

TOWN AND COUNTRY PLANNING ACT 1999

THE REGISTERED BUILDINGS (GENERAL) REGULATIONS 2005

To: Director of Properties and Estates, Properties Division, Department of Transport.

NOTICE IS HEREBY GIVEN that at a meeting held on the **6th June 2006**, the Department of Local Government and the Environment, in pursuance of its powers under the above Acts and Regulations REGISTERED

The Ornamental Gateway, Marine Drive, Braddan.

(As shown delineated and edged in red as the attached plan.)

as represented by the buildings shown outlined in red on the plan hereto attached, in the 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 Committee.

Dated this 12th day of June 2006

By Order of the Department

A handwritten signature in black ink, appearing to read 'J Callow', written in a cursive style.

J Callow
Secretary, Planning Committee.

1st Floor, Murray House,
Mount Havelock,
Douglas,
IM1 2SF.

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 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 Registered Building Regulations 2005

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

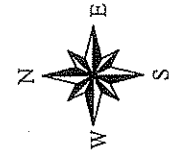
(1) The period specified for the purposes of paragraph 2(2)(a) of Schedule 2 to the Act (period after notice of registration, within which owner or occupier may request de-registration) is 21 days.

(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.

c.c.:-

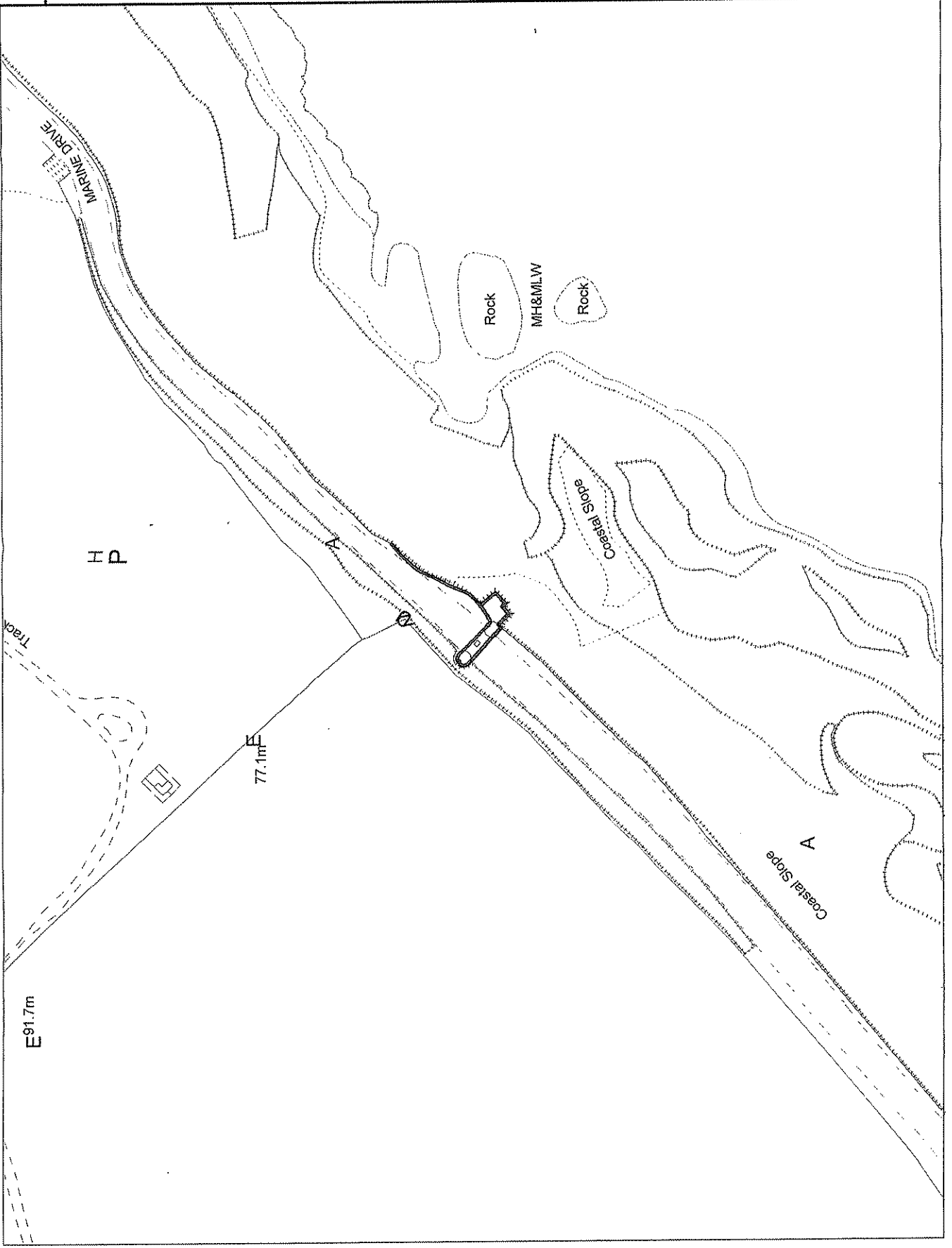
1. Mr C. S. Lewin, The Clerk, Braddan Parish Commissioners, Commissioners Office, Close Corran, Union Mills, Braddan. IM4 4LZ
2. Director of Manx Museum and National Trust, Kingswood Grove, Douglas;
3. SAVE Mann's Heritage, 52, Alberta Drive, Onchan, IM3 1LX

- Point Detail
- R Boundary Post
 - U Boundary Mearing
 - Q Trig Point
 - A Bench Mark
 - E Surface Level
 - N Pylons
 - S Miscellaneous Points
 - G Flow Arrow
 - V Building Seeds
 - V Glasshouse seed
 - C Positioned Conifer
 - L Positioned Non-Conifer
 - B Boulders
 - B Boulders (scattered)
 - C Coniferous Trees
 - C Coniferous (scattered)
 - D Coppice / Osiers
 - J Marsh/Saltmarsh/Reeds
 - L Non-Coniferous Trees
 - L Non-Conif. (scattered)
 - M Orchard
 - I Heath
 - O Rock
 - O Rocks (scattered)
 - H Rough Grassland
 - P Scrub
 - A Cliff
 - A Slope
 - F Water
 - F Scree
 - B Positioned Boulder



1:1000

Department of Local Government and the Environment - Isle of Man



REGISTERED BUILDING CONFIRMATION

NAME: The Ornamental Gateway
ADDRESS: Marine Drive, Braddan
POST CODE: N/A
LOCAL AUTHORITY: Braddan Commissioners
GRID REF: 386 747

Introduction / History

By the 1880's Douglas Head was developing as a place of recreation for the growing visiting industry. Access to the Head was by steam ferry or by a circuitous route via Douglas Bridge. To cater for the crowds, bold plans were laid for the building of a Suspension Bridge and Tower. The intention was to improve access and further increase the attraction of the Head. Both schemes were wildly ambitious and ran into early trouble, but the linked proposal for the creation of a Marine Drive running south-west from the top of the Head Road gathered momentum. At the end of 1890, the Drive was 'set out' and construction commenced. Work proceeded speedily and by late July 1891, the Drive was ready to be opened by Lieutenant Governor Walpole. The highlight of the ceremony was his unlocking of the ornamental gates built near to the commencement of the Marine Drive. Of all the buildings on the Head at the time the Gatehouse was the most spectacular, being an architectural statement in the romantic tradition.

In July 1896, after long gestation, the Douglas Southern Electric Tramway opened. It followed the course of the Marine Drive, and the double-deck cars passed under the landward archway of the Gatehouse. It operated until the Second World War and was taken up in the early 1950's. Further drastic change followed later with the removal of the gatekeeper's cottage which used to be attached to the seaward side of the arches. A substantial house with outbuildings and a steep kitchen garden, it had a dramatic skyline with gables, finials, ornamental chimneys and a slate spirelet. Though the demolition removed an important element of the original composition, the main part survives, and the scars have been adequately disguised.

Architecture

There is a long history of castellated buildings on the Isle of Man which goes back much further than the Gothic Revival of the mid-19th Century. The Castle Mona (1805) set the fashion for the Scottish castellated style, which to some extent inspired the Tower of Refuge (1832) and Falcon Cliff (1846) and many more. Wherever there was a prominent site, the first choice would be to create a romantic composition with castellations. The builders of the Marine Drive followed this tradition, employing a dramatic High Gothic style. The main elements were twin archways over the carriageways of the Drive flanked by rugged towers with corbels and machicolations. These latter rise to the centre like Scottish 'corbie steps' further enhancing the complicated outline. Dressed sandstone is used for the architectural elements and for the rustic lettering over the gateways, between which is the datestone, reading

'Marine Drive 1891'. The orange brown freestone contrasts with the locally quarried slate flags which form the main building material.

The Gatehouse is quite an architectural *tour de force* and its design has been attributed to Maxwell and Tuke of King Street, Manchester who were associated with the later stages of the Marine Drive development. Their chief claim to fame is that they were at this time designing the Blackpool Tower complex. With more mundane commissions they were noted for an eclectic use of many different styles, and the Marine Drive Gatehouse is no exception, being an example of their facility with romantic architecture.

Recommendation

The Ornamental Gateway is suggested for inclusion on the Protected Buildings Register for the following reasons;

Architectural Interest – One of the most prominent examples of the romantic castellated style adopted throughout the 19th Century as landmarks or as architectural statements. A lavish example of its kind, it is the best entrance feature to have survived on the Isle of Man and an important landmark in the history of the Island's tourist development. A dramatic composition by the architects Maxwell and Tuke of Manchester

Close Historic Association - With the development of Douglas Head, the Marine Drive and the Douglas Southern Electric Tramway. Apart from the recently restored Camera Obscura, the Gateway is now the only substantial building to have survived from the tourist heyday of Douglas Head.

As the work of Maxwell and Tuke, the gateway has links with their other ambitious ventures, notably the Blackpool Tower complex and the scheme to raise the Manchester Royal Infirmary on Eiffel Tower –type legs.

Group Value - Though separated by three miles, the Gateway has its counterpart in the prefabricated tollhouse at the other end of the Marine Drive at Port Soderick, which has survived virtually intact.

Rarity - With its southern counterpart, the pair are now unique as roadside toll buildings on the Isle of Man. In the Victorian period there were several castellated and romantic buildings on prominent sites and key points. This is one of the best to have survived, albeit without its attached tollhouse, and it is now the only road arch on the Island.