



**Isle of Man  
Government**  
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# Area Plan for the North and West- Draft Plan Townscape Character Assessments

PIP 9

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## Contents

1	Introduction.....	2
2	Why Townscape Matters .....	2
3	What is Townscape Character Assessment.....	2
4	What are the Benefits of Townscape Character Assessment .....	3
5	Why Have They Been Prepared?.....	3
6	The Scope of the Townscape Character Assessments .....	4
7	Townscape Character Assessment: Ramsey Town Centre.....	5
8	Recommended Improvements in Ramsey Town Centre.....	17
9	Townscape Character Assessment: Peel Town Centre.....	18
10	Recommended Improvements in Peel Town Centre .....	31

## Table of Figures

Figure 1: 1869 map of Ramsey showing the Town Centre and Transition Zone boundaries.. 5

Figure 2: 1869 map of Peel showing the Town Centre and Transition Zone boundaries .....18

## Appendixes

Appendix 1: Town Centre Map for Ramsey

Appendix 2: Town Centre Map for Peel

## **1. Introduction**

- 1.1. The term townscape first came into popular use in the UK in the 1940's and 1950's, when there was a concern amongst some architectural critics that the identity of our villages, towns and cities was being eroded by poorly planned post-war reconstruction. They derived their definitions of "townscape" from the Roman "genius loci", which translates as "the prevailing character or atmosphere of a place". Townscape was used as a way of explaining how modern development could co-exist alongside historic buildings and areas, contributing positively to the evolution of a place.

## **2. Why Townscape Matters**

- 2.1. The character and quality of the urban environment has a major impact on quality of life and well-being across society, and contributes to local identity, but is subject to constant change over time. The loss of valued local buildings and landmarks with strong cultural associations or the incremental erosion of key characteristics, are often cause for public concern.
- 2.2. Change is part of a living, evolving built environment. But change needs to be understood in context and managed to bring about sustainable outcomes. To achieve positive and widely supported change, it is best practice that those who have control over the mechanisms and processes for change are well informed about the nature of the environment that may be affected and the implications or effects that change will have upon it.
- 2.3. Townscape character assessment can help to inform development policy which, in turn, ensures that new development contributes positively to the character of the townscape and reinforces local distinctiveness.

## **3. What is Townscape Character Assessment?**

- 3.1. A townscape character assessment describes the townscape that is distinctive to that place, supported by materials such as maps, illustrations and photographs. It can provide an understanding of how a place has evolved and developed over time to respond to natural, social and economic drivers, and how this is reflected in the layout of streets, the architecture of buildings and the materials used.
- 3.2. This understanding of the intrinsic character and qualities of the place can then be used to guide the location, design, scale, massing and type of development that can be accommodated, such as public realm improvements, new buildings or public open space.

- 3.3. A townscape character assessment can form the basis for assessing the appropriateness of new development within the existing townscape.
- 3.4. Trends and forces of change, such as urban extensions and regeneration, climate change, vehicle automation and commuting patterns can also be considered as part of a townscape character assessment.

#### **4. What are the benefits of Townscape Character Assessment?**

- 4.1. The principal benefits of townscape character assessment include:
  - a holistic approach to the whole geographic area being assessed, rather than focusing on special or protected sites or features;
  - an understanding of the spatial framework of townscape character types and/or areas to which different policy applications and decisions can be applied;
  - an understanding of how a place is experienced, perceived and valued by people;
  - identifies the key elements, features and characteristics of townscape value that come together to create the intrinsic sense of place and character of a locality;
  - identifies those areas that serve as detractors within the townscape, with a view to managing future change positively;
  - Creates a snapshot-in-time, against which future change can be monitored and managed, and
  - provides baseline evidence at the appropriate scale to inform different types of judgements and decisions.
- 4.2. Indicators of townscape value can include buildings, open spaces, or other features, which contribute positively to local character or are of good design quality. Key views can also provide townscape value.

#### **5. Why Have Character Assessments Been prepared?**

- 5.1. Each of the town centres for Peel and Ramsey are very characterful, yet different, and the Area Plan needs to consider the special characteristics of each town centre, in order to prepare place based planning policies that underpin the decision making process. The townscape character assessments provide an evidence base in support of the town centre policies contained in the draft Area Plan for the North and West. The Written Statement should be referred to for the policy context and details of heritage assets.
- 5.2. In addition to informing the policies for town centres within the Area Plan, the townscape character assessments can be used to inform a number of future outputs, such as Design Statements, Design Briefs and proposals for new development and public realm improvements.

## **6. The Scope of the Townscape Character Assessments**

- 6.1. The townscape character assessments include a succinct assessment of urban structure and built form, within the context of the historical development of each town centre, in order to define distinctive character areas. The character assessment also identifies those landmark buildings, areas of public realm and key views that are significant contributors to the townscape. The assessment boundary is shown on the town centre maps Ramsey and Peel (refer to Appendices).

## 7. Townscape Character Assessment: Ramsey Town Centre

7.1. As a settlement, Ramsey has evolved and expanded over time, and there are critical interventions that have impacted upon the development of the physical fabric of the town centre, over time. The origins of Ramsey are to be found in the harbour area, with marine industries interfacing with trade and commerce around the harbour to form the historic town centre. The sweeping bay was further re-invented in Victorian times into a seaside holiday resort, with many guesthouses being situated a short distance away from the beach, looking outwards towards the open sea, with transient populations thronging the shores during the warmer months of the year.

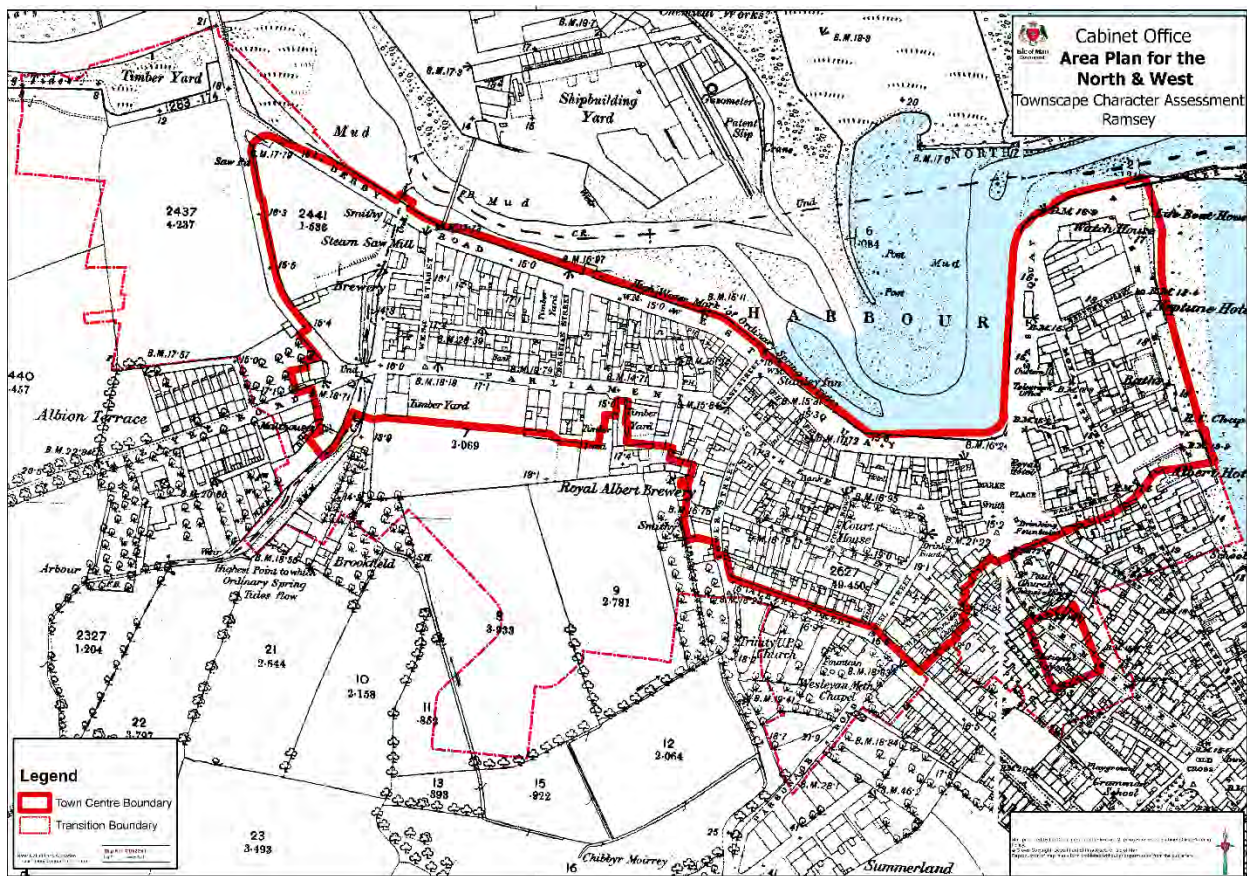


Figure 1: 1869 map of Ramsey showing the Town Centre and Transition Zone boundaries

7.2. In more recent times, guesthouses have been converted to apartments, and a more settled population has evolved, supporting a variety of uses within the town centre throughout the year. It is this variety of mixed uses that combines to form the town centre of Ramsey, and within this mix, a number of distinct character areas can be identified, as shown on Map 5 of the Draft Area Plan for the North and West.

- 7.3. At the spatial level, Ramsey town centre can be broken down into two distinct parts, namely, the historic core and the transitional zone that serves as a buffer between the town centre and the residential hinterlands.



Photograph 1 – showing the Swing Bridge and harbour, with quayside buildings

- 7.4. **The historic core** is situated to the south of the harbour and quayside, and extends to the High Street and Dale Street, incorporating Parliament Square, The Courthouse and War Memorial Garden and Market Square. Fine views of the harbour area are afforded from the quayside. The Swing Bridge and the Stone Bridge form key landmarks in this area, as does the former Courthouse, St. Paul's Church and the Lady Star of the Sea, St. Maughold's Church.
- 7.5. The Swing Bridge separates the commercial working harbour from the inner harbour areas that supports leisure craft moorings. The intersection of the Swing Bridge with East Street forms a key gateway into the town centre from the Mooragh and South Promenade, as does the intersection of the Stone Bridge with West Quay, leading from Bowring Road. Parliament Square also serves as a key gateway into the town centre, when travelling on Lezayre Road.
- 7.6. The historic core is characterised by a high density of fine grained warehouse premises of traditional construction that historically supported the trade and commerce associated with the harbour. Indeed, the harbour and quayside forms the public face to Ramsey

Town Centre. Sadly, many of the quayside buildings have fallen into decline. A number of warehouses have been demolished and this has created gap sites within the historic fabric, particularly to the west of East Street. Other quayside buildings accommodate food and drink, office and residential land uses, creating an interesting mix on the quayside that supports an evening economy.



Photograph 2 – showing the quayside warehouses next to the harbour.





Photograph 3 – showing Parliament Street, as viewed from the junction with East Street.

- 7.7. Narrow alleys lead from the quayside into the High Street. There is a strong sense of enclosure to the High Street, with retail units closely packed together, making maximum use of available space for the all-important 'shop front'. As the High Street continues to evolve in response to online retailing, the requirement for a physical 'shop front display' is no longer essential for some retailers and service related industries, such as opticians and lawyers, are occupying the ground floors of shops in the High Street. Consequently, the visual character of Parliament Street is changing.
- 7.8. There are three **character areas** within the historic core of Ramsey town centre, of which two of these character areas can be further broken down into two parts, namely:
- The Quayside (West Quay and East Quay);
  - The High Street (High Street East and High Street West).
  - Old South Ramsey.
- 7.9. **The Quayside: East Quay** (situated to the east of East Street) supports commercial shipping and fishing vessels and houses the Harbour Master's Office. East Quay incorporates a wharf area for unloading goods. Adjacent to the wharf, Market Square was historically used for fish trading, and now accommodates space for loading and parking.



Photograph 4 – showing Market Square and the harbour

- 7.10. Within quayside buildings, a mix of uses can be found to lower floor areas, including food and drink, retail and commercial services. Residential uses are found in some upper floors, whilst some retail units continue to use upper floors for storage.
- 7.11. East Quay is generously proportioned, and car parking on the Quayside serves to minimise conflicts between commercial operations and retail/leisure uses. This area is the most exposed area to coastal water flooding.
- 7.12. A clear delineation between commercial uses operating on the East Quay and retail and food and drink uses within quayside buildings should be maintained whilst commercial operators continue to work in this area, to reduce potential conflicts between these different land uses.
- 7.13. Where possible, existing quayside buildings should be retained and renovated. Shops, financial services or food and drink uses are acceptable within quayside buildings. Residential use to upper floors of warehouse buildings is an acceptable alternative to shop storage. Sympathetic modifications to quayside buildings that help to minimise flood risk and promote inclusive access would prove beneficial.
- 7.14. Proposed schemes should be of high design quality and respond to the context of the vernacular character of the quayside buildings. The inclusion of views across the Harbour from quayside buildings should be encouraged. Public realm improvements adjacent to harbour side premises should be encouraged, and include cycle parking infrastructure.
- 7.15. Future uses should support an extended economy into the evening hours.
- 7.16. **The Quayside: West Quay** (situated to the West of East Street) supports leisure craft moorings, including yachts and small fishing vessels. Large gap sites occur within the character area, and this reduces the coherency of West Quay, but equally, they present

development opportunities that can enhance the tourism and leisure offer within the town centre. Land uses on the West Quay incorporate a mix of residential, commercial and food and drink uses. Car parking on the Quayside serves to separate harbour uses from quayside uses.



Photograph 5 - showing gap sites adjacent to West Quay

- 7.17. Where possible, existing quayside buildings should be retained and sympathetically renovated. Sympathetic modifications to quayside buildings that help to minimise flood risk and promote inclusive access would be beneficial in the longer term.
- 7.18. The re-use of previously developed sites along West Quay would bring sites back into economic use. New development on West Quay should be of high design quality and respond to the context of the vernacular character of the quayside buildings. The inclusion of views across the Harbour from quayside buildings is encouraged.
- 7.19. Uses that support a tourism and leisure offer adjacent to the leisure craft moorings would be welcomed, as would public realm improvements that promote dwell time opposite the inner harbour.
- 7.20. Ramsey High Street: East continues to serve the town centre as the historic retail core. This area includes Parliament Street between East Street and Peel Street/Market Hill. Parliament Street opens out into a square at the Courthouse, but a strong building line to the back of the pavement is characteristic of this area.
- 7.21. Within Parliament Street, the area is predominantly retail in nature, with active shop frontages occurring at ground floor level. Some residential uses are situated to the upper floors above shops, when not being used for storage. Many of the historic buildings remain in Parliament Street, but there are some gap sites within the historic urban fabric. Should these sites be brought forward for development in the future, the design should respect the scale and massing of existing historic buildings in Parliament Street and

respond to the historic context of the High Street.



Photograph 6 – showing The Courthouse and Parliament Street

- 7.22. Historic buildings in Parliament Street - East should be retained and sympathetically renovated. Sympathetic modifications that help to minimise flood risk and promote inclusive access are supported.
- 7.23. The re-use of previously developed sites in Parliament Street will help to bring active sites back into use, and the future design of new buildings should be of high design quality and respond to the context of the vernacular character of Parliament Street East.
- 7.24. The predominant retail uses within Ramsey High Street - East should be retained. Residential and financial uses to upper floors is also supported. Financial and service uses will be encouraged in Water Street, Peel Street and Court Row. Future uses should also support an extended evening economy. Temporary market stalls for seasonal and weekend use will help to add vibrancy.
- 7.25. Court Row, Water Street and Peel Street are quieter backwaters in the area, and accommodate financial and service uses, such as advocacy and accounting. These uses complement the main retail uses in Parliament Street, and are easily accessible. The open space surrounding the Courthouse supports temporary market stalls and events.



Photograph 7 – showing Court Row, leading to Water Street

- 7.26. Ramsey High Street: West (including Parliament Street between East Street and Parliament Square) is strongly enclosed, with a strong building line situated to the back of the pavement. Active shop frontages occur at ground floor level for shops and food and drink uses, and residential, financial and service uses are situated above ground floor shops. This creates a varied mix of uses.
- 7.27. The former townhouses on Auckland Terrace have been converted to commercial premises in recent years but there is evidence of buildings in Auckland Terrace being converted back to residential<sup>1</sup>.
- 7.28. The street terminates in Parliament Square, with Ramsey Town Hall forming the civic face of the square. A major road junction and more recent development has resulted in an imbalance in the scale and massing in this character area.

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<sup>1</sup> Planning application 21/00250/GB was permitted (conversion of erection of extension to existing offices to provide two residential apartments (Class 3.4).



Photograph 8 – Auckland Terrace



Photograph 9 –Parliament Square, looking towards the Town Hall and Parliament Street

7.29. Historic buildings in Parliament Street - West should be retained and sympathetically renovated, and sympathetic modifications that help to minimise flood risk and promote inclusive access are encouraged.

7.30. A mix of uses will be supported at ground floor levels, including shops, financial and

services and food and drink. Residential, financial and service uses will be supported generally within the area. The conversion of former terraced properties on Auckland Terrace from commercial premises back to residential uses should be supported, if such uses would help to bring vacant premises back into re-use and not harm the High Street whilst retaining the historic building fabric.

- 7.31. Future re-development of sites fronting onto Parliament Street should address the imbalance of the scale and massing of buildings in Parliament Square, and respond to the historic context.
- 7.32. Public realm improvements to Parliament Street and Parliament Square should be supported, including provision for cycling infrastructure.
- 7.33. **Old South Ramsey** (including the area surrounding Mona Street and the South Promenade) benefits from magnificent views across Ramsey Bay and is near to the beach. This area supports residential land uses, with some civic uses intermingled within the urban fabric. Our lady Star of the Sea and St. Maughold Church forms a key landmark feature in this area that is visible from beyond the breakwater. The Lifeboat Station is also located here, with Ramsey Yacht Club located on the South Promenade. Heritage policies support the preservation of the historic townscape in Old South Ramsey.
- 7.34. Historic buildings in Old South Ramsey should be retained and renovated and sympathetic modifications that help to minimise flood risk and promote inclusive access are encouraged. Residential and civic uses should be retained, and views across the Bay should be respected. Pedestrian and cycle links on the South Promenade, leading on to the beach, the breakwater and the Queen's Pier should be preserved. **Photograph 10 shows part of the Outer Harbour and South Shore area. Any plans to substantially develop this area (as suggested as part of the early consultation on the Plan) should take into account the context of Old South Ramsey in any scheme.**



Photograph 11 - Our Lady of the Star Church and St. Maughold Church



Photograph 10 - The Outer Harbour, as viewed from the South Promenade

- 7.35. **The transition zone** incorporates a mix of coarse grained uses on the edge of the town centre that support the principle town centre uses. The transition zone is broken up into four distinct sections, but the characteristics are similar. Transition areas are located at St. Paul's Square including the **Shoprite**<sup>2</sup> supermarket the MER Station, a large area incorporating the Co-op superstore, bus station and former car sales store, and the area encompassing the Shoprite superstore, Fire Station and the former Ramsey Bakery site. Three of the gateways into Ramsey town centre are located at Albert Square, the entrance to Peel Street and the entrance to Dale Street, travelling from the South Promenade and the beach, all approaching the town centre through the transition zone. In this area, anchor retail uses combine with car parking, the bus station and MER station, bulky goods retail<sup>3</sup>, petrol stations, civic uses and private dwellings. A further gateway towards the town centre is located on the approach from Bowring Road and the Stone Bridge. Industrial buildings with blank facades combine with large expanses of car parking to mark this approach from the northern rural areas.
- 7.36. Sites within the transition zone integrate poorly with the historic townscape and residential hinterland, and natural surveillance is poor. Buildings situated within the transition zone are more modern interventions in the built environment. Critical issues relate to poor design quality, exposed rear facades, an erosion of the original enclosure to the street and the singular use of large spaces for car parking. In contrast to the historic core, the transition zone is characterised by a lack of built character. That being

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<sup>2</sup> Name correct at time of writing

<sup>3</sup> Current bulky goods includes car sales, garden plants and cycle shop sales.



said, coarser grained uses located in the transition zone has served to preserve the integrity of the historic core.

- 7.37. Coarse grained uses that contribute positively to the townscape and are unable to be accommodated within the historic core town centre boundary will continue to be supported in the transition zone, including civic land uses, bulky goods retailing, public transport hubs and light industrial.
- 7.38. Future re-development of buildings in the transition zone should be of high design quality and integrate well with both the historic core and residential hinterland, whilst providing natural surveillance on to the street. Attractive boundary treatments that help to restore a sense of the original street enclosure are encouraged. Views of rear properties should be screened from view through the use of built form or tree planting.
- 7.39. **Typical Materials** include grey natural stone and coloured render to elevations, with painted window and door frames, together with slate roofs and wrought iron railings.



Photograph 12 - The Manx Electric Railway Station

## **8. Recommended Improvements in Ramsey Town Centre**

- 8.1. Re-development of existing large gap sites within West Quay for tourism and leisure uses, and other gap sites, in accordance with a regeneration strategy for Ramsey, would bring unoccupied urban sites back into economic use. New development should be of high design quality and respond to the context of the vernacular character of the quayside buildings.
- 8.2. Future investment within the existing historic building stock in Parliament Street East would help to bring active uses back to this area and support the vibrancy and vitality of the town centre.
- 8.3. Opportunities could also be explored to support the development of eco-tourism on the South Promenade, including kayaking and diving, in addition to existing provision for yachting and other watersports.
- 8.4. Future re-development of sites fronting onto Parliament Square should address the imbalance of the scale and massing of buildings, and respond to the historic context. Public realm improvements to Parliament Street and Parliament Square should be supported, including provision for cycling infrastructure and tree planting.
- 8.5. New development within the transition zones should address the critical issues relating to the lack of character and poor design quality, including exposed rear facades, and erosion of the original enclosure to the street and the singular use of large spaces for car parking.
- 8.6. Future provision should be made for park and ride facilities, including cycle parking infrastructure and EV charging points. Car parking areas should incorporate green infrastructure elements, such as hedging and tree planting, to soften the townscape character within the transition zone whilst contributing to biodiversity net gain.
- 8.7. Future Design proposals should work with the typical materials found within the town centre

## 9. Townscape Character Assessment: Peel Town Centre

- 9.1. In similar fashion to Ramsey, Peel has evolved and expanded over time, and there are critical interventions that have impacted upon the development of the physical fabric of the town centre, over time.
- 9.2. The origins of Peel are to be found in the harbour area, with marine industries intertwining with trade and commerce around the harbour and bay, leading up to the Market Place and surrounding streets to form a historic town centre flanked by fishermen's cottages.

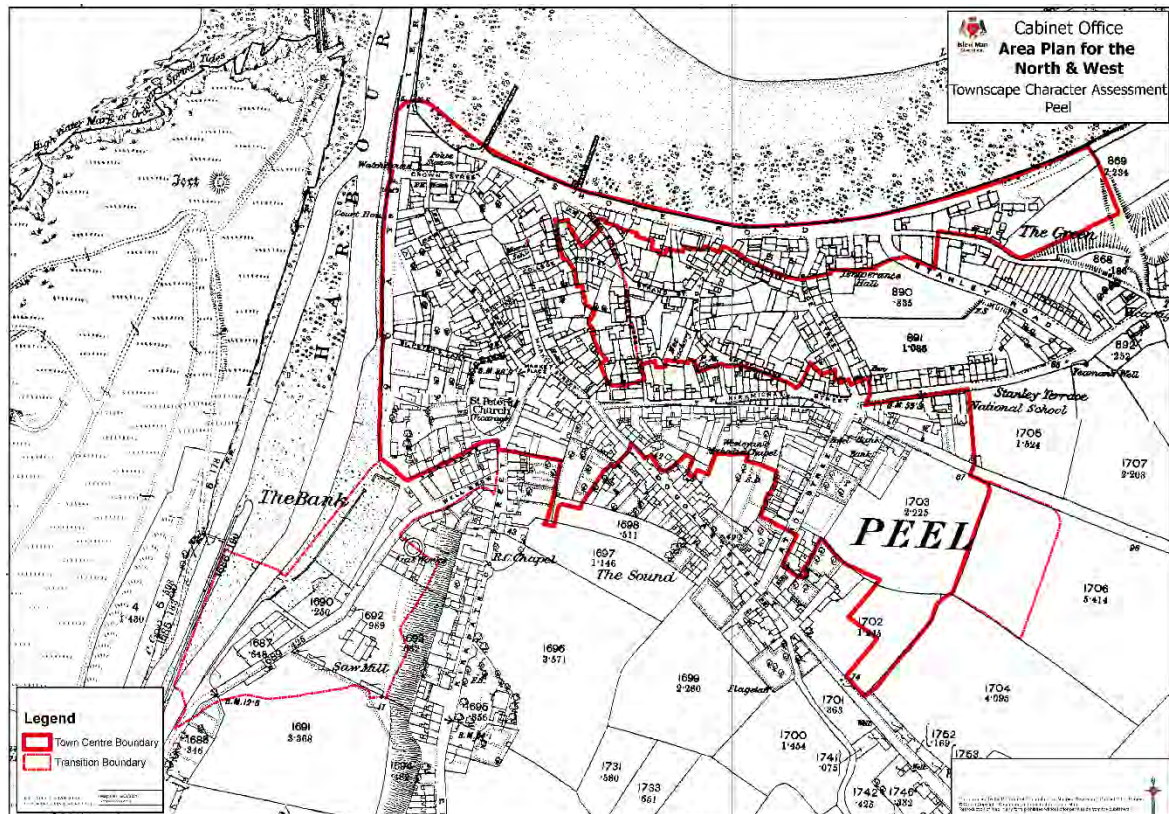


Figure 2: 1869 map of Peel showing the Town Centre and Transition Zone boundaries

- 9.3. The sweeping bay was further re-invented in Victorian times into a seaside holiday resort, with many guesthouses being located next to the beach, looking outwards towards the open sea, with transient populations thronging Peel Promenade during the warmer months of the year.
- 9.4. In more recent times, Peel Marina has led to the renovation of quayside buildings and former guesthouses have been converted to apartments, supporting a variety of uses within the town centre throughout the year. It is this variety of mixed uses that combines to form the town centre of Peel, and within this mix, a number of distinct character areas can be identified, as shown on the map in Annexe 2.



Photograph 13 – Peel Marina and East Quay

- 9.5. In recent times, Peel Town Centre has benefitted from numerous investment initiatives, including the construction of the Marina and conservation area designations have promoted the renovation and refurbishment of historic quayside premises. For these reasons, the integrity of the historic townscape has been maintained.
- 9.6. The historic core of Peel is situated to the south of the outer working harbour, with the harbour waters providing a natural separation between commercial freight and shipping and the tourism and leisure uses associated with the Marina and the Promenade. At the spatial level, it comprises East Quay, with Castle Street, St. Peter's Lane and Lake Lane leading up to Market Place, which then feeds into Michael Street/Athol Place, finally reaching Derby Road.
- 9.7. The historic core is characterised by a high density of fine grained premises of traditional construction that historically supported the trade and commerce associated with the harbour. Tall and narrow warehouses have been converted to residential apartments, with food and drink uses situated at ground floor level. This creates an interesting mix on the quayside that supports a healthy daytime and evening economy associated with tourism and leisure. Within the High Street, retail units and shop fronts are closely packed together, and residential uses occupy upper storey levels that help to animate the town centre. The transient needs of yachtsmen and boaters are readily catered for.
- 9.8. A series of lanes fan out of the town centre into the surrounding residential areas that formerly served as fishermen's cottages (such as Orry Lane, Beach Road and Bridge Street), leading down to the Promenade, which serves as the main water front overlooking Peel beach.

- 9.9. The East Quay and the Promenade combine to form the public face to Peel Town Centre. Fine views of the harbour area are afforded from East Quay and the Promenade. Indeed, Peel Castle forms the principle landmark in this area, as does the remaining spire on the site of the former St. Peter's Church.



Photograph 14 – St. Peter's Lane, leading to Castle Street and Market Place



Photograph 15 – Peel Castle

- 9.10. Unlike Ramsey, there is no clearly definable transition zone in Peel town centre, and in recent years, online retailing, out of town retailing, and High Street retail offers elsewhere have impacted upon the High Street in Peel. The compact nature of the town precludes coarse grained 'anchor' retail uses that require large floor plates. For instance, the large Shoprite supermarket and car park is remote from Michael Street. Combined with limited access for servicing and car parking, and a relatively small population within the settlement, all of these factors combine to dilute the retail offer currently available in Peel.
- 9.11. Potentially, sites may come forward for re-development in the future, such as the sewage pumping station on the Promenade, and may present opportunities for further regeneration initiatives. New modern buildings should be designed to work within context.
- 9.12. There are five **character areas** within the historic core of Peel town centre, namely:
- East Quay;
  - Market Place;
  - The High Street (Castle Street leading to Michael Street and Athol Place);
  - The Waterfront (referred to as the Promenade), and
  - The Civic Quarter (including the Town Hall and Cathedral)
- 9.13. **East Quay** (situated to the east of the Marina) supports leisure craft moorings, including yachts and small fishing vessels. The historic integrity of the East Quay has been maintained in a way that supports a new tourism and leisure offer in Peel associated with the Marina, and fine views of the harbour and Peel Castle can be gained from the Quay. Land uses on the East Quay incorporate a mix of fine grained residential, coarse grained commercial, civic and food and drink uses. Future management of this area should make best use of existing urban capacity to support tourism and leisure uses. Further space for tourism and leisure uses could be freed up if existing coarse grained commercial uses, such as used car sales, re-located to alternative sites outside of the town centre.
- 9.14. Where possible, characterful quayside buildings should continue to be retained and sympathetically renovated, and sympathetic modifications to quayside buildings that help to minimise flood risk and promote inclusive access will be encouraged.
- 9.15. Where demolition and new build is proposed in this character area, the future design of such schemes should be of high design quality and respond to the context of the vernacular character of the quayside buildings. Views across the Harbour from quayside buildings should be encouraged.
- 9.16. Future uses within quayside buildings should support the existing tourism and leisure offer associated with the Marina, and extend into the evening. Suggested land uses include residential, civic uses, retail and food and drink uses within quayside buildings. East Quay would benefit from further investment in the public realm, to enable dwell time outside of quayside buildings during the evening.



Photograph 16 – The Boatyard adjacent to the former garage (now vacant)



Photograph 17 – Market Place, Peel

9.17. **Market Place** (situated on the more elevated levels to the east of East Quay) comprises a small town square that was historically used for fish trading. As the main arrival point for visitors arriving by car, this area forms a key gateway into the High Street and incorporates public toilets and disabled car parking. The remaining spire of St. Peter's Church forms a visible landmark from Market Place and characterful buildings built to the back of the pavement partially enclosure the square. The green space within the site of the former St. Peter's Church provides a welcome green lung for local residents and visitors in an otherwise densely developed townscape.

9.18. Historic buildings fronting onto Market Place have been demolished to make way for car parking - reducing the sense of enclosure to the square. The single storey height of the public toilets is at odds with the scale of the surrounding townscape and views of extensive car parking and the rears of surrounding properties serve as detractors to the surrounding historic townscape. As a key gateway to Peel, there is further scope for improvements to the townscape quality within Market Place.



Photograph 18 – Public Open Space opposite Market Place



- 9.19. Where possible, existing historic buildings should be retained and renovated, and sympathetic modifications to historic buildings that help to promote inclusive access are encouraged.
- 9.20. Suggested future land uses included retail, food and drink, finance and service uses, with opening hours extending into the evening. Residential and office uses to upper floors of historic buildings within Market Square would help to support the High Street and create further vibrancy in the square, as would Market stalls for seasonal and weekend use.
- 9.21. New development within the Market Place should be of a sufficient scale and height to re-establish the traditional sense of enclosure to the Market Place, and screen views towards the rears of existing properties. The view towards the remaining spire of the former St. Peter's Church and associated greenspace should be retained.
- 9.22. **The High Street** (comprising of Castle Street and Market Street, leading to Michael Street and Athol Place) has seen surprisingly little change over the last 150 years, as evidenced by the 1869 OS County Series Map, and falls within the boundary of Peel conservation area. This results in a mix of small retail units that serve local independent traders that supports the local economy, but these small units limit business expansion in the town centre.



Photograph 19 – Michael Street, Peel

- 9.23. Historic buildings in Castle Street, Market Street and Michael Street should be retained and renovated. To support the future expansion of local retailers in the town centre, sympathetic modifications are required within the existing High Street context. Smaller

individual retail units could be combined to form larger retail units, as evidenced with the current premises for Paradise & Gell.

- 9.24. Public realm improvements within the High Street and Athol Place could also help to attract inward retail investment, whilst addressing servicing issues. Equally, Castle Street, Market Street and Michael Street would benefit from investment in public realm that sensitively addresses servicing issues.
- 9.25. Suggested uses in Michael Street should remain as predominantly retail, with office uses to upper floors. Suggested land uses within Castle Street and Market Street leading down to the waterfront can be more varied, comprising residential, retail, and food and drink.



Photograph 20 – Paradise & Gell, Michael Street, Peel

- 9.26. **The Waterfront** (referred to as the Promenade) has historically occupied the full length of Peel Bay over the last 150 years. The eastern portion of the Bay has witnessed the most change during this time, through the development of the Promenade and seaside hotels. Leisure uses situated on the waterfront are now contracting back towards East Quay, where the current demand for tourism and leisure use is re-focusing around the Marina. As an amenity resource, the waterfront serves an important function within the town centre of Peel, for residents and visitors alike, accommodating short stay residential, retail and food and drink uses. Public access to the Waterfront should be maintained, to provide an enhanced amenity offer within the town centre of Peel.

- 9.27. Historic buildings on the Waterfront should be sympathetically retained and renovated. Where new development on the Waterfront is proposed, it should reflect the scale and massing of the historic environment and incorporate land uses that enable expansion of the existing tourism and leisure offer associated with the Waterfront, including marine eco-tourism. Views across the bay should be promoted within new development, and investment in the public realm should be ensured, as part of any new development proposal.
- 9.28. It should be noted that the existing sewage pumping station for Peel is discretely situated on the waterfront. Should a new sewage treatment works be implemented in an alternative location, the current use on this site will cease to exist. Alternative uses should be sought for this site that complement the tourism and leisure offer associated with the Waterfront, as outlined above.



Photograph 21 – Shore Promenade, Peel



Photograph 22 – Peel Bay, as viewed from the Waterfront



Photograph 23 – Peel Sewage Pumping Station Works, Shore Promenade, Peel

- 9.30. **The Civic Quarter** (including the Town Hall and Cathedral) is situated on Derby Road, leading down to Athol Place and Michael Street. The Cathedral is situated within generously landscaped grounds, and forms a key landmark on the higher levels of the town centre. The absence of built form immediately adjacent to the Cathedral articulates the historical importance of the Cathedral within Peel, and provides an important green lung that supports amenity uses for surrounding residents.
- 9.31. Similarly, the Town Hall is a detached civic building within a generously sized plot. These characteristics contrast strongly with the surrounding dense urban fabric, and help to distinguish the civic quarter from Michael Street and Castle Street.
- 9.32. Other community facilities, such as the Peel Centenary Centre and the Corrin Hall support a good cultural offer within Peel, and provide a focus for community gathering and support. A pedestrian link between Derby Road to Tynwald Road, along Lyndale Avenue, aids with connectivity in this area, and should be retained.
- 9.33. Civic uses suit this quarter, and Church uses should remain in place. The existing green space surrounding the Cathedral provides valuable amenity space that complements the civic nature of the land uses in this area, and it should remain publicly accessible for amenity use.
- ~~9.34. **The transition zone** incorporates a mix of coarse grained uses on the edge of the town centre that support the principle town centre uses. The transition zone is broken up into two distinct sections, but the characteristics are similar. Transition areas are located on the East Quay, incorporating the House of Manannan, car park and creative studio complex, and also to the east of the Civic Quarter, including the Police Station, Rectory and car park. In this area, civic uses combine with car parking. **A further gateway towards the town centre is located on the approach from Bowring Road and the Stone Bridge.**~~
- 9.35. Coarse grained uses that contribute positively to the townscape and are unable to be accommodated within the core town centre boundary will continue to be supported in the transition zone, including civic land uses, bulky goods retailing, public transport hubs and light industrial.
- 9.36. Future re-development of buildings in the transition zone should be of high design quality and integrate well with both the historic core and residential hinterland, whilst providing natural surveillance on to the street. Attractive boundary treatments that help to restore a sense of the original street enclosure are encouraged. Views of rear properties should be screened from view through the use of built form or tree planting.
- 9.37. **Typical Materials** include red sandstone and coloured render to elevations, with painted window and door frames, together with slate roofs. Sandstone boundary treatments and wrought iron railings are also characteristic materials.



Photograph 23 – Pedestrian Access linking Lyndale Aveue to Derby Road, Peel



Photograph 24 – Peel Cathedral and Gardens

## **10. Recommended Improvements in Peel Town Centre**

- 10.1. The re-development of large gap sites within East Quay for tourism and leisure uses, in accordance with a regeneration strategy for Peel, would bring unoccupied urban sites back into economic use. New development should be of high design quality and respond to the context of the vernacular character of the quayside buildings, and create an extended economy into the evening hours.
- 10.2. Improvements in public realm on East Quay, and on the lanes leading to Michael Street could help to resolve servicing and access issues and encourage investment within the historic building stock, whilst articulating key routes from the Waterfront to the town centre.
- 10.3. Opportunities for large floor plate retail premises should be explored in the existing retail core, by combining existing smaller units into larger units and by identifying re-development opportunities within transitional areas adjacent to the historic retail core, to support the existing town centre.
- 10.4. Opportunities could also be explored to support the development of eco-tourism on the Waterfront, including kayaking and diving.
- 10.5. Car parking areas should incorporate green infrastructure elements, such as hedging and tree planting, to soften the townscape character whilst contributing to biodiversity net gain, and future provision should be made for cycle parking infrastructure and EV charging points.
- 10.6. Future Design proposals should work with the typical materials found within the town centre





# Cabinet Office Area Plan for the North and West Map 5 Ramsey Town Centre PIP 3 (Map Set)

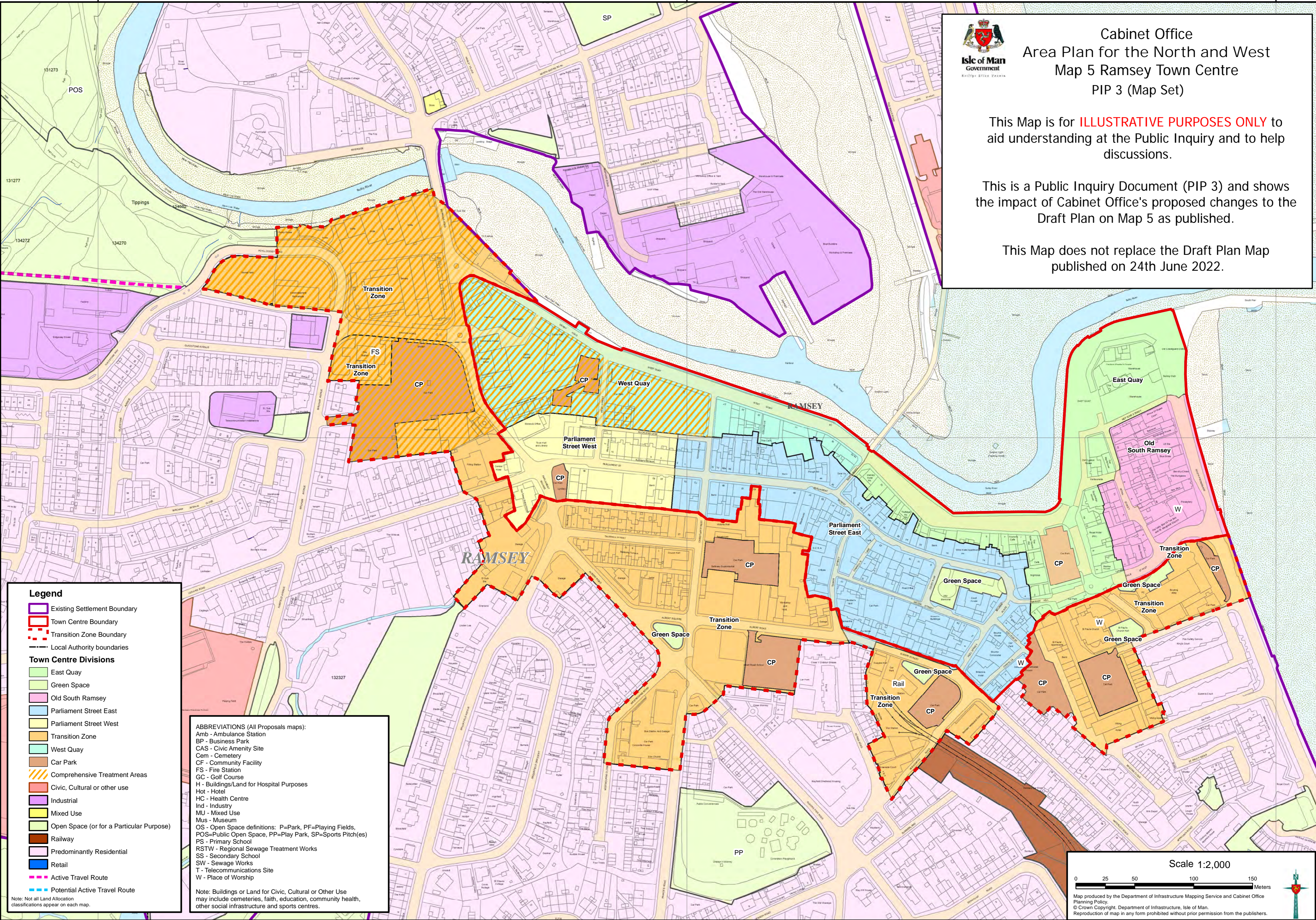
This Map is for **ILLUSTRATIVE PURPOSES ONLY** to aid understanding at the Public Inquiry and to help discussions.

This is a Public Inquiry Document (PIP 3) and shows the impact of Cabinet Office's proposed changes to the Draft Plan on Map 5 as published.

This Map does not replace the Draft Plan Map published on 24th June 2022.

494500

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**Legend**

- Existing Settlement Boundary
- Town Centre Boundary
- Transition Zone Boundary
- Local Authority boundaries

**Town Centre Divisions**

- East Quay
- Green Space
- Old South Ramsey
- Parliament Street East
- Parliament Street West
- Transition Zone
- West Quay
- Car Park
- Comprehensive Treatment Areas
- Civic, Cultural or other use
- Industrial
- Mixed Use
- Open Space (or for a Particular Purpose)
- Railway
- Predominantly Residential
- Retail
- Active Travel Route
- Potential Active Travel Route

**ABBREVIATIONS (All Proposals maps):**  
 Amb - Ambulance Station  
 BP - Business Park  
 CAS - Civic Amenity Site  
 Cem - Cemetery  
 CF - Community Facility  
 FS - Fire Station  
 GC - Golf Course  
 H - Buildings/Land for Hospital Purposes  
 Hot - Hotel  
 HC - Health Centre  
 Ind - Industry  
 MU - Mixed Use  
 Mus - Museum  
 OS - Open Space definitions: P=Park, PF=Playing Fields, POS=Public Open Space, PP=Play Park, SP=Sports Pitch(es)  
 PS - Primary School  
 RSTW - Regional Sewage Treatment Works  
 SS - Secondary School  
 SW - Sewage Works  
 T - Telecommunications Site  
 W - Place of Worship

Note: Buildings or Land for Civic, Cultural or Other Use may include cemeteries, faith, education, community health, other social infrastructure and sports centres.

Note: Not all Land Allocation classifications appear on each map.


Scale 1:2,000

0 25 50 100 150 Meters

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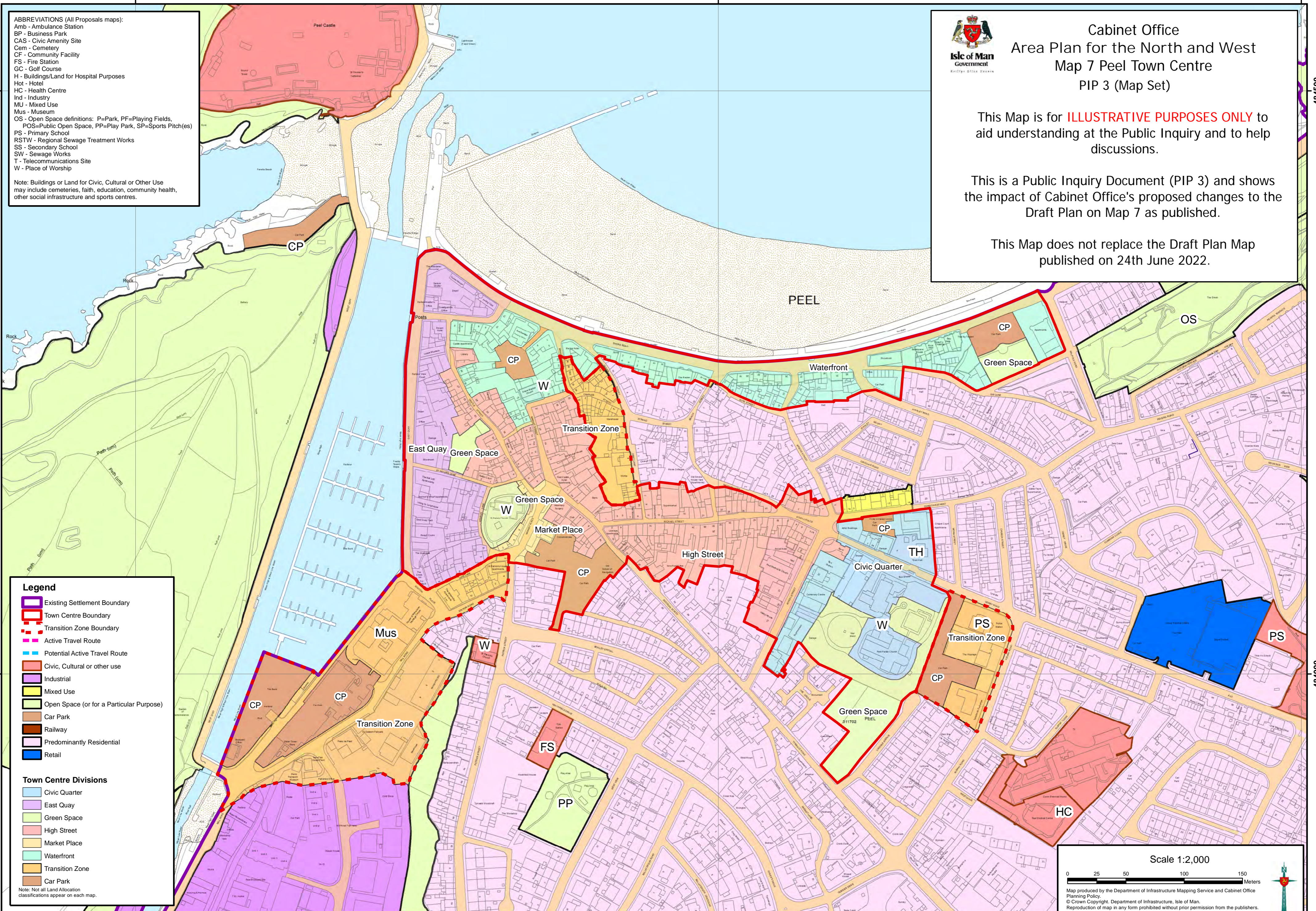
Note: Buildings or Land for Civic, Cultural or Other Use may include cemeteries, faith, education, community health, other social infrastructure and sports centres.

 Cabinet Office  
 Area Plan for the North and West  
 Map 7 Peel Town Centre  
 PIP 3 (Map Set)

This Map is for **ILLUSTRATIVE PURPOSES ONLY** to aid understanding at the Public Inquiry and to help discussions.

This is a Public Inquiry Document (PIP 3) and shows the impact of Cabinet Office's proposed changes to the Draft Plan on Map 7 as published.

This Map does not replace the Draft Plan Map published on 24th June 2022.



**Legend**

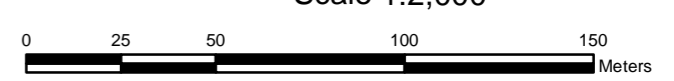
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- Town Centre Boundary
- Transition Zone Boundary
- Active Travel Route
- Potential Active Travel Route
- Civic, Cultural or other use
- Industrial
- Mixed Use
- Open Space (or for a Particular Purpose)
- Car Park
- Railway
- Predominantly Residential
- Retail

**Town Centre Divisions**


- Civic Quarter
- East Quay
- Green Space
- High Street
- Market Place
- Waterfront
- Transition Zone
- Car Park

Note: Not all Land Allocation classifications appear on each map.

Scale 1:2,000



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**Isle of Man**  
Government

*Reiltys Ellan Vannin*

**PIP 9**