



Isle of Man
Government

Reillys Ellan Vannin

**DEPARTMENT OF ENVIRONMENT, FOOD AND
AGRICULTURE**

TOWN AND COUNTRY PLANNING ACT 1999

TOWN AND COUNTRY PLANNING (REGISTERED BUILDINGS)

REGULATIONS 2013

NOTICE IS HEREBY GIVEN that on the 13th June 2018 the Department of Environment, Food and Agriculture, in pursuance of its powers under the above Acts and Regulations has determined that

**Douglas Bay Horse Tram Stables And 1 - 3 Tramway Terrace, Queens
Promenade Douglas Isle Of Man**

as identified in the Register Entry Summary, should be entered onto its PROTECTED BUILDINGS REGISTER by reason of its special architectural and historic interest.

THE EFFECT OF THIS REGISTRATION IS IMMEDIATE and prohibits the alteration or demolition of the structure or appearance of any part of the building except in compliance with an obligation imposed by or under any statutory provision or with the prior written consent of the Planning Authority.

Dated this 13th June 2018,
By Order of the Department

**For the Director of Planning
and Building Control**

NOTE :

Under The Town and Country Planning Act 1999;

**Schedule 2
The Protected Buildings Register**

Notifications of entries on register etc.

- 2 (1) As soon as may be (practical) after a building has been entered in the register, or the register has been amended by removal of a building from it, the Department shall serve a notice on the owner and the occupier of the building stating that it has been entered in or removed from the register.
- (2) The owner or the occupier of, and any other person having an interest in, a building which has been entered in the register may apply to the Department to remove the building from the register-
- (a) within the prescribed period after service on him of a notice under sub-paragraph (1);
 - (b) after the expiration of the prescribed period after the decision of the Department on a previous request under subsection in relation to the building.

Under the Town and Country Planning (Registered Buildings) Regulations 2013

5. Periods for purpose of Schedule 2 paragraph 2(2)

- (1) The period specified for the purposes of paragraph 2(2)(a) of Schedule 2 to the Act (period after notice of registration, within which owner or occupier may request de-registration) is 21 days.
- (2) The period specified for the purposes of paragraph 2(2)(b) of Schedule 2 to the Act (period after initial period, during which owner or occupier may not request a de-registration) is 5 years.

Notices sent to:

Property Owner

Local Authority - DOUGLAS, Douglas Town Hall, Ridgeway Street, Douglas, IM99 1AD

Director, Manx National Heritage

Isle Of Man Natural History & Antiquarian Society



Douglas Bay Horse Tram Stables and 1-3, Tramway Terrace, Queens Promenade, Douglas.

The Protected Buildings Register Register Entry Summary

This Building is included in The Protected Buildings Register, a register of buildings of special architectural or historic interest under the Town And Country Planning Act 1999 as amended for its special architectural or historic interest.

Name: Douglas Bay Horse Tram Stables and 1-3, Tramway Terrace

Register Entry Number: RB291

Location

Horse Tram Stables, Tramway Terrace, Summer Hill, Douglas, IM?
Parish: Douglas

Date first registered: 13/6/2018

Register entry description

Summary of Principal Building (s)

A 19th Century urban stable yard used for keeping horses used for the horse tramway and associated terrace which forms the façade and cartway opening to the stable yard.

Reasons for Registration

- **HISTORIC INTEREST:**

*The horse tramway has played an important part in the development of the Island's tourist industry and development of Douglas as a resort during the C19th and Early C20th

*The buildings are a unique survival due to their association with the horse tram and are of more than national historic interest due to being the last remaining in the British Isles.

- **GROUP VALUE:**

*The stables and terrace form an important group both architecturally and historically the significance of which is heightened by the survival of the group as a whole.

- **Age and rarity:**

*The stables and terrace form an important and unique example of a late C19th urban stable yard associated with a horse tramway, it is the last surviving horse tramway in the British Isles and possibly the world.

* Their significance is also increased by the level of intactness of the buildings and surviving features.

History

From the 1860s, development of the Douglas shoreline continued apace with the building of residences and boarding houses in and around the Castle Mona Estate.

Around 1870, Thomas Lightfoot (1814-1893), an engineer who had been working on the Woodhead Tunnel near Sheffield, retired to the Island. In 1872, he was commissioned to build a horse tramway in Sheffield. On returning to the Island around 1875, he saw the opportunity to create a horse drawn tramway along the emerging Douglas promenades. The necessary legislation (Douglas Bay Tramway Act 1876) was read by Tynwald on 6th June 1876.

The single-line Douglas Bay Tramway opened for business on the 7th August 1876. It ran from Summerhill (the foot of which was then Burnt Mill Hill) to Broadway / Iron Pier. The venture was so successful that the line was extended in January 1877 along what is now Harris Promenade and Loch Promenade.

The site of the current Summerhill stables (formerly The Crescent or Tramway Terrace Stables) was bought by Lightfoot in 1877 from George Jones and his wife Margaret. It comprised cottage, stables, and outbuildings on The Crescent. Lightfoot expanded the stabling facility with a new purpose built three-storey facility of stables with hay storage above. He also redeveloped the site of the cottage into a three storey three dwelling terrace on Tramway Terrace.

Lightfoot's was also responsible for initiating development of the Grand theatre, hotel and aquarium complex at the end of Victoria Street. In 1879, to raise additional funding for these ventures, he sold the horse trackway and buildings (but not the business) to William Dalrymple and John James Karran. The tramway operation itself was finally sold in 1882 and, from 1883, was owned and operated by the Isle Of Man Tramway [Company], Ltd. From 1883 onwards, additional land and buildings were acquired and erected adjacent to the Crescent site and on land across the road at the bottom of Summerhill – the latter providing the first proper terminus station and tramcar shed. These were built in 1884, but demolished in 1896. Construction of a second line of track to form a double trackway from the Victoria Pier to the northern terminus was agreed in 1888. While the tramway had the purpose of linking the centre of Douglas to the Derby Castle pleasure grounds, it was not until 1892 that a tramway extension was built between the foot of Summerhill and Derby Castle. In 1891 the company also bought No 1 Strathallan Crescent which became known as The Brig and which accommodated stables, tram storage and offices. The site is now Caine's garden. In 1894, the horse tramway was sold for £38,000 to the Douglas & Laxey Coast Electric Tramway Company which had opened an electric tramway service from Derby Castle to Groudle in 1893. In 1894 the electric tramway was extended to Laxey on the completion of the Groudle viaduct. Later the same year, the company was renamed The Isle of Man Tramways and Electric Power Company, Ltd to recognise the combined operations of the horse and electric tramways. In 1896 the company also opened the Upper Douglas Cable Tramway, which connected the southern promenade with the higher areas of Douglas. However, operation of all three tramways proved too demanding, and the company then leased the horse tramway operation to Douglas Corporation / Douglas Borough Council.

The crash of Dumbells bank in 1900 resulted in the tramway company going into administration. The horse tramway and Upper Douglas Cable Tramway were subsequently bought for £50,000 by Douglas Corporation while the electric tramway was re-established under the newly formed Manx Electric Railway Co. Ltd. By the early 1900s the horse tramway had over 100 horses, and more than 900,000 passengers were carried each year. Additional land was acquired enabling the upper stables and blacksmiths to be built.

In 1926 the last horse tramway in England closed at Morecambe, and the Douglas horse tram thereby became a unique British attraction. In 1936 the number of tramway horses reached a peak of 135 when 46 tramcars were in service. In 1938 the horse tramway carried 2,750,000 passengers, the largest number ever recorded in a season. During World War II tramway operations were suspended totally, the horses were sold, and the tram lines became associated with the barbed wire boundary fences of the internment camps along the Promenades.

During WWII the stables were requisitioned for use as a prison for internees under-going special punishment, with the individual stalls used as cells.

In 1946, the horse tram service was resumed, though with fewer horses and tramcars. Despite greatly reduced passenger numbers since WWII, the horse tramway has continued to provide a seasonal operation to the present day. In January 2016, Douglas Corporation ceased operating the horse tramway and the service was taken over by the Isle of Man Heritage Railways division of the Department of Infrastructure, which also operates the Manx Electric Railway.

Details

A 19th Century urban stable yard for keeping horses used for the horse tramway and associated terrace which forms the façade and cartway to the stable yard.

Materials:

Tramway Terrace: Stone, render and concrete tiled roof

Stables: Whitewashed stone with slate roofs,

Plan: The terrace is a rectangular plan comprised of three dwellings of three stories, cartway to end house on the right side, leading to cobble stone yard with L-shaped stables of one and a half stories with hay loft plus addition to the rear.

Exterior:

Tramway Terrace: late C19th three storied frontage of 3 and a half bays comprised of 3 houses with right handed recessed arched doorways adjacent to two-over-two sash windows, cartway opening with timber door to right end dwelling. String course to first floor with paired two-over-two sash windows to first and second floors and single two-over two sash windows to first and second floor over cartway. Roof material replaced but chimney stack remaining.

Stables: pair of stables constructed in two phases comprise of an Circa1860's stable with seven ventilation openings now blocked at ground floor, Entrance to stable at yard gable end at ground floor with brick arched doorway with timber door and surround under a large pitching eye with brick archway and timber door and surround at attic floor accessed by late 20th century external steel staircase. Also later stable block of Circa1880's larger stables sitting adjacent to and projecting beyond to form stable yard. Elevation onto yard has off centred opening at ground floor with small high level multi paned window to side. At First floor large pitching eyes to return and yard elevations with timber doors and cast iron tram line track lintels, six-over-six sash to yard elevation. Half dormered pitching eye and small four paned window and clearstory to top hayloft. To the rear of the stable block is a brick lean to extension leading to rear yard and farriers shed, a lean-to fabricated metal structure containing brick forge.

Interior:

Stables: within the earliest phase arrange of seven timber stalls with hay racks and drinking troughs, harness room above with late C20th alterations. Within the later phase two rows of stalls with an additional 3 stalls within the projecting bay, hay loft and grain store above with associated machinery.

Subsidiary Features: Cobble stone courtyard, brick forge to side of rear yard.

Pursuant to Part 3 S14 (2) (b) of The Town and Country Planning Act 1999 the boundary wall to the stables, the cobbled yard and forge are features included in the registration of this building.

Please note: Descriptions annexed to the entry in the register may draw attention to features of particular interest or value, but they are not exhaustive.

Selected Sources

Registered Building Proposal: Douglas Bay Horse Tram Stables Submitted on behalf of the Building Conservation Forum, 3 July 2017

Constantine, H. 1975. Douglas Corporation Horse Trams: the first 100 year. Douglas Corporation Transport Department, Douglas.

Giovannelli, L. N. 1971 Paper Hero: at His Majesty's Pleasure, Island Development Company, Douglas

Kniveton, G.N. (ed), 1996 Centenary of the Borough of Douglas 1896-1996: a celebration, The Manx Experience, Douglas

Grid Reference:

E:239195

N:477329

End of Official Register Entry

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Mount Havelock, Douglas, Isle of Man, IM1 2SF. Email planning@gov.im. Tel 01624 685950



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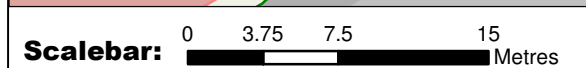


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Government

Douglas Bay Horse Tram Stables and 1-3 Tramway Terrace, Queens Promenade, Douglas



Department	P&BC
Division/Office	DEFA
Case Reference	Location purposes only
Date	12/06/2018



Scale: 1:377