer ward. The Normans constructed a timber ring work on the site in 1092, which was later reconstructed as a stone fortress in the 12th century. Due to its location close to the Scottish Border and the turbulent history surrounding the city, the site has been almost continuously occupied since its foundation by William II.⁶⁵ The castle has been modified in response to the changing nature of warfare but retains the solid 12th century curtain wall without defensive towers. In the 16th century, the engineer Stefan von Haschenperg made upgrades to the castle and was also responsible for the construction of the Citadel. In later years barracks and associated buildings were constructed within the outer bailey to garrison troops. The castle also acted as a gaol, until a

prison was constructed near the Citadel in the 19th century. The castle remains under the custodianship of English Heritage and welcomes visitors from across the world **[Plate 7.2]**.

Bitts Park's early history was as an area of marshy ground. In 1818, unemployed local weavers created a riverside walkway, and then in the late 19th century, a formal park was laid out above a former rubbish tip and the city's first public park was created. It was one of many similar public spaces created during the Victorian era for the benefit and enjoyment of the local population. It included entrance gates and lodge, specimen trees, sinuous paths and a bandstand; the statue of Queen Victoria was installed in 1902. In more recent years the bandstand has since been removed and a modern playground and playing courts have been added along with new areas of planting **[Plate 7.3]**.



7.2 Carlisle Castle circa 1910 (Cumbria Image Bank)



7.3 Bitts Park bandstand circa 1899 (Cumbria Image Bank)

⁶⁵ English Heritage, 'History of Carlisle Castle', <https://www.english-heritage.org.uk/visit/places/carlisle-castle/history/>

7.1.2 Key Features, Character and Significance

- The Castle is one of the key buildings within Carlisle. It is also its oldest, having been established in the 11th century by William II. Its significance is expressed in its scheduled monument status and the many listed buildings within the site.
- The Castle was a major royal base during the medieval period and has been associated with many significant figures and played a key role in national events. It is located on a raised site close to confluences of the Rivers Eden and Caldew and despite alteration and loss of many features, it presents a significant image of strength and defensive capability, with solid curtain walls, gatehouse and keep demonstrating the changes in defensive technology over the centuries. It later housed a barracks and important garrison and was the headquarters of the King's Own Border Regiment until 1962. Behind the defensive walls looms the massive stone keep. It is one of the main draws for tourists into the city.
- The Hadrian's Wall World Heritage Site runs across the northernmost part of Bitts Park.
- A dual carriageway separates the Castle and Bitts Park from the city, providing a visual and physical barrier.
- Bitts Park is a tranquil haven not far from the city centre. It has a number of distinct areas. Victoria Park is a traditional municipal park featuring sinuous paths, formal flower beds and specimen trees, but has also adapted in the 20th century, providing modern facilities such as tennis courts, splash pool and a playground. It also has extensive playing fields which provide a significant green space which is sheltered by trees and ideal for special events in the summer months. A riverside walk with its mature trees on top of the flood barrier allows pleasant views of the river and glimpses of wildlife. The extent of vegetation on both sides of the river provides a sense of tranquility and peace, despite its location close to the city centre.
- The Lodge in Bitts Park is a pleasing example of Victorian Tudor revival style in a compact form. The building has stood vacant since the 2015 floods and has potential for reuse and extension to provide park facilities and services.
- To the west is a Council run compound surrounded by fencing and visible from the park.
- The Castle Car Park is an extensive municipal parking area for cars and coaches below the castle walls to the west. Its position between the Castle and the railway line ensures it does not feature in key views.
- Mayor's Drive provides vehicular access to the northern end of Bitts Park, and to Sheepmount Athletics Stadium via a historic bridge across the River Caldew. Dacre Drive and Devonshire Street also provide vehicular access around the base of the Castle motte.
- The character area holds significant archaeological and historical value

as the location of the Roman fort *Luguvalium* and later the Norman castle. Excavations have indicated significant below ground archaeological potential. The north of the site is also designated as part of the Hadrian's Wall World Heritage Site. Bitts Park has some historical value as a Victorian municipal park, but significant aesthetic value as a pleasant green space set between two rivers, and a 'green lung' for the city centre.



Art in the park



Entrance gateway to the Castle



Carlisle Castle curtain wall and massive keep



Garden of memories in Bitts Park



Gate piers to the park



Lodge in Bitts Park



The Castle and Bitts Park seen from the Civic Centre



Playing fields in Bitts Park



The Castle from Castle Street separated by a dual carriageway



Tranquil riverside walk in Bitts Park

7.1.3 Key Buildings

The built heritage focuses on the Castle, where there are a significant number of individually listed buildings, although many are not visible from public vantage points - being within the castle walls. The key structures are the Castle's outer bailey walls and keep. Medieval elements such as the keep and attached city walls are listed Grade I. Within the Castle walls are various structures related to its use as barracks which are generally Grade II listed. The Grade II listed statue of Queen Victoria within Bitts Park is probably the best statuary within the wider conservation area.

Listed Buildings

- Outer Bailey: Arnhem Block, Grade II, LEN: 1197003
- Outer Bailey Gallipoli Block, Grade II, LEN: 1197004
- Inner Bailey Palace Range, including part of Queen Mary's Tower, Grade I, LEN: 1197007
- Inner Bailey Magazine, Grade II, LEN: 1197006
- Outer Bailey Half Moon Mattery, Flanking Wall and Bridge, Grade I, LEN: 1197005
- Outer Bailey Ypres Block, Grade II, LEN: 1208301
- Outer Bailey Officers' Mess, Grade II, LEN: 1208359
- Inner Bailey Keep, Grade I, LEN: 1208315
- Captains' Tower and Inner Bailey Walls, Grade I, LEN: 1297368
- Outer Bailey Arroyo Block, Gym and Regimental Association Club, Grade II,

LEN: 1297367

- Outer Bailey Alma Block, Grade II, LEN: 1297366
- Bridge Over Outer Moat, Grade I, LEN: 1297365
- Inner Bailey Militia Store, Grade II, LEN: 1293187
- Outer Bailey Garrison Cells and Custodian's Office, Grade II, LEN: 1293243
- De Irby's Tower and Outer Bailey Wall, Grade I, LEN: 1197000
- Fragment of North City Walls and Adjoining South East Angle, Grade I, LEN: 1197001
- West City Wall and Tile Tower Adjoining at South West, Grade I, LEN: 1197002
- Statue of Queen Victoria, Grade II, LEN: 1218785
- City Boundary Stone in Bitts Park, Grade II, LEN: 1197149

Other Designations

Scheduled Monument

Carlisle Castle; medieval tower keep castle, two lengths of city wall, a 16th century battery, and part of an earlier Roman fort known as *Luguvalium*, LEN: 1014579

World Heritage Site

Frontiers of the Roman Empire (Hadrian's Wall), LEN: 1000098

Other Positive Buildings / Structures

Although not listed, a number of structures make a positive contribution to the character of the conservation area. These include, but are not limited to:

- Bitts Park Lodge and gate posts
- Bank and footpath along the River Eden within Bitts Park
- Bridge over the Caldew on the edge of the conservation area

7.1.4 Key Challenges and Opportunities

- Character Area 1 lies beside the Rivers Eden and Caldew. The park was formed out of marshy, low-lying ground – it, and the surrounding area, are within the flood plain of the River Eden and are occasionally subject to flooding.
- The modern Irish Gate Bridge footbridge over the busy A595 Castle Way forms a link between the Historic Quarter and the Castle, but the lift frequently has maintenance issues.
- The dual carriageway of the A595 Castle Way is a physical and visual barrier between the character area and historic city core. It is noisy and visually unpleasant and may deter visitors from exploring further. It has a significant impact on the setting of the scheduled monument and the tranquillity of Bitts Park. There is a surface level crossing on the alignment of Castle Street, but the wider dual carriage way has an adverse impact on the setting of the listed buildings in its vicinity, and is an impediment to free pedestrian

movement. Opportunities may arise to reduce vehicular dominance here; for example, by design changes to the character of the road to make it a less vehicle-dominated environment.

- The Park Keeper's Lodge in Bitts Park remains vacant after flooding in 2015 following storm Desmond, providing a potential target for vandals and arsonists.
- Permanent and suitably designed public facilities in Bitts Park are required to ensure the character of the park is retained.
- Consideration should be given to the reinstatement of the bandstand.
- The council depot is within a sensitive heritage setting and could be better presented or screened. Consideration should be given to relocating the site to a more suitable position in Carlisle. There is an opportunity to better present the Castle Car Park to visitors through greening measures and increased planting to break up the bleakness of the space.

7.2 Character Area 2: Cathedral and Historic Quarter

The character area lies to the south of the Castle and Bitts Park Character Area and comprises the cathedral and precinct, including St Cuthbert's Church, the medieval city walls and key streets within the Historic Quarter which retain much of their historic character. The character area is defined by the dual carriageway of Castle Way to the north, the railway to the west and Fisher Street to the east as far as St Mary's Gate. The boundary then returns to Castle Street and around the Cathedral Precinct and St Cuthbert's churchyard and taking in a small stretch of Blackfriar's Street, running to the rear of The Sportsman Inn, before returning along Heads Lane and the car park [Plate 7.4].



7.4 Character Area 2 Heritage Assets and Building Values Plan

7.2.1 Summary History

Like the Castle and Bitts Park Character Area, the Cathedral and Historic Quarter Character Area also has significant time depth. The Roman fort and possible extra-mural settlement once lay to the north of the character area. Settlement continued through the Anglo-Viking period, and it is known that St Cuthbert visited Carlisle in the 7th century when he is said to have admired the Roman ruins. Henry I provided money for the construction of a new city wall in the 12th century and land for the establishment of St Mary's Priory, an Augustinian establishment. The construction of the present church therefore began at this time, probably on the site of an earlier one **[Plate 7.5]**. It was raised to the status of cathedral in 1133. It is believed that St Cuthbert's Church which lies to the south, may also have a much early foundation, as it appears to be aligned with the lost Roman road



7.5 The Cathedral and Precinct from Abbey Street c1900 (Cumbria Image Bank)

By the following century it is believed that much of the medieval road layout had been established – including Abbey Street and Castle Street. The land between was divided into burgage plots, long, thin strips of land lying perpendicular to the street, with narrow alleys between **[Plate 7.6]**.

The Dissolution of the Monasteries in the 1530s had a major impact on the character area and the wider city, resulting in the closure of all monastic communities, although the cathedral survived under a secular chapter. It was, however, severely impacted by the Civil War, with the nave severely truncated.

The continuing strife with the Scots hindered Carlisle's development in the post-medieval period. It was not until the Union between the two countries and the end of periods of civil strife that the city could enjoy a revival during the later 18th century. Buildings like Tullie House were constructed for Carlisle's wealthy families and many more fashionable houses were built on Abbey Street, Paternoster Row,

Castle Street and Fisher Street which can still be seen today **[Plate 7.7]**. The historic church of St Cuthbert was rebuilt in 1778.

The area below West Walls was little developed and largely gardens and smallholdings. This was developed firstly by railway sidings and latterly by the modern car park.



7.6 Paternoster Row in 1930 before the precinct wall was lowered (Cumbria Image Bank)



7.7 Town house on Fisher Street (Cumbria Image Bank)

7.2.2 Key Features, Character and Significance

- The character area comprises a significant element of the medieval city of Carlisle, featuring a number of city's most significant historic buildings.
- The historic layout of the city remains highly legible; also retaining the pattern of historic courts and lanes, such as Long Lane.
- It retains its historic appearance and character, with many former high-status town houses from the 18th or 19th century, now converted to other uses. Tullie House is perhaps the most significant former residence and one of the oldest. Castle Street and Abbey Street feature the best Georgian streetscape.
- The character area features a balance of commercial, retail, residential and religious uses.
- Generally, a fine urban grain, often with buildings constructed up to the back of pavements, occasionally including an area of railing protecting a basement lightwell. Exceptions include the Cathedral precinct and Tullie House.
- Historic setted surfacing to a number of streets add to the historic character.
- The Cathedral precinct is a haven from the city streets, featuring historic domestic properties alongside the magnificent cathedral and former monastic buildings like the refectory, gatehouse, Prior's Tower and fragments of the cloisters. The well-kept nature of the public and private spaces adds to the pleasant and peaceful character.
- West Walls is a street of changing character. Narrow for much of its length, the street follows the City Walls passing along the backs of houses which face Abbey Street, then running along the precinct wall whose mix of stone and brick reflects its heritage. Views of the Cathedral precinct including Prior's Tower are particularly pleasant and add to the character of the street. Surviving former stables / workshops add to the street's character, largely converted into pleasant residential mews buildings. Other buildings also have a religious connection along West Walls including several vicarages, a former school, now the United Reform Church, and the Tithe Barn formerly related to St Mary's Priory and now St Cuthbert's church hall.
- Views from West Walls are of significance, particular towards the wider city capturing the topography looking west.
- The land falls beyond West Walls, down towards the railway line. The medieval city walls are breeched by pedestrian steps which provide access between West Walls Car Park and the city centre, via Dean Tait's Lane and Head's Lane. Ironically, the medieval walls can best be appreciated from West Walls Car Park. In spring, daffodils enhance the grassy banks, whilst in summer the trees below the wall offer pleasant shade.
- West Tower Street defines the northern extent of the historic settlement and

character area, featuring a number of former industrial buildings at its western end.

- The character area retains a small number of Victorian terraced houses on Finkle Street, although now largely in commercial use.
- The area has ancient origins; as a part of the Roman fort *Luguvalium* and the later medieval city, the character area has significant historical value and archaeological potential. This is reflected in the extent of scheduling across the area.



Building along West Walls



Deanery and Prior's Tower, Cathedral Precinct



Castle Street looking south east



Fisher Street, looking south east



Former Library and Bishop's Registry, Cathedral Precinct



Part of Tullie House



The Cathedral and new Fraternity Cafe



Fraternity of the former priory



Paternoster Row, looking south west



The Cathedral Precinct



Traditional shopfronts on Abbey Street



West Walls

7.2.3 Key Buildings

There are a significant number of listed buildings within the character area; the principle, built heritage is the Cathedral and its precinct, and to a slightly lesser extent, Tullie House and St Cuthbert's Church. There are also many good 18th and 19th century houses in the character area.

Listed Buildings

- Tullie House and Extensions, Grade I, LEN: 1297353
- Tithe Barn, Grade I, LEN: 1218932
- Abbey Gate and Gatehouse, Grade I, LEN: 1208514
- Fraternity of Former Priory of St Mary, Grade I, LEN: 1208468
- Cathedral Church of the Holy and Undivided Trinity, Grade I, LEN: 1208430
- West City Walls, Grade I, LEN: 1197151
- The Deanery and Prior's Tower, Grade I, LEN: 1208577
- Bishops Registry, Grade II*, LEN: 1197012
- Nos 3 and 6 The Abbey, Grade II*, LEN: 1293105
- No 32 and Railings to Front, Grade II*, LEN: 1293020
- 21, Castle Street, Grade II*, LEN: 1297358
- 26, Abbey Street, Grade II*, LEN: 1196981
- 18, Fisher Street, Grade II*, LEN: 1196951
- 24, Abbey Street, Grade II*, LEN: 1297355
- No 2 The Abbey, Grade II*, LEN: 1197013
- Church of St Cuthbert with St Mary, Grade II*, LEN: 1218565
- No 3 and Adjacent Outbuildings, Grade II, LEN: 1218264
- 11, Fisher Street, Grade II, LEN: 1292334
- 6, Paternoster Row, Grade II, LEN: 1218268
- 22, Fisher Street, Grade II, LEN: 1210040
- 1, Fisher Street, Grade II, LEN: 1209979
- 17, Castle Street, Grade II, LEN: 1208982
- 3, Castle Street, Grade II, LEN: 1208937
- 48, Abbey Street, Grade II, LEN: 1208720
- 4, 6 and 8, Fisher Street, Grade II, LEN: 1292362
- 36 and 38, Abbey Street, Grade II, LEN: 1208715
- 43, West Walls, Grade II, LEN: 1291734
- 13 and 15 Castle Street and 2 Paradise Court, Grade II, LEN: 1292899
- 28 and 30 Abbey Street, Grade II, LEN: 1208701
- Ruins of Dormitory of Former Priory of St Mary, Grade I, LEN: 1197011
- 17 and 19 Abbey Street, Grade II, LEN: 1196979

- Wall, Gates and Railings in front of Tullie House, Grade I, LEN: 1196978
- Herbert Atkinson House, Grade II, LEN: 1196977
- 1 and 3, Abbey Street, Grade II, LEN: 1196976
- 9, Fisher Street, Grade II, LEN: 1196950
- 7, Paternoster Row, Grade II, LEN: 1196935
- Railings and Gates at East End of Cathedral, Grade II, LEN: 1197010
- Eaglesfield House, Grade II, LEN: 1196982
- No1 Including Integral Shop, Grade II, LEN: 1196989
- 6-12, Castle Street, Grade II, LEN: 1196990
- 14 and 16, Castle Street, Grade II, LEN: 1196991
- Abbey Court, Grade II, LEN: 1196934
- The Boardroom and Public House, Grade II, LEN: 1196992
- 18, 20 and 22, Abbey Street, Grade II, LEN: 1196980
- 4 and 5, Paternoster Row, Grade II, LEN: 1297372
- Former Priory Wall and Deanery Garden Wal, Grade II, LEN: 1197014
- No1 The Abbey, Grade II, LEN: 1208557
- Methodist Central Hall, Grade II, LEN: 1392920
- Nos 26, 28 and 30 and Railing to Front, Grade II*, LEN: 1355058
- 34, Abbey Street, Grade II, LEN: 1297356
- 3 and 5, Fisher Street, Grade II, LEN: 1297378
- 15A, Abbey Street, Grade II, LEN: 1297354
- Tollund House, Grade II, LEN: 1297352
- No 4 The Abbey, Grade II, LEN: 1297329
- 20, Fisher Street, Grade II, LEN: 1297379
- St Cuthbert's Vicarage and Associated Railings, Grade II, LEN: 1297279
- Gates and Lamp Bracket to East of Church of St Cuthbert with St Mary, Grade II, LEN: 1196910
- 34, Fisher Street, Grade II, LEN: 1210063
- 19, Castle Street, Grade II, LEN: 1025283
- Church House, Grade II, LEN: 1197150
- Diocesan Church Centre, Grade II, LEN: 1218930

Other Designations

Scheduled Monuments

- Carlisle Cathedral precinct, LEN: 1007074
- Area of Roman and medieval towns, bounded by Annetwell Street, Abbey Street, Castle Street and Paternoster Row, LEN: 1007075
- City wall, NE side, LEN: 1007123
- Town wall, section on West Walls, LEN: 1007149
- Roman and medieval town area bounded by Heads Lane West Wall and Blackfriars Street, LEN: 1007275

Other Positive Buildings / Structures

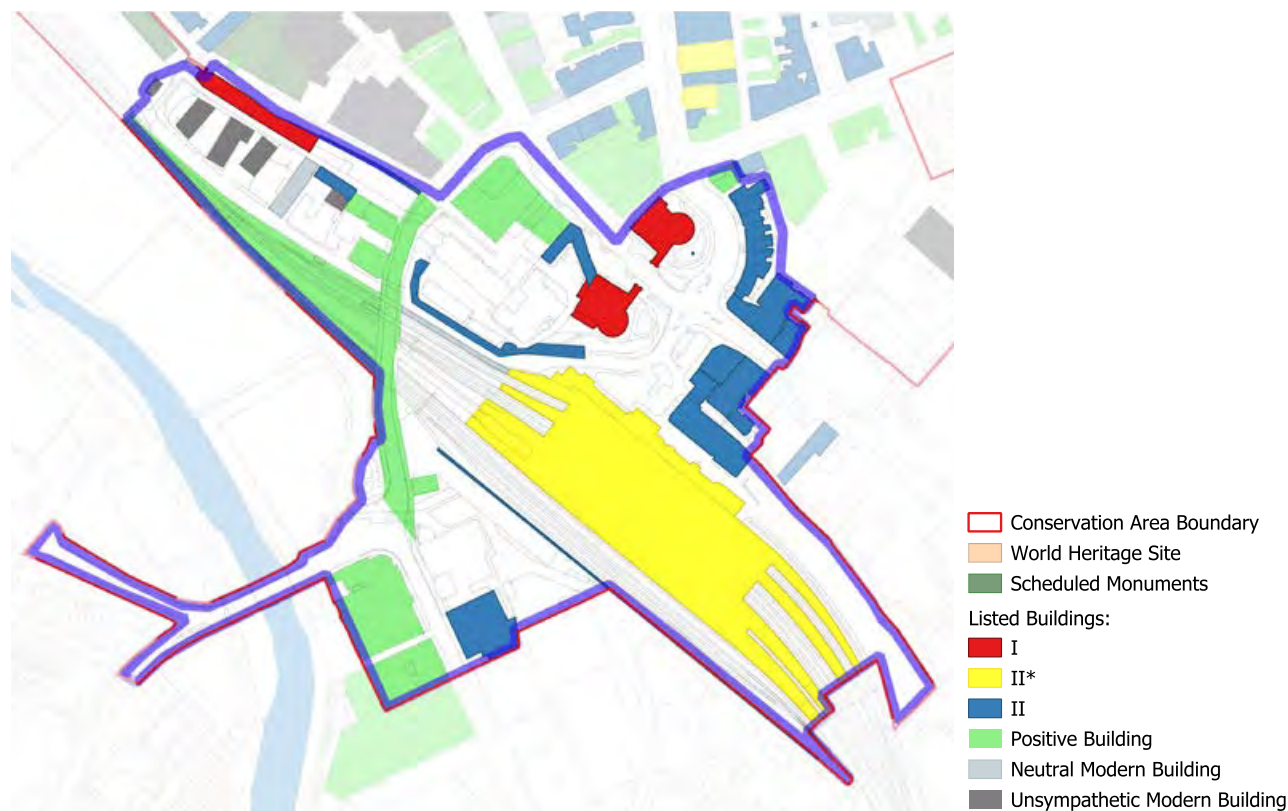
The majority of buildings which are not listed also make a neutral or positive contribution to the character area and wider conservation except where they have been identified as being of negative value. These are shown on **[Plate 7.4]**.

7.2.4 Key Challenges and Opportunities

- The dual carriageway of the A595 Castle Way is an unpleasant busy road on the northern edge of the conservation area, forming a physical and visual barrier to the castle. Although only a 30mph road its design is redolent of a 60mph design. Measures could be taken to reduce its visual impact and the perception of vehicle dominance; for example, removing road infrastructure that asserts vehicle dominance, alongside measures such as avenue planting to soften its appearance.
- Buildings which are out of character to the conservation area by virtue of scale, massing or materiality include:
 - o the modern extension to the YMCA in Fisher Street,
 - o Stocklund House on Castle Street,
 - o Global House on Castle Street is a commercial building which was originally refurbished for Edinburgh Woollen Mill which interrupts the fine urban grain of the area. It is out of character due to the use of large areas of glass and a highly visible roof extension.
- Extent of tree cover below West Walls can obscure the historic monument during summer months reducing appreciation.
- The extent of tree cover within the churchyard of St Cuthbert's obscures the historic church during summer months reducing appreciation.
- The amount of traffic along the historic streets within the character area is negatively impacting on the atmosphere and character of the historic area. West Walls, for example, despite its narrowness, allows for two-way traffic and is used by all types of vehicles as a cut-through. There are opportunities to improve the streetscape and the visitor experience by restricting traffic.
- There are a significant number of private as well as council car parking in backland areas which impact on the streetscape; for example, the Fisher Street car park opens onto the historic street.
- Poor quality, materiality and consistency of commercial signage within the character area; for example, on Finkle Street.
- Potential to remove West Walls Car Park and revert it back to a public green space and provide an amenity for potential residence of the emerging development on Caldew Riverside.

7.3 Character Area 3: Citadel, Citadel Station and West of West Walls

The majority of the character area lies outside of the line of the medieval city walls, focused on the Station, Citadel and West Walls. The character area includes the buildings facing onto Court Square and the Crescent, the future site of Cumbria University campus to the north-west of the Citadel which comprises the former Woolworth's Buildings, and a surviving area of 19th century warehousing and commercial buildings between English Damside and West Walls. The character area also includes Victoria Viaduct over the mainline railway, Nelson Bridge over the River Caldew and part of James Street **[Plate 7.8]**.



7.8 Character Area 3 Heritage Assets and Building Values Plan

7.3.1 Summary History

The character area comprises a small portion of the medieval city as defined by the Citadel, which marks the location of the southernmost entrance into the medieval city via Botcher's Gate. This was demolished in the 16th century when Henry VIII commissioned German Engineer Stefan von Haschenperg to reconfigure the southernmost defences, creating two defensive bastions with a central tower between. A new entrance known as English Gate was constructed adjacent to the western citadel. The defensive capabilities of the Citadels were no longer required after the Act of Union in 1706 and the bastions were abandoned. The bastions were proposed in the early 19th century as the site of the new courts; the eastern bastion was heavily modified, whilst the western bastion was completely rebuilt by Robert Smirke. Around this time the Crescent, a terrace of nine townhouses was constructed opposite.

The next major development to affect the area was the construction of a new gaol in 1827 connected to the western bastion which contained the Crown Court by an underground passage **[Plate 7.9]**. The gaol continued in use until 1927 and was demolished in 1931 leaving only the hospital wing, whose crenelated wall faces onto English Street. The remainder of the site was then developed for retail comprising the Woolworth's and Burtons stores built in 1933 in the house-style of the time, and the SMT garage which oversailed Bush Brow and was built in an Art Deco style, opening in October 1937 **[Plate 7.10]**.



7.9 1865 Town Plan showing the new gaol



7.10 English Street following construction of the Woolworth's Buildings (Cumbria Image Bank)

Carlisle's railway line to Newcastle opened in 1838 and the city soon became a busy confluence in the expanding railway network. Initially there were three railway stations in Carlisle, until the service was rationalised in 1850 when the Citadel Station opened to designs by Sir William Tite. The station became one of the busiest railway junctions in Britain with seven railway companies operating from the building: the London and the North Western, the North Eastern, the Midland (who operated the iconic Carlisle-Settle line), the Caledonian, the North British, Glasgow & South Western and the Maryport & Carlisle. Each company required its own passenger amenities, including booking and parcels offices, employing a vast army of staff, which further impacted on the development of the wider city. The western wall of the station was originally linked to the rest of the station by a huge roof. This has since been removed, leaving the cliff-like freestanding wall **[Plate 7.11]**.

Victoria Viaduct opened in 1877 to give access to the new suburb of Denton Holme to the west of the city but required several changes including the demolition of the Old Bush Hotel and truncation of St Cuthbert's Street allowing a junction onto English Street. Also lost was Mill Street, its basalt setts now preserved in the subway below the viaduct.

Baths were built on James Street in 1883-4 which was fully developed by 1901. The Turkish Bath was added to the swimming pool in 1909. During the later 20th century, a modern swimming pool was also added, only to be demolished in 2024 as part of the redevelopment of the land south of the station **[Plate 7.12]**.

The Crown Court remained in use in the Citadel until 1996 when new court buildings were erected on Earl Street (Character Area 6). The space was then used as offices by the Council who vacated the building in 2016.



7.11 The Crescent, looking towards the railway station, before the shopfronts were added (Cumbria Image Bank)



7.12 James Street (Cumbria Image Bank)

7.3.2 Key Features, Character and Significance

- The character area is focussed on the area largely outside of the medieval city walls to the south. It includes the former defensive bastions of the Citadel on the site of medieval Botcher's Gate which were repurposed as the city's courts. The bastions demonstrate the changing history of warfare from the medieval period into the post-medieval period and the impact of the Union between Scotland and England in the early 17th century. Today, the Grade I listed Citadel provides a significant arrival point into the city.
- The Citadel Station adjacent is considered to be one of the most important early major railway stations in Britain, built on a vast footprint to cater for the large number of railway companies which used it. It reflects the Railway Mania of the 1840s when massive investment saw the expansion of the railway system.
- A number of grandiose Victorian commercial buildings were established near the station of three to four storeys, taking advantage of their location, including the County Hotel, Station Hotel and the former Cumberland Union Bank (now The Griffin public house).
- The character area also includes former industrial areas below West Walls and on James Street and therefore has value demonstrating the rapid growth of Carlisle beyond its walls, when industries like weaving, printing and tin plate manufacture flourished during the Industrial Revolution.
- The Crescent is the only one of its kind in Carlisle and was formerly a series of fashionable town houses; shops were added on the ground floor, taking advantage of the location. Today, the Crescent forms part of the setting of the Citadel and station but is impacted by busy traffic.
- The varied topography adds interest to the Station and Citadel character area, descending below West Walls to create the unique streetscape.
- Green space is limited to planting in front of the Citadel which provides an attractive setting for the monuments.
- Victoria Viaduct and Nelson Bridge carry traffic across the mainline railway and Caldew River. Both divide the historic city from the commercial and residential suburbs to the west. There are a number of good quality Victorian commercial buildings facing onto Victoria Viaduct.
- The 1930s former Woolworth's and Burtons buildings sits on an island site formerly occupied by the County Gaol and currently going redevelopment. The buildings sympathetically use the local palette of warm sandstone, and as a result sit comfortably in the streetscape as examples of retail house-styles.
- Below West Walls is Backhouse's Walk, named after Mr Backhouse, mayor in 1740, who lived close by. The street was his walk from his house to the English Gate. It is also a back lane; a narrow street with views of the rear of buildings which face West Walls or English

Damside. It has partially lost its canyon-like townscape since the demolition of the Central Plaza Hotel leaving a derelict plot of land. It has a dilapidated character but with significant potential. A key building is Caledonian Mill which is Grade II listed.

- The vacant plots on Bush Brow also add to the neglected character of this area, although its redevelopment as the main campus for Cumbria University is hoped to transform this area in the future.
- The topography drops further below Backhouses Walk onto narrow English Damside; it, the railway embankment and the Victoria Viaduct, create a dramatic streetscape with the oversailing bridge and high-rise Victorian commercial buildings like Viaduct House and the nearby warehouses on Backhouses Walk; the canyon-like street can make this an intimidating street for pedestrians, reinforced by the infilled railway arches which are largely redundant.
- A number of modern commercial units

have replaced historic buildings on English Damside.

- James Street features a number of former manufactories including the five-storey Hudson Scott Metal Box factory, now occupied by a packaging firm. Adjacent is the Electric Lighting Station; built in 1899 it supplied power to the tram system and street lighting. The building was gradually extended to the rear, with the last extension in 1937 in a Moderne style which is also within the boundary of the conservation area. An application in 2015 to list the site was not upheld by Historic England. James Street was largely redeveloped in the 20th century.
- The Turkish Baths at the northern end of James Street were added to the existing Victorian baths in 1909 and feature tiling and flooring by Minton, Hollins and Co., one of the leaders in the field of tile manufacture. The Turkish Baths were saved from demolition and are currently undergoing much-needed repairs. The building forms part of a redevelopment scheme of the Citadel Station and

surrounding area. The construction of the baths reflects the Victorian pursuit of cleanliness which became a moral and social criteria, rather than mere hygiene.

- Just to the north-west of the Turkish Baths is the 1938 Emergency Signaling bunker. It is a curious pre-WW2 concrete structure designed to serve the critical rail network nearby in case of attack.



Backhouses Walk and the Central Plaza vacant site



English Street



James Street and the Turkish Baths



Citadel Station



Former warehouses from English Damside



Victoria Viaduct from Bush Brow



Site of the old gaol



The Crescent

7.3.3 Key Buildings

Focal points comprise the Grade II* listed Citadel Station, and the Prius and Crown Courts of the Citadel which are Grade I listed.

Listed Buildings

- Crown Court, Adjoining Offices and Gate Arch Grade I, LEN: 1196939
- Citadel Station, Grade II*, LEN: 1196969
- Gaol Wall, West of Crown Court, Grade II, LEN: 1196983
- Statue of Earl of Lonsdale, Grade II, LEN: 1297404
- County Hotel, Grade II, LEN: 1208782
- Nisi Pruipe Courthouse, Associated Offices and Gate Arch, Grade I, LEN: 1196940
- The Cumbrian Hotel, Grade II, LEN: 1209676
- Section of Medieval City Wall, Grade II, LEN: 1197141

- Numbers 10-22 Incorporating City Wall, Grade I, LEN: 1297278
- Caladonian Mill, Grade II, LEN: 1292994
- Midland Bank, Grade II, LEN: 1297387
- Hospital Wing of County Gaol and Gaol Wall, Grade II, LEN: 1196941
- Detached West Wall of Citadel Station, Grade II, LEN: 1209674
- Turkish Suite, The Pools, Grade II, LEN: 1393755
- 1-9, The Crescent, Grade II, LEN: 1291802
- County Hotel (part) The Caledonian Public House, Grade II, LEN: 1208808
- The County Bar The Cumbrian Hotel (part), Grade II, LEN: 1208798

Other Designations

Scheduled Monuments

- Town wall, section on West Walls, LEN: 1007149
- Roman and medieval town area bounded by Heads Lane West Wall and

Blackfriars Street, LEN: 1007275

Other Positive Buildings / Structures

Although not listed, a number of structures make a positive contribution to the character of the conservation area.

These include, but are not limited to:

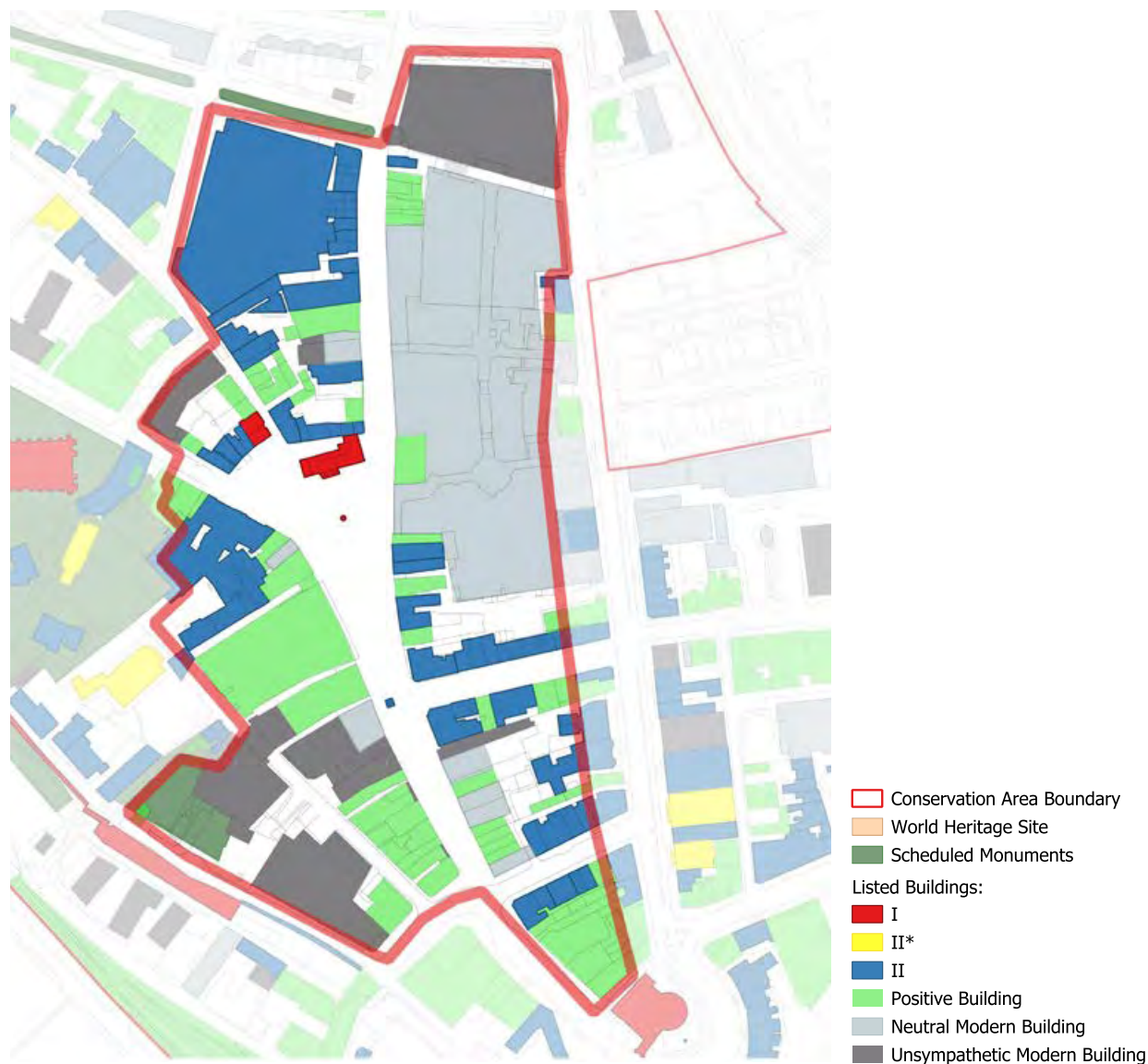
- Victoria Viaduct
- Former Hudson Scott Metal Box factory
- The Carlisle Enterprise Centre, (former Electric Lighting Station and attached Art Deco offices)
- Viaduct House and the adjacent premises on the corner of Victoria Viaduct and Backhouse Lane
- Former Woolworth's and Burton's buildings

7.3.4 Key Challenges and Opportunities

- Vacant and deteriorating historic warehouses and other commercial buildings, within poor public realm.
- Vacant railway arches on Bush Brow and English Damside.
- Vacant plot of the former Central Plaza Hotel.
- Underused or vacant areas within the vast station and unsympathetic modern changes.
- Poor public realm in front of the station which should be improved as part of the proposed redevelopment of the station area.
- Traffic is busy in front of the Citadel. This is compounded by tree cover which can obscure views and a full appreciation of the bastions in the summer.
- The station's southern entrance and surrounding area is in need of redevelopment.
- Redevelopment site earmarked for the University of Cumbria; the west bastion requires sensitive restoration and new uses.
- Vacant former Tesco Metro building; a 1970s building which is unsympathetic to the conservation area with a challenging future for reuse.

7.4 Character Area 4: Marketplace and Core Retail Area

The Marketplace and Retail Area Character Area comprises the main shopping streets of Carlisle, focused on the medieval marketplace and Old Town Hall. It includes Scotch Street and parts of English Street, Bank Street, Fisher Street and Castle Street **[Plate 7.13]**.



7.13 Character Area 2 Heritage Assets and Building Values Plan

7.4.1 Summary History

St Cuthbert's Church may have been founded during the early medieval period. Its alignment appears to respect the Roman road which has been located below Blackfriar's Street, and once led from the fort's southern gateway.

The main streets of Carlisle had been laid out in their familiar pattern by the 13th century, this included Castle Street, Abbey Street, Scotch Street, English Street and Fisher Street which met at the triangular marketplace; they are first depicted on a map of the city in the 1560s with the layout little changed today. Narrow plots of land known as burgage plots extended behind buildings which faced onto the main streets, a feature which can be traced in the plot patterns and narrow lanes and passages which feature in the present townscape. Historic maps show the narrow but densely occupied plots of The Lanes before it was swept away in the later 20th century with the construction of The Lanes shopping centre **[Plate 7.14]**.



7.14 The Lanes shown on the 1937-8 Ordnance Survey 25-inch map, published in 1940

Communities of Franciscan and Dominican friars settled in the south of the city in the 13th century; the Dominican friary was located within an area south of St Cuthbert's Church now occupied by M&S food hall and former Tesco Metro, whilst the Franciscan Friary lay between Bank Street and Devonshire Street and is commemorated in the street name, Friar's Court. Both institutions closed under the Dissolution of the Monasteries in the 16th

century. Their buildings were dismantled and reused to maintain the castle and city walls although more recent excavations have located buildings and burials.

The Guildhall is one of Carlisle's last remaining timber-jettied buildings which was probably constructed between 1396 and 1407 for Richard de Redness. Guilds for butchers, merchants, shoemakers, skimmers and glovers, smiths, tailors, tanners and weavers met under the one roof.

The medieval market cross was replaced with the columned sundial in 1682. A row of buildings (Glovers Row) which had encroached onto Green Market were removed in 1897. In the 20th century, the sundial and a set of public toilets formed an island in a busy road intersection until pedestrianisation **[Plates 7.15 - 7.17]**.

As the retail centre expanded, many new shops were installed on the ground floor of residential houses to take advantage of passing trade. Alongside converted premises were bespoke buildings,

constructed for larger companies; for example, the banks on Bank Street, and later in the early 20th century, the M&S on English Street, resulting in a varied collection of architectural forms and styles in the retail area.

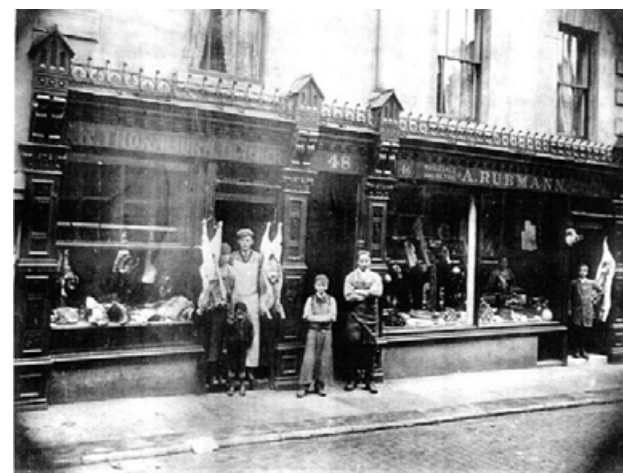
A public covered market was built between 1887 and 1889 for Carlisle Corporation by Cawstone and Graham. The market was successful and was extended in 1900-1; it remains in operation today.



7.15 Market place roundabout (Cumbria Image Bank)



7.16 Old Carlisle from the air (Cumbria Image Bank)



7.17 Traditional shopfront in Fisher Street (Cumbria Image Bank)

7.4.2 Key Features, Character and Significance

- The character area is focused on the traditional medieval marketplace, known as Market Square and Greenmarket. It is surprisingly spacious and lined with shops and other commercial premises on its outer edges. The marketplace is largely pedestrianised allowing time for visitors to appreciate the historic context whilst cafes spill out onto the square. There is some negative vehicular activity which does interrupt the tranquillity (and safety) of space which is associated with loading and blue badge parking.
- Retail is the primary activity, with other commercial activities including restaurants, cafes and pubs.
- The character area is busy with activity during the day, but activity declines out of hours.
- The Old Town Hall and Guildhall are focal buildings overlooking the marketplace, and a fitting backdrop for

the market cross, as well as a focal point for visitors. The old town hall, which dates from the 17th and 18th centuries, was not replaced during the Victorian period commonplace in other towns and cities as a result of an outpouring of civic pride). The replica 'Victorian' post box also adds group value whilst natural stone flags and stone setts are a suitable heritage surfacing for surrounding public realm and has recently undergone public realm works to remove brick pavements. However, their use elsewhere in Scotch Street and Bank Street, for example, does not add individuality or character to the conservation area. The marketplace is also enhanced by trees, planters and hanging baskets in the summer months.

- Around the marketplace, the retail area retains its medieval street layout and plot patterns. Most buildings are two or three storeys (with a number of key exceptions), whilst narrow streets retain an intimacy. The main shopping streets are bisected by narrow passages, alleys and courts which preserve the historic

plots and boundaries within clusters of close-knit buildings.

- The courts behind the main retail areas are unique to Carlisle and are pleasant spaces which add substantial character and interest to the retail experience and the conservation area.
- The Lanes is a modern shopping centre with residential accommodation on upper floors which replaced a densely occupied area. On Scotch Street, façades of historic buildings were retained or replicated; the affect is largely successful in preserving the appearance of the historic street.
- The number of listed buildings in the character area demonstrates the architectural merit of the centre of Carlisle, featuring a variety of architectural periods and styles, specifically Classical Revival and Gothic Revival styles. Several buildings like the Crown and Mitre, and the HSBC on the corner of Bank Street and English Street evidence the commercial success of Carlisle during the Victorian and

Edwardian periods.

- The character area also features a few examples of Art Deco architecture including the M&S.
- The Crown and Mitre Hotel, House of Fraser building and M&S on the west side of the marketplace break up the fine urban grain. The hotel occupies a substantial plot and is of a significant scale and massing. Utilising deep red brick, its bulk is relieved by pleasing architectural detailing like the shaped gables, balcony with vase balusters and two storey oriel above the main entrance. The ground floor shopfronts could be more sympathetically presented, adopting more tradition-style shop fronts. The Cathedral Precinct within the adjacent character area also provides a significant backdrop to the marketplace.
- Blackfriars Street is one of the city's historic streets, probably following the line of the Roman road which led from the south gate of the Roman fort southwards along the line of

Botchergate. Now, it has largely been reduced to a service road and back street with the unpleasant view of modern rear facades. The M&S store oversails the carriageway creating a tunnel effect. The character is relieved at its northern end by views of St Cuthbert's Church, the churchyard and the cathedral beyond.

- The large market hall makes an important contribution to the character of area and remains in its original use, being a focus for small traders. However, the interior has been marred by the insertion of a chain store.
- Vacant retail units, although not as numerous as some cities, have a negative impact on the conservation area.
- Negative buildings include a number of shops on English Street, the former Tesco Metro building facing Victoria Viaduct, the rear buildings of M&S and the former Debenhams.



Bank Street



Carlyle's Court



Blackfriars Street with modern buildings intruding into this historic street



Friars Court



Lowther Arcade



Crown and Mire Hotel and war memorial in Greenmarket



Old Town Hall overlooking the marketplace



Rosemary Lane



St Cuthbert's Lane



Victoria Viaduct looking north-east



The Lanes Shopping Centre at ground floor level behind modern (some retained) frontages, with apartments to the upper storeys



The Market Hall

7.4.3 Key Buildings

There are a significant number of listed buildings within the character area which include the Old Town Hall, the Guildhall, the market cross and the Crown and Mitre Hotel.

Listed Buildings

- Old Town Hall, Grade I, LEN: 1218104
- 5 and 6 Greenmarket, Grade I, LEN: 1210129
- Market Cross, Grade I, LEN: 1297369
- 23, Fisher Street, Grade II, LEN: 1196952
- 31-37, Fisher Street, Grade II, LEN: 1292353
- 13 and 15, English Street, Grade II, LEN: 1196975
- 11, English Street, Grade II, LEN: 1209754
- 36, 38 and 40, Scotch Street, Grade II, LEN: 1218649
- 60, Scotch Street, Grade II, LEN: 1291847
- 46 and 48, Scotch Street, Grade II, LEN: 1291840
- Carlisle Public Markets, Grade II, LEN: 1297380
- 1, Lowthian Lane, Grade II, LEN: 1208743
- 19 and 21, Fisher Street, Grade II, LEN: 1292379
- 17, Scotch Street, Grade II, LEN: 1291901
- 34, Scotch Street, Grade II, LEN: 1297400
- 17, Fisher Street, Grade II, LEN: 1210006
- 20-28, Scotch Street, Grade II, LEN: 1291867
- 42 and 44, Scotch Street, Grade II, LEN: 1196912
- 70, Scotch Street, Grade II, LEN: 1196913
- Midland Bank, Including Railings, Grade II, LEN: 1196938
- Crown and Mitre Hotel, Grade II, LEN: 1297351
- 2, Greenmarket, Grade II, LEN: 1210127
- 3 and 4, Greenmarket, Grade II, LEN: 1196954
- 1, Greenmarket, Grade II, LEN: 1297359
- Barclays Bank, Grade II, LEN: 1297375
- 2 and 4, Devonshire Street, Grade II, LEN: 1297388
- Clydesdale Bank, Grade II, LEN: 1297357
- 12, 14 and 16, Devonshire Street, Grade II, LEN: 1292525
- Devonshire Chambers, Grade II, LEN: 1209682
- 21, 23 and 25, English Street, Grade II, LEN: 1297374
- 4-16, St Albans Row, Grade II, LEN: 1297398
- Statue of James Steel, Grade II, LEN: 1196942
- The Sportsman Inn, Grade II, LEN: 1210153
- 1-13, Devonshire Street, Grade II, LEN: 1292521

Other Designations

Scheduled Monument

- Roman and medieval town area bounded by Heads Lane West Wall and Blackfriars Street, LEN: 1007275
- City wall, NE side, LEN: 1007123

Other Positive Buildings / Structures

Although not listed, the majority of historic buildings within the character area make a positive contribution to the character of the conservation area. These are too numerous to list here, but particular examples include:

- 92, English Street
- 87-91 English Street
- 77 and 79 English Street

7.4.4 Key Challenges and Opportunities

- Insensitive modern shopfronts, advertising and signage.
- Insensitive alterations to retail premises.
- Vacant retail premises, particularly the former Debenhams building.
- Insensitive modern interventions to historic buildings.
- Few out-of-hours attractions in the city centre provide after-dark activity.
- Vehicular access and parking within the pedestrianised main shopping streets specifically Greenmarket, parts of English Street, Bank Street and Castle Street impacting on pedestrian safety, enjoyment and experience.
- Ongoing improvements to the public realm are planned or underway by the Council. The challenge will be to ensure a sensitive and joined-up approach to improve the present quality and lack of cohesion already seen in Castle Street.
- Ensuring retailers adhere to the local planning policies relating to Shopfront Design (EC7) and the requirements of the Council's [Shopfront Design SPD](#).

7.5 Character Area 5: Civic Centre and Rickergate

The Civic Centre and Rickergate Character Area lies to the north-east of the conservation area, bounded by Castle Way to the north and west, West Tower Street, Drovers Lane to the south and the conservation area boundary and Georgian Way to the east. The Rickergate area was added to the Conservation Area following a review in 2009 **[Plate 7.18]**.



7.18 Character 5 Heritage Assets and Building Values Plan

- Conservation Area Boundary
- World Heritage Site
- Scheduled Monuments
- Listed Buildings:
- I
- II*
- II
- Positive Building
- Neutral Modern Building
- Unsympathetic Modern Building

7.5.1 Summary History

The Civic Centre and Rickergate Character Area historically lies beyond the northern city walls on low-lying ground prone to flooding. Early development was focused upon Rickergate from the medieval period; this was an extra-mural highway which led from Scotch Gate to a crossing of the Eden River, and would have been laid out when the city walls were constructed. Much of the remaining character area was probably in agricultural use.

Speed's map of the city from 1610 shows Rickergate lined with houses, a pattern repeated on George Smith's map of 1746. However, Smith also shows a drove road leading east off Rickergate, towards Botchergate and circumventing the city walls **[Plate 7.19]**. The modern Drovers Lane commemorates this earlier road, although the line has been modified by the construction of the former Debenhams store.

Medieval Scotch Gate and the flanking city walls had been demolished by 1815. This was the impetus for the development of the character area. Wood's map of 1821 shows that development was concentrated on Rickergate and the area to the east, but Corporation Road is only proposed and marked as 'New Road'. By the publication of the 1868 Ordnance Survey, the area had been fully developed with a dense network of buildings (both industrial and terraced housing) with Corporation Road, Peter Street and Warwick Street laid out **[Plate 7.20]**.



7.19 Smith's Maps of 1746 showing development along Rickergate and a drove road leading east around the city walls (Cumbria Image Bank)



7.20 25-inch OS 1865-7, pub 1868

Clearance of slum development began in the 1930's, and the area's potential for civic development was slowly realised. The construction of the Magistrates Court, Police Station, former Fire Station and associated housing took place in 1937-41. Further clearances to the east of Rickergate allowed the construction of the Civic Centre, which was completed in 1963, followed by Eden Bridge House the following year **[Plate 7.21]**.



7.21 Civic Centre construction

7.5.2 Key Features, Character and Significance

- This area is characterised by its low-lying nature. From the promontory on which much of the conservation area is located, the land descends very gently from Scotch Street and West Tower Street, the latter following the line of the old city walls. This gives this area a distinctly different character.
- It is an area which historically has undergone 20th century clearance and is therefore characterised by large-scale modern development from the 1930s onwards, and also extensive surface car parking.
- The area is the focus for public services including Carlisle and District Magistrates Court, the Rural Payments Agency and Cumberland Council. The Old Fire Station, with its distinctive tower, is now a theatre.
- The area has a varying character: including surface car parking, a small enclave of Victorian terraces

on Corporation Road and Peter Street, 1930s suburban development on Warwick Street and the 1960s development of Civic Centre and Eden Bridge House. The latter are out-of-character with the rest of the conservation area, but due to the topography, the impact of the Civic Centre tower block and the slightly lower Eden House Bridge House, is limited to the immediate context.



Birds eye view of the character area, looking west



Corporation Road Victorian terraces



The tower of the Old Fire Station seen from West Tower Street and falling topography



Warwick Street 'suburbia'



Magistrates Courts seen from Warwick Street



View east across private car park towards the Civic Centre

7.5.3 Key Buildings

There are no listed buildings within the character area.

Other Positive Buildings / Structures

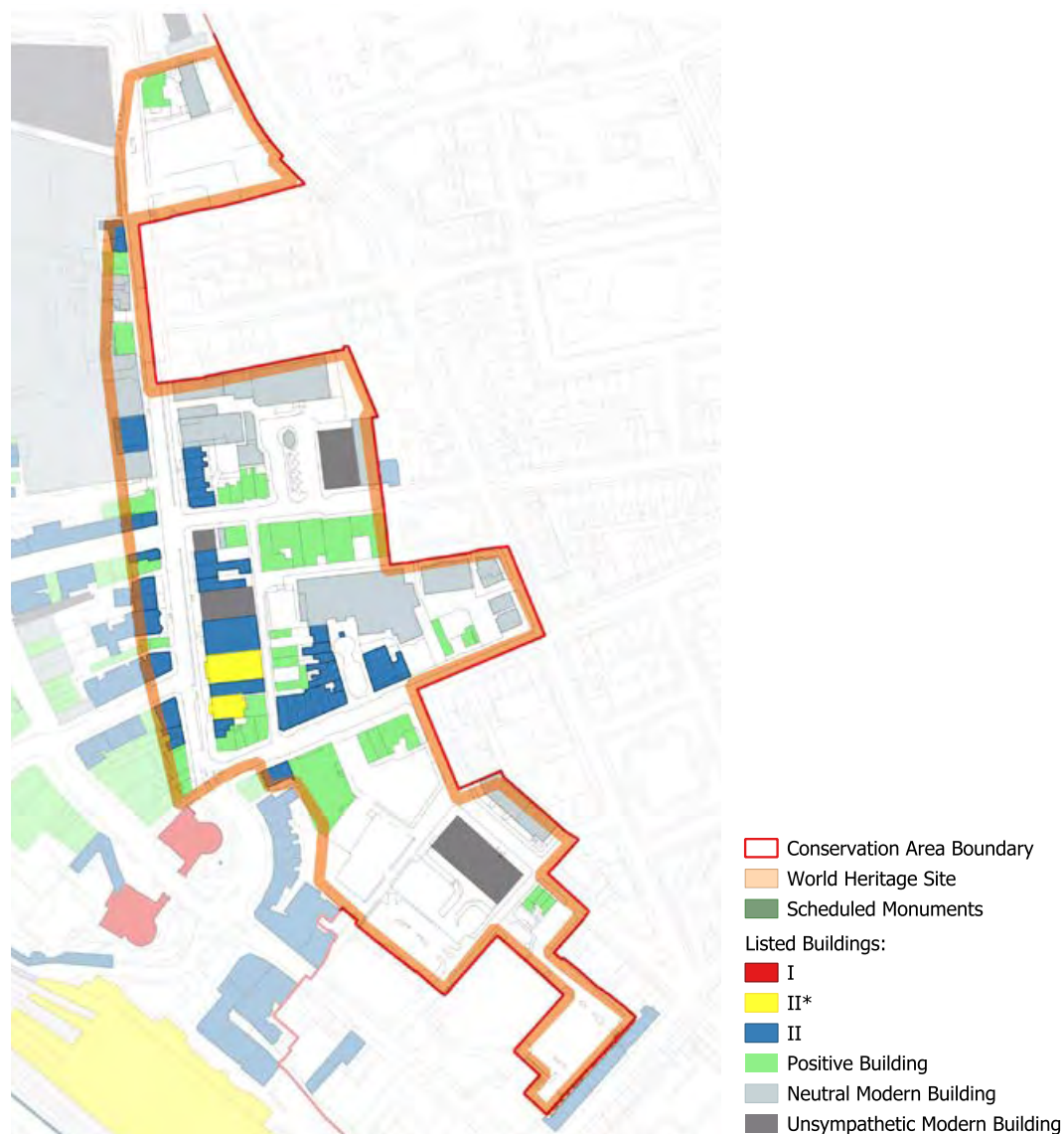
- Old Fire Station
- The 1940s element of the Carlisle Magistrates Court
- No. 1 Rickergate (former Malt Shovel, one of the Central Control Boards new public houses from 1928)

7.5.4 Key Challenges and Opportunities

- Low lying areas prone to flooding.
- Areas of modern development which are uncharacteristic of the conservation area in terms of design, materiality and/or scale.
- Significant surface car parking erodes the character of the area, leaving chasms within the townscape.
- Widespread replacement of windows and doors with uPVC alternatives in inappropriate designs. The replacement of doors and windows on the terraces on Corporation Street, for example, has seen a total loss of original timber sashes. This has diminished their appearance and uniformity, and negatively affected the wider streetscene.

7.6 Character Area 6: Lowther Street and Warwick Road

The character area comprises much of the commercial and retail areas east of Lowther Street and Warwick Road where they meet the Chatsworth Square and Portland Square Conservation Area to the east. It covers an area on the alignment of the old eastern wall of the City, and the area of expansion east of this wall after its demolition [**Plate 7.21**].



7.21 Character Area 6 Heritage Assets and Building Values Plan

7.6.1 Summary History

This part of the conservation area (like Character Area 5 above) lies mostly outside of the line of the old city walls and therefore development largely took place in the 19th and 20th centuries.

Lowther Street follows the line of the east city walls which were taken down in 1811 to provide stone for the construction of the Citadel courts. The line of wall roughly followed the centre of the street; two interval towers being uncovered in 1855. Mutlow's map of the city from 1816 shows Lowther Street (New Horse Market) already laid out; the land to the east was vacant and owned by Lord Lonsdale [**Plate 7.22**]. His family name was Lowther, and his statue resides in front of the Citadel. Warwick Road was laid out in 1829.

By the publication of the first edition Ordnance Survey map in the mid-19th century, Lowther Street and Warwick Road (then Henry Street) are almost fully developed, but the land behind remained

sparsely populated with buildings [**Plate 7.23**]. During the 19th century, Lowther Street was a popular area to hold fayres and markets. The horse market was the first opening in 1817, followed by pork, poultry and cattle. A regular hirings fayre, where people gathered to be taken into service, was held here until complaints about traffic obstruction saw its removal to the marketplace in 1897.

By the mid-20th century, the area was densely occupied; a cattle market stood in the location of the County Court buildings, a garage between Warwick Road and St Paul's Square, now parking and a residential block of flats. Warwick Road featured a cinema on its south side (recently demolished) and flanking Mary Street were engineering works (now occupied by surface parking) [**Plate 7.24**].



7.22 Plan of the city of Carlisle, Henry Mutlow, 1816



7.23 Extract from the 6-inch OS surveyed 1865-7, pub 1868



7.24 Warwick Road at the turn of the century, with the tower of the former Methodist Church prominent to the right

7.6.2 Key Features, Character and Significance

- Warwick Road and Lowther Street possess none of the narrow intimacy of the older city streets, featuring wide, straight thoroughfares with generous pavements.
- Warwick Road's avenue of mature trees contrast to the urban starkness seen on Lowther Street.
- Both are busy vehicular routeways. Traffic is particularly prominent on Lowther Street with intrusive guardrails running along much of the central reservation. It is less attractive for pedestrians and shoppers and has more of a commercial character, particularly at its southern end.
- Lowther Street features some fine former town houses such as Club Britannia (former Liberal Club at no. 35) and adjacent nos. 37 and 39, all listed and built in the 1830s.
- On the east side of Lowther Street are a number of commercial properties of

the later 19th century, and the unusual former Congregational Church (now City Church) constructed in 1842-3. All of which lend character to this part of the street.

- The northern stretches of Lowther Street lessen in interest due to The Lanes shopping centre which removed many historic buildings. However, the west side of the street is relieved by the public houses of the Apple Tree and the Howard Arms.
- The character area retains a number of very fine 19th and early 20th century commercial and civic buildings such as the Post Office on Warwick Road, now a hotel, and the Athenaeum on Lowther Street [**Plate 7.24**]. The key visual focus of Warwick Road is the tower of the former Methodist Church.
- The south of the character area has little built heritage. Sadly, it is dominated by the detracting telephone exchange and a substantial number of surface car parks, both public and private.
- Crosby Street is a back street but

retains an industrial character, featuring former warehouses and workshops.

- Earl Street features several quality former town houses on its west side.
- Modern buildings include the Travelodge on Cecil Street, the County Court on Earl Street, a residential block on the south side of St Paul's Square and 28-30 Spencer Street. None make a positive contribution to the character of the conservation area.



Crosby Street retains a number of its historic warehouses and workshops



Former Post Office on Warwick Road, now the Halston Hotel



Leafy Warwick Road laid out in 1829



Former town houses on Earl Street



Lowther Street looking north



St Paul's Lane looking east



Surface car parking to the south of the character area



The Athenaeum was built in 1840 as a combined museum, lecture hall and mechanics institute



The Citadel from Lowther Street. The city wall roughly ran down the road's centre



Quality early 19th century town house on the west side of Lowther Street



Adapted 19th century Commercial premises

7.6.3 Key Buildings

Listed buildings in the character area are largely focused on the southern end of Lowther Street, Earl Street and the north side of Warwick.

Listed Buildings

- 10, 12 and 14 Lowther Street, Grade II, LEN: 1217895
- 8, Lowther Street, Grade II, LEN: 1218057
- Nos 37 and 39 Including Overthrow and Lamp Bracket, Grade II, LEN: 1218009
- Nos 30-40 Including Railings to Front, Grade II, LEN: 1292188
- Congregational Church, Grade II*, LEN: 1196929
- Trustee Savings Bank and Attached Railings, Grade II*, LEN: 1196930
- 4, 6 and 6A Lowther Street, Grade II, LEN: 1196927
- No 22 Including Railings at Front, Grade II, LEN: 1196928
- 15 and 17, Lowther Street, Grade II, LEN: 1297407
- The Apple Tree, Grade II, LEN: 1119685
- Lloyds Bank, Grade II, LEN: 1292237
- Nos 103, 105 and Howard Arms Public House, Lowther Street, Grade II, LEN: 1218034
- 28, 30 and 32, Bank Street, Grade II, LEN: 1208765
- Nos 24 and 26 Including Railings to Front, Grade II, LEN: 1217914
- Liberal Club, Grade II, LEN: 1297408
- 11, Earl Street, Grade II, LEN: 1209731
- Statue of Francis Aglionby, Grade II, LEN: 1417583
- 11-29, Warwick Road, Grade II, LEN: 1197142
- 9, Earl Street, Grade II, LEN: 1196973
- 1, Earl Street, Grade II, LEN: 1196972
- Church of St George and Attached Manse, Grade II, LEN: 1421406
- 13, Earl Street, Grade II, LEN: 1297350
- 3, 5 and 7, Earl Street, Grade II, LEN: 1292508
- The Andalusian, Grade II, LEN: 1291729

Other Positive Buildings / Structures

- The Halston Hotel, 20-34 Warwick Road (former Post Office)
- Shopfront at 46-50 Warwick Road
- 1-2 Warwick Road
- 44 Warwick Road

[Plate 7.24]

7.6.4 Key Challenges and Opportunities

- Dominance of traffic and standard guardrails.
- Backland public and private car parking.
- Modern development and negative buildings.
- Lowther Street's stark urban environment could be relieved by tree planting and removal of guardrails.



8.0 Boundary Review

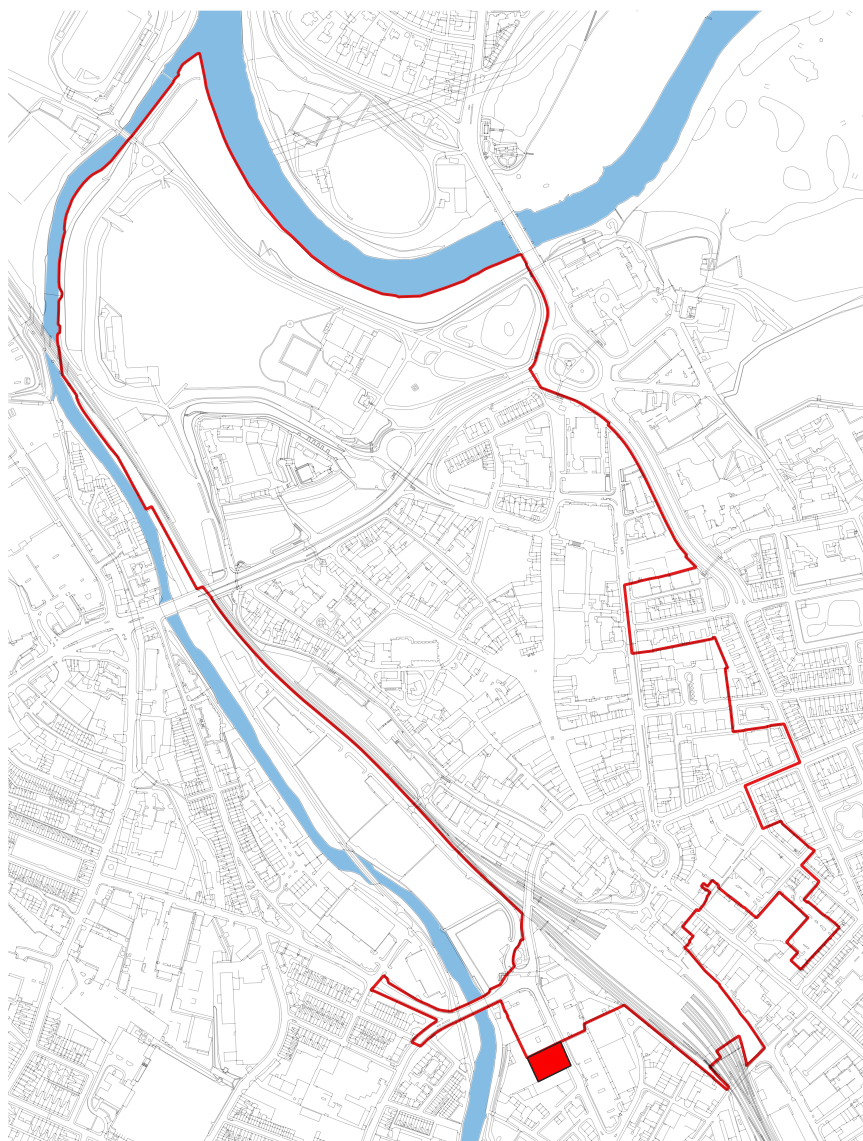
8.0 Boundary Review

The boundary of the conservation area was last amended in 2009. This appraisal has further assessed the boundary drawing the following conclusions.

The character area Lowther Street and Warwick Road has limited heritage value at its southern end, comprising mainly surface level car parks however, in order to manage sensitive future change, it is recommended the areas between Botchergate and Cecil Street including Mary Street remain in the conservation area boundary.

At present the boundary cuts across the Former Hudson Scott Metal Box factory in James Street. It is recommended that the boundary is amended to include the footprint of the main building facing James Street and the units behind for completeness. This building has both historic and aesthetic value, illustrating Carlisle's industrial past and contributing positively to the character of the street which has undergone significant change losses in the past.

The amendment is shown on **Plate 8.1**.



8.1 Proposed addition to the conservation area boundary