



Brampton Conservation Area Appraisal and Management Plan



Supplementary Planning Document

February 2007

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Introduction

The Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a duty on Local Authorities to designate as conservation areas any “areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”. The Act emphasises that the appraisal and designation of conservation areas are not to be considered ends in themselves. It places a duty on local authorities to draw up and publish proposals for the preservation and enhancement of conservation areas in their districts, and to consult the local community about these proposals.

In 2003 the City Council, after extensive public consultation, agreed to extend the Brampton Conservation Area which

had originally been designated in 1973. An appraisal of the areas surrounding Brampton’s town centre was the subject of an exhibition and following public meetings the responses were evaluated which resulted in the conservation area being extended. The appraisal was not published at the time but since then the ODPM has introduced new [Best Value indicators 219 a – c](#). these are as follows:

BV219a: Total number of Conservation Areas in the local Authority area

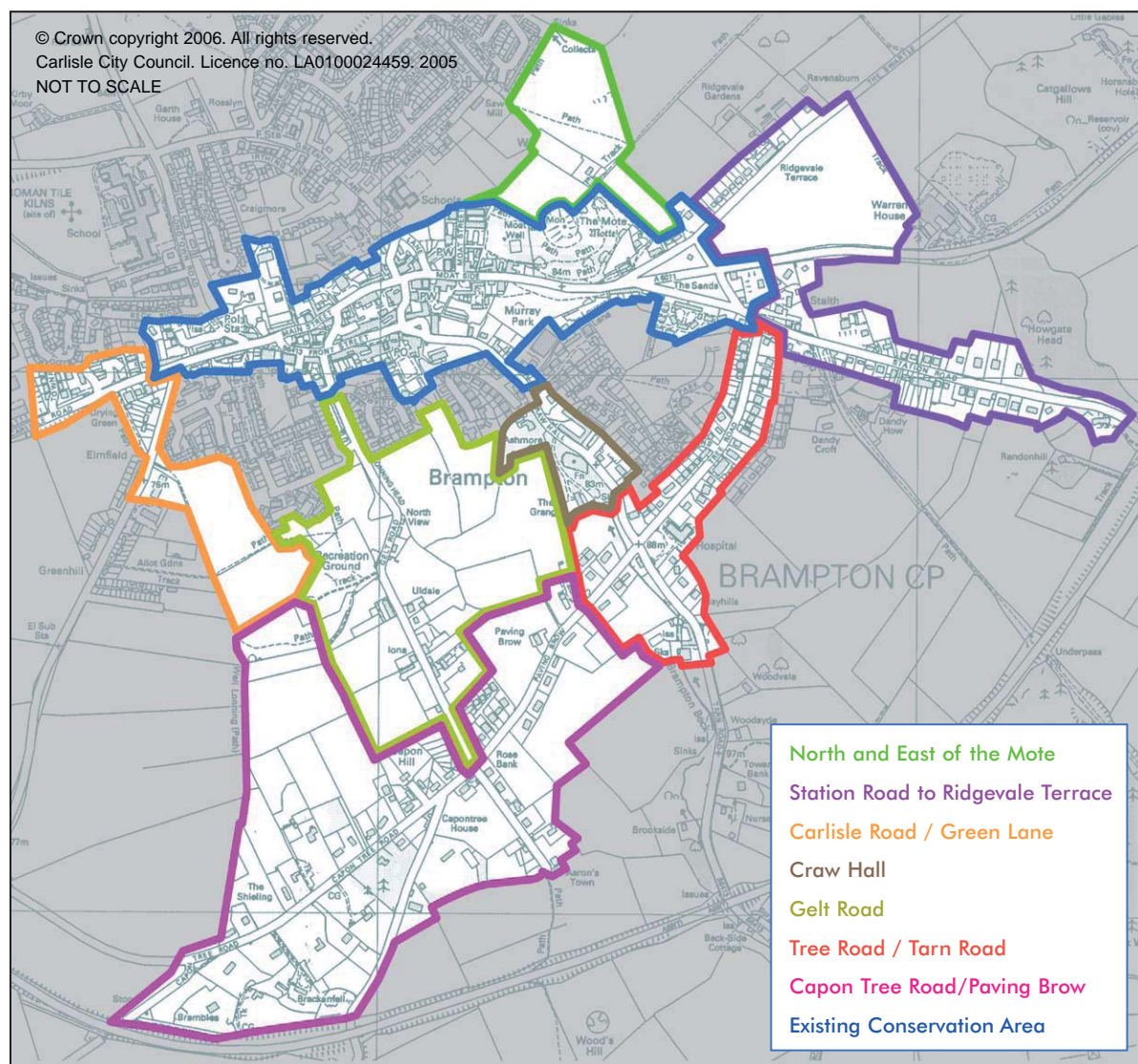
BV219b: The percentage of Conservation Areas with an up-to-date character appraisal

BV219c: The percentage of Conservation Areas with published management proposals

This document is in two parts. The first part is the character appraisal of the conservation area as revised and extended in 2003 following public consultation.

The second part is a management plan which identifies many of the issues facing the preservation and enhancement of the Brampton Conservation Area. It puts

forward proposals that will positively enhance and preserve the character and appearance of the conservation area. It identifies those sites and buildings that may be the subject of development proposals and it expands on how Carlisle District Local Plan Policy LE20 should be interpreted in this conservation area.



2003 Consultation Area

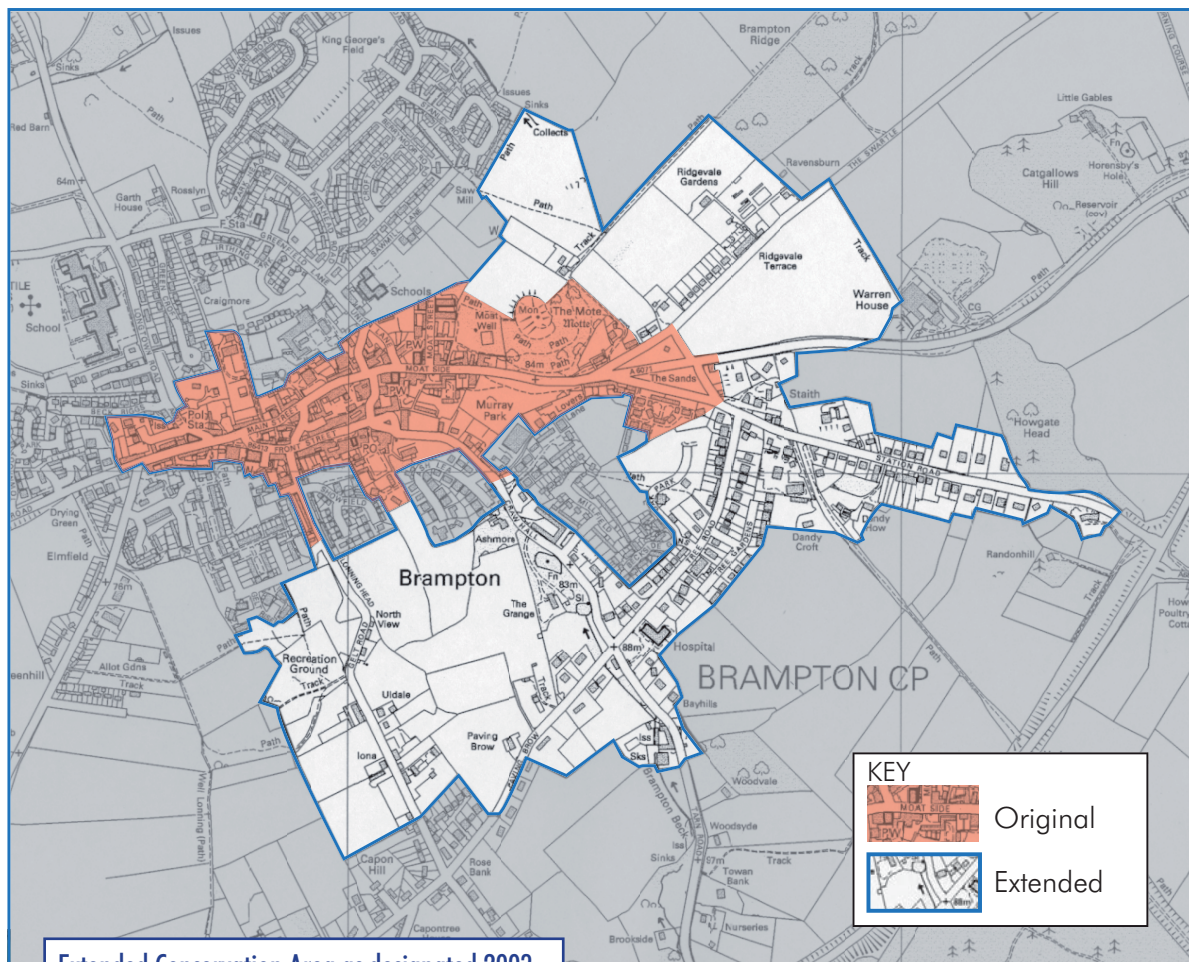
Brampton Conservation Area Appraisal

1. Background

The original conservation area in Brampton was designated in 1972. In 2002/3 Carlisle City Council carried out a consultation exercise reviewing the Brampton Conservation Area with leaflets, public meetings and an exhibition (see *map p4*). The responses from that exercise resulted in the Council agreeing to the extension of the conservation area. This appraisal formed part of that exercise but was never published. BV219b, a Best Value indicator introduced by the ODPM, requires the percentage of conservation areas with up-to-date character appraisals to be made known. It has therefore been agreed that this appraisal should be published together with a management plan for the preservation and enhancement of the conservation area.

2. Scope and Structure of the Appraisal

The appraisal looks at both the original conservation area, which focussed on the town centre, as well as those areas that were recently added. The intention is to give an outline of the important elements including buildings, open spaces, Road surfaces and trees as well as indicating negative aspects that might be improved by enhancement. The importance of the Council's local plan policies is stressed and how these fit within national and regional guidance and policies.



Extended Conservation Area as designated 2003



3. Planning Policy Framework

The Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a duty on Local Authorities to designate as conservation areas any “areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”. The Act emphasises that the appraisal and designation of Conservation Areas are not to be considered ends in themselves. It places a duty on local authorities to draw up and publish proposals for the preservation and enhancement of Conservation Areas in their districts, and to consult the local community about these proposals.

Regional Planning Guidance for the North West (2003) has as one of its Core Development Principles Policy DP2 Enhancing the Quality of Life. This includes the need to identify important elements of environmental, social and economic ‘capital’ so that Development Plans can introduce policies which set out clearly those elements of ‘capital’ where there is a presumption against any harm arising from development. Where possible these policies should enhance the quality of life.

At County level the Cumbria and Lake District Joint Structure Plan (2005) Policy E34 states that “measures will be taken to identify, record, protect, conserve or enhance areas, sites, buildings and settings of archaeological, historic and architectural importance. Proposals which fail to preserve or enhance the character or appearance of Conservation areas... will not be permitted unless the harm caused to their importance and intrinsic interest is clearly outweighed by the need for the development”. Policy E35 supports development which “includes measures to regenerate and upgrade rural, urban and

urban fringe environments, both built and natural”.

The Carlisle District Local Plan (Redeposit Draft 2005) has several policies relating to Conservation Areas, the most important being LE20

3.1 LE20 Conservation Areas

The City Council will continue to review existing and designate new conservation areas. The City Council will encourage, and permission will be granted for development within and adjoining conservation areas which preserves or enhances their character. The City Council will seek to ensure any new development or alterations to existing buildings are in sympathy with the setting, scale, density and physical characteristics of conservation areas, and protect important views into or out of such areas. Applications for outline planning permission will not be accepted for proposals in conservation areas.

Proposals for new development and/or the alteration of buildings in conservation areas should harmonise with their surroundings:

1. the development should preserve or enhance all features which contribute positively to the area’s character or appearance, in particular the design, massing and height of the building should closely relate to adjacent buildings and should not have an unacceptable impact on the townscape or landscape;
2. the development should not have an unacceptable impact on the historic street patterns and morphology, roofscape, skyline and setting of the conservation area, important open spaces or significant views into, out of and within the area;
3. development proposals should not result in the amalgamation or redrawing

INSET 2 - BRAMPTON INSET 3 - LONGTOWN KEY

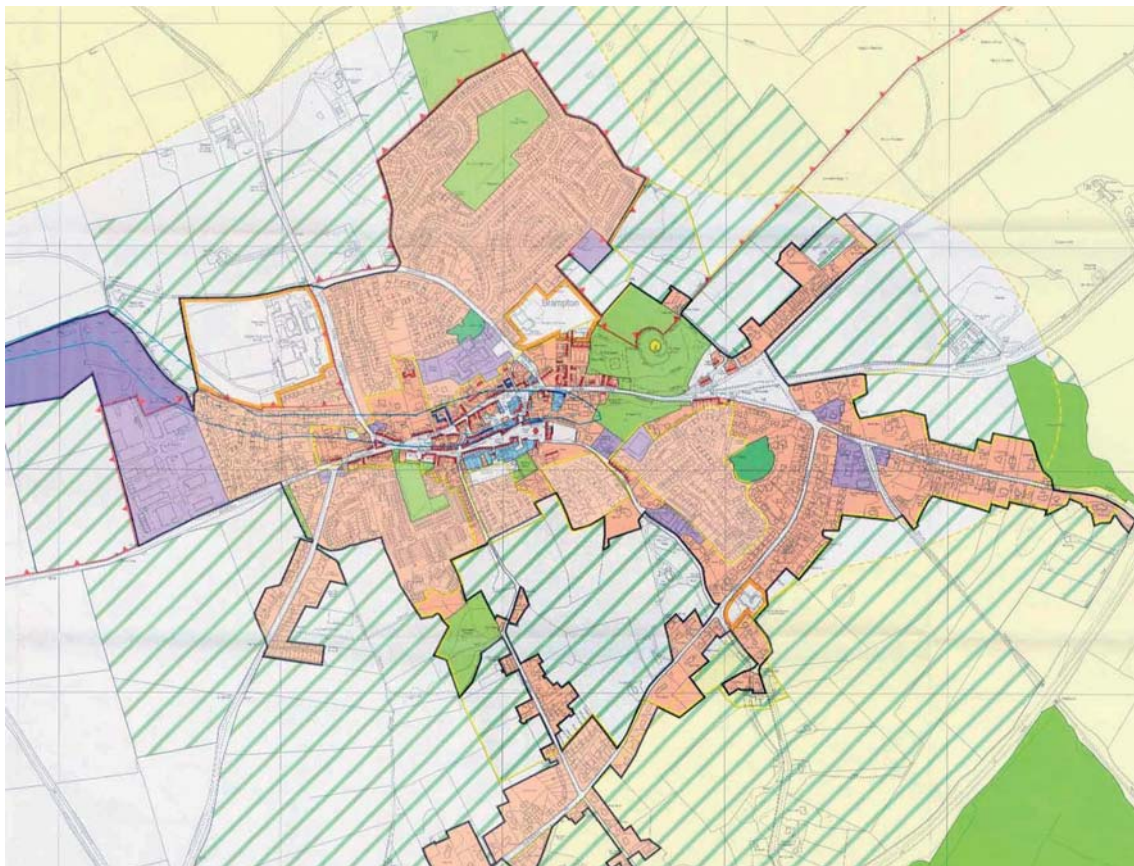
CORE DEVELOPMENT POLICIES		
	County Landscape	CP3
	Conservation Areas	CP14, LE18
	Regionally Important Geological / Geomorphological Sites	LE2
	Hadrian's Wall Military Zone World Heritage Site Buffer Zone	CP9, LE7
	Scheduled and Other Nationally Important Ancient Monuments	CP10
	River Floodplains	CP20, CP21
	Primary Leisure Areas	CP32
	Amenity Open Space	CP33
ECONOMIC AND COMMERCIAL		
	Primary Employment Areas	EC2
	Primary Retail Areas	EC5
	Land Allocated for Employment Development	EC22
HOUSING		
	Urban Area / Town / Settlement Boundary	H1
	Primary Residential Areas	H2
	Land Allocated for Residential Development	H15
LOCAL ENVIRONMENT		
	Urban Fringe Landscape	LE1
	Wildlife Sites	LE3
	Ancient Woodlands	LE5
	Key Townscape Frontage	LE12
	Frontage Improvement Areas	LE13
	Historic Parks, Gardens and Battlefields	LE19
	Ministry of Defence Safeguarding Zone	LE20
LEISURE AND OTHER COMMUNITY USES		
	Education / Health and Other Community Uses	LCB-11
	Land Allocated for Health Centre	LC11, LC13

Scale 1:5,000



Date July 2004

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Brampton Inset from Carlisle District Local Plan 2001 - 2016 Deposit Draft, published July 2004

- of boundaries between traditional buildings and plots, or demolition and redevelopment behind retained facades;
- 4. wherever practicable traditional local materials such as brick, stone and slate should be used and incongruous materials should be avoided;
- 5. individual features both on buildings and contributing to their setting, should be retained e.g. doorways, windows, shopfronts, garden walls, railings, cobbled or flagged forecourts, sandstone kerbs, trees and hedges, etc. Where features have deteriorated to the extent to which they have to be replaced, the replacement should match the original;
- 6. proposals which would generate a significant increase in traffic movements and heavy vehicles or excessive parking demands will not be permitted since these would be prejudicial to amenity;
- 7. proposals which would require substantial car parking and servicing areas which can not be provided without an adverse effect on the site and its surroundings will not be permitted.

The direction given by this policy forms the core of development guidance for the Brampton Conservation Area. The Conservation Area Appraisal, the Management Plan and detailed development briefs, where appropriate, will give more specific guidance as to matters of detail.

Policy LE1 "Urban Fringe Landscape" is partially relevant to the extensions to the Brampton Conservation Area where large areas of open, agricultural or recreational land have been included because they are so closely related to Brampton's morphology. Some of these areas may never be suited for development and only by restricting development can the essential open character of these areas be protected.

Policy LE17 Local Listings is significant in an area with a high proportion of eighteenth and nineteenth century buildings that retain considerable architectural, historical or townscape character.

Policy LE18 Demolition of Unlisted Buildings in Conservation Areas

provides a general presumption in favour of retaining buildings, which make a positive contribution to the character or appearance of the Conservation Area.

POLICY LE19 Buildings at Risk

During the Plan period the Council will actively seek to reduce the number of Buildings at Risk on the national or local registers by assisting with proposals for their re-use which are sympathetic to their historic character and setting.

In addition the Council will prepare a local list of buildings which are important for their historic, architectural design or location. Proposals for the demolition of locally listed buildings will be resisted in order to maintain the contribution they make to the local environment.

POLICY LE22 Townscape Improvement Areas

Within Carlisle's the City Centre, Botchergate, Brampton and Longtown Conservation Areas, the City Council will encourage the redevelopment or improvement of buildings identified as frontage improvement areas.

Minor changes to supporting text to reflect that this applies to all conservation areas.

4. Summary of Special Interest

Definition of Brampton's Special Interest

The Brampton Conservation Area is focused on the tight and intensive development along Front Street, Main Street and along Craw Hall. From here the town expanded outwards and upwards

to the various low ridges, which surround the eastern and southern sides of the town. These fingers of development give a feeling of being directed down into the town with the character of development changing from rural and suburban to that of a bustling, busy town. The extended Conservation Area now encompasses a variety of landscape forms all of which add to the often dramatic views that can be had from outside as well as within the area, the mote is one of the predominant features and the views from Gelt Road are quite impressive.

Within this tightly knit town centre are a variety of building types, materials and styles which give it a lively and exuberant character. Its late medieval origins are now largely masked by eighteenth and nineteenth century development but the sinuous Street pattern remains and from this we get the ever changing views of its Lanes, alleys and Streets. Many of these are still cobbled with sandstone kerbs and details such as these are often critical to the area's character.

In the town itself, Front Street and the Moot Hall are outstanding in terms of townscape and at its opposite end St Martin's Church is an architectural gem that dominates many views. One of the most significant elements of Brampton's character is the almost constant change in levels. For example High Cross Street dips down from Front Street to Back Lane and the rises again to Main Street. Both Main Street and Front Street gradually rise from the western end of the town until one reaches the foot of the Mote and the other reaches Market Place.

4.2. Assessment of Special Interest

4.2.1 Location and Topography

The approach to Brampton from the west is along the relatively flat scarp to the edge of the Irthing Valley. From the east

Brampton is virtually invisible until you drop down from the higher ground along one of the ridges or valleys and you are led into the heart of the town. Brampton has developed along several of these ridges or hillocks that were formed by glacial action and are composed of sand or gravel. The major physical feature that dominates much of the town is The Mote, which is at the end of one of these long ridges. Several of these ridges are evident around the town, some lead into the centre while the old town itself is built along two of them which are separated by a beck.

4.2.2 Historic Development and Archaeology

The town lies very close to the line of Hadrian's Wall and the earliest substantial settlement near here was the Roman Fort to the west where Brampton Old Church still stands. The fort was part of the Stonegate system of defence which ran from the Tyne to the Solway. There is some evidence to suggest that the original village of Brampton was established here but that it was re-sited in its present location when Thomas de Multon, Lord of Gilsland, created Brampton Park for hunting about 1252. In the same year, Brampton achieved the status of a town and a market charter was granted to de Multon.

Despite raids from over the border,



Brampton prospered and Brampton Castle was a medieval motte that was cut out of the higher end of the ridge above the settlement, now known as The Mote. The town continued to develop slowly until the construction of the Military Road in 1758 between Carlisle and Newcastle. The Road was a response to the Jacobite uprisings of 1715 and 1745. Brampton was occupied by Bonnie Prince Charlie in November 1745 and it was here, after a six day siege, that he accepted the surrender of the City of Carlisle. With the improved transport links the town attracted industrial entrepreneurs including Fleming and Temperly who manufactured gingham and other checked and striped cotton fabrics. By 1798 their factory buildings included warehouses, a dye house and weavers shops along Longtown Road. The area east of Moat Street was used as a drying green for cloth made by the weavers in Moat Street and Moat Side. In Crow Hall there was a substantial Brewery and close to this was the skinner's yard.

Adjacent to Longtown Road lay the Tithe Barn and pinfold which were later replaced by the police station. Most of the town's important businesses developed along the north side of Front Street and included hatters and laundries. There has been a Moot Hall in the Marketplace since at least 1648 (when Cromwell used it to contain prisoners). The present building dates from 1817. It was built for Lord Carlisle and originally stood on stone piers with an open market beneath.

While Brampton's church was 1½ miles from the town there was considerable non-

conformist activity in the 18th century. By 1745 there was a Presbyterian meeting house in the town, the Primitive Methodist Chapel dates from 1794 and a Wesleyan Chapel was established 1799. In the 18th century The Earl of Carlisle had intended to build a replacement church in the town but this was not supported by the local incumbent and it was not until 1874 that work actually started on St Martin's Church.

The Earl of Carlisle operated a network of mineral lines in the area and horse drawn waggons brought coal and lime to Brampton along what is known as the Dandy Line. When the Newcastle to Carlisle railway was constructed it by-passed Brampton and in 1836 the town had to rely on The Dandy to get passengers to Brampton Junction where they could join the main line. The coal staithes and the station were built at the junction of Tree Road and Station Road and the abutments of the bridge still survive.

Further residential expansion in the 19th and 20th centuries has enlarged the town dramatically. Little archaeological work has been done within the historic core of the town and further work is needed to reveal the development of the medieval settlement and its relationship with the castle site. Without such research it is difficult to judge the potential for preservation of any archaeological remains.

4.3 Spatial Analysis

The extension of the Brampton Conservation Area took in large areas of open spaces, usually agricultural land,



as it was considered that it was necessary to include them because of their close relationship to the town and the views they provided into and out of the Conservation Area. The significance of these will become apparent as The Mote and the ridge behind; the land below Warren House; Paving Brow; and Gelt Road.

4.4 Character Analysis

The character area boundaries were identified as part of the public consultation exercise, which considered the proposed extension of the Brampton Conservation Area. The added areas were seen to have a close affinity with the town centre, particularly those areas adjacent to routes into Brampton. The character areas were:

- A. Town Centre (existing Conservation Area)
- B. Crow Hall
- C. Gelt Road
- D. Paving Brow
- E. Hemblesgate
- F. Tree Road
- G. Station Road
- H. Mote, Ridgevale Terrace and The Sands

A. ■ Town Centre

The town centre formed the original Conservation Area designated in 1973. It was the subject of a recent excellent appraisal by the Brampton Preservation Trust. The area covered is quite extensive and for the sake of simplicity it has been examined in a number of sections.

A (i) Market Place and Front Street

Unquestionably the heart of the town centre and the Conservation area, it contains the commercial and professional centre of Brampton. Its east-west axis runs from the Moot Hall to St Martins Church. There is a considerable element of residential use at first and second floors.

The Market Place, with its centrepiece the Moot Hall, is a natural focal point. Despite

being almost surrounded by buildings, the Moot Hall retains its imposing position. A Georgian gothic building with its clock tower and cupola, it was built in 1817 for the Earl of Carlisle and replaced an earlier structure. Originally the upper portion stood on stone pillars and a market was held underneath.

In 1896 the building was given to the Parish council and the lower market area was extended and enclosed. At that time the

iron stocks were removed from the east side of the building to their present site. The bullring, now set into the cobbles at the front of the building, was once sited in front of the Howard Arms. The cobbles around the building are particularly well laid and make a significant contribution to the character of the Street scene.

Behind the Moot Hall is a terrace that was built for Thomas Ramsay in 1819. The north side of the Market Place has a relatively new block inserted into the Street that does nothing to preserve or enhance the character of this area. Most of the buildings around the Moot Hall are three storey, rendered, with slate roofs.

The exception is the fine three storey, sandstone building occupied by Jobsons and the HSBC Bank, which has Dutch gables, dormers and decorative chimneys. The

Road narrows here and then broadens



out again into Front Street where there is another market space.

The Street scene here is one of buildings drawing closer together as St Martin's is approached. Cobbled surfaces and setts on both sides of the Street; two and three storey buildings, mainly rendered with slate roofs. The focal point of this view is clearly St Martin's Church, the only church designed by Philip Webb for his patron the Earl of Carlisle. Built of red sandstone in the Arts and Crafts style in 1874 it contains some of Morris and Burne-jones best decorative leaded windows. Next door to it is the former Church Hall built in 1892 by Charles Ferguson and designed in a similar style.

A feature of this and other parts of the town is the narrow Lane or alleyway, usually still with its cobbled surfaces, that lead to small groups of buildings or through to other Streets. At the western end of Front Street there is Church Lane that leads to a small yard containing sandstone cottages and houses. At the eastern end is Horses Head Lane that leads to the bowling green. The major Road southwards from the town centre is Gelt Road which starts with a mixture of vernacular buildings but these qualities disappear as the Road rises through repetitive modern housing.

Key Issues

- Traffic and parking still have a significant impact on the appearance and enjoyment of this part of the town centre. Much has been done to enhance the Market Place and Front Street surfaces with the retention of most of the cobbled areas, setts and some of the sandstone kerbs.
- The treatment of many shop fronts is still poor with little thought for appropriate detailing or a sensitive eye for size and scale of fascias and signage.
- A number of the buildings show a general lack of maintenance and this detracts from the character of the area. In addition the unlisted buildings are of historic or architectural importance and may merit inclusion in a local

list of such properties.

A (ii) Carlisle Road

The western entrance into the town begins at Oulton House, one of the earliest buildings in the town. A mixture of rendered and sandstone buildings, mostly residential, built generally close to the back of the pavement. The range of buildings, dating from the eighteenth century, reflect different aspects of the development of the town. For example, the yellow brick Victorian Terrace, No's 2 – 6 Carlisle Road was built for workers at the Gas Works, which was at the rear.

The garage and workshop occupying both sides of Green Lane where it joins Carlisle Road is very incongruous. The replacement and redevelopment of these sites would be welcomed. Where Longtown Road joins Carlisle Road the junction is dominated by the red sandstone Police Station built in 1908.

Key Issues

- The terraces along the Roadside still suffer from the traffic passing through the town. The condition of these buildings, some of which retain attractive features, leaves much to be desired.
- As in other parts of the town there are significant buildings which although not listed deserve to be considered for inclusion on a local list.

A (iii) Main Street to Moat Side, Low Cross Street and High Cross Street

There are a number of Lanes, Streets and alleyways that lead from Front Street and the Market Place over to the northern side of the town centre. The two most significant are High Cross Street and Low Cross Street, High Cross Street drops down to Beck Lane and then rises up to Main Street. Within its short length it has a number of attractive historic buildings, including Prince Charlie's House and the White Lion Hotel. Beck Lane runs from this Hotel down to Low Cross Street and consists of a variety of development,

including car parking, new residential property and a substantial number of refurbished and converted/residential properties.

Main Street starts at the former Church Hall where four Roads meet in a large open space. Carlisle Road, Longtown Road and Front Street merge and meet Main Street. It begins with an attractive terrace of four rendered houses, followed by a long, well maintained sandstone terrace of cottages. The Bethesda Chapel and The Hollies are prominent and well preserved buildings however, opposite is Chandlers Lane which although cobbled has an air of neglect. The Lane at the side of the Chapel leads up to Croft House, now two properties, which overlooks the town. Off to one side is one of the numerous new residential projects, which are filling most of the available development sites in the town centre.

Working eastwards along Main Street, more of Brampton's early Street pattern is



century houses and cottages. Apart from the site of the White House most of the development is on the back of the pavement and consists of two and three storey houses, mostly rendered. Beyond Mark Terrace the Beck Lane Car Park intrudes and this, together with the garish signage of the Spar Shop with its heavy shutter boxes, does much to diminish the character of the area. Falkins Hill and Union form a triangle that contains a complex mix of buildings.

Moatside has a number of focal points. The Methodist Church and Oval Terrace is highly significant in the quality of the buildings and the space created at the bottom of Union Lane. To the south of Moatside by the beck is Wellmeadow Terrace an attractive row of rendered cottages, almost hidden by the uninspiring twentieth century blocks of modern development. Moat Street is narrow and straight with a variety of sandstone unrendered houses and cottages. It leads to the Brampton Infants School where it abruptly ends. Beyond Moatside the



Road reaches a high point before descending to The Sands. This area of development is

wrapped around the southern section of The Mote.

Key Issues

- Although the by-pass has vastly improved the condition of Main Street it is still a well used Road and this is still having an impact on the condition and appearance of many of the buildings on the Roadside.
- There are still some areas that have not been redeveloped or renewed and care must be taken to ensure that these areas are not over developed or spoiled with inappropriate treatment.
- Some of the commercial premises have poor shop fronts and care needs to be taken if opportunities arise to improve their appearance.

B ■ Craw Hall

The entrance to Craw Hall is tucked in one corner of the Market Place, partly hidden by trees. The road is narrow and enclosed on both sides by sandstone walls. As the road opens out there is a mixture of new housing, 19th century cottages and a large property that is now the Catholic Church. On the north side there is the Old brewery and a mix of primary employment and residential sites. To the south is the Grange with its extensive grounds, ponds and many mature trees. The site is relatively open with more open countryside beyond it. This area comes within the scope of Policy LE1 on Urban Fringe areas.

Despite considerable modern development the area still retains many vernacular buildings, some of which could be considered for inclusion on a local list. Craw Hall remains an attractive route into the town centre.

Key Issues

- The gardens, walls and trees make a significant contribution to the character and appearance of this part of the conservation area.

- The open spaces could be vulnerable to development
- There are a number of buildings of local townscape significance that may be worthy of inclusion on a local list.

C ■ Gelt Road

Gelt Road begins at Front Street lined with typical urban sandstone buildings; this is quickly followed by several 20th century developments on both sides. The design of this housing shows little appreciation for the vernacular qualities of Brampton's buildings, in particular its detailing and materials. As the road rises steeply the urban area is left behind and Lonning Head has open countryside on either side. Beyond, the road bends southwards at North View; one of a handful of properties built along the road side. Off to the west there is a large area between Gelt Rise and the Recreation Ground that is allocated for Primary Residential land.

Gelt Road continues to rise up to Capon Hill with pockets of development, much of it 19th century including the former Brampton Workhouse which has been converted into cottages. Most of these dwellings are traditional in character with sandstone walls, slate roofs and tall windows. The views to east and west are of open countryside. In particular the view north eastwards from the former Workhouse looks down an attractive valley with mature hedges and trees, including impressive views over to the Mote. This area would not be suitable for further residential development as this would erode the character of the urban fringe.

Key Issues

- Development sites need proper guidance to ensure that their relationship with open countryside is protected. Any new development should relate to the traditional character of Brampton's vernacular buildings.
- For clarity, those open sites which are important for their visual links into and out of Brampton's urban fringe should

be identified.

- Those traditional buildings that have local historic or architectural interest should be considered for a local list

D ■ Paving Brow

The southern end of Craw Hall ends at the cross-roads with Tree Road, Paving Brow and Hemblesgate. Paving Brow is a mix of open land and large houses on large plots. It rises up towards Capon Hill and is characterised by trees, hedges and well screened development. It forms part of the Urban Fringe and is immediately adjacent to the County Landscape boundary. These landscapes are of importance for their particular topographical, visual, cultural and historic characteristics. They may also contain important habitats for wildlife. The open land to the northern end of Paving Brow is part of the Urban Fringe where the open nature should be retained. There may be some scope for landscape improvement projects, including the removal of some derelict brick buildings.

Key Issues

- Protect the open character of this part of the Urban Fringe
- Identify areas of possible landscape improvement.

E ■ Hemblesgate

This area is similar in character to Paving Brow except that it has Hemblesgate Farm and Brampton Beck as focal points. The land form is gently undulating with open fields fringed by mature trees. There are intermittent views to open countryside beyond. In general the feel of this area is very open, with low density development which forms a transition between the built up areas of Brampton and the countryside. The farm at Hemblesgate consists of a number of vernacular buildings, currently roofless, together with a typical, traditional farmhouse that looks back into the town. The Brampton beck cuts through this area,

heading down to Craw Hall. This area is subject to County Landscape and Urban Fringe designations in the Local Plan. Policy DP9 aims to maintain the distinctive character of the County Landscapes by preventing development which would harm that character.

Key Issues

- To protect those areas that are subject to pressure for development by identifying their significance and produce appropriate guidance.
- Identify the built and landscape elements of the area that may need to be protected.

F ■ Tree Road

Tree Road is part of the southern perimeter route around the Town that includes Paving Brow and Capon Tree Road. It marks the most direct route from Lanercost to Wetheral and this may have had something to do with its origin. Today the road, which rises from Station Road over a ridge and down towards Craw Hall, is lined with a mixture of housing, from the late 18th century Tree House to late 20th century housing. The housing at the northern end originally looked out at Brampton Town Station. Parallel with Tree Road is Tree Gardens which largely consists of mixed 20th century residential development. The whole area is of a fairly high density urban form; comprising a mix of semi-detached and detached houses on small plots with one significant row of buildings; Tree Terrace. There are clear views of the mature circular woodland at the top of the prominent knoll to the south east.

There is one large area of amenity space formed by a small knoll; Jock's Hill. As well as being an interesting landscape feature it provides significant public vantage points that add to the value of this site. The Brampton Cottage Hospital is a prominent and important building, not least for its attractive appearance.

Key Issues

- Identify buildings within this area that may be worthy of inclusion on a local list.
- Sites for redevelopment should have appropriate guidance to ensure the design of any new development is appropriate to the character of all the area.

G ■ Station Road

This part of the conservation area is largely residential in character. At the eastern end, Station Road is bordered by a steep sided, heavily wooded ghyll which gives the road an enclosed feel. This gives way to large detached houses set back from the road behind mature hedges and trees. The western end of Station Road was originally the site of the Brampton Station; with its coal staithes. The abutments of the bridges are still extant. The recently closed Highways Depot is now proposed as a site for residential development in the redeposit local plan. Station Road reaches The Sands after passing two commercial garages.

Key Issues

- Proposed sites for redevelopment need to be carefully designed to ensure the character of the conservation area is retained and guidance should be provided.

H ■ The Mote, Ridgevale Terrace and The Sands

The Mote is a scheduled ancient monument where a defensive site is believed to have been constructed in the 12th century. The ridge itself is also a significant landscape feature running north eastwards towards Lanercost. This area is considered to be of national importance archaeologically as well as being highly significant visually and as a recreational site. Around the foot of the Mote is a mixture of housing development; detached, semi-detached and terraced.

Ridgevale Terrace is particularly prominent. Two large triangular open areas known as The Sands separate the other residential areas, The Sands Cottages and the Wilson Memorial Homes. There is also some 20th century detached housing along the A6071.

A number of the buildings in this area have townscape significance and looking down The Sands is warren House Farm. The agricultural land below it forms a well designated backdrop and is of significant landscape value.

Key Issues

- Development sites should have carefully set out design briefs to ensure it does no harm to the character of the conservation area.
- Significant open spaces in the landscape should be protected from future development.
- Significant local buildings should be considered for inclusion on a local list.

Brampton Conservation Area Draft Management Plan

1. Introduction

English Heritage suggest that the best way of managing any heritage asset is by understanding it and assessing its significance or value. Change is an inevitable component of most Conservation Areas and a management plan is one way of ensuring that the area's special qualities are maintained and strengthened. The character of a Conservation Area can change dramatically or incrementally and a management plan should provide the means to prevent the former and alleviate the latter. However, no management plan can be successful without the full support of both the local Authority and the community.

This draft management plan is intended to highlight the significant issues that are or could affect it in the future. In particular it needs to consider how the value and importance of the Conservation Area is vulnerable to harm and where there is a need for enhancement. Enhancement sites and buildings can take the form of restoration and refurbishment of buildings, shopfronts or the reinstatement of historic surfaces. It can also take the form or sympathetic redevelopment, which can be, guided by appropriate development briefs. Protection from harm can take the form of directions to prevent the gradual deterioration of the character of an area through alterations that are permitted development. It can also be prevented through the introduction of strategies to ensure enforcement of unauthorised development or for the proper management of trees. It may also take the form of funding for the restoration or architectural features or public realm improvements.

2. Issues

2.1 New Development/Design Briefs

Where sites or structures have been identified for possible development, particularly if they significantly detract from the character of the area, a specific development/design brief should be prepared for them. This should take the form of general principles for the new development, including guidance on scale, massing and materials.

Where new build is proposed it should be in harmony with, or complementary to, its neighbours. The size and pattern of windows, doors, floor to ceiling heights, etc might all be identifiable guides in putting a new building in context. The footprint of a new building should also relate to the existing “grain” of the Street pattern. Matching materials to the existing is important or they should be

complementary to those found in the area. Policy LE20 of the CDLP gives the general guidance necessary from which the development brief can furnish the detail.

Actions

- Identify sites for development/redevelopment.
- Prepare design guidance including general principles as well as detailed advice on scale, massing, materials, etc.

2.2 Condition of existing buildings

The condition of buildings can strongly influence the appearance and character of a Conservation Area, uncared for buildings, poorly maintained and in disrepair can have a significant impact upon the whole area. The Council should encourage owners to maintain their property, however if there is no response it may be necessary to take action to prevent structures becoming dangerous and at risk. To this end a full photographic survey of the buildings in the Conservation Area should be taken so that their condition can be monitored. There may be scope in the future for grant aiding significant buildings to ensure that the area is able to maintain the area’s character and appearance.

Actions

- Carry out a survey of the condition of significant local buildings.
- Make a general assessment of condition and prioritise from those in poorest condition through to those in good condition.
- Consider possibility of offering grant aid towards buildings in need of repair.
- Consider whether other action (such as emergency repairs notices) might be more appropriate for difficult cases.

2.3 Damage to buildings through Permitted Development

The character of well detailed dwellings can be damaged by quite minor alterations which are permitted development in planning terms. The removal or chimneys, porches, sash windows, etc can have a significant effect on the character of an area. If it

is considered that these buildings form an important element then the Council may feel it appropriate to protect their special qualities by serving an Article 4 direction. This removes specific permitted development rights from either all or some of the dwellings in the Conservation Area. The effect of this is that the owners of these buildings would need to obtain planning permission for work that was previously covered by the permitted development rights given by the GPDO (General Permitted Development Order 1995).

Actions

- Examine sensitive areas to assess if character is being eroded through permitted development works.
- Determine whether an Article 4 Direction would be beneficial.
- If appropriate, prepare Article 4 Direction.

2.4 Local Lists of Buildings

Within the Conservation Area there are many listed buildings which are given special protection under the Planning (Listed Buildings and Conservation Areas) Act 1990. However there are also a number of buildings that, although they do not reach the national criteria, do have architectural, historic or townscape significance. The Council in its redeposit version of the Carlisle District Local Plan has a policy promoting the recognition of these buildings and including them in a local list. These structures would not have the protection of buildings on the statutory list but the Council would need to be completely satisfied that proposals for demolition had fully examined the possibility of retaining them. If the Council felt that this was not the case then permission could be refused.

The creation of a local list would take time to complete but it would be possible to involve local people or organisations to draw up a list of proposals. The Council had a policy similar to this in earlier local

plans where it identified key Townscape Frontages which were considered to be important to the character and appearance of the Conservation Area.

Actions

- Survey conservation area for buildings that may be worthy of inclusion on local list.
- Assess proposed buildings and produce local list.

2.5 Shopfronts

Throughout the commercial and retail areas of the town centre there are a number of premises that retain attractive and well maintained shopfronts. There are also a number of premises where the shop front, its fascia and signage have been unsympathetically altered and these have a detrimental impact on the character of the Conservation Area. Some shop security measures such as heavy roller shutters, particularly those with external shutter boxes, are extremely ugly and spoil the appearance of the building. More importantly they can give rise to a “siege” mentality that can leave a feeling of desperation that Brampton does not deserve.

Those good examples of shop frontages should be promoted and protected from inappropriate alterations. Planning applications for schemes involving existing or new shopfronts should be carefully monitored to ensure that the character of these buildings is not harmed. A leaflet giving advice on acceptable design details could help to inform retailers of the need to improve the quality of design. Advice on signage, means of illumination and other detailing could also be included.

Actions

- Identify good examples of shopfronts, signage, forms of illumination etc
- Use these details to promote better design solutions in schemes of alteration or replacement, possibly in the form of a leaflet

- The good examples identified above could be considered for inclusion in the local list if not already listed.

2.6 Street Furniture and Signage

At different points within the Conservation Area there are accumulations of bollards, lighting columns, road signs, litter bins, etc which generally give a cluttered appearance. There is little co-ordination between the various bodies that introduce these features to try to reduce the number of columns of signs for example. Although it is probably practical to start removing some of these features and replacing them with one from a consistent range of designs, but when this does arise the change should be a co-ordinated one. Similarly with new features, these should be carefully thought out. Are they necessary? Can they be accommodated with other similar features? The aim is to reduce the amount of clutter and improve or co-ordinate the design of new street furniture.

Where street signs are original (or match the original style) these should be retained and properly maintained. Where new signs are proposed these should match the older, traditional signs which are more attractive and add to the character of the area.

Actions

- Identify areas where signs and street furniture create unattractive and cluttered streets
- Identify those features that are no longer necessary and negotiate to have them removed
- Identify well designed items of street furniture and use these examples as templates for new replacement furniture
- Provide this information to the public utilities, etc responsible for these features.

2.7 Street Surfaces

Brampton has been fortunate to have had in Front Street and Market Place, street surfaces renovated. The Highway Authority successfully retained much of

the decorative cobbled areas, the setts and a proportion of the sandstone kerbs still survive. There are still a number of cobbled streets and lanes which are in relatively poor condition. Funding for one of these to be restored is being provided from the City Council's Enhancement budget. The number of lanes which require attention are beyond the resources of the Enhancement Fund but it may be possible to restore some of these if additional funding is provided by adjoining owners and occupiers. A list of the priorities would need to be drawn up with the intention of improving these areas over a period of several years.

Actions

- Prioritise those streets which have traditional surfaces and which need attention
- Set out a long term programme for gradual improvement of these areas.

2.8 Traffic and Parking

At various times Front Street and the Market Place are very congested with traffic. The amount of parking available appears to be inadequate but there is little scope for increasing this and current policies actively propose the opposite view, in an attempt to reduce the use of the car. The issues raised here are beyond the scope of this management except for the need to monitor conditions within the town centre and continue to liaise with the Highway Authority on ways to alleviate the congestion.

Action

- Monitor the situation and liaise with the Highway Authority

2.9 Trees and Open Spaces

Conservation Area designation provides protection for the trees within its boundary. The new extended boundary contains many trees and some of these are particularly significant in the townscape. These groups need to be identified for particular care. The new boundary also

incorporates large open spaces, some are agricultural land others are recreational spaces. They all have a significant role to play in the townscape of Brampton. The CDLP policy LE1 on Urban Fringe sites should protect them from insensitive treatment. Most of these areas should not be developed and a strategy identifying the importance of particular areas should be drawn up. This should be co-ordinated with the identification of sites that might be suitable for development within the conservation area.

Actions

- Produce guidance on woodland areas and smaller groups of trees that have a significant impact on the conservation area
- Produce guidance on the importance of open areas and their retention. Co-ordinate this with the identification of possible development sites.

2.10 Eyesore sites

Where these exist they clearly have a disproportionate and detrimental effect on the appearance of the conservation area. Regular monitoring of the area should help to identify these sites early and this may help to get a quick solution. It may, however, be necessary to organise local tidy-up schemes if the problem is relatively simple. Where it extends to rundown property or derelict sites then the City Council may have to take a more stringent line to have the situation resolved. These cases can often take a long time to resolve and it is always preferable to try and prevent the situation arising in the first place.

Actions

- Monitor the conservation area for eyesore sites
- Encourage local action to tidy up areas
- Identify more difficult cases and try to establish a solution that is effective but uses minimal resources.

2.11 Enforcement against unauthorised works

This process is already in operation and is very effective. It is included here to

encourage others to notify the Council of any breaches that occur so that prompt action can be taken, following inspection of such a breach a proposed means of dealing with the issues can usually be found.

Action

- Identification of breaches of the planning system reported to the City Council which can then take action to remove the unauthorised work.

