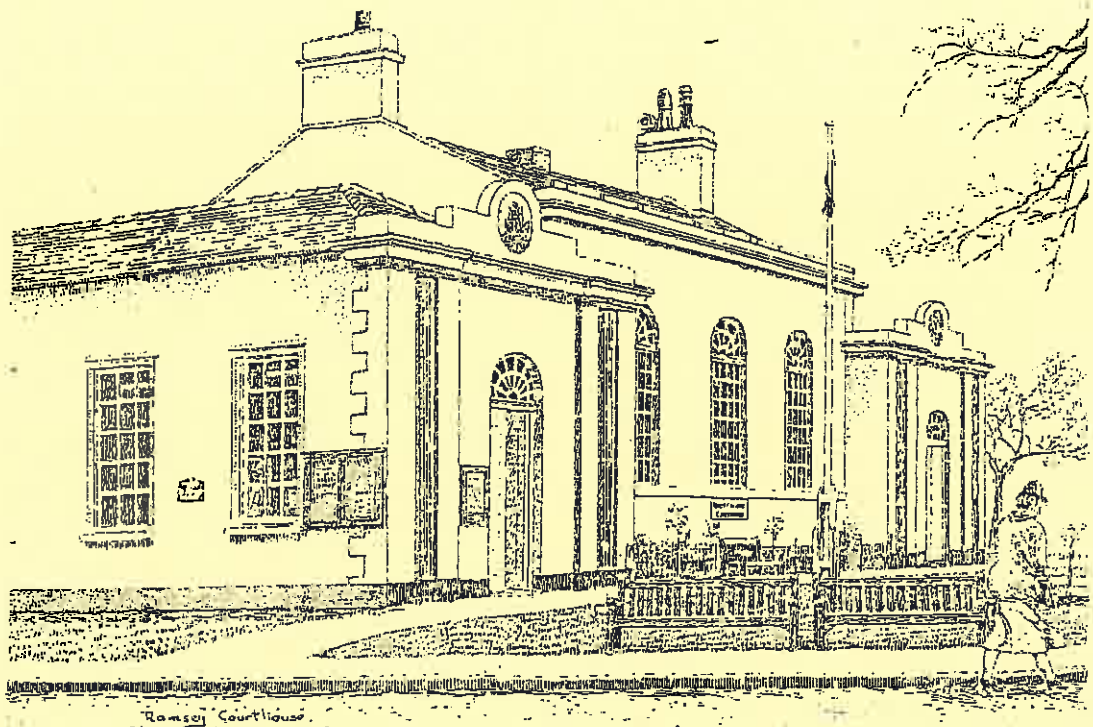


THE RAMSEY LOCAL PLAN

WRITTEN STATEMENT
for consideration with the accompanying Planning Scheme Order



Department of Local Government and the Environment
Rheynn Reiltys Ynnydagh as y Chymmyltaght

The Planning & Building Control Division,
Murray House,
Mount Havelock,
Douglas,

IM1 2SF

THE ISLE OF MAN PLANNING SCHEME (RAMSEY LOCAL PLAN) ORDER 1998
WAS APPROVED BY TYNWALD ON 17TH NOVEMBER, 1998 AND CAME INTO
EFFECT ON 1ST DECEMBER, 1998



Statutory Document No. 578/98

THE TOWN AND COUNTRY PLANNING ACTS 1934 TO 1991
THE ISLE OF MAN PLANNING SCHEME (RAMSEY LOCAL PLAN) (NO. 2)
ORDER 1998

Approved by Tynwald: 17th November, 1998

Coming into operation: 1st December, 1998

In exercise of the powers conferred on the Department of Local Government and the Environment by sections 6 and 6A of the Town and Country Planning Act 1934 (a) and of all other enabling powers, and after complying with the requirements of the Town and Country Planning (Order Procedure) Regulations 1996(b), the following Order is hereby made:-

Citation, commencement and interpretation

1. (1) This Order may be cited as the Isle of Man Planning Scheme (Ramsey Local Plan) (No. 2) Order 1998, and, subject to section 14 of the Act, shall come into operation on the 1st December, 1998.

(2) In this Order -

“the Act” means the Town and Country Planning Act 1934;

“the plans” means the plans hereto annexed and marked “ISLE OF MAN PLANNING SCHEME (RAMSEY LOCAL PLAN) (NO. 2) ORDER 1998 Map No. 1 (North)” and “ISLE OF MAN PLANNING SCHEME (RAMSEY LOCAL PLAN) (NO. 2) ORDER 1998 Map No. 2 (South)”;

“the principal Order” means the Isle of Man Planning Scheme (Development Plan) Order 1982(c);

(3) Other expressions in this Order have the same meanings as in the principal Order.

Matters for consideration on applications for planning approval

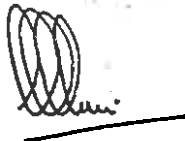
2. The zones and notations on the plans shall have effect in place of any zones or notations having effect under the principal Order or any other Order under section 6 of the Act made before the date of this Order.

(a) XIV p.163
(b) S.D. 546/96
(c) G.C. 140/82

Revocations

3. The Isle of Man Planning Scheme (Ramsey Local Plan) Order 1988(d) and the Isle of Man Planning Scheme (Ramsey Local Plan) Order 1998(e) are revoked.

Made this 12th day of October 1998



Minister for Local Government and the Environment

EXPLANATORY NOTE

(This note is not part of the Order)

This Order introduces a new land-use zoning map for Ramsey, replacing the existing Local Plan and that part of the 1982 Development Plan which is outside the former Town boundary, but inside the present Boundary. The site-specific policies which would be applied to these zones are set out in a Written Statement, which, whilst not part of the Order, would be published by the Department as a Planning Circular to be read in conjunction with the new zoning map.

This Order revokes the Isle of Man Planning Scheme (Ramsey Local Plan) Order 1988.

This Order also revokes the Isle of Man Planning Scheme (Ramsey Local Plan) Order 1998, which has not come into force.

RAMSEY LOCAL PLAN 1998

WRITTEN STATEMENT

1.0 INTRODUCTION

- 1.1 In December, 1988, the first of the Island's Local Plans - the Ramsey Local Plan - was approved by Tynwald. This Plan, like those which have been approved since for other Towns and Villages, was in two parts: a Planning Scheme Order (which is what Tynwald approved), and a Written Statement (which was endorsed by Tynwald and subsequently published by the Department as Planning Circular 1/89).
- 1.2 In July, 1995, as part of a programme of public participation for revising this Plan, the Department published a Consultative Draft Written Statement incorporating specific policies, proposals, and recommendations. The Department also arranged a public exhibition, held a public meeting, and invited comments and suggestions from all interested parties.
- 1.3 After analysis of the responses to this consultation, the Department prepared the Draft Ramsey Local Plan, which formed the subject of a Public Inquiry which was held on the 10th of June, 1997.
- 1.4 The Department has now received and considered the Inspector's report on the Inquiry, and has, where appropriate, incorporated his recommendations in the new Ramsey Local Plan.

1.5 The new Ramsey Local Plan, like its predecessor, is in two parts, which should be read in conjunction with each other:-

(a) The Isle of Man Planning Scheme (Ramsey Local Plan) (No. 2) Order 1998, which includes maps of the Town at a scale of 1:2500 (there are two maps - north and south - for ease of handling); and

(b) The Written Statement, which is this document now published as Planning Circular 2/99, and which includes policies, proposals and recommendations for land use planning in the Town.

1.6 Where no specific policies are included for any particular area, there will be a general presumption in favour of the status quo, subject of course to the application of the Policies and Standards of development contained in Part 3 of the Isle of Man Planning Scheme (Development Plan) Order 1982, and to any national or strategic initiatives which might be introduced by the Government.

1.7 Planning Circular 1/89, the previous Ramsey Written Statement, is therefore now withdrawn. The 1988 Planning Scheme Order is effectively revoked by the new 1998 Order.

2.0 POPULATION

Background

- 2.1 In 1996 the population of Ramsey was 6,874, having fallen by over 2% from 7,039 in 1991, whereas the overall Island population increased by 2.8% during the same period. In 1991 56% of the population were not born on the Island and almost one quarter of the total population had moved to the town from off Island since 1981. Nearly 17% of residents together with their dependants moved to Ramsey to retire which compares with an Island average of 10.1% and 4.8% for Douglas. The proportion of the elderly within Ramsey is particularly significant since for the Island as a whole it has decreased since 1986.
- 2.2 A total of 3054 households existed in Ramsey in 1996 with an average household size of 2.19, which is lower than the Island wide average of 2.38 and reflects the high proportion of single person and pensioner only households.

3.0 HOUSING

Background

3.1 Large parts of the Town have previously been zoned for residential use. Some of these have been developed (or partly so), and some have received planning approval which has not been taken up, but there remain others in which there has been little or no interest. It is clear that there has not been, and is not, a shortage of development opportunities for new housing in Ramsey.

3.2 Against this background, and having regard to the low average household size, and to the continuing role of Ramsey as a location for sheltered housing for much of the north of the Island, the Department has re-examined all land previously zoned for residential development, and also some which was not, and has formulated the following housing policies and proposals. It should be noted that there will remain a general presumption against built development in the countryside adjoining the Town Boundary (except for those areas between Lezayre Road and the Jurby Road which remain zoned for development on the 1982 Development Plan).

3.3 Policy R/R/P1: Re-Zoning To Open Space

The Isle of Man Planning Scheme (Ramsey Local Plan) (No. 2) Order 1998 re-zones the following areas from residential use to open space:-

- (a) land on the eastern side of the undeveloped part of the Ormly Hall Estate; this land is judged unsuitable for built development, being very open to view from off-shore and from land to the north and south; it should remain as natural, green open space, but might be used as such in association with existing or proposed adjoining uses;
- (b) land to the east and south of the Grove Museum; this land forms part of the present and historical context of the Grove House Museum, and should remain unbuilt such as to preserve this context.

3.4 Policy R/R/P2: Specific Area Development Briefs

These areas, which are identified by letter and title on the Local Plan Map, should be developed in accordance with the following briefs:-

3.5 A. Thornhill

Development of this area should be completed using housing of mixed densities, as has happened to date. However, the exception is that area immediately south of Thornhill Manor and west of the Grove House Museum. This area should be used for no more than six houses, sited and designed such as to acknowledge and preserve the setting of Thornhill Manor and Grove House.

3.6 B. Ormly Hall

Development may take place only in accordance with a scheme for the whole area which:

- a) preserves as natural, green open space the land referred to in Policy R/R/P1(a);
- b) provides for a new primary school if this is required by the Department of Education;
- c) uses low density housing only; and
- d) includes landscaping of the western boundary of the area and of the link to the Bride Road.

3.7 C. Mooragh Promenade

Dwellings should be of a high standard, and should be designed to acknowledge the architectural style, scale, and massing of adjacent Victorian buildings, particularly on sites which face the Promenade and the harbourside. Heights of dwellings should be stepped down from the Promenade to the harbourside and Old River Road, and design and scale should be appropriate to a harbourside location. On the Peveril plot and the Manor House site, there could be included office use with on-site parking space and open space provision; these particular developments should be undertaken after consultation with the Department of Agriculture, Fisheries and Forestry (D.A.F.F.), and should include appropriate measures to identify and transplant rare plants.

3.8 D. Poyll Dooley/Ballachrink

Development of this land should be undertaken only in accordance with an approved scheme for the whole area. This should provide, on the western two-thirds of the land, mixed density housing and a primary school site (if required by the Department of Education). On the eastern third of the site, there should be light industrial development (see Policy R/I/P1(B)). Drainage arrangements must be such as to avoid adverse impact on water quality, fish, and freshwater invertebrate fauna in the Sulby River.

3.9 E. Lezayre Road/Gardeners' Lane

Development may be undertaken only in accordance with an overall scheme for the area. This scheme should be prepared after examination of the feasibility of providing a second crossing of the Sulby River, and should include:

- a) a minimum of 3 ha of land for light industrial use;
- b) a minimum of 2 ha of land for use as a recreation/play area;
- c) generous landscaped space alongside the rivers and the former railway line and around Poyll Dooley House.

3.10 F. Ballure

Most of this area is either developed, partly developed, or has the benefit of planning permission. It is important that the completion of these developments or any proposals

for further development should be such as to safeguard the settings of the Manx Electric Railway and St Mary's Church, and should have regard to the amenity value of existing trees and gardens.

3.11 G. Claghbane and Ballastowell

Current development proposals should result in the completion of both estates. Any further changes should have careful regard to existing space standards and planting, particularly close to public access routes.

3.12 H. Fairfield

A maximum of 7 dwellings may be provided, in accordance with the Approval in Principle already granted. All existing streamside and hedgerow trees should be retained. The area of the playing field should be kept as open space.

3.13 I. Vollan Fields

An additional area has been zoned for residential development as part of an area of mixed use. This area lies to the east of the A9 and to the north of the Bride Road, limited by the Town boundary to the north and by Vollan Farm to the east. Development may proceed only in accordance with an overall scheme for the whole area. This scheme should include an appropriately landscaped soft northern edge to the Town.

3.14 Policy R/R/P3: Infill/Backland Sites

Within areas zoned for Predominantly Residential use there will be a general presumption against the development of those sites which provide attractive, natural “breathing” spaces between established residential buildings. These sites will often include trees, mature landscaping, or simply green space. Any possible development of such sites should form the subject of consultation with the Office of Planning prior to the submission of any application.

3.15 Policy R/R/P4: Use Of Upper Floors For Residential Purposes

The upper floors above shops are often under-used. Use of this space for residential purposes will be encouraged, subject to compliance with the Housing (Flats) Regulations. Change of use from residential to office use will not generally be permitted.

3.16 Recommendation R/R/R1: Housing Upgrading

It is recommended that the Department of Local Government and the Environment and the Ramsey Town Commissioners should continue to implement the existing programmes of upgrading the existing publicly-owned housing stock through selective maintenance, repairs, and improvements.

4.0 EMPLOYMENT, INDUSTRY AND PUBLIC UTILITIES

Employment

4.1 Of the 2221 people employed in Ramsey in 1991, it is estimated that approximately 80% were working in the service sector. Within the service sector, 23% were in the retail sector compared with 13% Island wide. Employment provided by tourist accommodation and catering establishments represented only 9.3% of the service sector. Unlike Douglas, Ramsey has not attracted a disproportionate number of office/finance related jobs, and growth of the latter has been primarily of small scale branch outlets of business which have their Manx headquarters in Douglas.

4.2 In 1991, approximately 53% of the resident population was economically active, which was lower than the 58.3% for the Island as a whole. Unemployment was, however, higher at 5.1% compared to 4.1% respectively. These figures indicate the need to attract further employment opportunities for the area, particularly in the industrial sector. However, it is recognised that any strategy to attract industry into the area must include the provision of suitable and environmentally acceptable land and buildings together with appropriate housing, education and general community facilities.

Industry

4.3 The 1989 Ramsey Local Plan zoned five main areas for industry amounting to approximately 10.5 hectares of land. These were centred on:

a) the Shipyard area;

- b) the East Quay and South Promenade;
- c) the area between Station Road and the Sulby River;
- d) the area between the dismantled railway and the Lezayre housing estate;
- e) Gardeners' Lane.

Apart from the Gardeners' Lane site, nearly all this land now has Approval in Principle for light industry (reference: Policy R/I/P1).

- 4.4 A further examination of the existing provisions for light industrial development in these main areas has been undertaken in the Local Plan and appropriate policies are set out below. It is considered important that any new industrial development is properly designed with appropriate landscaping measures to minimise visual impact (reference: Policies R/I/P2 and R/I/P3).

Workshops

- 4.5 Apart from the North Shore Road area, scattered throughout the local plan area are a number of small workshops, businesses and service industries. Many of these occupy sites which are considered less than ideal in terms of location; some are situated within established residential areas whilst others have poor access arrangements. Whilst the disadvantages are recognised, public concern has been expressed at the loss of activity in these areas if such businesses are required to relocate. Consequently, unless any of these sites are considered essential as part of the redevelopment of a larger site, it is recommended that such established businesses are not relocated unless they themselves wish to do so. Limited expansion to improve the operations of established businesses of this nature shall be permitted subject to no

increase in intensity of use and the generation of no additional nuisance in the surrounding neighbourhood (reference: Policy R/I/P4).

Out of Town Offices

- 4.6 Although currently all the office development is located within the Town Centre, the Local Plan makes provision for offices as part of a mixed use development along the Mooragh Promenade. It is considered that any such development should include provision for on site parking. The design approach should be sympathetic to adjacent Victorian structures in terms of architecture, scale and massing (reference: Policy R/I/P5).

Public Utilities

- 4.7 The Manx Electricity Authority's Power Station, which serves the north of the Island, may become redundant if there are no unforeseen demands placed on it. While it remains however, new residential development will need to be kept at an appropriate distance from it. Should the power station be removed, the site may have to be considered as contaminated land and treated accordingly prior to its reuse for other purposes (reference: Policy R/I/P6).
- 4.8 The Gas Works on North Shore Road generates considerable tanker traffic along the public road. Given the amount of surrounding development that has taken place since the original works were established, feasibility studies need to be undertaken to fully assess the re-siting of the works and to identify suitable alternative sites for it to be relocated at an appropriate distance from new or proposed residential properties. The issue of contaminated land will need to be considered (reference: Policy R/I/P7).

Policies

- 4.9 In the light of the above, the following employment, industrial and public utility related policies are considered appropriate for Ramsey.

Policy R/I/P1 Light Industrial Development

- 4.10 **The following areas are allocated for light industrial development subject to the general provisions stipulated.**

A. North Shore Area

- 4.11 Further industrial or warehousing units beyond those currently with planning consent will not be permitted unless required for the shipyard. There will be a presumption in favour of the relocation/rationalisation of existing service/utility/construction industries in the gas works area to allow for improved traffic circulation in accordance with an adopted traffic management plan. Only after the implementation of this will any surplus land be approved for housing.

B. Riverside/Station Road/Ballachrink

- 4.12 Development of this area may be undertaken only in accordance with an approved development brief for Poyll Dooley/Ballachrink. The presumption will be in favour of an extension to Station Road to serve the area (reference: Policy R/R/P2D) and the relocation of the bus maintenance facilities to this area. A pumping station shall be located following discussion with the Department of Transport and be subject to an appropriate landscaping scheme.

C. Gardeners' Lane/Lezayre Road

- 4.13 A maximum of 3 hectares (approximately 8.0 acres) shall be reserved for industry as part of a scheme for the whole area (reference: Policy R/R/P2E).

D. Vollan Fields

- 4.14 The area to the east of the A9, north of the Bridge Road and limited by the town boundary to the north and the Vollan Farm to the east has been re-zoned for mixed use which may include light industrial development in the eastern most area. Development may proceed only in accordance with an overall scheme for the whole area (reference: Policy R/R/P2I).

Policy R/I/P2 General Industrial Development

- 4.15 All industrial development shall be carefully considered in terms of overall layout, design of units, colour, and the use of materials in addition to scale and massing, with a general presumption in favour of light industrial uses.

Policy R/I/P3 New Industrial Schemes

- 4.16 Appropriate landscaping schemes will be required as an integral part of any new industrial scheme and should, where possible, be undertaken at the inception of any development proposals in order to minimise visual impact and protect neighbouring developments.

Policy R/I/P4 Workshops

4.17 There is a presumption in favour of retaining workshops in areas not allocated for industrial use subject to:

- a) No increase in intensity of use;
- b) No material change such that “nuisance” is generated to the surrounding neighbourhood;
- c) Continued use not prejudicing a major rehabilitation/redevelopment scheme. In such cases, the preferred solution will be relocation of the business to appropriately zoned areas.

Policy R/I/P5 Office Development

4.18 New office uses may be located in the Town Centre (reference: Policy R/TC/P4) and the Mooragh Promenade area (reference: Policy R/I/P6).

Policy R/I/P6 Out Of Town Offices

4.19 Subject to the provision of on site car parking and design which complements the adjacent Victorian structures in terms of architecture, scale and massing, office use outside the town centre shall be limited to the following sites:

A. The Peveril Plot, Mooragh Promenade

B. Old River Road

Any development proposals for either of the above sites shall include appropriate measures to identify and transplant subterranean Clover and Fenugreek. In this regard, consultation should be undertaken with the D.A.F.F. prior to the commencement of any site works.

Policy R/I/P7 Milntown Power Station

- 4.20 There is a presumption in favour of the continued use of this site for public utilities or appropriate industry compatible with neighbouring residential use subject to studies, if appropriate, in connection with land contamination and access.

Policy R/I/P8 North Shore Road Gas Works

- 4.21 The Department of Local Government and the Environment (D.L.G.E.) in conjunction with Department of Transport, Calor Gas and the Ramsey Commissioners shall undertake studies to determine the feasibility of the relocation of the Gas Works and, if possible, identify an alternative site.

5.0 COMMUNITY FACILITIES

Education

- 5.1 The two existing primary schools in the Town are the Auldyn School and the Albert Road School. These schools have a catchment area of almost the whole of the town apart from some parts of the north and west sides where children may travel to Andreas or Sulby respectively. It is anticipated that development of land allocated for housing within Ramsey could result in up to 375 additional primary pupils, a figure which is well beyond the present spare capacity of both these schools. It is, however, anticipated that additional secondary school pupils can be catered for at Ramsey Grammar School.
- 5.2 The Department of Education has indicated that two primary schools are needed in Ramsey and that one be created by the expansion of Auldyn Infants School. The location of the second school will be subject to further consideration by the Department of Education, and will be determined having particular regard to open space and landscaping requirements (reference: Policy R/COM/P1A and B).
- 5.3 It should be noted that, ultimately, the Albert Road Junior School site will become available for alternative use.

Health

- 5.4 Since health services have been centralised and based at Ramsey Cottage Hospital, various facilities such as doctors' group practices have expanded and Dalmeny House, the former children's home, has been acquired for use as a special training unit for those with learning

disabilities and mental illness. The hospital facilities have been able to expand into the open space area to the north-east and planning consent has been given to provide additional parking. The remaining open space, which measures approximately 0.8 hectares, is considered an important amenity to the hospital, and any further development of the area should only be approved in the context of an overall scheme for the whole hospital including Dalmeny. An integrated traffic management plan is regarded as being essential and should be followed by early implementation of agreed proposals (reference: Policy R/COM/P1-C).

- 5.5 Whilst the Department of Health and Social Security (D.H.S.S.) policy for care of the elderly has shifted emphasis from residential care to a range of community care services, thus enabling people to remain in their own homes, there continues to be a need to provide residential places. In the Ramsey area, six homes provide approximately 170 bed spaces of which approximately 25% are D.H.S.S. owned. A further Nursing Home with 56 beds, is proposed at a site adjacent to Cloughbane Drive and Ballastowell Gardens (reference: Policy P/COM/P2).

Social Facilities

- 5.6 To enable Ramsey to meet more fully its role as the focal point of the North and to cater for the needs generated by future population, it should be possible to provide a community hall of flexible design with additional floorspace to accommodate the many social activities expected in a community the size of Ramsey. Although several buildings have been demolished, the Albert Road area has a long established role in accommodating community provision for the area with its proximity to the town centre. Policy R/TC/P15 identifies this area for redevelopment to include the provision for community facilities.

5.7 In order to maintain an economically healthy and vibrant town centre, existing policy does not permit or encourage new retail development outside the town centres. However, one or two neighbourhood shops, possibly in association with other community facilities, are recognised as desirable in new large residential estates such as Poyll Dooley and, provided they are of appropriate scale and character, will be permitted (reference: Policy R/COM/P3).

Public Transport

5.8 It is considered that there is potential for greater levels of usage of public transport, and an “express” non stop service over the mountain to reduce the current journey time of 50 minutes has been initiated. In addition, the Douglas service is the only route with an evening/night time service for Ramsey. The lack of such services elsewhere may well be depriving certain members of the population of the surrounding community facilities. If further development of community facilities is to occur, it is recommended that a commensurate increase in public transport services is provided to support them (reference: Recommendation R/COM/R1). These suggestions, and others, are currently being considered by the Department of Tourism and Leisure.

5.9 It is considered that the Bus Station should be relocated and, with the acquisition by the Government of land at Albert Street, the opportunity exists for relocating the bus terminus adjacent to the Manx Electric Railway terminus thus emphasising the availability of both forms of public transport and linking them more closely to the town centre. This principle must be integrated with a Traffic Management Scheme.

5.10 The relocation of the bus depot facilities may be considered if the existing garage site can be used for alternative development purposes, e.g. Housing. The redevelopment of this site could provide an opportunity for the rationalisation of adjacent road junctions together with additional car parking spaces (reference: Recommendation R/COM/R2). Any future proposals will be dependent on the Department of Tourism and Leisure making this site readily available for redevelopment.

Policies and Recommendations

5.11 In light of the above, the following community related policies and recommendations are considered appropriate for Ramsey.

Policy R/COM/P1 Sites Allocated For New Community Uses

5.12 **Subject to the provisions indicated, new community uses shall be permitted within the following sites:**

A. Ormly Hall

5.13 In the development of the Ormly Hall area consideration should be given to the need for community facilities which may be required to serve this part of the town. These may include a new primary school (reference: Policy R/R/P2B).

B. Poyll Dooey

5.14 Small scale community uses such as local health facilities shall be provided in accordance with an approved development brief for Poyll Dooey and Ballachrink. A new primary school

may also be required (reference: Policy R/R/P2D).

C. Ramsey Cottage Hospital

- 5.15 An overall plan for the whole area encompassing the hospital, surgeries (doctors' and dentists' practices), Dalmeny and the open space areas in between should be formulated by the D.H.S.S. No further incursion into the remaining area of open space for car parking or related uses shall be permitted prior to agreement between D.L.G.E. and D.H.S.S. of the overall plan. In addition, a traffic management plan shall be established for the whole area.

D. Lezayre Road/Gardeners' Lane

- 5.16 A minimum area of 2ha must be provided for use as a recreation/play area (reference: Policy R/R/P2E).

Policy R/COM/P2 Community Health Purposes

- 5.17 There will be a presumption in favour of the conversion of appropriate buildings in south Ramsey for community health purposes.

Policy R/COM/P3 New Shops

- 5.18 Outside the retail core of the town centre, new shops shall be permitted in new residential areas at a scale designed to serve local needs only.

Recommendation R/COM/R1 Bus Services

- 5.19 The Department of Tourism and Leisure should consider the following additional bus service provision:

a) Evening/night time services on all routes to and from Ramsey.

Recommendation R/COM/R2 Road Junctions

5.20 The Department of Transport should consider a rationalisation of the road junctions adjacent to the existing bus maintenance depot to create additional landscaped car parking facilities.

NOTE: Waste Management Strategy

5.21 A site has yet to be identified for use as a Northern Civic Amenity site, which logically should be located in proximity to the major centre of population, Ramsey. Whilst there is no current proposal to locate this facility within the town boundary, such an eventuality should not be precluded at this stage and will be considered as an issue in its own right and on its own merits at the appropriate time.

6.0 TOURISM, OPEN SPACE, RECREATION

Tourism

- 6.1 It is generally considered that Ramsey has suffered in comparison to Douglas as a visitor centre primarily due to its distance from points of entry to the Island together with the closure of the Queen's Pier as a landing point for ferries. The majority of the attractions for both residents and visitors alike are dispersed throughout the town from the Albert Memorial and Lhergy Frissell Park in the south to The Grove House Farm Museum, the Mooragh Park and the Brooghs in the north and east.
- 6.2 Tourist accommodation in Ramsey is provided by hotels, guest houses and self catering establishments of various grades amounting to approximately 200 bedrooms for the town. Additional accommodation could be provided by the expansion of existing hotels and as part of the proposed marina development. Over recent years, there has been an upsurge in the number of small self catering establishments and encouragement will continue to be given to the further establishment of this form of accommodation. In addition to the above, camping facilities are considered important to the area and the provision of an official campsite needs to be investigated (reference: Policy R/T/P1 and Recommendation R/T/R1).
- 6.3 The Approval in Principle granted for a marina in the harbour is seen by many as a major step forward in re-establishing Ramsey as a destination for visitors, and the development of its harbour related facilities would be an Island wide attraction. The Island's first purpose built marina is proposed and would encompass the Old River and the Inner Harbour areas. The associated onshore development would consist of apartments and tourist/marina related

facilities to complement those already available. Potential for office provision as part of this development would also be acceptable.

6.4 The Queen's Pier, which is a Registered Building, is considered an important monument both historically and architecturally for the whole Island. Public opinion has expressed a wish to retain the Pier and any decisions on the future of this important monument should be taken in association with proposals for the adjoining areas of Queen's and South Promenade (reference: Policy R/T/P3).

6.5 The Manx Electric Railway (M.E.R.) is an important attraction together with its small visitor centre. There is potential for a much wider ranging museum/information role than that which is currently located in the Town Hall library, and which covers the whole of the north of the Island. To enhance its role, the bus terminus facilities should be relocated close by and, wherever feasible, pedestrian routes opened up to emphasise the links to Parliament Street and the Harbour.

6.6 The Grove House and Farm Museum continues to generate considerable interest and, to appreciate its historical context, it is considered important that the amenity of the surrounding area remains protected and that no development is allowed in nearby fields. As such these areas are accordingly re-designated as open space in the Local Plan (reference: Policy R/R/P1 (b)).

Recreation and Open Space

- 6.7 Indoor sports facilities are principally those provided by the schools, in addition to the swimming pool and squash courts. For outdoor pursuits, the Mooragh Park and Promenade area, Bowling Clubs and the Golf Course are established as the major assets. The Local Plan encourages the further provision of facilities depending on the requirements of the particular sport proposed together with factors such as proximity to residential areas, car parking and access (reference: Policy R/T/P4).
- 6.8 The Local Plan recognises that scope exists for increasing and enhancing the many footpaths that run through the town. Additional provision should be made in new developments, and consideration should be given to designating existing tracks as public footpaths/cycleways so creating better links around the town. In addition, to maximise their use, new links should be orientated towards school community facilities and areas of open space (reference: Policy R/T/P5). Details of existing walks and nature trails in Ramsey are provided in the following publications:
- a) Hidden Places of Man (Basnett 1993)
 - b) More Rambling in the Isle of Man (Hulme 1993)
 - c) Ramsey Nature Trails (MNCT 1995)
 - d) The Isle of Man by Tram, Train and Foot (Basnett and Freke)
- 6.9 The Local Plan re-emphasises the need to make adequate provision for open space within large areas of new development. In addition, it is important for residents and visitors to have both a good network of pedestrian, cycle and bridle routes in and around town and to ensure

that new development has an adequate supply of recreational open spaces. In this regard, it is felt important to consider a system of financial contribution in order that developers complete areas of open space, footpaths and highway proposals in large development schemes, (reference: Recommendation R/T/R2 and Policy R/T/P6).

Policies and Recommendations

6.10 In light of the above, the following tourism, recreation and open space policies and recommendations are considered appropriate for Ramsey.

Policy R/T/P1 Tourist Accommodation Facilities

6.11 Where feasible the retention of existing tourist accommodation facilities is preferred. Any proposals to increase provision on existing sites or to provide accommodation on new sites will be considered on their merits, with particular regard to visual impact, potential increase in traffic generation, the need for additional car parking and proximity to residential areas.

Policy R/T/P2 Inner Harbour/Old River areas and adjacent land on North Shore and Old River Road

6.12 This area is allocated for marina purposes with associated housing, tourism, recreational and office facilities. The development shall incorporate public access along the harbour banks with provision of landscaping/open space. The Peveril Plot shall remain available for use as an area of open space/car parking prior to re-development.

Policy R/T/P3 South and Queen's Promenades, Dale Street, Stanley Mount East

- 6.13 There will be a presumption in favour of rehabilitation and landscaping to encourage the provision of recreation and leisure areas. The emphasis will be to attract people onto Queen's Pier and to retain as much of the structure as is possible, specifically the toll booths and railway line.

Policy R/T/P4 Sports Fields and Grounds, Golf Course and associated buildings

- 6.14 Individual proposals for recreation shall be considered on their merits subject, where appropriate, to the requirements of particular sports, proximity of residential areas and details of car parking and access.

Policy R/T/P5 Public Recreation Routes

- 6.15 The following areas shall be created/enhanced as public recreation routes for walking, cycling and horse riding together with additional landscaping as appropriate:

- A. Sulby River Corridor/disused Railway Line
- B. M.E.R. Railway Line
- C. Rear of North Shore Road and along Inner Harbour
- D. Riversdale/Cronk Mayn
- E. Riverside Industrial Estate
- F. North Shore Road/Old River Road
- G. Poyll Dooey/Ballachrink area
- H. Richmond Road to Thornhill Park
- I. Crossags Lane

- J. Walpole Road to Cloughbane Walk
- K. Milntown Farm Lane
- L. Gladstone Avenue (West End) to former Railway Line
- M. Jurby Road to Riverside by Cronk Mayn
- N. Westlands

Policy R/T/P6 All Areas of New Residential Development

- 6.16 Provision of open space for all areas of new residential development shall be required. This is likely to be in the region of up to 25% of the gross area, dependent upon topography, density, and existing open space.

Recommendation R/T/R1 Disused Railway Line on M.E.A. land

- 6.17 The Manx Electricity Authority should ensure that this section of the line from Gardeners' Lane to Milntown Farm Lane continues to be available for non vehicular public access as is the case with the rest of the line.

Recommendation R/T/R2 Financial Contributions Towards Provision of Open Space, Footpaths and Roads

- 6.18 The Ramsey Commissioners and the Department of Transport should consider setting up a system of financial contribution by individual developers towards the provision of large areas of open space and landscaping.

7.0 ENVIRONMENT AND NATURE CONSERVATION

The Open Space Environment

- 7.1 Ramsey is fortunate in having both public and private open spaces within the established residential areas. In addition, the presence of the Mooragh Park at the foot of the Brooghs, the Coronation Playground, the Sulby River, Lhergy Frissel Park and Barrule, Elfin and Auldyn Glens further add to the open space qualities of the area. In the interests of maintaining and enhancing the open environmental qualities of the area, the Ramsey Local Plan reaffirms the importance of protecting significant areas of existing open space for amenity purposes. The principal areas are detailed in Policy R/E/P1.
- 7.2 Because much of Ramsey is relatively level, it is considered important to retain existing trees and hedgerows in those areas of land allocated for future development but presently still undeveloped. Where appropriate, these should also be augmented with structure planting at strategic points to mitigate the overall impact of the development and to create usable areas of amenity open space.
- 7.3 Ramsey Bay with its beaches off Queen's and Mooragh Promenades, along with the harbour, need to be protected from pollution. Not only is this general area important as open space, it is also an amenity which should be enhanced with improvements to the adjacent related onshore facilities. In this regard, Policy R/E/P2 provides details of measures intended to both conserve and enhance the Ramsey beaches.
- 7.4 With regard to existing residential areas, it is considered important that backland and/or

garden areas are protected from inappropriate residential development, particularly where such development would result in the loss of existing trees or hedgerows (reference: Policy R/E/P3).

The Built Environment

- 7.5 The principal sites of archaeological interest occur at St Mary's Church, Ballure, Killeaba Mount Tumulus and The Broogh's Fort, and provision for protection of both the sites and their settings has been made in relevant schemes. Similar treatment, along with the possibility of archaeological excavation, could be considered should there be any redevelopment proposals in the areas of East Quay - South Promenade and upstream of the Stone Bridge adjacent to Riverside (reference: Policy R/E/P4 and Recommendation R/E/R1).
- 7.6 Ramsey is fortunate to have a number of Registered Buildings and it is considered important to protect the character and integrity of these from unsympathetic additions/renovations. Also within the Local Plan area are a number of individual buildings, groups of buildings and terraces of houses that are considered worthy of conservation. In addition, it is important to secure the maintenance of registered buildings. Uses not conforming with land use zoning may therefore be favourably considered in these cases (reference: Policy R/E/P5).
- 7.7 The Ramsey Local Plan identifies three areas which are either semi-derelict or generally rundown and which would benefit from either rehabilitation or environmental improvements. These are the North Shore/Shipyard area, Waterloo Road and parts of Albert Street and Tower Road, and parts of Lezayre Road, Bircham Avenue/Station Road. Details of recommended environmental improvements for these specific areas are provided in Policy R/E/P7.

Nature Conservation

7.8 Nature conservation is regarded as important since several areas within the Local Plan area have flora and fauna which, although not sufficiently outstanding to merit their designation as Areas of Scientific Interest, are locally valuable for educational and scientific purposes as well as amenity. In this regard, the Department of Agriculture, Fisheries and Forestry has particular responsibility for implementing the provisions of the Wildlife Act 1990.

7.9 Following consultations with the Manx Nature Conservation Trust, the following areas of interest have been identified as having potential for specific nature conservation.

A. Species Protection

7.10 The following species occur within Ramsey and are protected under Schedule 5 of the Wildlife Act 1990:

- i) all bats;
- ii) the common frog;
- iii) the viviparous lizard; and
- iv) seals.

The following plants occur within Ramsey and are protected under Schedule 7:

- i) Isle of Man cabbage; and
- ii) orchids (all species).

7.11 It should be noted that the Isle of Man is signatory to the Agreement on the Conservation of Bats in Europe which affords protection to bats, sites important to their conservation status, including shelter and protection, and important feeding areas.

B. Site Protection

7.12 The Wildlife Act 1990 empowers the Department of Agriculture, Fisheries and Forestry to designate Areas of Special Scientific Interest (ASSI's), Areas of Special Protection for Birds, and Areas of Special Protection for animals and plants. The Ramsey Wildlife Report recommends the designation of two sites for protection within Ramsey namely:

- i) the Sulby River saltmarsh; and
- ii) the Mooragh Promenade dunes on North Shore.

(reference: Recommendation R/E/R3).

7.13 The Isle of Man is also signatory to the Ramsar Convention on Wetlands of International Importance especially as waterfowl habitat. This requires the government to conserve wetlands generally and sites designated under the Convention in particular. Whilst there are no areas of international importance in Ramsey, a significant area of Curragh is present to the west of Greenlands, Gardeners' Lane and steps are included in the Local Plan to ensure its conservation as a wetland site (reference: Policy R/E/P9).

7.14 The Ramsey Wildlife Survey recommends that the following have potential as Wildlife Sites in Ramsey (reference: Policy R/E/P8):

- i) Ballure Glen;
- ii) Greenlands Curragh;

- iii) Sulby River brooghs woodland;
- iv) Ramsey Station Yard;
- v) Mooragh Park brooghs;
- vi) Poyll Dooley.

C. Encouraging Management

7.15 Section 30 of the Wildlife Act 1990 permits the Department of Agriculture, Fisheries and Forestry to enter into a management agreement for the purpose of conserving or enhancing the natural beauty or amenity of any land, conserving the flora, the geological or physiographic features or to promote its enjoyment by the public. In this regard, the acquisition and subsequent management of land by an appropriate government department or by the Manx Nature Conservation Trust is to be encouraged (reference: Recommendation R/E/R4).

D. Opportunities for Enhancement

7.16 The potential for the enhancement of wildlife in Ramsey is detailed in the Ramsey Wildlife Report and it is recommended that the Department of Agriculture, Fisheries and Forestry investigates opportunities for appropriate enhancement of sites for nature conservation and their use for education and recreation (reference: Recommendation R/E/R5).

Policies and Recommendations

7.17 In light of the above, the following environmental and nature conservation policies and recommendations are considered appropriate for Ramsey.

Policy R/E/P1 Sites Designated as Open Space Principally for Amenity Purposes

7.18 In accordance with paragraph 7.1, the following sites are designated as open space principally for amenity purposes with a general presumption against built development, tree felling and grubbing of hedgerows:

- a) Fields numbers 9988, 9872 and 0005 (part);**
- b) The allotments at Poyll Dooey;**
- c) Ballachrink Steading O.S. fields 4973, 4782 and 4381;**
- d) Lheighany playing field;**
- e) Coronation playing field.**

Policy R/E/P2 Ramsey Beaches

7.19 Encouragement shall be given to the enhancement and conservation of Ramsey beaches by:

- a) Improved disposal of untreated effluent;**
- b) Measures to mitigate any biological effects arising from chemical pollution related to a marina development;**
- c) No development adversely affecting conservation of uncommon plant species to be permitted on the Mooragh Promenade. In addition, D.A.F.F. and Manx National Heritage should to be consulted on all proposals in the area;**
- d) No development or engineering operations which would increase the amount of sand/silt moving towards South Pier or into the harbour will be permitted;**
- e) Landscaping of the site of the former outdoor swimming pool. This site could be utilised for recreational development;**

- f) Encouraging the use of Queen's Promenade and Queen's Pier for traditional seaside activities such as stalls, shows, leisure purposes including railway rallies;
- g) Provision of a higher level walkway along Ballure Promenade.

Policy R/E/P3 Backland Development and Development in Grounds of Houses

- 7.20 There shall be a general presumption against backland development and development within the grounds of large houses on those sites which are well landscaped within ample tree coverage.

Policy R/E/P4 Ancient Monuments and Archaeological Sites

- 7.21 Under the provisions of the Manx Museum and National Trust Acts 1959 and 1986, Manx National Heritage should be consulted on any proposals affecting identified sites of particular interest. In Ramsey, particular attention is drawn to the need for consultation regarding the sites west of Stone Bridge and in the East Quay/South Promenade area.

Conservation Areas and Registered Buildings

- 7.22 A Conservation Area has already been established in Ramsey, based largely on the eastern half of Parliament Street and the East Quay Area. In addition to the Conservation Area, a number of buildings have been suggested as worthy of consideration for Registration. An updated list of such buildings will be prepared in the light of recent recommendations.

NOTE: The issues of Conservation Area status and Registered Buildings are not considered to be appropriate to determination in the context of the Local Plan but will be subject to separate consideration. The Local Plan process has however served to highlight these

important environmental and historic matters and the need for public awareness.

Policy R/E/P5 Registered Buildings

7.23 To secure the retention and maintenance of Registered Buildings, uses not conforming with land use zoning may be favourably considered provided no material alteration results to the building externally and, if appropriate, internally.

Policy R/E/P6 Terraces

7.24 There will be a general presumption in favour of retention of traditional uniform frontages on all pre 1920's buildings in terraces by:

- a) retention of traditional doors and windows (size, style, glazing, pattern and section);**
- b) retention of chimney stacks and pots;**
- c) retention of railings and front courts/gardens;**
- d) discouraging demolition;**
- e) discouraging the introduction of dormer windows;**
- f) encouragement of uniform painting schemes;**
- g) the retention of specialist detailing such as pediments and balconies.**

Policy R/E/P7 Environmental Improvement

7.25 The following areas have been identified for environmental improvement, and action is to be encouraged by the D.L.G.E. in conjunction with the Ramsey Commissioners. Improvements should aim to include, where appropriate, planting of species which can be of significant value to wildlife, in particular the use of plants which benefit birds and butterflies. These areas are:

- A. North Shore/Shipyard Area;
- B. Albion Terrace/Station Road/Bircham Avenue;
- C. Waterloo Road.

Policy R/E/P8 Wildlife Sites

7.26 There will be a general presumption against any development which would have an adverse effect or impact, and a presumption against either tree felling or grubbing out of hedgerows in the following areas:

- a) Baliure Glen;
- b) Greenlands Curragh;
- c) Sulby River Brooghs;
- d) Mooragh Park Brooghs;
- e) Poyll Dooley.

The following sites are identified as having special wildlife interest in accordance with the recommendations of the Manx Nature Conservation Trust (paragraph 7.14).

- a) Ballure Glen;
- b) Greenlands Curragh;
- c) Sulby River brooghs woodland;
- d) Ramsey Station Yard;
- e) Mooragh Park brooghs;
- f) Poyll Dooley.

Policy R/E/P9 Wetland

- 7.27 No development shall be permitted which would have an adverse impact on the area of Curragh south west of Greenlands, Gardeners' Lane.

Recommendation R/E/R1 Sites of Archaeological Interest

- 7.28 In order to protect sites of archaeological interest, developers should consult Manx National Heritage together with the sites and ancient monuments record at the Museum prior to the formulation of development proposals and consider funding investigations as a legitimate part of development costs.

Recommendation R/E/R2 Registration of Trees

- 7.29 The Department of Agriculture, Fisheries and Forestry should undertake an assessment of the sites listed in Policy R/E/P1 with a view to the registration of trees.

Recommendation R/E/R3 Areas of Special Scientific Interest

- 7.30 It is recommended that the Department of Agriculture, Fisheries and Forestry should consider designation of the Sulby River saltmarsh and the Promenade Dunes (North Shore) as areas of Special Scientific Interest under the provisions of the Wildlife Act 1990.

Recommendation R/E/R4 Management

- 7.31 Where considered appropriate, the Department of Agriculture, Fisheries and Forestry should take every opportunity afforded under Section 30 of the Wildlife Act 1990 to enter into management agreements for the purpose of conserving or enhancing the natural beauty or amenity of land and to promote its enjoyment by the public.

Recommendation R/E/R5 Enhancement

- 7.32 The Department of Agriculture, Fisheries and Forestry should consider undertaking a detailed study for Ramsey to identify areas with potential for Nature Conservation.

8.0 TRAFFIC

Traffic Management

- 8.1 It is considered inevitable that demand for more development will increase pressure for changes to the existing road network. The Swing Bridge currently caters for light vehicular traffic in one direction only as well as pedestrians and emergency vehicles. In order that the bridge can remain open longer for boats, incorporated in the Marina proposals, further restrictions on its use by light vehicles are proposed. Although special arrangements will be at hand for emergency vehicles and a separate bridge constructed for pedestrians, this proposal will inevitably increase the use of the Stone Bridge and North Shore Road by lighter vehicles.
- 8.2 With most of the heavy traffic to and from the north of the Island using the Stone Bridge, and an increase in the amount of light vehicles resulting from both the proposed Marina and housing developments, it may well be necessary to provide a further crossing of the Sulby River in the longer term. Various options have been suggested and these will need to be further examined in consultation with the public as and when the need is determined. Provision has been made in the development briefs for the Poyll Dooley - Ballachrink and Lezayre Road - Gardeners' Lane development areas for a possible further crossing link (reference: Policy R/R/P2 - E).
- 8.3 The current network of designated routes for long articulated vehicles through the town and the East Quay takes all such traffic into Parliament Square and then onto Bowring Road and West Quay.

Town Centre Traffic

8.4 Traffic considerations specific to the town centre are detailed in paragraphs 9.8 - 9.10.

Recommendations

8.5 In light of the above, the following traffic recommendation is made.

Recommendation R/Tr/R1

8.6 **The Department of Transport in consultation with the Ramsey Commissioners and the Department of Local Government and the Environment should as a matter of priority prepare a Traffic Management Plan for the town of Ramsey.**

9.0 RAMSEY TOWN CENTRE

9.1 Ramsey Town Centre is the main commercial centre for the north and has its own unique character and set of problems. The areas comprising the Town Centre are identified on Map No. 2. This section of the Written Statement broadly examines existing problems and provides a series of policies and recommendations specific for the Town Centre.

Retail Uses

9.2 Ramsey has a very compact retail centre containing approximately 15,000 sq.m. of shopping floor space. Over 20% of this is accounted for by convenience goods, and sales per square metre are approximately 25% lower than Douglas, indicating a possible over provision of shops for the current population size. Generally up to 10% of retail units in the town centre are vacant and there are no substantial speculative planning consents remaining unimplemented.

9.3 Given the number of shops that exists, even with projected housing and the associated population increase, it is not anticipated that any substantial extension of the existing shopping centre should be needed. Some limited additions will be supported as part of the trend that is already occurring for shop units on the Albert Road/Albert Street frontages. However, further new shops will be broadly restricted to the M.E.R. terminus area so as to augment the role of the station as a focal point, to help link it more closely to Parliament Street, and to encourage the take up of empty units particularly in Victoria Mall (reference: Policies R/TC/P1, P2 and P3).

Offices

- 9.4 Ramsey has not developed as a major office centre, with the only concentration of office floorspace being limited to an area between Auckland Terrace and Water Street. Offices related to financial, property and insurance businesses show a tendency to establish branch outlets in Ramsey with their headquarters in Douglas.
- 9.5 Offices more traditionally occupying the upper floors of premises, are moving to ground floor premises in the principal retail streets and a continuation of such changes may have implications for the overall townscape as well as the quality of the established shopping facilities. Any further proposed conversion to office use will need to assess the building's townscape value and whether the conversion is necessary to secure the building's continued use and maintenance e.g. Registered Building (reference: Policy R/TC/P4).

Harbours and Quays

- 9.6 Workshops, warehouses and trading stores form an important element of land use on the East and West Quays and their impact and demand on the town centre are different from retail uses, particularly their potential for heavy vehicle generation. Notwithstanding the periodic congestion on the East Quay, it is considered important to encourage the retention of the harbour trade which helps maintain the vitality and interest of the town centre. Given the location in the Conservation Area, building frontages onto East Quay should largely remain intact (reference: Policies R/TC/P5 and P6).

Housing

- 9.7 Approximately 36% of properties in the town centre are rented, this being a reflection of the

number of apartments above shops, principally in St Paul's Square and along Parliament Street. The importance of residential uses within the town centre is generally recognised, and in addition, it is considered that residential use on upper floors of commercial buildings should continue to be permitted in order to assist in the buildings' maintenance and refurbishment (reference: Policy R/TC/P3).

Traffic Management

9.8 Ramsey is the focal point of routes from Douglas, the central valleys and the west coast via Sulby and the North. These routes all converge in the area of Parliament Square at the western end of the town centre, and therefore any suggestions for alterations to traffic circulation for Ramsey will inextricably be linked to town centre traffic management. It is considered that some rationalisation of junctions is feasible and should be investigated further by the Department of Transport in association with some reorganisation of land uses to give priority to pedestrian safety. This must be considered in the context of a Traffic Management Plan.

9.9 The public consultation exercises undertaken as part of the Local Plan process have confirmed that a majority of people are in favour of some pedestrian priority being given in the town centre, particularly along Parliament Street as far west as Christian Street. Partial pedestrianisation of the town centre would encourage people to walk more freely between shops, prevent conflict with through traffic and generally provide a safer and more pleasant environment. It is considered that some form of partial pedestrianisation does have merit and should be given serious consideration in light of the public responses received. Any proposals should only be implemented as part of an overall traffic management review for the town

centre undertaken by the Department of Transport. This should include as one of its principal objectives an improvement to the flow of through traffic (reference: Policy R/TC/P7 and P8).

9.10 The current distribution of the town centre's some 800 public car parking spaces reflects closely that of existing retail and office floorspace. Any schemes for partial pedestrianisation will undoubtedly result in the loss of some on street parking with any recompense being in the form of off street parking. Within the community there is a general feeling of opposition to multi-storey car parking; additional surface sites should therefore be investigated for parking both on a temporary and permanent basis e.g. Albert Road, Peveril Plot and Auction Mart. Additional parking should be investigated as part of the traffic management plan which should also include proposals for the improvement and enhancement of existing car parking areas. In addition to the above, new developments will be required to provide sufficient parking spaces to cater for their needs in accordance with current established standards (reference: Policies R/TC/P9 and P10 and Recommendation R/TC/R1).

Townscape and Registered Buildings

9.11 One Conservation Area exists in Ramsey at present. It is important to understand that Conservation Area designation does not inhibit development but does require a greater degree of control over design. A Conservation Area strategy for Ramsey is recommended and all new development will be evaluated in the light of this strategy (reference: Policies R/TC/P12 and 13).

9.12 The Ramsey Local Plan confirms the importance of retaining and protecting those existing buildings within the town centre which contribute positively to the historic character of Ramsey. Within the town centre there are a number of properties which are considered worthy of addition to the Protected Buildings Register.

Rehabilitation, Redevelopment and Environmental Enhancement

9.13 A number of key sites within the town centre which would benefit significantly from either rehabilitation, redevelopment, or a combination of both, are listed in Policy R/T/P15, which also includes details of approved land uses and specific provisions for the individual sites.

9.14 In addition, the Ramsey Local Plan recognises the important contribution made to the town centre by areas of landscaped open space. It is recommended that the D.L.G.E., in consultation with the Commissioners, should seek to improve and enhance the amount and quality of open space within the town centre (reference: Policy R/TC/P16). It is also considered that improvements to advertising and signage can enhance the visual qualities of the town centre and, where appropriate, agreed measures should be implemented at the earliest opportunity (reference: Policy R/TC/P17).

Policies and Recommendations

9.15 In the light of the above, the following policies and recommendations are considered specifically appropriate to Ramsey Town Centre.

Policy R/TC/P1 Retail Uses

- 9.16 There will be a general presumption in favour of retention of retail uses at ground floor level in the main shopping streets (Peel Street, Bourne Place, Market Hill, Market Place (West), Parliament Street (excluding Auckland Terrace), East Street, Parliament Square (East side). Office uses (including finance related establishments) at ground floor level will not be permitted to occupy more than 30% of the street frontage in any one block between public and vehicular highways in these streets.

Policy R/TC/P2 Retail Malls

- 9.17 To ensure the retention of adequate retail floorspace within the town centre, new office uses shall not be permitted in St Paul's Square and the Victoria Mall.

Policy R/TC/P3 Upper Floors

- 9.18 The use of upper floors as retail units, offices and apartments shall be encouraged particularly where premises are currently vacant (see also Policy R/R/P4).

Policy R/TC/P4 Offices

- 9.19 There will be a general presumption in favour of ground floor office use in both Auckland Terrace and Water Street.

Policy R/TC/P5 East Quay and South Promenade

- 9.20 The area north west of Neptune Street shall be used for harbour related purposes only. There will be a presumption in favour of rehabilitation/redevelopment of warehouses and the cement silo to allow for through traffic from Quayside delivery to on Island

redistribution in conjunction with a revised Traffic Management Scheme. This shall however, be subject to the retention of the existing frontages of the Brookdale Engineering and Mezeron buildings, with the prohibition of portacabins and other temporary buildings.

Policy R/TC/P6 West Quay

9.21 The West Quay area is allocated for mixed use, with a presumption in favour of rehabilitation and conversion (as against demolition) of the warehouse buildings.

Policy R/TC/P7 Traffic Management

9.22 In conjunction with Policy R/TC/P5, a Traffic Management Scheme should be prepared including consideration for partial pedestrianisation for a limited amount of time each day along Market Hill, Parliament Street (as far westwards as Christian Street), Court Row and Cannells Lane.

Policy R/TC/P8 Outbuildings/Warehouses at rear of Parliament Street (North Side) East of Christian Street

9.23 Limited demolition of certain outbuildings/warehouses at the rear of Parliament Street (north side) and between West Street and East Street may be permitted to provide for increased parking opportunities with access from side streets or West Quay. This is intended to support the provisions of Policy R/TC/P6.

Policy R/TC/P9 Public Car Parks

9.24 The following public car parks are recommended for improvement and enhancement,

details for which should be drawn up in conjunction with the Traffic Management Scheme where appropriate.

- A. Station Road;
- B. Plaza Site and Wesleyan School Site;
- C. College Street - Chapel Lane;
- D. Market Place;
- E. Queen's Promenade/South Promenade.

Policy R/TC/P10 Parking Standards

9.25 Town centre parking standards for offices at 1 space per 50 sq.m. nett shall be applied to all new development/redevelopment and conversion schemes. If necessary, consideration may be given to acceptance of a lesser standards for development proposals within the designated Conservation Area. Elsewhere, discretion may be applied if this can be justified by specific site constraints.

Policy R/TC/P11 Conservation Area Extension

9.26 Any extension to the existing Conservation Area is a matter for separate consideration.

Policy R/TC/P12 Conservation Area Strategy

9.27 A Conservation Area strategy for Ramsey should be prepared and utilised in assessing any planning and grant applications within the Conservation Area.

Policy R/TC/P13 Permitted Development Rights

9.28 Within the Conservation Area, as well as for Registered Buildings, permitted development rights will not apply.

Policy R/TC/P14 Registered Buildings

9.29 Certain town centre properties should be considered for inclusion in the list of Registered Buildings (see Policy R/E/P5).

Policy R/TC/P15 Sites for Rehabilitation and/or Redevelopment

9.30 The following sites are recommended for rehabilitation/redevelopment and are allocated for a combination of some or all uses as indicated, subject to the provisions stipulated.

A. Chrystals, Auction Mart and Young's Scrap Yard and possible extensions.

Land Uses: Approved Police Station, Offices (including Town Hall), Housing and Car Parking.

Provisions: If the opportunity arises, the site could be extended to include the existing Town Hall and the sites at the junction of Bowring Road and Derby Road.

B. Parliament Street (West End) and Parliament Square.

Land Uses: Commercial - Shops and Offices.

Provisions: Frontages to be more elegant, commensurate with the location.

C. Y Faaie.

Land Uses: Public Transport Termini, Community Uses, Housing, Visitor Centre, Public Car Parking, Landscaped Open Play Area.

Provisions: Development must provide a mixture of the above uses.

D. Victoria Hotel Site/Tower Street/Water Street/Cannell's Lane.

Land Uses: Housing, Offices and Retail

Provisions: Maximum of two vehicle access points to the remaining part of the site.

E. Water Street and Tower Street.

Land Uses: Predominantly Housing

F. Barrack Lane

Land Uses: Housing

Provisions: Retention and rehabilitation combining the houses without material change to external appearance.

POLICY R/TC/P16 OPEN SPACE AND LANDSCAPING

9:31 Within the town centre the D.L.G.E. shall seek to improve and enhance the amount and quality of open space, in particular through the creation of additional areas in Y Faaie.

Policy R/TC/P17 Advertising And Signage

- 9.32 The D.L.G.E., D.O.T. and M.N.H. shall devise a strategy to cover properties and road signage/traffic management with the aim of reducing the current clutter of signs, particularly in the Conservation Area. A uniform design for signs should be adopted.

Recommendation R/TC/R1 Car Parking Provision

- 9.33 The Ramsey Commissioners and the D.L.G.E. should consider a scheme of commuted payments by individual developers towards the provision of car parks where adequate space is not available on the development site.