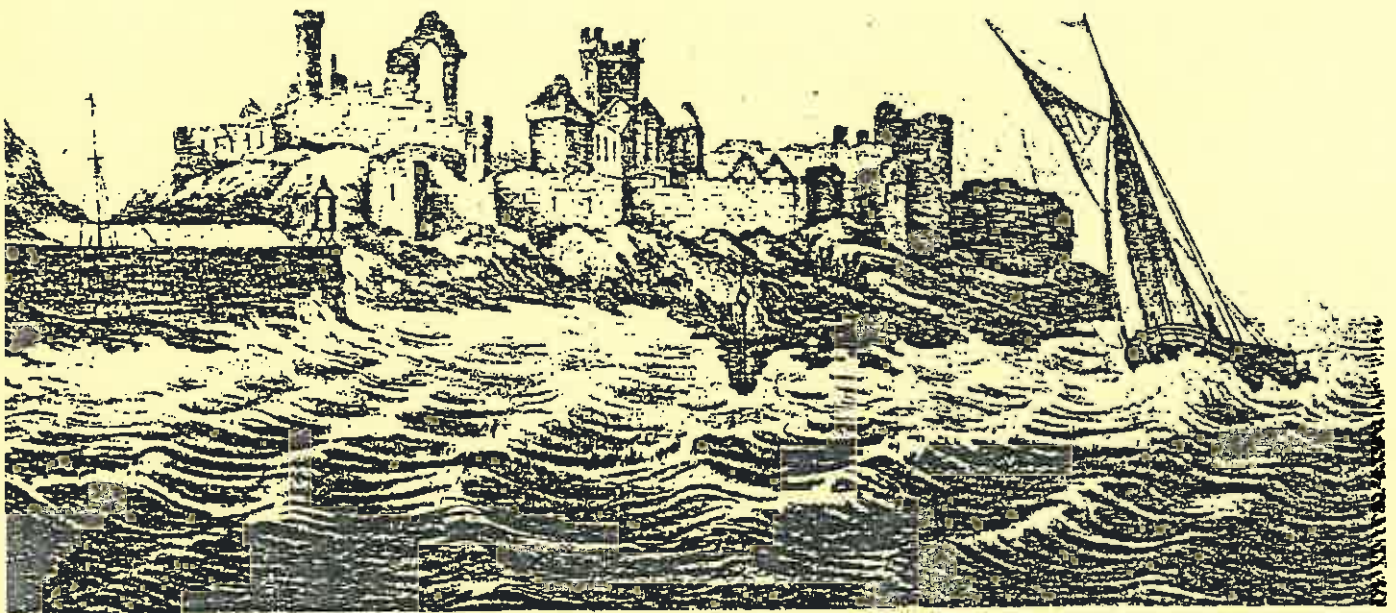


# PEEL

## Written Statement

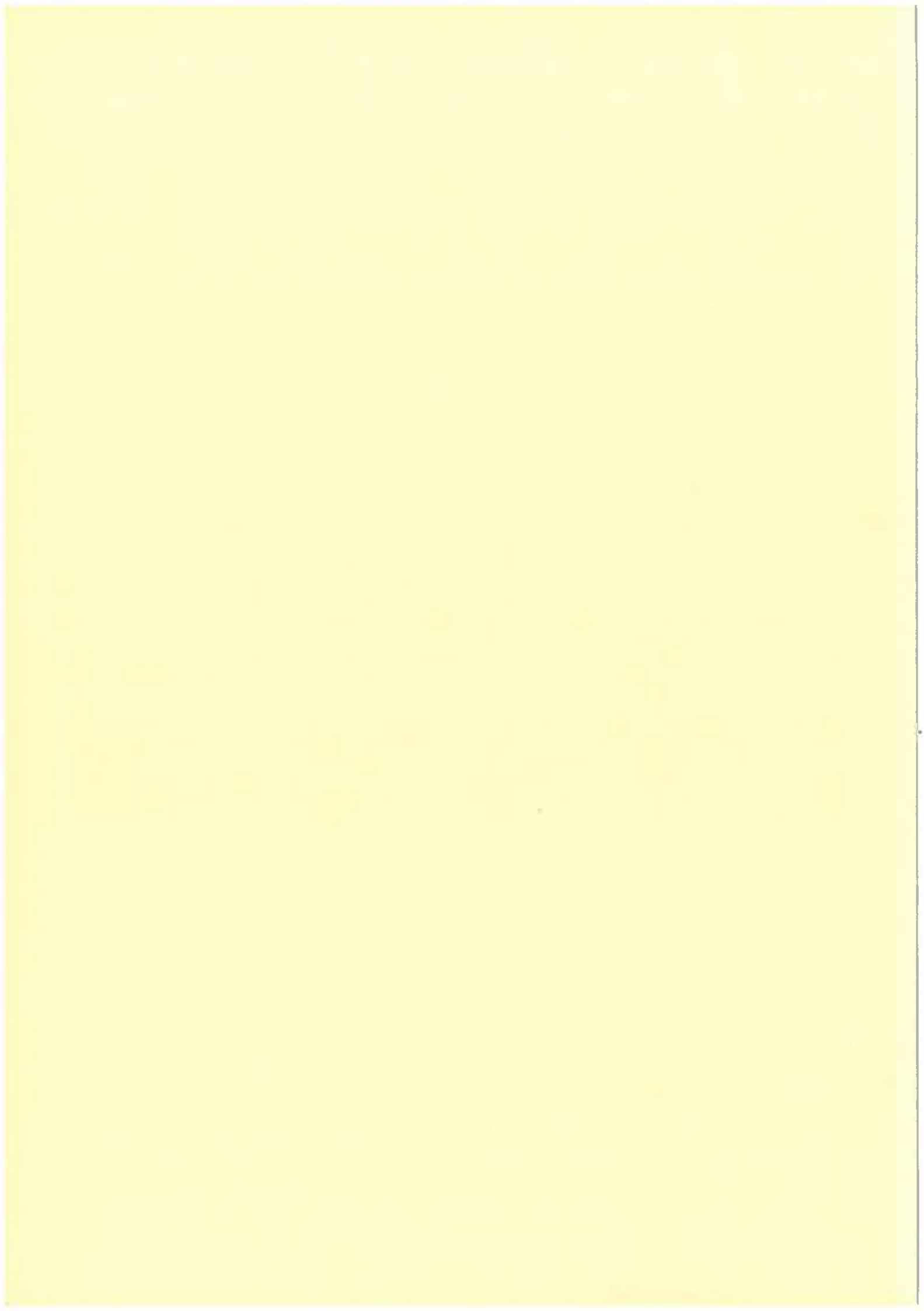


**Isle of Man**  
Government

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

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Adopted by Tynwald 19th April 1989



## PREFACE

THE CONSULTATIVE DRAFT WAS MADE AVAILABLE FOR COMMENT BETWEEN THE 20TH JULY AND 22ND AUGUST, 1988, IN ORDER THAT ALL PERSONS WITH AN INTEREST IN THE PROPOSALS FOR THE FUTURE OF PEEL WOULD HAVE THE OPPORTUNITY TO COMMENT ON THE PROPOSALS PRIOR TO THE HOLDING OF A PUBLIC INQUIRY.

AT THE END OF THIS PERIOD THE CONSULTATIVE DRAFT WAS WITHDRAWN AND THE WRITTEN STATEMENT WAS ISSUED FROM THE 20TH JULY UNTIL THE 13TH OCTOBER, 1988, AND FORMED THE BASIS FOR DISCUSSION AT THE PUBLIC INQUIRY ON THE 15TH SEPTEMBER, 1988.

FURTHER COMMENTS WERE ACCEPTED UP TO THE DATE OF THE INQUIRY AND ALL INTERESTED PARTIES WERE GIVEN THE OPPORTUNITY OF SUBMITTING EVIDENCE AT THE PUBLIC INQUIRY.

ON COMPLETION OF THE INQUIRY, THE CHAIRMAN COMPILED HIS RECOMMENDATIONS ON THE TOWN PLAN AND SUBMITTED THESE TO THE MINISTER OF THE DEPARTMENT OF LOCAL GOVERNMENT AND THE ENVIRONMENT.

THIS PRESENT DOCUMENT INCORPORATES THE RECOMMENDATIONS AND ALTERATIONS WHICH THE MINISTER FEELS APPROPRIATE IN THE CURRENT PLANNING SITUATION.

THE LIFE OF THIS PLAN IS CONSIDERED TO BE APPROPRIATE TO A 5 YEAR SPAN AFTER WHICH TIME A QUINQUENNIAL REVIEW SHOULD BE HELD. THE PLAN WILL IN ANY CASE BE SUBJECT TO CONTINUOUS MONITORING AND RE-APPRAISAL IN ORDER THAT CHANGING TRENDS AND POLICIES MAY BE IDENTIFIED AND RESPONSE MADE.



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Peel Local Plan



## PEEL TOWN PLAN

### 1.0 INTRODUCTION

1.1 It is recognised that the town of Peel has its own special characteristics and the Town Plan will be prepared in such a manner as to attempt to satisfy these characteristics and to meet the changing demands and needs of the town.

1.2 The plan is intended to:

- a) Stimulate and encourage development where appropriate;
- b) to indicate land where there are opportunities for change;
- c) to apply national and local policies;
- d) to give a clear locational reference to policies for the development, change of use, or conservation of land, and to proposals for development.

1.3 The Town Plan has been prepared in order to illustrate the policies, proposals and recommendations which are considered to be appropriate to the future of the Town. The Plan is in two related parts, the Town Centre and the remainder within the Town boundary. The definitions of these terms are:-

1.4 Policies: Statements of attitudes or intentions towards existing or postulated situations which require action.

These are of two types:

- a) Land Use Policies

Policies relating to physical land use development including the management of traffic and the improvement of the environment. These are those

which can be applied by the Planning Committee of the Department of Local Government and the Environment or by other Departments or public bodies after full consultation and agreement.

b) Supporting Policies

Policies which the Planning Committee consider it desirable to include because they contribute to the implementation of land use aspects but are not themselves dealing with physical land use planning.

1.5 Proposals

Proposals are intended action of some significance to the plan area by the Department of Local Government and the Environment, Departments of Government, private or public bodies or individuals and which the Planning Committee feel confident will be implemented.

Proposals are of two types:

a) Land Use Proposals

These are developments or other changes in land use relating solely to physical land use development, the management of traffic or the improvement of the environment.

b) Supporting Proposals

These are actions which the planning authority consider it desirable to include in the local plan which contribute to the implementation of land use aspects but are not themselves proposals for physical land use development.



1.6 The substance of the plan are the policies and proposals. These are set out in the following sections in capital letters to distinguish them from the supporting information in which is found their reasoned justification.

1.7 IT SHOULD BE NOTED THAT THE RESPONSIBILITY FOR THE CONTENTS OF THE PREPARED PLAN RESTS FIRMLY WITH THE DEPARTMENT OF LOCAL GOVERNMENT AND THE ENVIRONMENT WHO MUST MAKE THEIR DECISIONS IN THE LIGHT OF THE INFORMATION AND ADVICE THEY RECEIVE.

2.0 COMMERCIAL/RETAIL

2.1 The Retail centre of Peel with the exception of Shoprite, is based largely on the sector which includes the Market Place, a section of Douglas Street, the length of Michael Street and Atholl Place.

2.2 Other activities of a retail nature are dispersed throughout the original town with the exception of Shoprite on the Derby Area.

2.3 It is felt that, due to the sensitive nature and originality of the old town's fabric and its status as a Conservation Area, no fixed guidelines should be adopted as to the retail zoning.

2.4 POLICIES

IMPROVED MAINTENANCE OR REFURBISHMENT OF THE UPPER LEVELS WILL BE ENCOURAGED. A REASONABLY FLEXIBLE ATTITUDE WILL THEREFORE BE ADOPTED AS TO THE USE OF UPPER LEVELS WITHIN PREDOMINANTLY RETAIL AREAS IN ORDER TO PERMIT THEIR CONVERSION TO RESIDENTIAL OR OFFICE USE.

2.5 WITHIN THE CONSERVATION AREA FUTURE ALTERATIONS TO THE FACADES OR SHOP-FRONTS OF RETAIL PREMISES WILL BE CLOSELY CONTROLLED IN ORDER TO AVOID THE FURTHER LOSS OF ORIGINAL FEATURES WHICH CONTRIBUTE SIGNIFICANTLY TO THE CHARACTER OF THE OLD TOWN.

2.6 THE REDESIGN OF SHOP-FRONTS WHICH HAVE ALREADY BEEN CONVERTED, WILL BE ENCOURAGED WHERE APPROPRIATE IN ORDER TO CONTRIBUTE SYMPATHETICALLY TO THE TOWN'S INHERENT CHARACTER.

### 3.0 OFFICES

3.1 No significant areas of office development are present within Peel. (Areas of more than 500 square metres net floor space are considered as being significant). It is not anticipated that any large scale developments will occur in the historic centre of the town but that areas adjacent to the centre may well be appropriate.

3.2 The designation of a large part of the town as a Conservation Area and the need to safeguard the essential fabric of the town suggests that the most appropriate way of permitting and actively encouraging office development on a limited scale is by the conversion and refurbishment of existing structures. In extreme cases where a building is proved to be unstable and unsuitable for such action, its demolition and replacement by a structure based closely on the original would be considered. Demolition of Registered Buildings would only be permitted in exceptional circumstances.

3.3 The foregoing policy is seen as a method of injecting private investment into structures which might otherwise prove uneconomic to refurbish or convert. It is also seen as a way of encouraging maintenance of the upper levels of the shopping streets, Michael Street in particular.

3.4 Other opportunities which should be considered as appropriate to this policy, lie within suggested areas of mixed use, i.e. commercial/ tourist leisure/ residential and offices in sectors such as The East Quay, Shore Road and Marine Parade.

3.5 OFFICE DEVELOPMENTS WILL GENERALLY BE RESTRICTED TO THE DESIGNATED CONSERVATION AREA WHICH REPRESENTS THE CENTRAL AREA OF THE TOWN, AND WHICH WILL BECOME MORE SIGNIFICANT AS AND WHEN FURTHER DEVELOPMENT OCCURS.

3.6 THE INTRODUCTION OF A DEGREE OF OFFICE PROVISION WILL BE ENCOURAGED AS PART OF THE STRATEGY FOR ENVIRONMENTAL IMPROVEMENT ALLIED TO THE SUPPORT OF THE RETAIL/COMMERCIAL SECTOR.

4.0 TOURISM AND TRANSPORT

4.1 Tourism is recognised as playing an important role in the future of Peel. Clearly there are in existence attractions of international interest. The most significant of these is Peel Castle.

4.2 The Castle itself is complemented by the proximity of an extremely original town with structures dating back to the 15th century. Fortunately much of the original street pattern and buildings remain with little modern alterations, demolition or additions.

4.3 Between the town and the Castle lies the harbour which accommodates both pleasure boats and working boats. The quayside in particular is seen as having potential for further tourist-related uses.

4.4 THE POLICY WILL BE TO ENCOURAGE THE TRANSFER OF INCOMPATIBLE USES IN THE QUAYSIDE AREA TO ALTERNATIVE SITES SUCH AS THE INDUSTRIAL AREA TO THE SOUTH.

4.5 The importance of Peel as a historic town has been recognised by its designation as a Conservation Area. As such the principle of emphasis on maintenance, painting of buildings and attention to detail is encouraged. The aim is to improve the overall appearance of the town and to set standards for future development.

4.6 A pilot scheme is underway in the Market Place and this is intended to demonstrate the standards which, it is anticipated, will be adopted in future.

4.7 IT IS INTENDED THAT THE MARKET PLACE SCHEME WILL FORM THE FIRST PHASE OF A LONG TERM PROJECT OF TOWN-WIDE ENVIRONMENTAL IMPROVEMENT WHICH WILL ENHANCE NOT ONLY THE MARKET PLACE BUT ACT AS FOCAL POINT FOR TOURISTS AND VISITORS ALIKE.

- 4.8 The Odin's Raven viking longship is located undercover at the head of the harbour. During the tourist season there is a distinct problem of car parking in this area. A parking area is located adjacent to this attraction and is used for storage of boats during the winter period but is vacant during the summer tourist season.
- 4.9 IT IS RECOMMENDED THAT THIS PARKING AREA BE USED FOR CAR PARKING DURING THE SUMMER TOURIST SEASON AND THAT CONSIDERATION SHOULD ALSO BE GIVEN TO COACH PARKING.
- 4.10 Such a major car park would not only assist visitors to the Odin's Raven but service the needs of tourists for the town as a whole.
- 4.11 It is anticipated that tourism will become increasingly important to the economy of Peel and will exert pressure on the fabric of the town. 4.12 IT IS SEEN AS ESSENTIAL THAT THE INTEGRITY OF THE TOWN BE RETAINED AND THAT ANY TOURIST RELATED DEVELOPMENTS MUST BE SYMPATHETIC TO AND COMPATIBLE WITH THE OVERALL ENVIRONMENT OF PEEL.
- 4.13 A COMPREHENSIVE SCHEME FOR THE SIGNPOSTING OF TOURIST ATTRACTIONS SHOULD BE UNDERTAKEN. THIS SHOULD BE CARRIED OUT IN SYMPATHY WITH THE TOWN'S CHARACTER AND ITS STATUS AS A CONSERVATION AREA.
- 4.14 It should be noted that an approval exists for a hotel development on the site of the swimming pool on the East of Marine Parade.

5.0 RESIDENTIAL

5.1 Additional residential development for Peel is seen as being a priority. Specific policies will apply which will encourage such development.

5.2 THE REFURBISHMENT AND AMALGAMATION OF PROPERTIES WITHIN THE TOWN WILL BE ENCOURAGED.

5.3 LAND FOR RESIDENTIAL DEVELOPMENT ON THE PERIMETER OF THE TOWN WILL BE ALLOCATED.

5.4 A POLICY OF REFURBISHMENT AND AMALGAMATION OF EXISTING PROPERTIES IN THE CONSERVATION AREA WILL APPLY IN ORDER TO ENSURE THE RETENTION OF HISTORIC AREAS BY THE ALTERNATIVE USE OF BUILDINGS IN THESE AREAS.

5.5 The Department of Local Government and the Environment has already commissioned a study of the Market Street/Charles Street/Queen Street zone in order to give guidance as to how these properties could be brought into a condition which would enable them to be brought up to an acceptable standard in terms of condition, and space requirements. It is anticipated that this will act as a pilot scheme and illustrate the potential of such areas whilst retaining their inherent character.

5.6 Clearly this policy will reinforce the town centre and the commercial sector and at the same time ensure that the old town remains alive.

5.7 Some relaxation of certain Buildings - Byelaws may be necessary in order to achieve this and it is felt that such action should be considered in the light of the long-term aims.

5.8 The extension of the town by the allocation of residential land is based on the policies set out in the

1982 Development Plan. Land previously zoned for residential development has largely been included in the current proposals,

5.9 THE ONLY EXCEPTION TO THE FOREGOING IS TO THE NORTH OF THE CAMP SITE WHICH IS RECOMMENDED AS OPEN SPACE.

5.10 Major areas previously zoned as residential are:

(a) A belt stretching from the Poortown Road to the Ramsey Road.

(b) An area between the Poortown Road and the Queen Elizabeth II School on the Peel Road.

(c) An area between Glenfaba Road and the Golf Course.

5.11 Additional areas zoned as residential are:-

(a) A rectangular area to the north of the Ramsey Road.

(b) An additional area to 5.10 (b) above, to the north of the Poortown Road.

(c) An area previously referred to as a Market Garden, to the West of the Douglas Road and North of the Football Ground.

5.12 THE TOTAL AREAS ALLOCATED, IN CONJUNCTION WITH THE POLICY OF PROVIDING ADDITIONAL RESIDENTIAL ACCOMMODATION BASED ON THE OLD TOWN, ARE CONSIDERED ADEQUATE FOR THE TOWN'S NEEDS AT THE PRESENT TIME.

5.13 THE STANDARD CAR PARKING PROVISION OF A MINIMUM OF 1.5 SPACES PER DWELLING WILL BE APPLIED ALTHOUGH DISCRETION IN THE APPLICATION OF THIS STANDARD TO DWELLINGS IN THE



CENTRAL AREA WILL BE NECESSARY IN CERTAIN CASES DUE TO SITE RESTRICTIONS.

- 5.14 NEW RESIDENTIAL DEVELOPMENT WILL BE TO APPROPRIATE DENSITIES IN ORDER BOTH TO MEET THE REQUIREMENTS OF THE POPULATION AND TO REDUCE THE IMPACT ON THE COUNTRYSIDE.
- 5.15 COMPREHENSIVE LANDSCAPE PROPOSALS WILL BE REQUIRED AS PART OF FUTURE SUBMISSIONS.

6.0 INDUSTRY

6.1 The Industry of Peel has traditionally been largely based on fishing.

6.2 This is supported by the requisite back-up facilities on the East Quay and by the fish processing and curing activities in the factories at the head of the harbour. The factory area is the subject of a phased programme of replacement modern structures which will accommodate these or other industrial activities.

6.3 The industrial base is however being diversified by proposals such as:

(a) Advance factory units to be located in the zoned industrial area.

(b) Total Oils storage area.

6.4 Scope for further industrial development lies to the south of the existing area in a zone limited by the Glenfaba Road on the east and the River Neb on the west.

6.5 On closure of the power station this area could become available for industrial development.

6.6 It is suggested that Power Station Houses are inappropriate in this sector and that this area be allocated for industrial use.

6.7 THE LAND WHICH HAS BEEN ZONED FOR INDUSTRIAL USE IS CONSIDERED SUFFICIENT AND NO FURTHER ALLOCATION IS ENVISAGED.

6.8 RESIDENTIAL DEVELOPMENT IN THE VICINITY WILL BE DISCOURAGED.

## 7.0 CAR PARKING

7.1 In view of the nature of the town of Peel and its intricate street network, it is comparatively well provided for in terms of off-street car parking. The major sector available is that lying between Bollley Spittal, Douglas Street and the Market Place.

7.2 The area which is at present being pedestrianised on the east side of the Market Place will result in the loss of a number of spaces but it is felt that this is not in itself significant and that they will be compensated for to some extent by resultant on-street spaces.

7.3 Scope does exist for the creation of additional off-street spaces during the summer period by the use of the boat park area which is little used at that time of year. This could provide space for tourists and shoppers alike.

7.4 On-street car parking is necessary throughout the town but the provision is dictated by the width and alignment of the road system.

7.5 Future on-street provision should be rationalised and formalised in the light of further traffic schemes and regulations.

### 7.6 Future Office Development

THE PRESENT MINIMUM STANDARD OF 1 SPACE PER 50 SQUARE METRES NETT WILL CONTINUE TO BE APPLIED. WHERE POSSIBLE THIS WILL BE ACCOMMODATED ON SITE ALTHOUGH THE PROVISION OF ANY SHORTFALL ON SITES WHERE THIS IS NOT POSSIBLE SHOULD BE ACCOMMODATED WITHIN A REASONABLE DISTANCE. DISCRETION AS TO THE APPLICATION OF THESE STANDARDS WILL HOWEVER BE EXERCISED IF AN OTHERWISE ACCEPTABLE PROPOSAL IS TO BE PREJUDICED, FOR EXAMPLED

- (a) DEVELOPMENT OF, OR NEAR, A REGISTERED BUILDING;
- (b) DEVELOPMENT IN CONSERVATION AREAS; AND
- (c) DEVELOPMENT IN AREAS WHERE THE EXISTING DENSELY DEVELOPED STREETScape DEMANDS A PARTICULAR ARCHITECTURAL SOLUTION OR USE OF A PARTICULAR BUILDING LINE, EITHER OF WHICH MAY INHIBIT THE PROVISION OF ON SITE PARKING SPACE;
- (d) A DESIRABLE SOLUTION IN TERMS OF ITS CONTRIBUTION IN CIVIC DESIGN TERMS.

**7.7 Future Residential Development**

A MINIMUM STANDARD OF 1.5 SPACES PER DWELLING IS APPLIED AT PRESENT. THIS SPACE MAY INCLUDE A GARAGE. DEPENDANT UPON THE LAYOUT OF THE AREA THIS PARKING MAY BE REQUIRED TO BE LOCATED BEHIND THE BUILDING LINE.

7.8 THE ABOVE STANDARD WILL HOWEVER NOT NECESSARILY BE UNIVERSALLY APPLIED. IN REDEVELOPMENT AND TOWN CENTRE LOCATIONS, THE CAR PARKING REQUIREMENTS WILL BE DETERMINED WITH REGARD TO SPECIFIC CASES AND ON THE BASIS OF BED SPACES AND POPULATION GENERATED.

**7.9 Retail Shops, Stores and Cafes**

PARKING SPACES ARE TO BE PROVIDED OFF THE HIGHWAY FOR SERVICING BY COMMERCIAL VEHICLES IN ADDITION TO PROVISION OF CAR PARKING SPACES FOR PERMANENT STAFF (NOT

NECESSARILY ON SITE). WHERE FEASIBLE, PARKING SHOULD BE PROVIDED FOR CUSTOMERS' VEHICLES. DISCRETION IN THE APPLICATION OF THIS STANDARD WILL BE NECESSARY IN THE CENTRAL AREA WHERE SUCH PROVISION MAY PROVE IMPRACTICAL.

7.10 SPACE FOR OPERATIONAL PARKING, I.E. FOR LOADING AND UNLOADING SERVICE VEHICLES WILL NEARLY ALWAYS BE REQUIRED WITHIN THE DEVELOPMENT SITE. IN THE CASE OF EXISTING SHOPS WITH ACCESS TO A REAR LANE, IT WILL BE A REQUIREMENT OF ANY PERMISSON FOR SIGNIFICANT REDEVELOPMENT THAT A LAY-BY, AT LEAST 2 METRES DEEP, BE PROVIDED ACROSS THE FULL WIDTH OF THE SITE.

#### 7.11 Industry

CAR PARKING IS TO BE PROVIDED DEPENDING UPON THE PARTICULAR CIRCUMSTANCES AND LEVEL OF EMPLOYMENT OF THE INDUSTRIAL DEVELOPMENT, I.E. SPACES SHOULD BE PROVIDED TO CATER FOR THE WORKFORCE EMPLOYED.

#### 7.12 Other Developments

CERTAIN DEVELOPMENTS OF A SPECIFIC NATURE MAY BE PROPOSED WHICH WILL HAVE PARTICULAR PARKING REQUIREMENTS. THESE SHOULD BE CONSIDERED ON THEIR MERITS AND THE DEGREE OF TRAFFIC GENERATED, STAFFING LEVELS AND REQUIREMENTS FOR ACCESS BY THE GENERAL PUBLIC WILL BE FACTORS IN THE ESTIMATION OF THE LEVEL OF PARKING TO BE PROVIDED.

7.13 COMMERCIAL VEHICLE PARKING ON-STREET WILL BE DISCOURAGED. SITES FOR THE PARKING OF ADDITIONAL COMMERCIAL VEHICLES, OFF-STREET, SHOULD BE IDENTIFIED, POSSIBLY WITH THE INDUSTRIAL AREA.

7.14 CAR PARKING PROVISION WHICH IS REQUIRED AS A RESULT OF CENTRAL AREA DEVELOPMENT MUST BE ACCOMMODATED WITHIN

THAT SECTOR AND WILL NOT BE PERMITTED IN THE ADJOINING RESIDENTIAL AREAS.

7.15 It is clear that some potential for additional car parking may exist off street in spaces behind buildings and which are largely inaccessible at present. Great care must be taken in linking such spaces to the street system in order to avoid adverse affects on the streetscape.

7.16 THE ODIN'S RAVEN PARKING AREA SHOULD BE RELEASED FOR CAR PARKING DURING THE SUMMER TOURIST SEASON.

7.17 A TRAFFIC SCHEME FOR THE TOWN WILL BE PREPARED BY THE DEPARTMENT OF HIGHWAYS, PORTS AND PROPERTIES AND ON-STREET PARKING RATIONALISED.

7.18 DISCRETION IN THE APPLICATION OF PARKING STANDARDS WILL BE APPLIED IN CIRCUMSTANCES WHERE SUCH PARKING IS CONSIDERED IMPRACTICAL OR UNDESIRABLE.

7.19 THE AVAILABILITY OF LAND BEHIND BUILDINGS IN THE OLD TOWN SHOULD BE INVESTIGATED IN ORDER TO DETERMINE WHETHER CAR PARKING CAN BE ACHIEVED IN AN ENVIRONMENTALLY SATISFACTORY MANNER.

8.0 TRAFFIC AND PEDESTRIANS

8.1 As has already been indicated, the historic development of Peel has created a town of great character, an essential element of which is the narrow winding street pattern.

8.2 THIS EXISTING PATTERN WHICH HAS REMAINED LARGELY UNCHANGED WILL BE RESPECTED.

8.3 Peel is served by four main approach roads:

- (a) The Ramsey Road from the north and east which approaches via Peveril Road and Christian Street to Atholl Place, and via Stanley Road to the Shore Road.
- (b) The Poortown Road which enters via Derby Road to meet the Ramsey Road at Atholl Place.
- (c) The Douglas Road, Boilley Splittal and Patrick Street to the Market Place.
- (d) The Glenfaba Road via Patrick Street to meet the Douglas Road at Patrick Street leading to the Market Place and via the Station Road to the East Quay.

Atholl Place and Market Place are linked by Michael Street, the main shopping street.

8.4 IT IS RECOMMENDED THAT IN THE PREPARATION OF TRAFFIC SCHEMES FOR PEEL, THAT THE ABOVE ROADS SHOULD CARRY ALL THROUGH TRAFFIC AND COMMERCIAL VEHICLES (WITH THE EXCEPTION OF MICHAEL STREET).

8.5 The remaining streets are considered to be in general of a much smaller scale.

8.6 THE STREETS REFERRED TO IN 8.5 SHOULD ONLY BE USED BY RESIDENTS' VEHICLES, AND SERVICE VEHICLES WHERE APPROPRIATE.

8.7 Michael Street, the main shopping street, is currently one-way in an easterly direction and during certain periods is closed to traffic. It cannot therefore be considered as forming part of the main traffic circulation network.

8.8 IT IS RECOMMENDED THAT THE PRINCIPLE OF PEDESTRIAN PRIORITY IN THIS STREET BE FORMALISED AND THAT APPROPRIATE MEASURES BE UNDERTAKEN TO RESURFACE THE STREET FOR THIS PURPOSE. ACCESS WOULD HOWEVER BE ESSENTIAL FOR SERVICE VEHICLES AT SPECIFIC TIMES.

8.9 THE PRINCIPLE OF PEDESTRIAN PRIORITY WILL BE PURSUED IN MANY OF THE NARROWER STREETS WHERE THROUGH TRAFFIC AND PARKED VEHICLES IS OBTRUSIVE, UNSIGHTLY AND UNDESIRABLE. ACCESS TO RECOGNISED CAR PARKING AREAS BY RESIDENTS AND VISITORS WILL HOWEVER BE MAINTAINED AT ALL TIMES.

8.10 Streets most appropriate to this principle are considered to be:

(a) From Market Place -

(i) Lake Lane

(ii) St. Peter's Lane

(iii) Market Street



- (iv) Charles Street/Queen St
- (v) Church Lane
- (vi) Castle Street
- (b) From Michael Street:
  - (i) Orry Lane
  - (ii) Duke Street

8.11 IT IS CONSIDERED ESSENTIAL TO RESURFACE PEDESTRIAN STREETS WITH APPROPRIATE MATERIALS AND TO ENSURE THAT DETAIL CONSIDERATION IS GIVEN TO THE APPROPRIATE DESIGN OF STREET FURNITURE AS PART OF THE LONG-TERM AIM OF ENHANCING THE ENVIRONMENT.

9.0 CONSERVATION AREA

9.1 The Conservation Area of Peel covers the historic part of the town and was agreed following public meetings and consultation.

9.2 The area in question comprises a unique street pattern related to the harbour and the sea and includes a high proportion of largely original buildings and structures. As such the character of the area should not only be preserved but enhanced by positive schemes of action.

9.3 Particular attention will be paid to the design of replacement windows, doors and roofing materials which might detract from the area.

9.4 In addition, particular attention will be paid to:

- i) The use of colour.
- ii) Design of shop fronts or offices.
- iii) Street furniture, i.e. street lamps, litter bins, bus shelters etc., and the removal of unnecessary signage such as duplication of advertising.
- iv) Advertisements, their scale and design.
- v) Vacant and derelict buildings and their future use.
- vi) Trees, their protection and future planting (in Market Place for example) including residential areas where appropriate

viii) Traffic

viii) Treatment of pedestrian areas.

9.5 Demolition of even a single building which in itself may not be of architectural or historic significance and therefore not registered, and its replacement by a new building could prejudice the character or appearance of a Conservation Area.

9.6 If the development of a site following demolition were to be approved, the prospective developer should be aware that close attention would be paid to the design, location and massing of a replacement building.

9.7 In order to set standards for future development in Peel, a scheme has been initiated in the Market Place which will include:

- i) Sympathetic surfacing materials.
- ii) The use of appropriate colour.
- iii) The use of appropriate street lamps.
- iv) Well designed street furniture, e.g.
  - a) litter bins
  - b) bollards
  - c) fingerpost
  - d) seats and benches
  - e) tree planting and landscaping
  - f) A suitably designed telephone kiosk for Manx Telecom
  - g) Tourist information

9.8 Although this scheme is small in scale it encompasses a wide range of items which have been selected as being appropriate to Peel and which can now be used as the standard for future developments.

9.9 It is felt that the creation of an edge to the east of Market Place will soften the impact of car parking and the conflict between vehicles and pedestrians. This approach is appropriate to other areas of the town, such as:

- i) car parking with access onto Douglas Street
- ii) Station Place
- iii) Michael Street
- iv) Atholl Place

9.10 Within the Conservation Area a policy has been adopted with regard to land uses. This policy is that no specific land uses will be allocated with the area. The reason for this is to permit flexibility in permitting mixed uses.

9.11 This will permit

- i) the use of offices on the upper level of commercial premises, for example in Michael Street
- ii) Residential flats above commercial premises
- iii) Conversion of warehouses, especially on the East Quay and Shore Road vicinity, to

residential / tourist / office /  
commercial purposes.

iv) Development of appropriate  
tourist facilities.

9.12 Each application will be examined on its merits and by adopting such a policy it is intended that investment in buildings (which might otherwise be uneconomic to repair or maintain) will be encouraged, particularly with regard to the upper floors.

9.13 Essentially the designation of Conservation Area status is intended to be positive in encouraging investment in an area of both historical and tourist importance to the benefit of the town as a whole.

9.14 THE PEEL TOWN COMMISSIONERS WILL BE ENCOURAGED TO PROMOTE THE OVERALL POLICY IN ORDER TO ENSURE THAT THE COMMITMENT AND INVOLVEMENT OF THE PEOPLE OF PEEL IS MAINTAINED.

9.15 THE CHARACTER OF THE CONSERVATION AREA SHOULD BE ENHANCED BY POSITIVE SCHEMES OF ACTION WHICH WILL APPLY TO AREAS AND INDIVIDUAL BUILDINGS AND INCLUDE THE HISTORIC PATTERN OF STREETS AND SPACES.

9.16 PARTICULAR ATTENTION WILL BE PAID TO THE ALTERATION OR EXTENSION OF A BUILDING WITHIN THE CONSERVATION AREA WHICH MUST BE CARRIED OUT IN A MANNER SYMPATHETIC TO THE EXISTING BUILDING AND ITS SETTING.

9.17 ANY NEW BUILDING WILL ONLY BE ENCOURAGED IF IT CONFORMS TO HIGH STANDARDS OF DESIGN AND IT RESPECTS THE SCALE AND CHARACTER OF ITS SURROUNDINGS.

10.0 HARBOUR AND RIVER

10.1 The focal point of Peel is the harbour which accommodates working boats including fishing boats, and pleasure craft.

10.2 It is recommended that a programme of environmental upgrading of the East Quay should be encouraged and that this should include the relocation of inappropriate industrial uses from this area to the industrial area. Certain commercial undertakings should also be either relocated, redeveloped or enhanced externally.

10.3 Mixed uses are proposed for the East Quay which would permit and encourage essential harbour-related industrial uses.

10.4 The development of tourist/leisure facilities, appropriate commercial facilities and residential/office development at upper levels is to be encouraged. This is of particular relevance to the original warehouses and historic buildings in the vicinity.

10.5 The present parking area adjacent to Odin's Raven at the head of the harbour is considered to be appropriate for summer use as a car park, for the town centre and general visitors' parking.

10.6 The River Neb represents an important link with the countryside and forms the basis for public footpaths.

10.7 On decommissioning the power station, the opportunity should be taken to prepare a landscape scheme for this area in order to enhance the riversides and to screen the industrial area to the east.

- 10.8 THE USE OF THE HARBOUR BY BOTH WORKING BOATS AND PLEASURE CRAFT WILL BE ENCOURAGED AND CONSIDERATION SHOULD BE GIVEN TO THE POSSIBILITY OF A MARINA DEVELOPMENT.
- 10.9 UPGRADING OF THE EAST QUAY WILL BE ENCOURAGED IN CONJUNCTION WITH THE RELOCATION OF LAND USES WHICH ARE NOT APPROPRIATE TO THE QUAYSIDE. THIS POLICY WILL INCLUDE THE DEVELOPMENT OF TOURIST/LEISURE, COMMERCIAL AND ALSO RESIDENTIAL AND OFFICE FACILITIES AT THE UPPER LEVELS.
- 10.10 THE ODIN'S RAVEN CAR PARK AREA SHOULD BE RELEASED FOR TOURIST CAR PARKING DURING THE SUMMER SEASON.
- 10.11 THE RIVER NEB FOOTPATH SYSTEM SHOULD BE IMPROVED AND A LANDSCAPING SCHEME PREPARED.

11.0 HEALTH SERVICES

11.1 ANY FUTURE STRATEGY FOR THE PROVISION OF HEALTH SERVICES FOR PEEL SHOULD TAKE INTO ACCOUNT THE POTENTIAL INCREASE IN POPULATION RELATIVE TO THE AREAS WHICH HAVE BEEN ALLOCATED FOR RESIDENTIAL DEVELOPMENT.



12.0 EDUCATION

12.1 Two schools are located within the vicinity of Peel:

i) The Clothworkers' School on  
the Derby/Poortown Road.

ii) The Queen Elizabeth Secondary  
School beyond the town  
boundary on the Douglas Road.

12.2 The potential for residential development indicates that  
there may be a resultant demand for additional  
educational facilities in Peel.

- 13.0 OPEN SPACE
- 13.1 The principal open space areas relative to Peel are:-
- i) Peel Hill to the west
  - ii) The Headlands and former bowling green, putting green and miniature golf course.
  - iii) The eastern coastal area bounded by the Ramsey Road
  - iv) The camp site on the Derby Road
- 13.2 OPEN SPACE AREAS WITHIN THE TOWN WILL GENERALLY BE SAFEGUARDED FROM DEVELOPMENT.
- 13.3 PEEL HILL WILL BE PROTECTED AS AN AREA OF HIGH LANDSCAPE VALUE IN ADDITION TO ITS RECREATIONAL USE. AS AN IMPORTANT AND PROMINENT HILL VIEWED FROM THE TOWN, NO DEVELOPMENT WILL BE PERMITTED.
- 13.4 PART OF THE MARINE PARADE AREA HAS ALREADY BEEN APPROVED FOR HOTEL USE AND SOME OF THE ADJOINING OPEN SPACE WILL BE REQUIRED TO COMPLETE THE DEVELOPMENT.
- 13.5 THE EASTERN COASTAL AREA BOUNDED BY THE RAMSEY ROAD WILL REMAIN PREDOMINANTLY AS OPEN SPACE.
- 13.6 THE AREA ABUTTING THE RAMSEY ROAD ON THE OBVERSE SLOPE (INLAND FACING) HAS HOWEVER BEEN ALLOCATED FOR RESIDENTIAL DEVELOPMENT.
- 13.7 The camp site on Derby Road would benefit in the long term from the possibility of expansion in order to improve the standard of amenities. 13.8 THE FIELD TO THE NORTH IS THEREFORE PROPOSED AS OPEN SPACE AS COMPARED TO THE PRESENT ZONING FOR RESIDENTIAL.

13.9 THE GOLF COURSE WHICH LIES LARGELY OUTSIDE THE PRESENT TOWN BOUNDARY WILL NOT BE SUBJECT TO DEVELOPMENT PROPOSALS AND INDEED IS SEEN AS AN EFFECTIVE LIMIT TO FURTHER DEVELOPMENT IN THAT SECTOR.

PEEL LOCAL PLAN



POLICIES

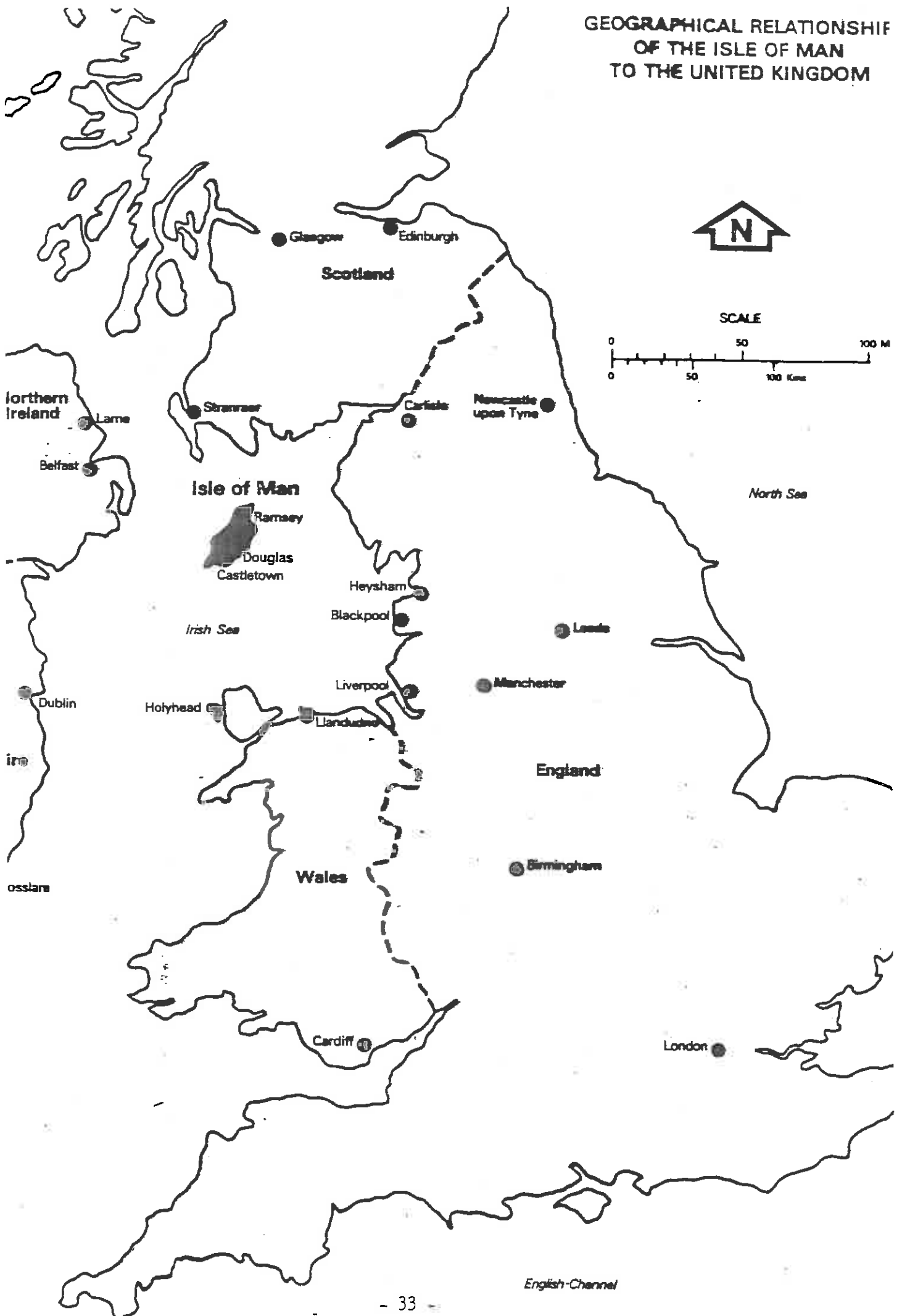
	Paragraph No.
1 Commercial/Retail	2.4, 2.5, 2.6
2 Offices	3.5, 3.6
3 Tourism and Transport	4.4, 4.7, 4.12
4 Residential Old Town	5.2, 5.4
5 Residential Town Perimeter	5.3, 5.12 - 5.15
6 Open Space	13.2, 13.8
7 Industry	6.7, 6.8
8 Parking	7.6-7.14, 7.16, 7.18
9 Traffic and Pedestrians	8.2, 8.4, 8.6, 8.9, 8.11
10 Conservation Area	9.14-9.17
11 Harbour and Quay	10.8-10.10
12 River Neb	10.11
13 Health Services	11.1
14 Peel Hill	13.3
15 Marine Parade	13.4
16 Coastal Area	13.5, 13.6
17 Golf Course	13.9



RECOMMENDATIONS

1 Odin's Raven Car Park	4.9, 7.16, 10.10
2 Open Space	5.9
3 Traffic Scheme	7.17, 8.4
4 Off-Street Parking	7.19
5 Michael Street	8.8

# GEOGRAPHICAL RELATIONSHIP OF THE ISLE OF MAN TO THE UNITED KINGDOM



# PEEL AND THE ISLE OF MAN

