

The Department of Infrastructure The Town and Country Planning Act 1999



The Area Plan for the South

(Incorporating the Parishes of Rushen, Arbory, and Malew,
the Villages of Port Erin and Port St Mary, and the Town of Castletown)

Written Statement

Made this 7th day of December 2012

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Minister for Infrastructure

Adopted by Order on: 7th December 2012

Approved by Tynwald on: 20th February 2013

Coming into Operation on: 1st March 2013

Statutory Document Number: 0719/2012

TOWN AND COUNTRY PLANNING ACT 1999

The Area Plan for the South

This document comprises that referred to in article 3 of the Town and Country Planning (Area Plan for the South) Order 2012, and is, accordingly, annexed to that Order.

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Foreword

The Area Plan for the South is the first in what will be a comprehensive set of Area Plans for the Island. There have been many people involved in its production and I would like to thank all those individuals, special interest groups, businesses, local authorities, Government departments and bodies, as well as community groups, who have contributed.

This Plan has been through a number of stages but all have been necessary to ensure that the best decisions are taken in respect of designating land, protecting land, and in devising supporting proposals which will allow the South to develop sustainably.

There is, of course, a balance to be struck and I believe that our Vision for the South is robust and positive without forgetting the need to protect the environment and existing and future communities. This Plan will provide opportunities for both housing and employment, but will, at the same time, protect and work to enhance the precious natural and built environments the South has to offer.

Hon David Cretney MHK
Shirveishagh
Bun-troggalys

1. Preface

1.1 The need for Area Plans

1.1.1 The Department of Infrastructure is required by Section 2 of the Town and Country Planning Act 1999 to prepare the Island Development Plan. This Plan must consist of two parts; a Strategic Plan, and one or more Area Plans. The Isle of Man Strategic Plan was approved by Tynwald in July 2007 and forms the first part of the Development Plan. That document sets out Policies which cover the whole of the Isle of Man but no site specific Proposals; these are to be included in the Area Plans.

1.2 Area Plan coverage

1.2.1 The second part of the Island Development Plan is likely to be made up of four Area Plans (although this may be subject to review later in the Plan programme). The four areas identified in the Island Spatial Strategy (Chapter 5 of the Isle of Man Strategic Plan, 2007) are:

- **The South** which covers Castletown, Port Erin, Port St Mary, Rushen, Arbory, and Malew.
- **Douglas and the East** which covers Douglas, Onchan, Braddan, Marown, Santon, Laxey, and Lonan.
- **Peel and the West** which covers Peel, Patrick, German, and Michael.
- **Ramsey and the North** which covers Ramsey, Andreas, Ballaugh, Bride, Jurby, Lezayre, and Maughold.

1.3 The Area Plan Programme and the Isle of Man Strategic Plan Review

1.3.1 The process of preparing and completing an Area Plan will take approximately two and a half to three years. Preliminary work on the Plan for the East has started. Within the Isle of Man Strategic Plan, 2007, (in Chapter 13), there is a commitment to undertake a five-yearly review. Once results from the 2011 Census are collated and analysed, the Isle of Man Strategic Plan, 2007 will be reviewed by way of a partial review. This will commence in 2013, with a view to rolling forward the Plan to a longer-term horizon beyond 2016, most likely 2036. Any changes to Isle of Man Strategic Plan Policies will apply Island-wide and have implications for Proposals in the Area Plan(s) and any other extant development plan. Decisions on the Area Plans for the West and the North will be taken in the light of the Strategic Plan Partial Review.

1.4 The Lifetime of the Area Plan for the South

1.4.1 The current Isle of Man Strategic Plan, 2007 (referred to also in this document as the "Isle of Man Strategic Plan"), covers the period from 2001 (when the Draft Isle of Man Strategic Plan was published) to 2016. The Area Plan for the South also covers the period up to 2016 as it was based on the figures contained within the Isle of Man Strategic Plan i.e. the 2001 Census (as updated by the 2006 Interim Census, in which projections looked ahead to 2016). This is known as the 'plan period'. The intention, as set out above, is to review the Isle of Man Strategic Plan, 2007, which would allow any Area Plan in place at that time to be reviewed as necessary. Whilst the Area Plan for the South will follow the current timescale in place for the Isle of Man Strategic Plan, this does not mean that the lifetime of the Plan or relevance of the Proposals within the Plan will come to an end in 2016. Rather that the lifetime will run until the Plan is reviewed. The Plan contains three 'Strategic Reserve' sites which are intended for development in the longer-term (beyond 2016) or

possibly before that, should there be a demonstrable need. The arrangements for the future release of such Reserve Sites have been set out in Chapter 4 but will, in the first instance, take account of the Isle of Man Strategic Plan Partial Review and the most up to date Annual Monitoring Report for the South.

1.5 **The Area Plan's geographical context**

1.5.1 The Plan Area, as defined on Maps 1 and 3 includes Castletown, Port Erin, Port St Mary and the Parishes of Arbory, Malew and Rushen and adjoins the Parishes of Patrick, Marown, and Santon. Whilst these Parishes will form part of the Area Plans for the West and the East, they also form part of the immediate geographical, topographical, and social context of the Southern Area. The Department has therefore had regard to this context in the formulation of the Plan.

1.6 **Future Review of the Area Plan**

1.6.1 The Proposals contained within this Plan will ensure that the development needs of the South can be met. However, in the interests of providing a more equitable spread of housing land in the South in the longer term, the Department accepts that there is the potential for additional land to be released for housing in the wider Castletown area. This could be by way of general allocation i.e. 'Proposal Sites' or as 'Strategic Reserves'. In order to explore the opportunities fully, and to assess any implications for traffic generation generally, the Department is committed to undertaking a timely partial review of the Area Plan to examine the potential for additional allocations in the Castletown area only. This will not only allow a re-assessment of the land at Great Meadow and Knock Rushen but also other sites which may, or may not, have come forward previously. Such a Review will not affect the Proposal Sites contained within this Plan but may have implications for the timing of the release of the existing Strategic Reserves; this will be addressed as part of the review process as well as via the Annual Monitoring Reports for the Area Plan for the South.

1.7 **Stages in the Plan Process**

1.7.1 The Area Plan for the South has been through the following main stages:

- | | |
|--------------------------|--|
| • July, 2008 | Issues and Options Report published |
| • March, 2009 | Public consultation events in the South |
| • October, 2009 | Draft Area Plan for the South published |
| • January, 2010 | Public consultation event in Castletown |
| • January, 2011 | Modified Draft Area Plan for the South published |
| • October/November, 2011 | Public Inquiry into the Draft Area Plan with Modifications |
| • February-May, 2012 | Publication and consideration of the Planning Inspector's Report |
| • June, 2012 | Publication of the proposed modifications and consideration of responses |
| • December, 2012 | Adoption of the Plan by the Department with Modifications (by Order) |
| • Early 2013 | Approval of the Plan by Tynwald (by Order) |

1.8 **Documents which make up the Area Plan for the South**

1.8.1 The Area Plan is made up of this Written Statement which sets out the background to the various topics as well as detailed 'Proposals' and 'Recommendations'. A Constraints Map, Landscape Character Assessment Map and a Proposals Map have also been produced which help illustrate the Proposals included in the Written Statement. Four Inset Maps covering

the main settlements in the South have also been produced. All of these maps are numbered as follows:

Map 1	Constraints Map
Map 2	Landscape Character Assessment Areas
Map 3	Proposals Map
Map 4	Ballasalla
Map 5	Castletown
Map 6	Colby and Ballabeg
Map 7	Port Erin, Port St Mary and Ballafesson

1.9 **Statutory Development Plans**

1.9.1 **The Isle of Man Planning Scheme (Development Plan) Order 1982**

1.9.1.1 This was the Isle of Man's first statutory Development Plan to be approved by Tynwald. It covers the whole Island, and is still in operation in relation to many of the rural areas. It applied to all those parts of the South not covered by the Local Plans referred to below.

1.10 **Local Plans**

1.10.1 Up until the approval of the Area Plan for the South, there were a number of Local Plans, namely in respect of Port Erin (1990), Castletown (1991), and parts of Arbory and Rushen (the Arbory and East Rushen Local Plan, 1999). These Plans superseded the corresponding parts of the 1982 Plan. The Policies for each Plan were published as Planning Circulars. The Area Plan for the South, now approved by Tynwald, replaces the 1982 Development Plan (insofar as it relates to the South), the Port Erin Local Plan, the Castletown Local Plan, the Arbory and East Rushen Local Plan and a small part of the Foxdale Local Plan.

1.11 **Abandoned Plans**

1.11.1 In 1989, a Local Plan for Port St Mary proceeded as far as Public Inquiry, but no further. In 2001, a Village Plan for Port St Mary reached Public Inquiry, and the Planning Inspector's Report was subsequently published. The Plan was, however, not brought before Tynwald for approval. In 2001, a new Local Plan for Castletown was prepared but was not taken any further than the Draft Plan stage.

1.12 **'Policies', 'Proposals' and 'Recommendations'**

1.12.1 The Draft Area Plan included 'Policies', 'Proposals' and 'Recommendations'. The use of these terms has been reviewed in light of a re-examination of the provisions of the Town and Country Planning Act 1999 and a review of what the Isle of Man Strategic Plan and the Area Plans are meant to include. Area Plans should elaborate on the broad Policies and Proposals set out in the Isle of Man Strategic Plan relating them to precise areas of land.

1.12.2 The Area Plan for the South is now made up of a series of 'Proposals' which are either site specific or more in the nature of a policy statement for a specific area.

1.12.3 'Recommendations' are also included, which are statements of intent where the Department of Infrastructure has no direct control over implementation and where other bodies have been asked to take action in support of a particular element in the Area Plan.

1.13 **The Meaning of Development Briefs**

- 1.13.1 Development Briefs have been used throughout the Plan and relate to the 'Proposal Sites'. They have been prepared to provide guidance on how a site should be developed. They provide an indication of the kind of development the Department would encourage and support. They may include general development principles as well as any specific requirements. The Briefs are not intended to be exhaustive (for there may be other requirements necessary at the planning application stage) or replace the requirements of the Isle of Man Strategic Plan.

2. The Isle of Man Strategic Plan Context

2.1 The Isle of Man Strategic Plan Policies

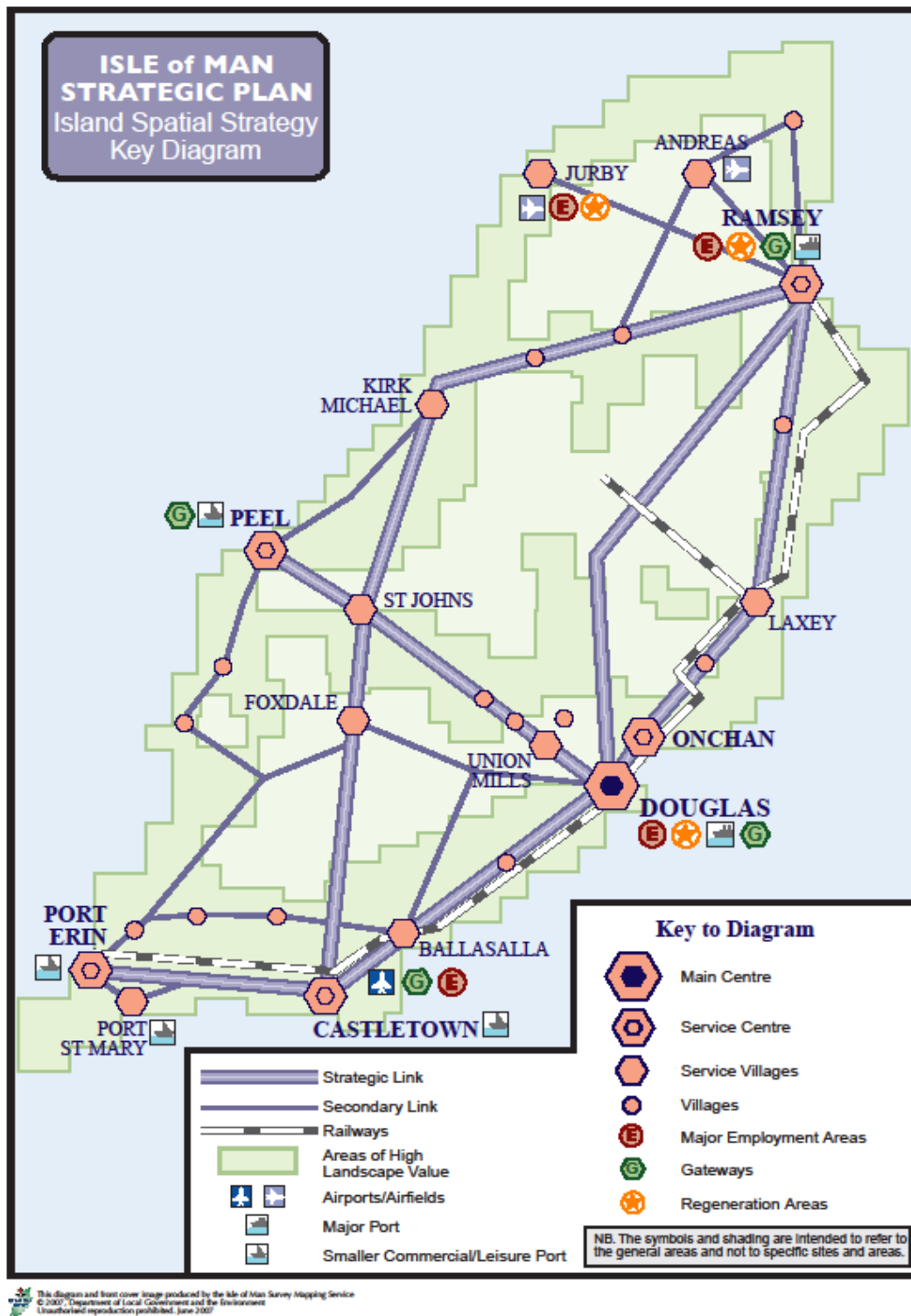
- 2.1.1 The Proposals in an Area Plan must be in general conformity with the Isle of Man Strategic Plan. The Area Plan for the South has therefore been prepared so as to accord with the Policies set out in the Isle of Man Strategic Plan, 2007.
- 2.1.2 The 'Strategic Objectives' and 'Strategic Policies' set out in the Isle of Man Strategic Plan, 2007 direct that the focus of new development should be within existing towns and villages or in sustainable urban extensions, avoiding coalescence of settlements and maintaining their local identity. This translates into a 'Spatial Vision' that:
- 2.1.3 *"By 2016 the Island's communities will have become more sustainable, prosperous, safe, healthy and vibrant. People from all sections of society will have been provided with better access to a range and choice of homes, jobs and services. This will have been achieved in ways that reduce the impact of society on the environment, improve the quality of design and the built environment and enhance the Island's natural environment and heritage assets."* (Paragraph 5.7, the Isle of Man Strategic Plan, 2007)
- 2.1.4 In order to achieve this Spatial Vision, a framework is required as part of the 'Island Spatial Strategy' (ISS)¹ for the future development of the Island based on service '**Centres**', key transport '**Links**' and the main '**Gateways**' of ports and Ronaldsway Airport (the Isle of Man Strategic Plan, 2007 - see Key Diagram later in this Chapter).
- 2.1.5 The Centres comprise a hierarchy of service provision, with Douglas - the Capital of the Island, seat of Government and headquarters for most of the Island principal businesses and retail stores - as the Main Centre. In the South, Castletown and Port Erin act as 'Service Centres' for their respective hinterlands. Port St Mary and Ballasalla are identified as 'Service Villages.' Finally, there are a number of smaller settlements with little or no service provision which rely on the other centres for various services. In the South, these are Ballabeg, Ballafesson and Colby.
- 2.1.6 There is a major employment area outside the Centres which includes the Airport and land used for employment purposes at Ronaldsway, Balthane and the Freeport. This area is situated between Ballasalla and Castletown.
- 2.1.7 The aim of the Centres, Links and Gateways approach is to give a strategic focus to future development and achieve balanced growth on the Island by developing:
- the key transport links as the skeletal framework for future physical development and the primary links to and between the gateway ports and the Airport;
 - a compact and dynamic eastern area centred on Douglas, the major gateway and the focus of the strategic transport network;
 - area service centres in the north and west based on Ramsey and Peel using regeneration opportunities to strengthen their employment and service base; and,
 - a network of local centres in the south with new development focused on the regeneration of existing centres but recognising the growth potential around Ballasalla and the Airport Gateway.

¹ Island Spatial Strategy, Chapter 5, The Isle of Man Strategic Plan (2007)

2.1.8 The key elements of the Island Spatial Strategy for the South are:

- Regeneration within Castletown, Port St Mary and Port Erin to create further housing, employment and leisure opportunities in keeping with the scale of the settlements.
- Maintaining and improving Ronaldsway Airport's International Gateway role.
- Focusing on the employment potential of the Freeport and Ballasalla Industrial Estates to counterbalance the attractions of Douglas and the East.
- Protecting the historic setting of Castletown.

2.1.9 In addition, Spatial Policy 7 in the Isle of Man Strategic Plan states that Area Plans will assess the need for 'Green Gaps' between settlements so as to avoid coalescence.



2.1.10 The Isle of Man Strategic Plan sets out the background to projected future housing need for the Island from 2001 to 2016 (Chapter 8 on Housing). This shows that provision needs to be made for some 6,000 new homes up to 2016. By that date, however, existing homes will still comprise some 85% of the total housing stock, so by any measure it is clear that the existing spatial pattern will continue to dominate the Island Spatial Strategy.

²It should be noted that the strategic link, 'A5 Gansey to Port St Mary', is not shown on the Isle of Man Strategic Plan Spatial Strategy Key Diagram. This is an omission and will be amended at the Review of the Strategic Plan.

2.1.11 The Housing Chapter also sets out in more detail the proposals to secure the provision of housing through a process of 'Plan, Monitor and Manage.' The Area Plans are to include Urban Capacity Assessments as part of a sequential approach to the provision of new housing. This approach will seek to develop within existing settlements, or on previously developed land or by the redevelopment, regeneration and conversion of existing housing. Only then will greenfield sites be brought forward, as extensions to existing settlements.

2.1.12 In line with this approach the Isle of Man Strategic Plan proposed that new housing provision should be distributed in the following manner.³

<u>Area</u>	<u>Distribution</u>
North	1,200
South	1,300
East	2,500
West	1,000
Total	6,000

2.1.13 This proposed distribution is based on the continuation of the containment policy around Douglas and the provision of a range of housing opportunities in the other areas supported by the provision of additional employment and regeneration opportunities.

2.2 Settlement Hierarchy

2.2.1 The Island Spatial Strategy (set out in Chapter 5 of the Isle of Man Strategic Plan, 2007) established a hierarchy of settlements, and included Policies which apply to each of the different types of settlement. For ease of reference, the hierarchy (as it applies to the South) and the Policies are set out below.

2.3 Service Centres

- Port Erin
- Castletown

2.3.1 The Area Plan will define the development boundaries of such Centres so as to provide a range of housing and employment opportunities at a scale appropriate to the settlement.

2.4 Service Villages

- Port St Mary
- Ballasalla

2.4.1 The Area Plan will define the development boundaries of such Villages so as to maintain and where appropriate increase employment opportunities. Housing should be provided to meet local needs and in appropriate cases to broaden the choice of location of housing.

2.5 Villages

- Ballafesson
- Colby
- Ballabeg

³ Housing Policy 3, the Isle of Man Strategic Plan (2007)

- 2.5.1 Development should maintain the existing settlement character and should be of an appropriate scale to meet local needs for housing and limited employment opportunities. The Area Plan will define the development boundaries of such settlements so as to maintain their existing character.

3.0 Southern Identity and Spatial Vision

3.1 Introduction

3.1.1 The South of the Island, like each of the four defined 'planning areas' making up the Isle of Man, has its own identity and character. This arises from a combination of different landscapes, local history and culture, settlement pattern, and, of course, the people who live and work there. Unlike the other Areas, the South does not have one dominant town, but a network of settlements of broadly similar size. Whilst each of these contributes in its own way to the overall character, Castletown, as the former capital with its castle and other fine historic buildings, makes a special contribution.

3.1.2 The overall identity of 'The South' arises partly from the differences between the settlements, and partly from the common landscape, culture, and history which bind them together. It is important to protect this identity but also provide opportunities for carefully managed growth and change. This chapter sets out a 'Spatial Vision' for the South and summarises the main Proposals for the different Settlements and Parishes which are examined in more detail later in the document. A key factor in the formulation of the Spatial Vision has been consideration of the findings of the Landscape Character Assessment⁴; an Island-wide Study undertaken in 2008.

3.1.3 By using the Landscape Character Assessment as part of the evidence base for the development of the Area Plan, the findings have helped to shape the Plan and the Strategies within it; achieving the right balance between development needs and landscape protection. The final set of Proposals has therefore taken landscape character and appearance as being vital in the site selection process and in working up Development Briefs for those sites proposed for development. The Proposals which follow in the rest of the Plan therefore support the Spatial Vision for the South. The Spatial Vision for the South and the origins of and the implications of the Landscape Character Assessment, are set out below.

3.2 Spatial Vision

3.2.1 Taking into account all that makes up the South and its future requirements, the Department has formulated the following Spatial Vision for the future development of the South of the Island:

To provide for the needs of our communities such as to –

a. strengthen the separate identity of each of its settlements: by enhancing what is special and different in each; by careful management of growth and development; by employing local materials and high quality design details in new development wherever it is practical; and by protecting the gaps which separate the settlements; and such as

b. to preserve the landscape, consisting of the natural, cultural and historic environments which, together, provide the setting and the common heritage binding these settlements together to form 'The South'.

⁴Isle of Man Landscape Character Assessment Report (LCA), prepared by Chris Blandford Associates for the Department of Local Government and the Environment (DLGE), 2008

3.3 **Landscape Character Assessment**

- 3.3.1 The Manx landscape is what makes the Isle of Man unique and special to the Manx Nation: it is varied and interesting; it supports diverse, often unique wildlife habitats; it is a valuable resource for agriculture and food production; and is of such quality that it makes the Island a popular destination for tourists. There are a number of different landscapes on the Island each contributing to its special quality. In order to give adequate protection to this variety and devise appropriate strategies and proposals, it has been important to identify and name particular landscapes on the Island.
- 3.3.2 The former Department of Local Government and the Environment (DLGE) commissioned research in 2005 to examine and assess the countryside of the Isle of Man with a view to classifying the various types of landscape. The aim was to describe the qualities and characteristics of each and identify the special features worthy of protection and enhancement. The Assessment did not rank the different landscapes in order of importance but instead set out what was special about each. No particular 'landscape' has therefore been identified as being more important than any other. The historic landscape character remains to be addressed and this will be considered at the time of the partial review of the Isle of Man Strategic Plan.
- 3.3.3 The Landscape Character Assessment Report was published by the Department (DLGE) in 2008, and identified 9 separate Landscape Character 'Types':
- (a) Type A – Uplands
 - (b) Type B – Narrow Upland Glens
 - (c) Type C – Broad Lowland Valley
 - (d) Type D – Incised Inland Slopes
 - (e) Type E – Rugged Coast
 - (f) Type F – Undulating Lowland Plain
 - (g) Type G – Smooth Coastal Strip
 - (h) Type H – Coastal Cliffs
 - (i) Type J – Islands
- 3.3.4 Of these Landscape Types, all are represented in the South except B, C, and G. The Landscape Types were then divided up into 59 Landscape Character 'Areas'. There are 13 separate Landscape Character Areas (or parts of Areas) falling within the Southern Plan area and they do not adhere to Local Authority boundaries. The comprehensive nature of the Assessment has allowed strategies to be developed for the purposes of protection and enhancement as well as the identification of 'Key Views'. The Landscape Types and Areas for the South - as well as the Island as a whole - are shown on Map 2.

3.4 **Landscape Strategies and Key Views for the South**

Southern Uplands (A2)

The overall strategy for the area is to conserve and enhance the character, quality and distinctiveness of the open and exposed character of the moorland, its uninterrupted skyline and panoramic views, its sense of tranquillity and remoteness and its wealth of cultural heritage features.

Key Views

Open and expansive panoramic views out to sea and over the southern portion of the Island.

Distant views in some areas enclosed by the surrounding peaks.

Foxdale (D11)	The overall strategy is to conserve and enhance the character, quality and distinctiveness of the area, with its wooded valley bottoms, its strong geometric field pattern delineated by Manx hedges, its numerous traditional buildings and its network of small roads and lanes. The strategy should also include the restoration of landscapes disturbed by former mining activities.
Key Views	Open views down and across the valley towards St. Johns, the Greeba Valley and beyond to the peaks of the Northern Uplands from areas of higher ground. Enclosed views up to the surrounding Southern Upland areas and Stoney Mountain Plantation.
Ballamodha, Earystane and St Marks (D14)	The overall strategy is to conserve and enhance the character, quality and distinctiveness of the area, with its wooded valley bottoms, its strong geometric field pattern delineated by Manx hedges, its numerous traditional buildings and its network of small roads and lanes. The strategy should also include the restoration of landscapes disturbed by former mining activities.
Key Views	Distant views prevented at times by dense woodland in river valleys and by the cumulative screening effect of hedgerow trees, which tend to create wooded horizons. Open and panoramic views out to sea from the higher areas on the upper western parts of the area where there are few trees to interrupt views.
Port Erin and Port St Mary (D15)	The overall strategy for the area is to maintain and enhance the character, quality and distinctiveness of the local built vernacular and integrity of the nucleated settlements of Port Erin, Port St. Mary and Ballagawne ⁵ , the scattered traditional farm dwellings and to maintain the field pattern and semi-upland character of the upper slopes.
Key Views	Extensive panoramic views from higher ground on hill slopes along coast to the Calf of Man, inland over the Scarlett Peninsula and up the Southern Uplands and Meayll Hill.
Port Grenaugh (E1)	The overall strategy is to conserve the character, quality and distinctiveness of this remote and tranquil coastal area with its rich ecological habitats, open and expansive panoramic views and numerous sites of archaeological importance.
Key Views	Panoramic and open views out to sea from the Raad ny Foillan coastal footpath, south towards Langness and the School Tower in Castletown and north up the jagged coastline towards Santon Head.

⁵ The Landscape Character Assessment identified Ballagawne as a settlement. The identified settlement in the Strategic Plan is Ballafesson therefore the Green Gap proposed is between Port Erin and Ballafesson although the gap between Port Erin and Ballagawne is also seen as an important feature.

Bay ny Carrickey (E9)	<p>The overall strategy is to conserve the character, quality and distinctiveness of the tranquil and coastal area with its rich ecological habitats, open and expansive panoramic views, sites of archaeological importance and to conserve the coastal setting of Port St. Mary.</p>
Key Views	<p>Extensive, panoramic views from Raad ny Foillan across the sweeping and ever-changing seascape to the south.</p> <p>Open views across the bay, with distant sense of enclosure provided by headlands to the east and west.</p> <p>Open views across adjacent Undulating Lowland Plain to the north.</p>
Castletown Bay (E10)	<p>The overall strategy is to conserve the character, quality and distinctiveness of the coastal area with its rich ecological habitats, open and expansive panoramic views, and to conserve the coastal setting of Castletown.</p>
Key Views	<p>Extensive, panoramic open views from Raad ny Foillan, views southwards across the ever-changing seascape.</p> <p>Grey stone wall of the harbour, marking the entrance to Castletown, is a landmark within views westwards.</p> <p>Views across the bay contained by protruding headlands to the east and west.</p>
Langness (E11)	<p>The overall strategy is to conserve the character, quality and distinctiveness of the coastal area with its rich ecological habitats, open and expansive panoramic views, and to conserve the tranquil and rugged character of the area with its numerous sites of archaeological importance, such as the former mines and former smelt mines.</p>
Key Views	<p>Panoramic, open views across surrounding, ever-changing seascape, from several points along the peninsula, in particular from Dreswick Point (at the southernmost tip).</p> <p>Dramatic views northwards from St. Michael's Island, along the north eastern shore.</p> <p>Open views across Castletown Bay to the west.</p>
Castletown and Ballasalla (F7)	<p>The overall strategy is to conserve the character, quality and distinctiveness of this open area that contributes to the setting of Castletown and Ballasalla, to enhance the river field pattern and to conserve the aquatic habitat corridor of the Silverburn.</p>
Key Views	<p>Open and panoramic views out to sea and over Langness' rocky shoreline beyond the Airport.</p> <p>Key views to the prominent landmarks of Castle Rushen and King William's College.</p>

**Poyll Vaash and
Scarlett
Peninsula
(F8)**

The overall strategy is to conserve the strong sense of openness throughout the area, with strong field pattern as well as the setting of the numerous archaeological sites and wartime structures within the area.

Key Views

Open and panoramic views out to sea, up to the Southern Upland peaks over open fields and towards the built-up areas of Castletown and Ballasalla are obtained from various slightly elevated positions within the area, where the cumulative effects of hedgerow trees does not intervene.

Foreshortened views in some flatter areas where the accumulated effects of hedgerow trees create a wooded horizon.

**Fleshwick
(H2)**

The overall strategy is to conserve the character, quality and distinctiveness of this open, unsettled and rugged area with expansive and dramatic views and to conserve the wild setting of the numerous archaeological features.

Key Views

Distant views out towards Ireland over the sea from the Raad ny Foillan coastal path.

Panoramic expansive views out to sea and along the coastline from Fleshwick Bay.

Dramatic views over the coastal cliffs and along the coastline from the coastal path.

**Bradda Head
(H3)**

The overall strategy is to conserve the strong sense of openness throughout this rugged area with its expansive and dramatic views and to conserve the setting of the numerous archaeological features.

Key Views

Extensive and panoramic views out towards Ireland over the sea from hill tops and inland over Port Erin and Port St. Mary.

Sublime and expansive views along the south to the Calf of Man over the coastal cliffs of the Meayll Peninsula and north up the dramatic coastline of Fleshwick.

**Cregneash and
Meayll Peninsula
(H4)**

The overall strategy is to conserve the strong sense of openness of this rugged area, its expansive and dramatic views and to conserve the setting of the numerous archaeological features and Cregneash village and the surrounding traditional field pattern as well as the wartime structures on Meayll Hill.

Key Views

Dramatic views of rising uplands to the north and across Port St. Mary Bay to the northeast.

Dramatic views across the Sound to the Calf of Man.
Panoramic, open views across the Peninsula.

Extensive, panoramic, open views across ever-changing sea and sky engulfing the character area on three sides.

Calf of Man (J1)

The overall strategy is to conserve the strong sense of tranquillity and remoteness throughout this area with minimal human intervention or impact, and to conserve the patchwork of rich ecological habitats.

Key Views

Long distance, panoramic views across an ever-changing seascape from several locations on the Calf.

Dramatic skies are dominant within views from the Island.

Striking views northwards across the often-turbulent 'Sound' channel, towards the modern circular glass-fronted visitor centre and Sound cafe on the Isle of Man.

Views to the striking white memorial cross on the southernmost tip of the Isle of Man.

- 3.4.1 The Department has used the findings of the Landscape Character Assessment to prepare a Draft Planning Policy Statement (PPS) on 'Landscape Character and Appearance'⁶. This sets out the manner in which the Department intends to deal with planning applications for development which may affect the character or appearance of the Island's landscape. It provides guidance on different types of development and also the 9 identified Landscape Types so as to underpin the Landscape Policies in the Isle of Man Strategic Plan. The Draft PPS also sets out how the proposed Area Plans will assess landscape issues when considering potential development sites and when composing other specific Landscape Proposals. The Draft PPS states that the Department's general approach will be as follows:
- 3.4.2 *"The Department, in collaboration with other Government Departments, will promote the active conservation, enhancement, and restoration of the Island's landscape character. Development proposals and land management should be informed by, be sympathetic to and wherever possible, restore the local landscape context and local character as identified in the Landscape Character Assessment"*.
(Extract from the Draft PPS 'Landscape Character and Appearance', 2009)
- 3.4.3 The Isle of Man Strategic Plan already contains a comprehensive set of Environmental and Landscape Policies⁷. It is not necessary therefore to repeat such Policies by way of additional Proposals in the Area Plan. However, some Landscape Proposals are considered necessary and vital to achieving the Spatial Vision for the South. For ease of reference, Proposals which are specific to the South have been set out in a series of 'Town, Village and Parish Profiles' below (many have stemmed from the Draft PPS itself). The Parish Profiles also include reference to small groups of houses in the countryside, a number of which were the subject of further study to establish their potential for further dwellings⁸ (see also Section 4.10). The character and sense of place of each of these smaller housing groups in the South is established largely by their distinctive built environments and landscape settings. Development within such groups could easily erode their character and landscape context, so, where appropriate, Landscape Proposals for such groups have been included in order to ensure respect for and, if possible, enhancement of this character.

⁶ Draft Planning Policy Statement – Landscape Character and Appearance (October 2009)

⁷ Chapter 7, The Environment, the Isle of Man Strategic Plan (2007)

⁸ Study to Assess Groups of Houses in the Countryside (South), DLGE (2009)

3.5 **Town, Village and Parish Profiles (incorporating Landscape Proposals)**

3.5.1 The identified Settlements each have a core of older, traditional buildings to which there has been added more modern development. These additions have usually provided a pleasant and convenient environment, but have often been of rather anonymous design, and have not always been successfully integrated with other parts of the settlement. The edges of some settlements still have abrupt interfaces with the countryside. Conversely, the central, traditional areas, whilst being of architectural interest and attraction, are often less convenient in terms of access and parking, and are in some cases in need of regeneration or enhancement.

Port Erin

3.6 **Description and General Strategy**

3.6.1 Port Erin is currently the largest settlement in the South, with a total population of 3,575 (2006 Census). It is classified as a 'Service Centre' in the Island Spatial Strategy. The Village is bound by the sea on the west, and contained by the slopes of Bradda Hill to the north and Meayll Hill to the south. The built environment of the Village centre and the top Promenade has been undergoing a steady process of renewal in recent years, including new apartments on the Promenade, and renovation of the Station Hotel. However, there remain some sites which would benefit from different uses or improvements to the built environment. It is envisaged that this will be the focus of the Port Erin/Port St Mary Regeneration Committee. More information relating to the role of Regeneration Committees in general is provided in Section 6.1.5.

3.6.2 Given the reduction in the demand for tourism accommodation in the Village many of the former hotels have been converted or redeveloped, however, Port Erin still attracts a number of visitors; many of which arrive by steam train. The Village still boasts an active and thriving water based activity sector. Beyond the Village centre, the former Marine Biological Station is now partially occupied but the land around it would benefit from some improvement. The general appearance of the former open-air swimming pool would be greatly improved by the clearance of unsightly and redundant fabric or through a sympathetic re-use of the site taking into consideration the constraints including its visual prominence and any impacts on the surrounding wildlife site. The steady expansion of Port Erin in an easterly direction has been recognised as a threat to the separate settlement identities of Port Erin, Ballafesson and Port St Mary (see Green Gap Proposals 1 and 2).

3.7 **Implications of the Landscape Character Assessment**

Landscape Type - Incised Slopes

Landscape Area - D15 (Port Erin and Port St Mary)

- i. To protect the identity of Port Erin by maintaining sufficient green open space between it and the built areas of Port St Mary, Ballagawne/Ballakillowey, and also Ballafesson.
- ii. To maintain the field pattern and semi-upland character of the upper slopes of Bradda Head, the Southern Uplands and Meayll Hill. Whilst being important features in their own right they also play an important role in providing a vegetated, undeveloped backdrop to Port Erin.

Landscape Proposal 1:

There should be no further new built development to the west of the existing western edge of residential development on Bradda West.

Landscape Proposal 2:

Additional residential development at the edge of Port Erin, Port St Mary, or Ballafession should include landscaping which softens the existing hard edges of the settlements and includes substantial tree-planting, such as not only to mitigate the landscape impact of the development, but also to maintain effective separation between the settlements.

3.8 Summary of Area Plan Proposals

- i. Housing will be provided;
 - a. by the continued conversion or redevelopment of redundant or under-used land and buildings within the settlement boundary (which may include former hotels), and
 - b. on allocated sites, the most significant being the land at Ballakilly, which is partly in Port Erin and partly in Rushen (see Chapter 4 - Site 23 - and Maps 3 and 7). The use of this space for a mix of housing, recreational and leisure purposes and as an extension to the cemetery would be consistent with this objective, although careful control over subsidiary clutter would be necessary.
- ii. The historical/architectural importance of the Village has been recognised by the identification of a potential new Conservation Area in Port Erin (see Map 7 for draft boundary).

Castletown

3.9 Description and General Strategy

3.9.1 Castletown, the former capital of the Island, has a population of 3,109 (2006 Census), and is classified as a 'Service Centre' in the Island Spatial Strategy (ISS). That Strategy identifies the area immediately north of the town as a 'Major Employment Area', focused around the Airport and sets out that a key element of the ISS is the "protection of the historic setting of Castletown". Any development proposals including regeneration of the old town must preserve its character, and improve the appearance of the approaches to the historic centre. Recent schemes have included redevelopment of previously under-used back-land between Arbory Street and Malew Street and renovation of key buildings in Castletown Square and at the back of Parliament Square. Continued regeneration of Janet's Corner should assist in improving the quality of the housing stock on the main approach to the Town from the Airport.

3.9.2 In terms of office space, Castletown has the third largest amount of office accommodation on the Island, providing not only local employment, but also support for shops, restaurants, and Public Houses in the Town. New retail space has recently been created at Callows Yard, and a car-park has been constructed on Farrant's Way, but, in the absence of opportunities for larger shops, specialist shops are likely to remain important. The Castle, the other Manx National Heritage sites, and the Steam Railway bring many visitors to the Town, again providing support for shops and restaurants.

3.10 Implications of the Landscape Character Assessment

Landscape Type – Undulating Lowland Plain and Rugged Coast

Landscape Area – F7 (Castletown and Ballasalla), F8 (Poyll Vaaish and Scarlett Peninsula) and E10 (Castletown Bay)

- i. The broader setting of Castletown is provided by Castletown Bay, which is formed by the Langness Peninsula on the east and by Scarlett to the west, and by the gently sloping agricultural land rising towards South Barrule. This certainly merits protection, both for its own sake in terms of landscape, and as the historic context of the Town.

- ii. To maintain and improve the approaches to the Town. The more immediate setting for the old town – the residential developments around the edge, and, to the north-east, industrial development – is in some places and in some respects disappointing as they do not seem to reflect the local style and scale of development. Refurbishment, and in some instances new development, should provide opportunities to improve the built environment alongside the approaches to the Town.
- iii. Retention of the green space which serves to separate Castletown from the industrial development to the north (see Green Gap Proposal 3).

Landscape Proposal 3:

Built development should extend no further to the south west towards the Scarlett Peninsula than that already permitted at Knock Rushen, and no further east towards Derbyhaven than the existing terrace of houses on the Promenade adjoining the grounds of King William’s College.

Landscape Proposal 4:

The design of development on sites which adjoin the approach routes into Castletown should employ styles and materials which are sympathetic to those of the historic centre, and should be so sited as to safeguard views of the Castle and the old town from those routes.

Landscape Proposal 5:

In determining applications for development within Castletown, regard should be had to the impact on views of, and from, the Castle; these include the roofscapes visible from the ramparts.

Landscape Proposal 6:

In determining applications for development consideration should be given to the siting of tall vertical elements so that they do not affect the setting of King William’s College and Castle Rushen.

3.11 Summary of Area Plan Proposals

- i. Housing will be provided;
 - a. by the continued conversion or redevelopment of redundant or under-used land and buildings within the settlement boundary, and
 - b. on allocated sites, the most significant being the land off Victoria Road, opposite Janet’s Corner (Site 6) although there are other smaller sites identified (see Chapter 4 and Maps 3 and 5).
- ii. Extension of land associated with Castle Rushen High School (Site 10).

Port St Mary

3.12 Description and General Strategy

3.12.1 Port St Mary is a village of 1,913 people (2006 Census) occupying the coastal area east of Meayll Hill between Perwick Bay and Rhenwyllan Mill. It is classified as a ‘Service Village’ in the Island Spatial Strategy. Retail and business uses are generally small-scale, serving essentially local needs, and there is now only limited tourist accommodation. Renewal and redevelopment of the older built fabric has happened only slowly in recent years, but the Village has managed to retain its attractive appearance, charm and character. There is the possibility that harbour improvements will be undertaken in the future following on from the successful schemes in Douglas and Peel. A comprehensive, sensitively designed scheme which addresses satisfactorily the impacts would result in welcome investment in the Village. This may in turn result in greater use and renovation of the older buildings and

enhance the Village's general character and appeal. The Bay Queen Hotel site clearly needs investment, and would provide a welcome opportunity for new residential development in Port St Mary. In addition, the older part of Port St Mary is proposed to be designated as a Conservation Area (Map 7).

3.13 **Implications of the Landscape Character Assessment**

Landscape Type - Incised Slopes and Rugged Coast

Landscape Area - D15 (Port Erin and Port St Mary) and E9 (Bay Ny Carrickey)

- i. The Village has a strong identity and an attractive, distinctive character but its separation from Port Erin is fragile, depending on retention of the green space between the two. Development of new buildings on green land north of Beach Road and Plantation Road should therefore be resisted.
- ii. There are key views across the Bay with a distant sense of enclosure.
- iii. Adjacent to Port St Mary there is a single standing stone (known locally as the Giant's Quoiting Stone), possibly Bronze Age, in the field on the north side of Beach Road near to Ballacreggan corner. This is an important archaeological site.

Landscape Proposal 7:

The site in front of the Bay View Hotel on Bay View Road creates an important space between the buildings allowing for views across the bay and beyond. To ensure the continuation of this view no building on the Shore Road will be permitted to exceed the existing road level.

Landscape Proposal 8:

The field which forms the immediate setting for the Giant's Quoiting Stone, Ballacreggan, Port St Mary should remain undeveloped.

3.14 **Summary of Area Plan Proposals**

- i. Part retention of and conversion of the Bay Queen Hotel and the development of the immediate site around it is clearly desirable, and constitutes the principal opportunity for new housing, or other properly assessed uses, in the Village (Site 25). Renovation and re-use of some of the older buildings may provide other opportunities.
- ii. It is proposed that there should be a new Conservation Area embracing the older part of the Village around the harbour. This is to be assessed under a different process (see Map 7 for draft boundary).
- iii. There is general support for the harbour improvements in Port St Mary, subject to any scheme being capable of meeting satisfactory design and environmental requirements.

Rushen (including Ballafesson)

3.15 **Description and General Strategy**

- 3.15.1 The Parish stretches from the summit of Cronk ny Arrey Laa down to The Sound and The Calf and down to the Bay ny Carrickey to the south. Whilst largely rural, the Parish includes the built areas of Ballafesson, Surby and Ballakillowey, and the small residential clusters of Ballakilpheric/Cronk e Dhooney, The Howe/Glen Chass, and Cregneash. Ballafesson is classified as a 'Village' in the Island Spatial Strategy. In terms of recent development, the cluster of buildings around The Level has been renovated and redeveloped to good effect. Cregneash is renowned for having the greatest surviving concentration of traditional thatched cottages, of the kind once common throughout the Island. Also apparent is a particular architectural vernacular which either did not exist

elsewhere or has disappeared. The last new dwellings in Cregneash were built before 1910. Much of the Meayll Peninsula not only forms the physical and landscape context for Cregneash, but is also of considerable cultural and historic interest itself.

3.16 **Ballafesson**

3.16.1 The village of Ballafesson is nestled in the valley formed between Bradda Hill and Lhiattee ny Beinnee, the latter of which rises steeply to the Southern Uplands forming a mainly vegetated backdrop to the Village. Activity in the Village centres around the Methodist Chapel and its hall, but there is also a practice-room for the Rushen Silver Band, and a small recreation ground.

3.17 **Implications of the Landscape Character Assessment**

Landscape Types - Coastal Cliffs, Incised Slopes, Uplands, Undulating Lowland Plain, Islands

Landscape Area - H2 (Fleshwick), H3 (Bradda Head), H4 (Cregneash Head and Meayll Peninsula), A2 (Southern Uplands), F8 (Poyll Vaaish and Scarlett Peninsula), J1 (Calf of Man).

- i. A number of Landscape Character Types/Areas are identified in Rushen stretching from the Southern Uplands to the Meayll Peninsula. Care is needed in order to protect this array of different landscapes which include open and windswept coastal stretches and inland moorland, high and dramatic sea cliffs and pastoral and arable fields.
- ii. The Parish of Rushen is split into 3 distinct physical areas by the local authority areas of Port St Mary and Port Erin. The largest area stretching from its boundary with Patrick in the north to the boundaries of Port Erin and Port St Mary. The other 2 areas are the Meayll Peninsula and the Calf of Man. The Landscape Character Assessment stresses the importance of avoiding the coalescence of Ballafesson and Port Erin and also Port Erin and Port St Mary. Sufficient green space should be retained between the settlements of Ballafesson, Port Erin, Ballagawne/Ballakillowey, and Port St Mary to ensure preservation of their separate identities.
- iii. Avoid any new areas of ribbon development along the southern coastline at Bay ny Carrickey.

Landscape Proposal 9:

Additional new built development (other than development ancillary to existing properties) should not be permitted alongside the coastal road between the Shore Hotel and Poil Vaaish Farm.

Landscape Proposal 10:

Any additional new built development on the Meayll Peninsula, other than very limited development near its northern edge at the former Marine Biological Station, should be avoided as such development would adversely affect the largely unspoilt character and appearance of the Peninsula and/or would diminish its role in providing a vegetated, undeveloped backdrop to Port Erin, Port St Mary and Cregneash.

Landscape Proposal 11:

Should the opportunity arise, the radio beacon on Cronk ny Arrey and other communications apparatus on the Meayll Peninsula should be removed or, if necessary, replaced by more modest and less intrusive structures.

Landscape Proposal 12:

The cluster of buildings at The Howe around the Methodist Chapel is quite exposed and appears on some local skylines. Care should be taken when considering proposals to change the roofscape or silhouettes of the buildings.

Landscape Proposal 13:

The buildings at Glen Chass are pleasantly and haphazardly scattered around the winding road down to Fistard. The spaces between the buildings make a significant contribution to the character of the group; any proposals to extend properties should be of subordinate scale to the parent building so as to protect these spaces.

Landscape Proposal 14:

The character of the group at Ballakilpheric/Cronk e Dhooney arises principally from the largely informal setting around the lanes which serve the dwellings, the farms and the Chapel. Changes to the spaces between the buildings should be of informal character, avoiding extensive paving, kerbing or inappropriate fencing.

3.18 **Summary of Area Plan Proposals**

- i. No significant housing development is proposed in Rushen. Modest developments are however proposed on a number of allocated sites; including Sites 17, 18, 19 (see Chapter 4 and Maps 3 and 7). It should be noted that whilst much of the land suggested for residential development on Site 23 (Ballakilley) falls in Port Erin, the Ballakilley land extends into Rushen and the whole site is to be co-ordinated by a Master Plan (see Development Brief 23 and Map 7). The use of the Ballakilley site for a mix of housing, recreational and leisure purposes and as an extension to the cemetery would be consistent with the objective of retaining the separation of the settlements, although careful control over subsidiary clutter would be necessary.
- ii. Under a different process, Cregneash is currently being considered for designation as a Conservation Area. The final boundary for such a designation will be decided under that separate process (see Map 3 for draft boundary).

Arbory (including Colby and Ballabeg)

3.19 **Description and General Strategy**

- 3.19.1 Arbory is a largely rural parish, stretching from the Round Table, over Slieau Earystane, to meet the sea at Poil Vaish. Between the hill-slopes and the flat land to the south sit the villages of Ballabeg and Colby, strung out along the A7. The two villages are classified as such in the Island Spatial Strategy. The older and most attractive part of Colby Village around the Glen Road is protected by the Conservation Area designation. Ballabeg Village has a strong sense of community, arising in part from Arbory School, the Church, the Chapel, the Parish Hall, and, hopefully, the replacement shop which has now been completed but not yet opened. Part of Ballabeg is also proposed to be designated as a Conservation Area recognising the special nature of the older elements of the Village.

3.20 **Implications of the Landscape Character Assessment**

Landscape Type: Uplands, Incised Slopes, Undulating Lowland Plain

Landscape Area: E9 (Bay-ny-Carrickey), A2 (Southern Uplands), D14 (Ballamodha, Earystane and St Mark's), F8 (Poyll Vaish and Scarlett Peninsula)

- i. To protect the tranquil, rural character of the area with its open views.
- ii. Sensitive location of new buildings and the use of screen planting.

- iii. Avoidance of physical or visual amalgamation of roadside housing.
- iv. Protection and enhancement of the identity of Ballabeg and Colby by the conservation of the rural character of the adjacent landscape.

Landscape Proposal 15:

The setting and context of the Ancient Monuments on Chapel Hill should be conserved and managed.

Landscape Proposal 16:

Any new residential development in the settlements of Colby and Ballabeg should include tree-planting designed not only to soften the impact of the development, but also to enhance the landscape.

Landscape Proposal 17:

Further mineral workings shall not be permitted south of Fisher’s Hill or west of the Balladoole Back-Road, since the activity and the impact on the landscape would have an adverse effect on the setting and context of the ancient monuments on Chapel Hill.

Landscape Proposal 18:

The group of houses at Earystane is characterised by distinctive coursed stone work which lends coherence to the group. Built extensions should be finished to match this stonework (the stone is still being quarried on Slieau Earystane). Part of the attraction of the group is the way in which the buildings are strung out with important gaps between them. In order to secure this attraction these gaps should be retained.

3.21 Summary of Area Plan Proposals

Significant change, beyond what has been previously proposed in the Parish, is neither needed nor anticipated. However, there are a number of important proposals.

- i. Housing will be provided by;
 - a. Allocated sites in Colby (Sites 12, 13, 14 and 16). The intention is to make the Village more compact, rather than extending it into the countryside.
 - b. The residential element of Site 13 is proposed for 100% affordable housing.
 - c. Site SR1 is proposed as a Strategic Reserve housing site (see section 4.17).
 - d. Site SR3 is proposed as a Strategic Reserve housing site with community facilities (see section 4.21).
- ii. New football pitches have been provided on Site 15.
- iii. Under a different process, the older part of Ballabeg is being considered for Conservation Area status. The final extent of this will be determined through this separate process (see Map 6 for draft boundary).
- iv. An area has been identified in Ballabeg for a proposed park (see Map 6, Site 26).

Malew (including Ballasalla)

3.22 Description and General Strategy

- 3.22.1 Malew is one of the Island’s larger parishes, stretching from the edge of Foxdale in the north, over South Barrule and Stoney Mountain, and down the wooded valley of the Silverburn to Scarlett and Langness. Most of the Parish is either hill land or agricultural

land with scattered dwellings, farmsteads, and small residential groups including St Marks, but in the South, there is the Village of Ballasalla, the employment areas of Balthane, the Freeport, and Ronaldsway, and also the Airport. Ballasalla has a resident population of about 1,400, and is classified as a 'Service Village' in the Island Spatial Strategy.

- 3.22.2 The older part of Ballasalla is clustered around the ford and the remains of the Cistercian Monastery at Rushen Abbey, and falls within the Silverdale Conservation Area. The adjoining commercial and civic area has been improved in recent years by the new Commissioners' building and the renovation of The Whitestone Pub and Restaurant. Continuing renewal and regeneration of the public-sector housing at Clagh Vane, proposed replacement of the school, and the longer-term construction of a by-pass, are all projects which provide opportunities to improve the built fabric and the integration of the separate parts of the Village.
- 3.22.3 Between Ballasalla and Castletown is the Airport, the industrial buildings at Balthane, the Freeport, and Ronaldsway. Most of the built or engineered development at the Airport is location-dependent or dictated by compliance with civil aviation regulations. Further development is in many cases 'permitted development',⁹ and the remainder is likely to accord with the Airport Master Plan (see Chapter 7, paragraph 7.5). Many of the industrial buildings at Balthane, the Freeport, and Ronaldsway are of rather utilitarian form and appearance, although those close to the Main Road and those of more recent construction are usually better.
- 3.22.4 To the south west of Castletown is the detached part of Malew which covers the Scarlett Peninsula. This is an important environmental, archaeological and cultural area.

3.23 **Implications of the Landscape Character Assessment**

Landscape Type: Uplands, Incised Slopes, Rugged Coast, Undulating Lowland Plain
Landscape Area: A2 (Southern Uplands), D14 (Ballamodha, Earystane and St Mark's), E11 (Langness), F7 (Castletown and Ballasalla) and F8 (Poyll Vaaish and Scarlett Peninsula)

- i. To protect and enhance the identity of Ballasalla by conserving the rural character of the adjacent landscape.
- ii. In terms of Langness, to resist any development that would detract from the unspoilt character and appearance of the rugged coast or from the sense of openness in the area.
- iii. Protection of the tranquil, rural character of the area with its open views.
- iv. Sensitive location of new buildings and the use of screen planting.
- v. Avoidance of physical or visual amalgamation of roadside housing.

Landscape Proposal 19:

New industrial or commercial buildings at Balthane and Ronaldsway Business Park and the Freeport, which would be visible from the A5 or the Steam Railway, should be of high-quality, functional design. This proposal will also apply to buildings which would be visible from the by-pass once a route has been firmly determined.

Landscape Proposal 20:

The context, including public pedestrian access along the Raad ny Foillan and other public footpaths, and the setting of the promontory fort at Cass ny Hawin should be conserved.

⁹ Part 3 'Aviation Operations' Town and Country Planning (Permitted Development) Order 2012

NB: As per addendum please note that Landscape Proposal 21 no longer forms part of the Area Plan for the South.

Landscape Proposal 21:

~~New or replacement buildings on Langness should not be permitted except for, uses ancillary to the operation and use of the golf course or, in the case of the former Golf Links Hotel site, for hotel accommodation.~~

Landscape Proposal 22:

The design of any new or replacement buildings on Langness should be such as not to increase significantly their landscape impact and should be so designed as to respect the location of, and facilitate public access to, the promontory fort on Langness known as Hango Broogh.

Landscape Proposal 23:

Any proposals for development of land to the north or east of Rushen Abbey must be designed having regard to the visual impact as viewed from within the Abbey site.

Landscape Proposal 24:

Development on the Ronaldsway Business Park should be undertaken such as to improve the appearance of the general estate as viewed from the footpath along the Silverburn and from the railway.

Landscape Proposal 25:

Quarrying should not be permitted to extend any closer to the promontory Fort at Close ny Chollagh than has already been permitted and any proposals for other operations must include an overall scheme of environmental improvement.

Landscape Proposal 26:

The character of the compact group at Derbyhaven arises largely from the setting between the foreshore and the green space of the airport and the golf course. Since the buildings are of mixed age, form, and style, there is no need to adopt prescriptive guidelines for extensions, but it is important to maintain the general coastal character as viewed on the approach from Castletown and from the pleasant green areas adjoining the bay.

3.24 Summary of Area Plan Proposals

- i. In terms of housing, land has been allocated on Sites 1, 2 (Crossag Farm) and 3 (land to the south east of Ballasalla). Sites 2 and 3 will include both affordable housing and open market housing. To the south west of Crossag Farm, the quality of the housing at Clagh Vane is currently being improved by a phased replacement of the current housing stock. These works are being undertaken outside of the Area Plan process but final phases of regeneration will be affected by the proposals for Crossag Farm set out in Chapter 4.
- ii. Land has been identified to enable the replacement of the existing school, currently at Clagh Vane (see Map 4).
- iii. An 'Area of Low Density Housing in Parkland' (both 'Existing' and 'Proposed') has been retained along Phildraw Road.
- iv. Under a different process, the Silverdale Conservation Area is being considered for an extension. The final boundary will be determined through this separate process (see Map 4 for draft boundary).

- v. A route has been identified for a by-pass to the south east of Ballasalla to link the Douglas Road with Station Road. The provision of a by-pass and the future development of the land around it will realise the opportunity to improve the integration of the somewhat disparate parts of the Village (see Site 3).
- vi. There is support to improving access to and the generally poor physical environment in Balthane Industrial Estate.
- vii. Office or Industrial development will be acceptable on Site 4.
- viii. Land at Ronaldsway Industrial Estate has been re-designated as a Business Park (see Chapter 6, Employment Proposal 3). Site SR2 identifies further Business Park land as a Strategic Reserve.
- ix. No further development is proposed at St Marks.

3.25 **Green Gaps**

- 3.25.1 The Isle of Man Strategic Plan sets out in Strategic Policy 3 and Spatial Policy 7 the requirement to protect settlements from coalescence and enables the Area Plans to identify 'Green Gaps'.
- 3.25.2 Taking into consideration the findings of the Landscape Character Assessment and in order to support other landscape proposals, the Department has identified the important 'Green Gaps' as being between:
 - Port Erin and Ballafesson
 - Port St Mary and Port Erin
 - Castletown and the Airport / Ronaldsway Business Park built environment
- 3.25.3 There is no precise boundary to the Green Gaps and any application judged to be located within a Green Gap will be assessed, in part, on its impact on the openness of the area and whether it would lead to greater coalescence between the settlements.

Green Gap Proposal 1

Between the settlements of Port Erin and Ballafesson built development which would erode the separation and detract from the openness between the settlements will not be permitted.

Green Gap Proposal 2

Between the settlements of Port St Mary and Port Erin built development which would erode the separation and detract from the openness between the settlements will not be permitted.

Green Gap Proposal 3

Between Castletown and the Airport/Ronaldsway Business Park (inclusive of Site SR2), development which would erode the separation and detract from the openness between the two areas will not be permitted.

4. Residential Development

4.1 Introduction

4.1.1 Government's general policy priority in terms of housing is to "enable the provision of affordable and appropriate housing".¹⁰ One of the objectives which follows this aim stresses a commitment to "strive to provide sufficient and appropriate homes to meet the needs of the community".¹¹

4.1.2 The Island's most up to date population statistics and projections were included in the Department's Isle of Man Strategic Plan, 2007. The figures show a growing population on the Island, a rise in household numbers and a reduction in household sizes. There is a clear need to provide more residential properties on the Island in order to respond to these demographic changes and to provide for a range of house types and tenures. The Island's housing market is diverse and by planning for population growth and change, it presents an opportunity to address: the needs of first-time buyers; the needs of those seeking to move up the housing ladder; as well as the aspirations of those wishing to live in the countryside. Despite the fact that housing is a fundamental need for all communities it is often an issue which provokes debate and this applies equally to the affordable housing sector and the sector wanting to build new houses in the countryside.

4.2 Housing Provision in the South

4.2.1 The role of the Area Plan is to manage the supply of new housing through the allocation of land for residential development. The Plan addresses the questions which generally arise when trying to fulfil the housing needs of the local population, namely:

- How many new properties are required during the lifetime of the Plan and beyond?
- Where should land be designated for housing development?
- What types of dwellings are needed?

4.2.2 In accordance with the Strategic Policies set out in the Isle of Man Strategic Plan, key objectives of the Area Plan are:

- to ensure an adequate supply of housing land;
- to locate new housing primarily within existing towns and villages as identified in the Island Spatial Strategy of the Isle of Man Strategic Plan, or where appropriate, sustainable urban extensions of such;
- to provide for affordable housing; and
- to allow housing in the countryside only in exceptional circumstances.

4.2.3 It is critical that the selection of proposed housing sites and supporting Proposals can be justified and is based on sound evidence. Final site selection in the South only took place after comprehensive site assessment, extensive consultation, recognition of different town and village identities and development opportunities, and consideration of other studies undertaken to help determine housing land supply and types of housing demand.

4.3 The Isle of Man Strategic Plan Context

4.3.1 The overall thrust of the Isle of Man Strategic Plan is to encourage the development of sustainable communities. This approach strives to create places where people want to live and work and which integrate well with existing communities, available infrastructure and landscape character. They should be served by public transport and other local services, offer a range and mix of housing types and tenures and reduce or mitigate the impact on the local environment as much as possible.

¹⁰ Government Strategic Plan 2007-2011, page 12

¹¹ Government Strategic Plan 2007-2011, page 12

4.3.2 The Island Spatial Strategy¹² (ISS) promotes a 'Sustainable Vision' for the Island, part of which forms a framework describing where new development should be located. In terms of the South, this means that development should be concentrated, at an appropriate scale, in Port Erin and Castletown (Service Centres), Port St Mary and Ballasalla (Service Villages) and Ballafession, Colby and Ballabeg (Villages). Spatial Policy 5 goes on to state that outside of defined settlements development will only be permitted in the countryside in accordance with General Policy 3,¹³ which provides a list of exceptions.

4.3.3 As referred to in Chapter 2, the Isle of Man Strategic Plan - Strategic Policy 11 and Housing Policy 1 - sets out the predicted housing needs of the Island up to 2016. These figures are based on the 2006 Interim Census data.

The Isle of Man Strategic Plan - Strategic Policy 11 and Housing Policy 1- state:

"The housing needs of the Island will be met by making provision for sufficient development opportunities to enable 6000 additional dwellings (net of demolitions), and including those created by conversion, to be built over the Plan period 2001 to 2016."

4.3.4 In terms of how those dwellings should be distributed, Housing Policy 3 states:

"The overall housing provision will be distributed as follows:

- *North* *1,200*
- *South* *1,300*
- *East* *2,500*
- *West* *1,000*
- ***All Island*** ***6,000***"

4.3.5 The housing provision figure for the South is to see 1300 dwellings built between 2001 and 2016 (22% of the all-Island figure). The Department is allocating, through this Plan, a range of sites, some large and some small, some released as a general allocation and others being kept as Strategic Reserves; the release of these to be monitored and managed. The Plan also aims to distribute housing across the settlements. All of these provisions aim to ensure a flexible approach to housing allocations in order to achieve the overall housing provision figure for the South. To help work out the total number of dwellings approved since 2001 and the rate of take-up i.e. the number of dwellings under construction or completed, a 'Residential Land Availability Study' (RLAS) was designed and first produced in 2007. It has played a key role in the Department's understanding of where dwellings have been built in recent years, where opportunities still exist, i.e. what land remains allocated but undeveloped, and has helped determine how much land still needs to be released for housing. It is the aim of the Department to continue to undertake this work and to publish annual update figures regularly.

4.4 **The Residential Land Availability Study (RLAS)**

4.4.1 An Update to the RLAS (2007) was produced in 2009 to feed into the Draft Area Plan for the South.¹⁴ A further Interim Update was produced which looked at approval data for the South up to December 2010 (see Appendix 1). This assessment by the Department demonstrated that between 2001 and December 2010, some 869 dwellings had been granted planning permission in the South. The number of dwellings either under construction or completed as at 30th June 2009 was 598 (72% of the total). This had increased to 79% by December 2010. Conversion and windfall projections for the

¹² Isle of Man Strategic Plan (2007), Chapter 5, page 20

¹³ Isle of Man Strategic Plan (2007), Chapter 5, page 25

¹⁴ Interim Report for the South (2001 – 2009) published October 2009 (and later included in Update 3 of the RLAS published in 2010)

remaining years (between end of 2010 and 2016) revealed that a further 89 dwellings could be provided in this manner, giving a total of 958. The 2010 Update showed that somewhere in the order of 350 dwellings would need to be provided to meet housing need in the South over the Plan Period.¹⁵

4.4.2 When examining these figures, it is important to understand that:

- i. The development needs in the South will extend beyond January 2016
- ii. Some of the planning approvals granted will not be taken up (i.e. will lapse)
- iii. Some of the planning approvals granted will not be taken up by January 2016 but may still be valid.

4.4.3 Survey work to date suggests that out of all the dwellings granted approval up to December 2010 in the South, 79% were either under construction or had been completed. This figure has risen steadily from 59% (2007 figures), but may fluctuate in the future if there are uncertainties brought about by global economic fluctuations and more locally, confidence in the Island's housing market. It is useful for general guidance and monitoring purposes to consider these fluctuations in take-up rates and how these should be reflected in the allocation of land for housing. As set out above the overall housing provision figure in the South is 1300 from 2001-2016. The completion rate in 2009 was 72% meaning theoretically that there would need to be an overall release within the Plan period of around 1805 units in order to achieve 1300 completed dwellings. The completion rate in 2010 rose again to 79% which would indicate that around 1646 approved units would be required to achieve the 1300 completions. In light of these fluctuations, the Plan aims to ensure, through the allocation of residential land, that sufficient land is identified to enable the 1300 dwellings to be achieved.

4.4.4 The 2009 Update (included in Update 3 of the RLAS) made an assessment of all the allocated residential land still notionally available for development as at June 2009, i.e. land zoned for residential purposes but with no valid planning approval. On this basis:

- i. Port Erin and Port St Mary had no more designated land available
- ii. Arbory had just over 2 hectares available
- iii. Rushen had just over 2 hectares available
- iv. Castletown and Malew had 12.4 and 19.5 hectares available respectively, plus land identified for Low Density Housing in Parkland along Phildraw Road, Malew (see Appendix 2).

4.4.5 The RLAS has been a useful tool in planning proposed land release in the South and has provided some clarity about why some sites have not come forward for development. The statistics have been a starting point for calculating what additional land will be needed up to 2016 and beyond. All of the sites which were still notionally 'available' for housing on 'current' Plans were reconsidered, alongside other suggested sites, using the 'Site Assessment Framework.' This Framework was one of the tools used to assess the sites which came forward via the 'Call for Sites' Exercise (see Section 4.7).

4.4.6 The RLAS work does not make detailed assessments of every pocket of land or building within existing settlements which may have development potential for housing. It is normal for most settlements to have some land and/or buildings which are under-used or vacant. It is also normal to have areas of land within settlements which are used for recreational purposes, both formal and informal, as open space or car parking for example. It may not be appropriate to allocate all such sites for housing, but it is important to make the best use of potential sites, which is a requirement set out in the Isle of Man Strategic Plan.¹⁶ Before proper consideration was given to the release of further land on the

¹⁵ Update 4, published in June 2012, showed a similar requirement

¹⁶ Isle of Man Strategic Plan (2007) Chapter 4, Strategic Policy 1

outskirts of towns and villages in the South, research was undertaken to identify where these potential sites were in towns and villages, and an assessment was made of their characteristics. The term 'urban capacity assessment' was first referred to, in an Isle of Man context, in the Isle of Man Strategic Plan, 2007. It identified that the best time to carry out such assessment, was at the Area Plan stage. Paragraph 5.20 states that:

4.4.7 *"Area Plans will include Urban Capacity Assessments as part a sequential approach to the provision of new housing. This approach will seek to develop within existing settlements, or on previously developed land or by the redevelopment, regeneration and conversion of existing housing. Only then will greenfield sites be brought forward, as extensions to existing settlements."* (Island Spatial Strategy, Isle of Man Strategic Plan, 2007, Page 23)

4.5 **Urban Capacity Assessments**

4.5.1 Urban Capacity Assessments were carried out in Port Erin, Castletown, Port St Mary and Ballasalla and each Assessment concentrated on the land within each settlement boundary. The methodology for each Assessment first involved the production of a list of sites which showed some potential for residential development. Then it was possible to set out an informed estimate as to the number of residential units that each site could accommodate. This figure was referred to as the 'unconstrained yield'. If sites were then identified as still having a useful purpose or had little chance of being developed, then these sites were removed from the initial list. The remaining sites and associated potential housing figures were referred to as the 'constrained yield.' It was important to ensure that there was no overlap with the RLAS work which could have lead to inaccurate and misleading figures. The process therefore readjusted the 'constrained yield' to remove those with planning approval to reveal the final potential in each settlement, namely:

	<u>Location</u>	<u>Potential residential units</u>
1.	Port Erin	- 133
2.	Castletown	- 12
3.	Ballasalla	- 0
4.	Port St Mary	- 32

4.5.2 The results of the Urban Capacity Assessments showed that:

1. If all of the reported sites were developed this would release 177 new properties;
2. Only 3 of the sites would qualify for Housing Policy 5 of the Strategic Plan (25% affordable housing provision) to be applied; and,
3. Many of the sites were judged to be only suitable for apartments or schemes involving small numbers of individual units.

4.6 **Identifying Suitable Sites**

4.6.1 The individual Assessments have provided an understanding of the development potential within the four largest settlements in the South. It is obvious that appropriate development within existing settlements strengthens their vitality and is generally preferable to vacant or under-used land and buildings and greenfield development. It can also make a vital contribution to overall housing numbers. There does still appear to be a healthy interest in redevelopment schemes, and many of the sites that were initially picked up in the Port Erin and Castletown Assessments have already secured some form of residential approval. Changes within existing settlements will continue to be monitored through the RLAS Updates. There is no guarantee that the remaining sites referred to in the Urban Capacity Assessments will come forward within the lifetime of the Plan and it is evident that many sites will be more suited to apartments than houses. Whilst this

addresses one particular need, the Department is looking to provide a mix of house types on a number of sites which can be delivered in a reasonable time frame.

4.6.2 The Department, having considered the latest Residential Land Availability figures, the Urban Capacity Assessment findings (including the type of sites that may still be available), as well as the pressing need for affordable housing, considers it necessary to identify further residential sites to meet the needs of the South. Some have been suggested before in previous Draft Plans, for instance the Castletown Draft Plan (2001), others have appeared in previous Local Plans, for instance the Arbory and East Rushen Local Plan (1999), but others are new sites. A further factor in site allocation was the date for the next full Census (2011) and the planned review of the Isle of Man Strategic Plan post 2011. It is prudent to assume that the 2011 Census will reveal changes in population which may have an impact on the need for residential sites up to 2016 and beyond. The Plan therefore proposes to introduce two 'Strategic Reserve Sites' for residential purposes. These should not come forward for development until after analysis of the 2011 Census and after the commencement of the Isle of Man Strategic Plan Partial Review. The Department must be persuaded by firm evidence that they are required (see Section 4.14).

4.6.3 The Proposals Map (Map 3) and the four Inset Maps (Maps 4-7) which accompany this Written Statement identify the sites which are considered to be appropriate for residential development to meet the needs of the Southern Area. These sites were narrowed down from a long list of sites which was compiled taking information from a number of sources:

- The 'Call for Sites' exercise
- Current allocations in 'existing' Local Plans and on the 1982 Development Plan
- Proposed allocations in abandoned Draft Plans
- Department knowledge about other sites with potential

4.6.4 The long list of sites was assessed through the 'Site Assessment Framework' which was specifically designed for the Island at the start of the Area Plan preparation process. It was one of the tools used in the final allocation of sites.

4.7 **The Site Assessment Framework**

4.7.1 The Site Assessment Framework was used to assess sites both for their potential for residential use and for employment (including office and industrial uses). Use of the framework was intended to bring a more robust and transparent methodology to the site selection process. The framework included a number of criteria against which sites were tested in order to identify those sites which best met the objectives of the Isle of Man Strategic Plan, which accorded with best practice for sustainable development and which were available and capable of being delivered. It also included 'Critical Constraints' which highlighted those sites where there was a constraint on the site deemed so important that it may mean that the site was not capable of being delivered or can only be delivered with substantial mitigation. These Critical Constraints covered matters such as flooding and proximity to hazardous sites.

4.7.2 To use the framework effectively required an element of professional judgement and the sites were not selected until other matters were taken into account such as particular site characteristics, availability and likely deliverability of sites, previous planning decisions as well as the conclusions of other studies. The scores themselves were not, therefore, the only deciding factor determining whether or not a site was included or excluded. It is also not the case, that all of the top scoring sites have been included in the final list of proposal sites.

4.8 Particular issues in the allocation of residential land – Affordable Housing

- 4.8.1 One of the key issues for the Island in recent years has been the provision of affordable housing. Affordable housing, as defined for Government purposes, "includes the provision of public sector housing available for rent and housing available for purchase under a Government approved purchase scheme. This provision can be made in conjunction with Local Housing Authorities and/or Government Departments subject to the design standards meeting agreed criteria."¹⁷
- 4.8.2 Government generally has a responsibility to "ensure the provision of adequate housing for all income levels of the population"¹⁸ and to help fulfil this commitment, the Department of Social Care (DSC) manages the programme of affordable housing development (including sheltered housing) across the Island. The general objectives associated with affordable housing are to:
- i. maintain the current level of households in public sector rented housing at a minimum of 18% of the total housing stock on the Island (based on 2001 Census), and
 - ii. maintain the provision of First Time Buyer's property to enable low cost home ownership.
- 4.8.3 There is a need for a continued rate of affordable housing provision in order to meet these objectives and it has been estimated by the DSC that between 250 and 300 new affordable units will be required over the next 10 years. As part of its work, the Housing Directorate of the DSC (formerly part of DLGE) monitors the Public Sector Housing Waiting List and manages the First Time Buyer Register. As at 1st July 2010 there were 241 on the Public Sector Housing List (both General and Sheltered in the South) and as at 1st October 2010 there were 107 on the First Time Buyer Register (with the South as the 1st choice location) out of a possible 991.
- 4.8.4 A number of affordable housing schemes have been completed in the South in recent years, which incorporate both new and replacement dwellings including Ballahane Meadows, Port Erin (completed in 2005), Ballacubbon, Colby (completed in 2008) and Phases 1-4 Janet's Corner, Castletown (2006-2010). Phase 5 at Janet's Corner, which is due for completion in 2012, will be the last building Phase in this Scheme. There are also ongoing regeneration works taking place at Clagh Vane Estate, Ballasalla.
- 4.8.5 The proposed release of Government owned sites at Crossag Farm (Ballasalla – Site 2) and Ballacubbon (Colby – Site 13) would clearly aid the supply of affordable housing land but the fact that they are in public ownership is not the reason why they were allocated for development. The two sites have been carefully assessed for their suitability as residential land but admittedly do have the advantage of being able to contribute affordable housing units in the South in the coming years.
- 4.8.6 The Area Plan will also assist in the delivery of affordable housing by supporting the Isle of Man Strategic Plan Policy on affordable housing which states:
- 4.8.7 *"In granting planning permission on land zoned for residential development or in predominantly residential areas the Department will normally require that 25% of provision should be made up of affordable housing. This policy will apply to developments of 8 dwellings or more."*¹⁹
- 4.8.8 The '25% Requirement' has been in place as a Departmental Policy since 2006. Prior to this there was no formal requirement for private developers to provide affordable units as

¹⁷ Housing Directorate, Department of Social Care (March 2010)

¹⁸ Housing Policy Review Progress Report, July 2009 (DLGE, GD 29/09)

¹⁹ Isle of Man Strategic Plan (2007), Chapter 8, Housing Policy 5

part of their schemes. A number of legal agreements were drawn up for residential schemes in Port Erin but these have not been delivered. Thus the '25% Requirement' in the South has not had the success as experienced in other areas of the Island, particularly Douglas. There remains some uncertainty therefore about the impact that such 'qualifying schemes' will have on meeting affordable housing targets in the South in the next few years, but the Policy will continue to be supported.

4.8.9 Early consultations on the Area Plan sought views on whether the current planning policy was making enough of a contribution towards affordable housing. The former DLGE Estates and Housing Division expressed concern that affordable units had not been coming forward at the rate expected. Private developers expressed concern that a change in requirements might hinder sites coming forward for development and would be unjustified. After proper consideration, the Draft Area Plan recommended that some proposed housing sites could provide a greater percentage of affordable units than 25%. Further thought has since been given to the implications of this and the need to ensure that future housing provision remains balanced across all tenures, and also the need for private house developers to continue to bring forward development sites. Affordable housing provision is, of course, an Island-wide issue and a Policy associated with such should be universally applied across the Island. The most appropriate place to review it therefore is the Isle of Man Strategic Plan which is to be partially reviewed after analysis of the 2011 Census. This will not prevent continued dialogue with developers about the issue of affordable housing and how to satisfy local housing needs in the South.

4.9 **Particular issues in the allocation of Residential land – Residential development in the countryside**

4.9.1 The countryside protection Policies are set out in the Isle of Man Strategic Plan. General Policy 2 and General Policy 3 set out the policy framework for development both within and outside areas designated for development. The Isle of Man Strategic Plan Policies set out circumstances when it may be appropriate to allow development in the countryside, for instance for agricultural workers.²⁰

4.9.2 Since 1982, sites have been designated in towns, in edge of settlement locations as well as more rural areas, for 'Low Density Housing in Parkland' (LDHP). This has helped, in part, to satisfy the demand across the Island for larger properties in their own grounds. The 1982 Development Plan and subsequent Local Plans distinguished between 'existing' and 'proposed areas' of LDHP and, for the time being, this designation continues to be a relevant planning policy approach. It has been recognised in the preparation of this Plan however, that the issue of building large houses in their own grounds, particularly in the countryside, affects the Island as a whole and should be dealt with nationally as part of the Isle of Man Strategic Plan Review. Therefore, it is not proposed to increase the number of designated sites in the South at this time, but the Plan does, for consistency purposes, retain the sites for LDHP that have appeared on previous approved Plans (see Appendix 3).

4.9.3 Until such time as guidance for such sites is reviewed via a new Planning Policy Statement, Planning Circular 8/89 'Low Density Housing in Parkland' remains in force.

4.10 **Particular issues in the allocation of Residential land - Groups of houses in the countryside**

4.10.1 The Isle of Man Strategic Plan²¹ indicates in paragraph 8.8.1 that:

²⁰ Isle of Man Strategic Plan (2007), General Policies 2 and 3, Environment Policies 1 and 2, and Housing Policies 7,8,9 and 10

²¹ Isle of Man Strategic Plan (2007) Chapter 8 - Housing, section 8.8

"There are in the countryside many small groups of dwellings which, whilst not having the character of, or the full range of services usually provided in a village, nevertheless have a sense of place and community." Paragraph 8.8.3 continues ". . . in future Area Plans all groups of houses in the countryside will be assessed for development potential by identifying the village envelope or curtilage and providing the opportunity for appropriate development within this area. There may be some settlements where no additional dwellings will be permitted. In considering the definition of this curtilage or envelope, particular regard will be had to the value of existing spaces in terms of their contribution to the general character of the settlement or to public amenity more generally."

- 4.10.2 The commitment made above resulted in the Department undertaking a survey²² to identify those groups of houses which:
- (a) are outside of the Settlements which are identified in Spatial Policies 2, 3, and 4 of the Isle of Man Strategic Plan; and which
 - (b) in the Department's view, have a sense of place and community.
- 4.10.3 For each such identified group, the Department prepared a map on which was indicated the general group envelope which formed the survey boundary, and a statement which included an assessment of the potential for additional dwellings. Six 'groups' were finally identified, although others were considered as part of the exercise. Places known as Ballamodha, Croit e Caley and Surby, for example, were judged not to have a sense of place and community sufficient to make them worthy of assessment. Whilst houses were present in such areas, they were not in any way sustainable settlements. Groups of houses in the countryside, including those six selected for further study, have not been specifically identified on the proposals maps. However, some areas have been shaded pink to reflect their residential character. This shading does not imply that proposals for additional dwellings or other development will be supported; such applications will be judged on their merits. The assessments for the six individual groups have been attached as Appendix 4. The assessment for St Marks was the only group found to have potential to accommodate further development. A second assessment was undertaken in St Marks which helped to shape the following Proposals and confirm that further dwellings would risk undermining the reasons why the Conservation Area was designated.²³ This further work set out what the implications of development might be, and clearly identified that the spaces between the buildings are extremely important. They contribute to making St Marks worthy of its Conservation Area status and building on one or more of these spaces would adversely affect the character of the settlement and erode its sense of place.

Residential Proposal 1

The building known as the 'Smithy' in St Marks is a building which has the potential for re-use for residential purposes. It is on the list for possible Registration and the design scheme must be sympathetic to the character and appearance of the original structure and its immediate vicinity.

Residential Proposal 2

Extensions to existing dwellings in St Marks will be carefully considered given that the gaps between the buildings are an intrinsic part of the Conservation Area character. Development proposals which would reduce or close these gaps between the buildings, to the extent that the character and appearance of the Conservation Area would be harmed, will not be supported.

²² Survey to Assess Groups of Houses in the Countryside (South), DLGE, 2009

²³ The St Mark's Conservation Area and the potential of the Village to accommodate additional dwellings, DOI, 2010

4.11 **Particular issues in the allocation of Residential land - Housing Provision for an Ageing Population.**

- 4.11.1 In the South, as elsewhere on the Island, the number of people over the age of 60 is rising. Between 2001 and 2006²⁴, the number of people in the South over 60 rose from 3400 to 3763; an increase of 363 and a percentage increase of 2.5%. There is an obvious need to consider the implications of such a change, but they need not be seen in a negative context. The majority of people in this age bracket play full and active roles in the community.
- 4.11.2 Adequate dwellings for this sector of the community are important for the general health and well being of the community and as a way of contributing towards social cohesion. The demand for elderly persons housing such as sheltered housing and more specialist facilities such as nursing homes and residential care homes is likely to rise in the coming years and the need to 'future proof' our Island communities is likely to become more pressing.
- 4.11.3 Housing for the elderly can be provided by either the private or the public sector. Housing provided by the private sector is sometimes referred to as 'retirement housing' and does not necessarily have to be 'affordable'. Sheltered housing is specifically designed for occupation by the elderly in order to provide for continued independent living. On the Island, it is normally public sector housing run by local authorities. Its main characteristic, apart from specific design features to assist the elderly, is the provision of a warden service and possibly some other communal facilities.
- 4.11.4 The Department supports an approach which mixes housing for the elderly with other house types and established communities to avoid residents feeling isolated. To this end applications for elderly persons housing in the South will be favourably considered where schemes can demonstrate that they will integrate well with existing communities and are close to public transport links and existing facilities.
- 4.11.5 There have been some schemes in the South which are judged to have integrated well with the existing communities, for example, at Ballacubbon in Colby and Rearyt - ny - Chrink, in Port St Mary.
- 4.11.6 As well as new schemes, ongoing refurbishment of existing public sector housing is helping to improve the living conditions of occupants, many of which are elderly. Redevelopment schemes are currently underway in Clagh Vane, Ballasalla for instance. This will see both improvements and significant redevelopment of the estate and will include the redevelopment of the existing Primary School in the future (see Community Facilities Proposal 5 and Development Brief 2). The 2007/2008 Private Sector House Condition Survey (2009) identified that there is a strong association between poor house conditions and the elderly and found in the South that Castletown and Port St Mary were particular problem areas which needed targeting for investment. The Department will generally support schemes which seek to improve the conditions of unsatisfactory housing.

4.12 **Proposed Residential Sites in the South**

- 4.12.1 The Department is committed to making land available for new residential development during the lifetime of the Plan. It is satisfied that the proposed development sites and existing commitments in the form of planning approvals already granted will result in a healthy supply of available land/housing units above the forecast requirements. The surplus will allow for flexibility in housing supply, and allow for the possibility that some sites may not be developed during the Plan period.

²⁴ Isle of Man Census Report 2006

4.12.2 The sites identified in sections 4.14 and 4.23 below represent the Department's preferred locations for residential development. The sites range in size and have different potential in terms of housing numbers and are accompanied by Development Briefs. All of the sites have been identified on the Main Proposals Map (Map 3) and the relevant Inset Maps (Maps 4-7). Section 4.14 discusses the Strategic Reserve Sites and three proposed sites are identified (two of which are for residential purposes and one for employment purposes i.e. Business Park).

4.13 **Density of Development on Proposal Sites**

4.13.1 The number of units on the sites has not been specified within the Development Briefs unless there is a valid planning reason for doing so or, there is a valid planning approval which specifies the number of units on the site and this specification remains appropriate. On the remainder of the sites, Strategic Policy 1 of the Isle of Man Strategic Plan, 2007 will be adhered to. This policy states that:

Development should make the best use of resources by:

(a) optimising the use of previously developed land, redundant buildings, unused and under-used land and buildings, and reusing scarce indigenous building materials;

(b) ensuring efficient use of sites, taking into account the needs for access, landscaping, open space and amenity standards; and

(c) being located so as to utilise existing and planned infrastructure, facilities and services.

4.13.2 To this end, the Department will ensure that a density level on the sites is realised which makes best use of the available land and seeks to optimise the number of dwellings on the site. This should not be taken to be an opportunity to seek maximisation of the site but more a considered approach to ensuring that the best use is made of the site taking full consideration of all material considerations. In all cases, and in addition to any other Development Brief requirements, applicants will be expected to consult with the Isle of Man Water and Sewerage Authority to discuss proposed housing densities prior to the submission of an application.

4.14 **Strategic Reserve Sites**

4.14.1 A Strategic Reserve Site is land considered suitable for development but which will be held 'in reserve'. Such sites are normally only released for development if there is compelling justification to do so. The identification of Reserve Sites in this Plan allows for flexibility in land supply should it be found that additional land is necessary and especially if housing delivery targets identified in Section 4.3.4 are not being achieved. Appropriate monitoring of housing/employment land figures along with consideration of any population changes will allow application of the 'plan, monitor and manage' approach (identified in the Isle of Man Strategic Plan, Appendix 1) necessary to ensure that the Plan can react to changing circumstances.

4.14.2 Three Strategic Reserve Sites have been identified. These are:

1. Land opposite the Colby Glen Hotel - Field 424844, south of Main Road (A7), Colby (SR1) - see Map 6
2. Land to the south west of Ronaldsway Business Park, Ballasalla (SR2) - see Map 4
3. Land south of Main Road (A7), Colby - Field 421449 (SR3) - see Map 6

4.15 **Key features of the Reserve Sites**

4.15.1 i. They are deliverable in the medium to long term, i.e. they are capable of being brought forward for development but are dependent on other factors within the Plan being achieved.

- ii. They are in sustainable locations. The sites have been assessed through the Site Assessment Framework.
- iii. They are subject to assessment regarding contributions towards the funding of the Ballasalla By-pass. The level of contributions will be guided by the proposed Planning Policy Statement (PPS) on 'Development Contributions to the Ballasalla By-pass'.

4.16 **General Methodology for the release of the Strategic Reserve Sites for Residential Use**

- 4.16.1 a. It is intended to monitor the delivery of housing across the South on an annual basis through the Residential Land Availability Study Updates. This will feed into a 'Monitoring Report for the South' (the first Report will be published after the commencement of the Isle of Man Strategic Plan Partial Review). No Reserve Sites will be released until after the Census 2011 (i.e. until the subsequent analysis has taken place and updated population figures released), and until the Isle of Man Strategic Plan Partial Review has been commenced.
- b. The Isle of Man Strategic Plan Partial Review will consider the overall Island-wide housing projections in light of the 2011 Census Data and will feed into the Monitoring Report. If the Monitoring Report for the South reveals that there is likely to be an unacceptable shortfall in net housing delivery, compared to the South's requirement to provide housing as set out in Housing Policy 1 in the Isle of Man Strategic Plan (or any subsequent targets following the Isle of Man Strategic Plan Partial Review), the Department will consider releasing further housing land on one or both of the identified Sites. Final decisions relating to the release of additional land will not be made on housing approvals alone but will take into account other associated factors, including the rate at which land is being developed across the South (i.e. completions), the strength of the housing market, any infrastructure/highway factors and other Island-wide considerations relevant at the time.
- c. As there is uncertainty over the need for and the timing of their release, the two residential Strategic Reserve Sites (SR1 and SR3) are shown as being outside the settlement boundary for Colby. Pending any additional land release, these Strategic Reserve Sites will be subject to General Policy 3 (Development outside of areas zoned for development) of the Isle of Man Strategic Plan and development will not be permitted that would prejudice their future use. If, and when an identified Reserve Site has been released, the site would then form part of the built up area and taken to be within the identified settlement boundary and subject to General Policy 2 (Development within land-use zones) of the Isle of Man Strategic Plan.

4.16.2 **General Methodology for the release of the Strategic Reserve Site for Employment Use**

- a. As above, it is intended to monitor the delivery of employment land across the South on an annual basis through the Employment Land Availability Study Updates. This evidence will feed into the Annual Monitoring Report for the South.
- b. If the Monitoring Report for the South reveals that there is likely to be an unacceptable shortfall in employment land availability, the Department will consider releasing further employment land on the Strategic Reserve Site for Business Park Uses (SR2). A final decision relating to the release of additional land will take into account the rate at which employment land is being developed across the South, the quality and quantity of land available and any other relevant or Island-wide considerations at the time.
- c. Unlike the Strategic Reserves for residential uses, if, and when Site SR2 is released for development, it will not be taken to be an identified settlement.

- d. In exceptional circumstances, land at SR2 for Business Park Uses may be brought forward outside of the normal Annual Monitoring Report mechanism. The Department may produce an Interim Report(s), if deemed necessary, recommending the release of land at SR2 if circumstances warrant such action. The decision to release such an Interim Report will be based on the merits of any evidence available including *inter alia* the most up to date employment land availability data.

4.16.3 Sequence of events for the release of all Strategic Reserve Sites

Table 1: Sequence of events for the release of all Strategic Reserve Sites

Date	Event/Action
2011 onwards	Annual residential and employment land updates to take place
2011	Census
2012	Census Results published
2013	Area Plan for the South approved by Tynwald and published
2013	The Isle of Man Strategic Plan Partial Review commenced, taking into account latest Census figures. PPS on 'Development Contributions to the Ballasalla Bypass', prepared
2013/2014	Review of approved Area Plan to re-examine housing opportunities in the Castletown area, commenced
Summer 2013	Department's first Monitoring Report published for the South taking into account annual Residential and Employment Study Updates, the Isle of Man Strategic Plan Partial Review and any other matters. This shall include a recommendation on whether or not to release any of the Strategic Reserves. Representations invited and a final decision/explanation will be issued
2013 onwards	Annual Monitoring Reports for the South published in the format as above. Interim Reports may be necessary
	There will be a prompt release of site(s) if decision to release site(s) is favourable.

4.17 Proposal Site SR1

Location: Land opposite the Colby Glen Hotel (Field 424844), Colby, Arbory

Size of Site: 1.6 ha

Site Assessment Framework (Residential Score): 53/68

Proposed Designation: Predominantly Residential (Strategic Reserve)

- 4.17.1 The site is situated to the south of the entrance to Ballacriy Park and the Colby Glen Public House. To the west lies Station Park and to the east is agricultural land. The steam railway line borders the site to the south. The site was designated Open Space on the Arbory and East Rushen Plan (1999) and is currently used as grazing land. The site has a line of trees along its eastern boundary and a more substantial tree line along the western boundary with Station Park. Along the road there is a wall set back from the line of the highway to provide visibility for drivers moving westwards and those turning into Ballacriy Park.
- 4.17.2 The site lies to the west of a new access to Colby AFC's new facilities to the south of the railway line.
- 4.17.3 Whilst development of the site would introduce more buildings to the south of the Main Road, the site is close to the centre of Colby, within the 30 mph area, and near to amenities such as the shop and the Public House. Views into the site are limited from the road and views from the east are mitigated by the existing trees along the eastern boundary of the site. The Department therefore judges that this site would be suitable for residential development but in the context of a 'Strategic Reserve' site. There are other sites in Colby which should come forward for development before Field 424844 is released.

4.18 **Development Brief SR1**

1. This site is a Strategic Reserve Site (for 'predominantly residential' purposes only).
2. No part of the site will be released for development until such time as:
 - i. the Isle of Man Strategic Plan Review has commenced;
 - ii. a Monitoring Report for the South has been produced recommending release; and
 - iii. the Department is satisfied that the site needs to be released for residential development and has issued a decision to such effect.
3. Any application must include plans and any other supplementary information to show:
 - i. detailed landscaping proposals, including a detailed tree survey;
 - ii. satisfactory vehicular access (the Highway's Division (DoI) must be consulted in this respect);
 - iii. adequate pedestrian footpath provision, which must include provision of a pedestrian footpath link/cycleway to Station Park; and
 - iv. due regard has been had to the requirements of the proposed PPS on 'Development Contributions to the Ballasalla By-pass'.
4. Early advice should be sought from the Isle of Man Water and Sewerage Authority as:
 - i. public sewers cross the site;
 - ii. hydraulic modelling predicts increased flooding risk along the railway line in Colby; and,
 - iii. a stream runs through the site.

As a result of 4 ii and 4 iii set out above, a Flood Risk Assessment will be necessary.

5. Affordable housing shall be provided in accordance with Housing Policy 5 set out in the Isle of Man Strategic Plan, 2007 or its replacement.

4.19 **Proposal Site: SR2**

Location: South of Ronaldsway Business Park, Malew

Size of Site: 8.80 ha

Previous designation: Open Space/Agricultural

Proposed designation: Business Park (Strategic Reserve)

Site Assessment Framework: Employment Score 46/60

- 4.19.1 The site lies between the settlements of Castletown and Ballasalla and sits to the south of the area known historically as the Ronaldsway Industrial Estate (now proposed as a Business Park – see Chapter 6, Employment Proposal 3). The inclusion of this Reserve Site for Business Park uses will ensure the future supply of employment land in the right place and of the right quality. Its future release will help to support business needs and continued economic growth in the area.

4.20 **Development Brief SR2**

1. This site is a Strategic Reserve Site for Business Park purposes only.
2. The site must only be used for Business Park uses in accordance with the definition set out in Appendix 1 of the Isle of Man Strategic Plan, 2007, or its replacement.
3. No part of the site will be released for development until such time as:
 - i. the Isle of Man Strategic Plan Review has commenced;
 - ii. a Monitoring Report for the South has been produced by the Department recommending its release; and

- iii. the Department is satisfied that the site needs to be released for Business Park uses and has issued a decision to such effect.
4. Any detailed application for the site must be accompanied by and form part of a Master Plan for the whole site (unless the detailed application covers the whole site). The Master Plan must satisfactorily address the matters of the intended phasing, general layout and internal road position. Any detailed application which incorporates the first phase must:
 - i. demonstrate and provide details for the main access road into the site which must be in the form of a link to the existing Ronaldsway Industrial Estate access road (Estate renamed as the Ronaldsway Business Park as part of this Plan); and
 - ii. include a structural landscaping plan for the whole site.
 5. Any application must include satisfactory arrangements for access, parking and traffic circulation within the site. The applicant is encouraged to discuss this with the Highways Division (DoI) prior to the submission of any application.
 6. The structural landscaping plan must show appropriate planting and surface treatments to enable the creation of a high quality parkland setting with an adequate buffer between the activities and any buildings proposed on the site and the neighbouring residents.
 7. Any scheme must consist of high quality building design, materials, landscaping and surface treatments and include appropriate lighting.
 8. The overall design (including the landscaping and lighting arrangements) must not hinder the operations/functions of Ronaldsway Airport.
 9. Any detailed application must include a Traffic Assessment. Due regard must be paid to the requirements of the proposed Planning Policy Statement on 'Development Contributions to the Ballasalla By-pass.'
 10. Car parking must be in accordance with the Isle of Man Strategic Plan, 2007, or its replacement and must be appropriate to the scale and type of development proposed and designed in conjunction with the landscaping scheme for the site.
 11. Any application must demonstrate arrangements for public transport provision in the form of the location of bus stops, cycleways and pedestrian links to the airport and steam railway halt.
 12. No part of the site must be developed until there is in place an approved Drainage Master Plan which must be prepared following discussions with the Isle of Man Water & Sewerage Authority. This is to ensure adequate arrangements are made for the entire development site. The Drainage Master Plan shall take into account the presence of existing foul and surface water public sewers which cross the site.

4.21 **Proposal Site SR 3**

Location: Land to the south of Main Road (A7), Colby (Field 421449), Arbory

Size of Site: 1.3 ha

Site Assessment Framework: 51/68

Proposed Designation: Predominantly Residential, Public Recreation/Community Facilities (Strategic Reserve)

- 4.21.1 The site is an undeveloped field and lies to the west of the Station Road/Station Park housing development in the heart of Colby. The site has previously been zoned as a 'proposed park' in

the Arbory and East Rushen Local Plan (1999), but has had more recent approval for football training facilities. It is no longer required for football training purposes, given the recent development of new football grounds to the south of the railway line in Colby. This site is considered suitable for development in the future, given its central position to the Village and proximity of surrounding development.

4.22 **Development Brief SR 3**

1. This is a Strategic Reserve Site.
2. The site must be used only for predominantly residential and public recreation/community facilities. The residential element must include a mix of housing types and densities including affordable homes in accordance with Housing Policy 5 set out in the Isle of Man Strategic Plan, 2007.
3. The design scheme must demonstrate a land use split of approximately 60% residential and 40% recreation/community facilities.
4. No part of the site will be released for development until such time as:
 - i. the Isle of Man Strategic Plan Review has commenced;
 - ii. a Monitoring Report for the South has been produced by the Department recommending its release; and
 - iii. the Department is satisfied that the site needs to be released and has issued a decision to such effect.
5. A legal agreement will be required to ensure the provision of the land for the recreation/community facilities prior to the commencement of any housing development.
6. Due regard must be paid to the requirements of the proposed PPS on 'Development Contributions to the Ballasalla By-pass'.
7. A full landscaping plan must be submitted as part of any application.
8. Early advice should be sought from the Isle of Man Water & Sewerage Authority as hydraulic modelling predicts increased flooding risk along the railway line in Colby.

4.23 **The Proposal Sites**

- 4.23.1 The Proposals Map (Map 3) and Inset Maps (Maps 4-7) identify 27 specific sites in total which are referred to throughout the rest of the Plan. It is judged advantageous for the Department to set out its expectations for each site where necessary. The remainder of this Chapter and the Chapters which follow include a series of 'Development Briefs' for this very purpose. They are seen to be useful and effective tools with the aim of improving the quality of development and the efficiency of the planning and development process. When assessing applications for development on the sites identified below regard will be had to both the guidance set out within the Development Brief for the site and the Policies within the Isle of Man Strategic Plan which seek to secure the necessary on site requirements e.g. affordable housing, open space, parking requirements etc.

Residential Proposal 3

Development of the proposed sites shall be undertaken in accordance with the Development Briefs set out below.

4.24 **Site 1**

Location: St Marks Road, Ballasalla, Malew

Size of Site: 0.4 ha

Previous designation: Open Space

Proposed designation: Predominantly Residential (Proposed)

Site Assessment Framework (Residential Score): 56/68

- 4.24.1 The site is on the northern side of the St Marks Road and is currently well screened from the highway by way of vegetation and high walling. The settlement boundary proposed for Ballasalla skirts the northern edge of the site. The site is reasonably close to the centre of Ballasalla and thus near to existing amenities and public transport routes. The area alongside the river boundary is part of an Area of Ecological Importance (AEI) however the siting of one sensitively designed and sited dwelling, would not harm the value of this area and would not be detrimental to the character of the Village.

4.25 **Development Brief 1**

1. The site shall be developed for 1 dwelling only.
2. Development proposals must be accompanied by a full landscaping plan identifying the existing trees on the site which must as far as practicable be retained as part of the development. Details of how trees are to be protected during and after construction works must be provided. Any trees to be removed must be clearly identified on plans following consultation with the Forestry Division at the Department of Environment, Food and Agriculture (DEFA).
3. The design and siting of the dwelling must take into account the site's proximity to the river.
4. Development proposals must show vehicular access to the site which is satisfactory both in safety terms, and in visual terms when viewed from the highway. Provision of pedestrian and cycleway facilities must be considered as part of the proposals (advice on these matters must be sought from the Highway's Division (DoI) prior to an application).
5. The site is not connectable to the public drainage system.
6. Prior to the submission of any planning application the appropriate Biodiversity Officer at the Department of Environment, Food and Agriculture must be consulted with regard to the requirements of the Wildlife Act 1990 in respect of bats and their roosts.

4.26 **Site 2**

Location: Crossag Farm, Ballasalla, Malew

Size of Site: 13 ha

Previous designation: Predominantly Residential (Proposed)

Proposed designation: Predominantly Residential (Proposed)

Site Assessment Framework (Residential Score): 53/68

- 4.26.1 The site has been designated for 'Predominantly Residential (Proposed)' since 1982. In 2006, following a Public Inquiry, the Council of Ministers refused planning permission for 257 dwellings on the land but noted in the decision letter that use of the land for housing would be in accordance with the Development Plan and that there was a need for first time buyer and public sector housing within Ballasalla (PA 06/2245/B).

- 4.26.2 Since that decision, the former Department of Local Government and the Environment, and more recently the Department of Social Care, has reviewed its proposals both for the redevelopment of the Clagh Vane Estate and the Crossag Farm site. Current guidance states that the number of site accesses required to serve a development must comply with 'Manx Roads: A guide to the Design of Residential Roads, Footpaths, Parking and Services' (April, 1993). This stipulates that "two or more points of conveniently connected accesses must be provided to serve greater than 100 dwellings from the distributor road system" (in this case, Crossag Road/St Marks Road and Douglas Road). As part of the ongoing production of the Area Plan, a Traffic Assessment was jointly commissioned by a number of Departments.²⁵ These traffic assessment investigations have demonstrated that technically there are alternative access points into the Crossag Farm development site which can conveniently connect a single point of access on Douglas Road with Crossag Road/St Marks Road creating a residential through-road. However, until a detailed design has been undertaken and various scheme options have been reviewed, the options (including that of creating a residential through-road) cannot be fully appraised and compared. This detailed assessment is required to determine the suitability for upgrading a residential through-road linking Douglas Road with Crossag Road/St Marks Road to a 'distributor standard' road and the impact that a distributor road would have on the area of land available for development and the density of that development.
- 4.26.3 The Report also touches on the need for a replacement primary school in Ballasalla. The Modified Draft Area Plan included two favoured options for its siting. The first option was within the Crossag Farm site, the second was on or close to the existing school site. Recent discussions with the Department of Education and Children have confirmed that the preferred location for the replacement school is within the Crossag Farm site and this is now reflected on the Ballasalla Map (Map 4).
- 4.26.4 Development on Clagh Vane and Crossag Farm will be phased to allow existing tenants to be re-housed. Development has already started on the first phase of redevelopment at Clagh Vane but further works will depend ultimately on decisions made in respect of highway routes, the siting of the school and local housing needs.
- 4.27 **Development Brief 2**
1. Development will be expected to generally accord with the following principles:
Any initial planning application should be supported by a Master Plan which demonstrates the relationship of the site to,
 - i. existing residential development;
 - ii. the wider landscape setting of the site on the northern edge of the village;
 - iii. the setting of the registered building Glashen Farm; and
 - iv. the location of the replacement primary school.
 2. A Drainage Master Plan and Flood Risk Assessment must be provided with any application, part of which must address the attenuation of surface water flows. Advice from the Isle of Man Water and Sewerage Authority must be sought prior to the submission of an application.
 3. A Traffic Impact Assessment should be provided demonstrating:
 - i. the capacity of the site if served by one point of access, and the capacity of the site if served by more than one point of access;
 - ii. a detailed assessment of the access options and route of a possible through-road;
 - iii. provision of a bus access into the site; and
 - iv. footways and a cycle route linking to the replacement primary school site within Crossag Farm.

²⁵ Proposed Residential Development, Crossag Farm, Douglas Road, Ballasalla (Sanderson, July 2011)

4. Any scheme should include a range of housing types, including a mix of tenure based on current assessments of need.
5. Open Space shall be provided in accordance with the standards set out in Appendix 6 of the Isle of Man Strategic Plan, 2007, or its replacement.
6. Proposals must be so formulated as to ensure that the Glashen Stream is not polluted, either before, or during, the construction period or subsequently; the provision of an adequate buffer zone should be included within any proposals.

4.28 **Site 3**

Location: Land to the south east of Ballasalla, between Douglas Road and Balthane Industrial Estate, Ballasalla, Malew

Size of Site: 19 ha

Proposed designation: See Development Brief

Site Assessment Framework (Residential Score): 50/68
(Employment Score): 43/60

- 4.28.1 This site is largely contained by the route of the proposed Ballasalla By-pass but part of the site lies to the south of the by-pass route, bounded by Balthane Industrial Estate and Ballahick Lane. An approval on this site will need to be linked to a legal agreement(s) prepared in accordance with Section 13 of the Town and Country Planning Act 1999. Such a legal agreement(s) should address *inter alia* the issue of the construction of the Ballasalla By-pass alongside phased development on the site. The proposed Planning Policy Statement (PPS) on 'Contributions to the Ballasalla By-pass' is intended to deal with the stretch of the Ballasalla By-pass road between the south western boundary of Site 3 and Balthane Corner. The PPS will identify the mechanism by which Government will use any monies accrued via the release of the Strategic Reserve sites, and any other additional sites, as well as any other monies which Government is prepared to commit, to this section of the Ballasalla By-pass in the future.

4.29 **Development Brief 3**

1. The site will be developed only for:
 - i. Predominantly Residential purposes;
 - ii. Community facilities and public open space. Such public open space must be easily accessible to the community and may be in the form of a public park;
 - iii. Employment uses limited to Class 5 (Research and Development/Light Industrial) and Class 6 (Storage or Distribution) set out in Schedule 4 of the Town and Country Planning (Permitted Development) Order 2012.
 - iv. The construction of an Urban Primary Distributor Road to by-pass Station Road and Douglas Road between Balthane Corner and Glashen Hill (the "Ballasalla By-pass") as indicated on Inset Map 4.
2. Any detailed application for the site must be accompanied by and form part of a Master Plan for the whole site (unless the detailed application covers the whole site). The Master Plan must satisfactorily address the matters of general land use and layout, structural landscaping, the intended phasing (including a landscaping phasing schedule), and internal road position (including the Ballasalla By-pass). Any detailed application which incorporates the first phase must:
 - i. Include detailed plans for the Ballasalla By-pass route and design (including an associated landscaped buffer) as well as an agreed design solution for traversing the steam railway line; the preferred option being a level crossing.

3. Industrial development may be permitted on land between Colas Drive and the Ballasalla By-pass route (in fields 434090 and 434089) but applications must demonstrate that the route of the proposed Ballasalla By-pass will not be compromised. Development will not normally be permitted within 25m of the line of the Ballasalla By-pass as measured from nearest roadside channel (this may be amended once the detailed ground levels have been determined).
4. The Department accepts that an overall phased approach may be acceptable (provided points 1, 2 and where appropriate 3 above are satisfied), which would, in effect allow construction of the Ballasalla By-pass alongside other proposals in stages, but it must be demonstrated that the existing road network can accommodate the additional traffic levels generated by each phase. A legal agreement will be required at the first phase of development to ensure the construction of the Ballasalla By-pass linking Douglas Road (Glashen Hill) to the south western boundary behind Railway Terrace in the general position shown on Map 4.
5. Due regard must be had to the proposed Planning Policy Statement on 'Development Contributions to the Ballasalla By-pass' for the construction of the Ballasalla By-pass linking the south west boundary of Site 3 to Balthane Corner.
6. The most appropriate route of the Ballasalla By-pass has yet to be confirmed as indicated by the double headed arrow on inset Map 4; however, the final positioning and design of the road must be satisfactory in highway terms meeting the design standards set out in the United Kingdom Design Manual for Road and Bridge Works. The applicant is encouraged to discuss this with matter with the Highway's Division (DoI) prior to the submission of an application. The application must satisfactorily address the following issues:
 - i. The Ballasalla By-pass junction arrangements from Glashen Hill and Balthane Corner (taking into consideration the proposed use of the site and the requirements of "Manx Roads: a guide to the design of residential roads, footpaths, parking and services").
 - ii. The manner in which protection will be given to the existing public and private rights of way which the Ballasalla By-pass will sever.
 - iii. The junction arrangements for any access points from the Ballasalla By-pass road to the adjoining land including the provision of a second point of access to the existing Balthane Industrial Estate (any access points should be determined following discussion with the Highway's Division (DoI) and comply with the Department's Policy relating to the Hierarchy of the Island's Road Network).
 - iv. The manner in which any light pollution from the Ballsalla By-pass will be addressed.
 - v. How the design of the Ballasalla By-pass can assist in the securing of sustainable transport solutions (cycling and walking) to link the village of Ballasalla with Balthane Industrial Estate.
 - vi. The manner in which Statutory Undertaker routes will be excluded from the carriageway and footways of the Ballsalla By-pass; it may be acceptable for these to be located within a service corridor located adjacent to the Ballsalla By-pass in the landscape buffer area.
7. The site has potential archaeological significance. An appropriate archaeological evaluation must be carried out on the site and suitable archaeological mitigation designed into any proposed scheme. The applicant is encouraged to discuss this with Manx National Heritage prior to the submission of any application for this site.

8. No part of the site shall be developed until there is in place an approved Drainage Master Plan prepared following discussions with the Isle of Man Water & Sewerage Authority to ensure adequate drainage arrangements are made for the entire development site.
9. Proposals must be so formulated as to ensure that the Glashen Stream is not polluted, either before, or during, the construction period or subsequently; the provision of an adequate buffer zone should be included within any proposals.

4.30 **Site 4**

Location: North-east of Freeport, Malew

Proposed designation: Office/industrial (see Development Brief 4, Chapter 6)

4.31 **Site 5**

Location: Land to the north of the Ronaldsway Industrial Estate Road and to the west of the RLC Engineering Group Building, Malew

Proposed designation: See Development Brief 5, Chapter 6

4.32 **Site 6**

Location: Corner of Douglas Road and Victoria Road, Castletown

Size of Site 3.7 ha

Previous designation: Open Space

Proposed designation: Predominantly Residential (Proposed)

Site Assessment Framework (Residential Score): 52/68

- 4.32.1 The site adjoins the Castletown Conservation Area and is close to Castletown Railway Station which is a Registered Building. The site is in a good position being close to existing residential development, located on a main road and bordered by development to the north-east and west. As such, residential development is considered appropriate on this site. The Airport Runway Public Safety Zone (PSZ) includes the northern corner of the site and this should be considered as part of any scheme.

4.33 **Development Brief 6**

1. Any initial application must include a Master Plan which should take into account the site's proximity to the Castletown Conservation Area and the Railway Station which is a Registered Building.
2. Vehicular access must be from either a re-aligned roundabout at the Bowling Green Road junction or a new roundabout junction at the King William's Way/Douglas Road junction. Individual access points to new properties from the Main Road will not be supported.
3. Pedestrian/cycleway facilities should be an integral part of the proposals to link the development to the centre of Castletown.
4. Early advice should be sought from the Isle of Man Water and Sewerage Authority to discuss the proposed density of development and need for hydraulic modelling for the development site.
5. The Airport Runway Public Safety Zone (PSZ) must: be integrated into any design proposals; remain free from built development; and must have regard to the Isle of Man Strategic Plan Policies relating to the Airport Runway Public Safety Zone (PSZ) (Transport Policy 10 and Transport Policy 11 in the Isle of Man Strategic Plan, 2007).

6. The development must incorporate a mix of dwelling types and sizes and must use a variety of materials and finishes throughout the estate.
7. Dwellings which overlook the Main Road must be positioned and designed so that their principal front elevations face the Main Road.
8. Affordable housing shall be provided in accordance with the requirements set out in Housing Policy 5 of the Isle of Man Strategic Plan, 2007, or its replacement.

4.34 **Site 7**

Location: Fields 434034 and 434035, north of Alexandra Road and west of Malew Road, Castletown

Size of Site: 1.2 ha

Previous designation: Open Space (Agriculture)

Proposed designation: Predominantly Residential (Proposed)

Site Assessment Framework (Residential Score): 56/68

4.34.1 Planning approval was granted for the erection of two dwellings on this site under PA 07/02288/B and more recently under PA 11/01505/B. Whilst consideration was given to increasing the number of dwellings permitted on this site to three, the Department judged that this site could not accommodate more than two dwellings. The Airport Runway Public Safety Zone (PSZ) transects the southern part of the site; the standard approach therein is to direct that the height of all new buildings and structures should be restricted in accordance with site-specific advice from the Airport Division of DoI. Permission will not normally be given for development which would result in a significant increase in the number of persons residing, working or congregating within the area marked 'Runway Public Safety Zone' on the Constraints Map (Map 1).

4.34.2 Given that a large portion of the site lies within the PSZ, the likelihood that at least one of the dwellings would have much of its garden in the PSZ, and having regard to current highway standards for private dwellings, the site is considered suitable for two dwellings.

4.35 **Development Brief 7**

1. A maximum of two dwellings may be accommodated on the site, both of which must be located entirely outside the Airport Runway Public Safety Zone (PSZ).
2. Two storey dwellings will not be permitted on this site although dormer bungalows may be considered.
3. The part of the site which lies within the Airport Runway Public Safety Zone (PSZ) may be used as garden space in association with the two properties.
4. The development scheme must include improvements to the access lane and junction of the access lane with Malew Road; no development may commence on site until such time as these improvements have been completed including the making good or erection and completion of any garden walling around the property known as "Irwell".

4.36 **Site 8**

Location: Land between the Crofts and the Buchan School known as the 'Pony Fields', Castletown

Size of Site: 0.6 ha

Previous designation: Private Woodland and Playing Field

Proposed designation: Predominantly Residential (Proposed)

Site Assessment Framework (Residential Score): 54/68

4.36.1 The site is within the identified settlement of Castletown, it is close to existing services, facilities and public transport links, and compatible with nearby land uses. However, it is important to note that the development would result in some loss of open space (albeit private), it is within an area of Registered Trees and it is adjacent to 'The Crofts' which is part of the Castletown Conservation Area. Any development on this site should not harm the dense and attractive tree group bordering the site or detract from the character and appearance of the Conservation Area.

4.36.2 The site is largely open and flat in character; the Registered Trees being confined to the boundaries of the site. It can be accessed via 'The Crofts' and the Department considers that a modest residential development of sensitively positioned and designed dwellings would be appropriate.

4.37 Development Brief 8

1. A maximum number of three properties will be allowed on this site. The final number will be determined, in part, by the findings of a proper tree survey which must be submitted as part of any application to develop the site. Such a tree survey must include:
 - i. a plan identifying all of the trees bordering the site and their canopy spread;
 - ii. details of the type, health and characteristics of those trees; and
 - iii. details of any complementary tree planting to be undertaken.
2. No approval will be granted to a scheme which fails to demonstrate that the long term health of the boundary trees will be maintained. To this end, all new buildings and hard surfacing should be positioned so as to give adequate space to trees and their root systems.
3. Prior to the commencement of any works on site, all existing trees to be retained must be protected for the duration of the development by means of a stout fence erected beneath the drip line of the trees closest to the proposed dwelling(s) and works associated therewith. Thereafter the protected area must remain free from stored material and parked vehicles and no building or excavation works may be carried out within such area.
4. Any new dwellings must be designed to a high standard in order to respect the character of the Castletown Conservation Area (the boundary of which is immediately to the south east of the site).
5. Prior to the submission of any planning application the appropriate Biodiversity Officer at the Department of Environment, Food and Agriculture must be consulted with regard to the requirements of the Wildlife Act 1990 in respect of bats and their roosts.
6. The applicant must consult with the Isle of Man Water and Sewerage Authority in respect of any sewers within the site.

4.38 Site 9

Location: Adjacent to Westham, Arbory Road, Castletown

Size of Site: 0.34 ha

Previous designation: Private Woodland or Parkland

Proposed designation: Predominantly Residential (Proposed)

Site Assessment Framework (Residential Score): 54/68

4.38.1 Planning approval has been granted to develop one dwelling and garage on the site (PA 09/1217/B). The following development brief reflects the existing planning conditions attached to that approval.

4.39 **Development Brief 9**

1. Development must be limited to one dwelling only, accessed from the drive which leads to Arbory Road.
2. Any further applications on this site must be accompanied by a detailed survey of the existing trees on the site, which identifies all of those trees which are to be retained. Prior to the commencement of any works on site, all existing trees to be retained must be protected for the duration of the development by means of a stout fence erected beneath the drip line of the trees closest to the proposed dwelling and works associated therewith. Thereafter the protected area must remain free from stored material and parked vehicles and no building or excavation works may be carried out within such area.

4.40 **Site 10**

Location: Castle Rushen High School, Castletown

Proposed designation: Education (Playing Field) (see Community Proposal 2, Chapter 8)

4.41 **Site 11**

Location: Arbory Primary School, Ballabeg, Arbory

Proposed designation: Education (Primary School) (see Community Proposal 4, Chapter 8)

4.42 **Site 12**

Location: Land known as Cronk Cullyn, Colby, Arbory

Site of Site: 2.6 ha

Previous designation: Predominantly Residential (in part) Community Services (in part)

Proposed designation: Predominantly Residential (Proposed)

Site Assessment Framework (Residential Score): 56/68

4.42.1 The site lies to the rear of the Colby Glen Public House and is bounded by housing in Ballacriy Park to the west and Cronk Cullyn Estate to the east and open agricultural land to the north. There is a potential vehicular access to the site from Ballacriy Park as well as from the Cronk Cullyn Estate, where the existing estate road ends abruptly with potential to break through into the site. The site is within the centre of the Village, close to the A7, a frequent bus service and with footpaths to existing services and amenities.

4.42.2 The site has remained undeveloped since 1999 without the housing and community services originally envisaged. There have been a number of applications on this site for estate layouts, some including community facilities but no approvals have been taken up. Colby itself is already served by a Public House, shop and two halls, an arboretum and play area and new premises in Ballabeg may well provide an additional shop in the near future. The existing football field has relocated to the south of the Main Road, and whilst this land will be privately operated, the scheme includes a clubhouse which may be used as a children's nursery and for social, recreation and leisure purposes outside of the times that it is required for football use (PA 09/00340/B).

4.43 **Development Brief 12**

1. A design and access statement must be included with any application. This must

explain and illustrate the principles and concept behind the design and layout of the development scheme. The statement must demonstrate how the scheme relates both to the site (which in this instance is sloping in nature), and its wider context, the surrounding area and examine how access has been dealt with.

2. Comprehensive landscaping proposals must be included as part of any detailed development proposals, which must show the retention of existing mature boundary trees.
3. The provision of appropriately sited public open space, children's play space and amenity space must be in accordance with the Open Space requirements set out in Appendix 6 of the Isle of Man Strategic Plan, 2007, or its replacement.
4. Any development proposals must include improvements to the junction of Cronk y Thatcher and the A7. The location and design of the vehicular access points to the site must be prepared in consultation with the Highways Division (DoI).
5. Pedestrian access must be provided to the site from Ballacriy Park, the Cronk Cullyn Estate and the Main Road in the vicinity of the Colby Glen Public House.
6. There is a stream running through the site; a Flood Risk Assessment will therefore be necessary and advice should be sought from the Isle of Man Water and Sewerage Authority.
7. Affordable housing must be provided in accordance with the requirements set out in Housing Policy 5 of the Isle of Man Strategic Plan, 2007, or its replacement.

4.44 **Site 13**

Location: Land to the east of Ballacubbon (Field Number 424841), Colby, Arbory

Size of Site: 0.6 ha

Previous designation: Predominately Residential

Proposed designation: Predominantly Residential (Proposed)

Site Assessment Framework (Residential Score): 60/68

- 4.44.1 This site lies to the north of the A7 Main Road. The western edge of the site fronts on the newly upgraded road which provides access to Ballacubbon House to the north west of the site, and a relatively new development of twelve new affordable properties on the western side of the road. To the north is an area of land formerly used as a football ground but which now is being developed for 35 dwellings under PA 11/0684/B.
- 4.44.2 The site scored well on most of the Assessment criteria, being as it is within the settlement of Colby, close to facilities and services and the Main Road and with no other obvious constraints to inhibit development.
- 4.44.3 The Arbory and East Rushen Local Plan (1999) specified that the land on either side of the access road should accommodate a maximum of 14 dwellings. In order however to make the best use of resources as advocated in the Isle of Man Strategic Plan²⁶, there is a case for an increase in density on the Ballacubbon land over and above what was set out in the Local Plan 1999. The existing development opposite the site complements the Village and provides an element of open space. Particular site characteristics of the proposed site have been picked up in the following Development Brief, which includes the need for a footpath, linking the Main Road with the residential site to the north.

²⁶ The Isle of Man Strategic Plan (2007), Strategic Policy 1

4.45 **Development Brief 13**

1. The site must be developed for 100% affordable housing.
2. Comprehensive landscaping proposals must be included as part of any development proposal which should include retention and adequate protection of trees along the northern boundary during and after construction works as well as satisfactory boundary treatments alongside the access road.
3. Development of the site must provide for recreational space in line with Recreational Policy 3 of the Isle of Man Strategic Plan, 2007 (or any subsequent updates to this Policy).
4. Any development proposals for this site must include provision for a footpath link to join the site to the north allowing pedestrian access from the Main Road to the Colby Glen Road, via Site 13 and the site being developed under 11/0684/B. Advice must be sought from the Highway's Division (DoI) prior to any application being made.
5. Development plans must include ground level information and cross sectional drawings to show the relationship of any new dwellings with existing dwellings in Ballacriy Park which appear to be at a lower level than the Ballacubbon land.

4.46 **Site 14**

Location: Land to the north east of Station Park, Colby, Arbory

Size of site: 0.2 ha

Previous designation: Predominantly Residential

Proposed designation: Predominantly Residential (Proposed)

Site Assessment Framework (Residential Score): 60/68

4.46.1 The site lies to the north east of Station Park; a public sector housing estate of 68 terraced and semi-detached dwellings which are accessed via Station Road. The site presently accommodates one dwelling - Orryside - which sits close to the northern edge of the site alongside Main Road. There are a considerable number of mature trees bordering the site. The Arbory and East Rushen Local Plan (1999) designated the site as being suitable for residential use subject to a Development Brief. Planning approval was granted for 2 dwellings on the site under PA 10/01879/B.

4.46.2 The Department proposes to retain this site as residential as it would, if developed appear as part of an existing and established housing group. It is important however to retain many of the existing trees.

4.47 **Development Brief 14**

1. Any future applications for this site must include a landscaping plan which includes a full tree survey. This survey must indicate the position and canopy spread of all those trees to be retained as well as all those to be felled as part of the development.
2. Vehicular access shall be from Station Park and not the Main Road A7.
3. Applicants are advised to consult the Isle of Man Water and Sewerage Authority for advice.
4. Prior to the submission of any future planning application the appropriate Biodiversity Officer at the Department of Environment, Food and Agriculture must be consulted with regard to the requirements of the Wildlife Act 1990 in respect of bats and their roosts.

4.48 **Site 15**

Location: Land to the South of the railway line, Colby, Arbory

Proposed designation: Recreation/Playing Fields (see Chapter 8, Recreation Proposal 1)

4.49 **Site 16**

Location: Land to the Rear of the Colby Pump, Colby, Arbory

Size of Site: 0.3 ha

Previous designation: Predominantly Residential

Proposed designation: Predominantly Residential (Proposed)

Site Assessment Framework (Residential Score): 57/68

4.49.1 This site lies along the western edge of the Ballastroon Estate and to the north the roadside dwellings which front the A7 Main Road. To the west of the site is open farm land associated with Belle Abbey Farm. Planning approval has been granted for the development of a single dwelling on this site (PA 05/92216 and PA 07/0130).

4.50 **Development Brief 16**

1. Housing numbers will be dependent upon an adequate vehicular access and the findings of a tree survey.
2. Any further application on this site must be accompanied by an accurate tree survey which includes;
 - a. identification of all of the trees within and bordering the site and their canopy spreads, and
 - b. details of the health and characteristics of those trees, and measures for their protection during and after construction.
3. Any design scheme submitted as part of any further application must include a planting and management plan which indicates a future programme of complementary tree planting and reinforcement of the existing wooded areas.
4. Prior to the submission of any future planning application the appropriate Biodiversity Officer at the Department of Environment, Food and Agriculture must be consulted with regard to the requirements of the Wildlife Act 1990 in respect of bats and their roosts.

4.51 **Site 17**

Location: Land at Bradda View, Ballakillowey, Rushen

Size of Site: 1.0 ha

Previous designation: Predominantly Residential

Proposed designation: Predominantly Residential (Proposed)

Site Assessment Framework (Residential Score): 47/68

4.51.1 This site lies within an existing built up estate between the A36 Sloc Road and the A7 Ballagawne Road, and sited to the north east of the junction of these two public highways. There are detached dwellings on all sides of the site and to the south is Greenacres, a large dwelling in its own grounds set in amongst substantial woodland. The site is not part of a settlement identified in the Isle of Man Strategic Plan, 2007, but some development would represent a 'rounding off' of an existing development.

4.51.2 Although the principle of developing the site was established under PA 04/2344, planning applications to develop this site in detail have been refused. PA 08/0908 for five dwellings was refused at Appeal for the reason that "the house on Plot 5 would detract from the

residential environment and amenity of existing neighbouring dwellings to an unacceptable extent.”

4.51.3 The Department judges that the following Development Brief is acceptable.

4.52 **Development Brief 17**

1. Development proposals must demonstrate there is a mix of dwelling types.
2. A design statement must be included with any application to demonstrate that the size, orientation and proximity of the new dwellings, would not detract from the residential environment and amenity of existing neighbouring dwellings to an unacceptable extent.
3. The trees to the south of the site are Registered and are a known bat foraging area. Any further application on this site must be accompanied by:
 - a. the findings of a Bat Survey undertaken at a suitable time of year, and
 - b. an accurate Tree Survey which includes;
 - i. identification of all of the trees within and bordering the site and their canopy spreads,
 - ii. details of the health and characteristics of those trees, and
 - iii. details of how the trees are to be protected against damage during and after the course of construction.
4. Any scheme must demonstrate that there are adequate drainage arrangements (particularly in respect of surface water) proposed for the site. The advice of the Isle of Man Water and Sewerage Authority should be sought in this respect.
5. The provision of a pedestrian/cycling link to Odins Way or Carrick Bay View should be considered as part of this development.

4.53 **Site 18**

Location: Land to the North of Surby Road, Ballafesson, Rushen

Size of site: 0.2 ha

Previous designation: Predominantly Residential

Proposed designation: Predominantly Residential (Proposed)

Site Assessment Framework (Residential Score): 47/68

4.53.1 The site lies on the northern side of the Surby Road as it heads west towards Bradda East. Planning approval has been granted for the principle of the erection of a dwelling on the site (PA 09/00508/A).

4.53.2 Surby is not listed within the Isle of Man Strategic Plan as an area where new development should be directed. However, the development of this plot would be seen as being within an existing group of buildings.

4.54 **Development Brief 18:**

1. Any scheme must demonstrate that a safe means of access can be provided with visibility splays of 2m by 36m in each direction. Plans must illustrate how such an access is to be provided.
2. Any new dwelling must be designed with traditional features (pitched, slated roof, render and/or stone walling) reflecting the character of the older more vernacular properties in the vicinity.

3. Any scheme must include full details of the proposed drainage arrangements (foul and surface water) for the site to demonstrate that the development will not exacerbate existing drainage problems and such as not to result in any detrimental impact through the flow of surface water into other property. Advice must be sought from the Isle of Man Water and Sewerage Authority prior to the submission of any application.
4. At least two parking spaces per unit must be provided in accordance with the provisions of the Isle of Man Strategic Plan, 2007 (or its replacement) and sufficient space must be provided for manoeuvring vehicles such that a vehicle may enter and leave the site in a forward gear.

4.55 **Site 19**

Location: Land to the north of the Honna Road and immediately west of the Surby Road (B47), Rushen

Size of Site: 1.7 ha

Previous designation: Predominantly Residential

Proposed designation: Predominantly Residential (Proposed)

Site Assessment Framework (Residential Score): 50/68

- 4.55.1 The character of the site is currently one of small parcels of land with heavily vegetated boundaries, which contrasts with the larger, more open area to the north. It is proposed to enlarge the area designated for development compared to the Arbory and East Rushen Local Plan (1999) to include some smaller parcels of land which are distinct from the much more open area to the north. It is considered that this site can feasibly be developed without adverse impact on adjacent existing property.

4.56 **Development Brief 19**

1. Any application on this site must be accompanied by an accurate tree survey which includes;
 - i. identification of all of the trees within and bordering the site and their canopy spreads,
 - ii. details of the health and characteristics of those trees, and
 - iii. details of how the trees to be retained are to be protected against damage during and after the course of construction.
2. All healthy boundary trees shall be retained as part of an overall comprehensive landscaping plan.
3. All buildings must be designed in a traditional style in accordance with Policies 3 - 7 of Planning Circular 3/91 "Guide to the Design of Residential Development in the Countryside" or its replacement.
4. Any new buildings must acknowledge the presence and amenities of existing adjacent dwellings and must be designed to be sympathetic thereto.
5. There are a number of streams running through the site; advice should be sought from the Isle of Man Water and Sewerage Authority prior to the submission of any application.
6. Proposals must demonstrate safe access to and from the site and advice on this matter should be sought from the Highways Division (DoI).
7. Affordable housing must be provided in accordance with the requirements set out in Housing Policy 5 of the Isle of Man Strategic Plan, 2007, or its replacement.

4.57 **Site 20**

Location: Field 411188, Spaldrick, Port Erin

Size of Site: 0.5 ha

Previous designation: Tourism/Recreation (Area for Buildings)

Proposed designation: Predominantly Residential (Proposed)

Site Assessment Framework (Residential Score): 53/68

- 4.57.1 There have been a number of applications on this site since 1992 including proposals for housing, an apart-hotel with associated facilities and the erection of hotel and conference centre. No approvals have, so far, been granted on the site. It is accepted that the land is no longer required for Tourism (Area for Buildings), as designated on the previous Local Plan, and thus the Department has judged that the site may have some potential for a low density and sensitively designed residential development which retains an open character. The site is visible from a distance, is sloping in nature and is close to residential development to the north-west.

4.58 **Development Brief 20**

1. A design and access statement must be included with any application. This must explain and illustrate the principles and concept behind the design and layout of the development scheme. The statement must demonstrate how the scheme relates both to the site (which in this instance is sloping in nature), and its wider context including nearby residential properties, the surrounding area generally and examine how access has been dealt with. Proposals which do not demonstrate satisfactory access, acceptable both in highway safety terms and in terms of visual appearance will not be supported.

4.59 **Site 21**

Location: Land opposite the Cherry Orchard Hotel, Port Erin

Size of Site: 0.25 ha

Previous designation: Mixed Use

Proposed designation: Mixed Use (Proposed)

Site Assessment Framework (Residential Score): 64/68,
(Employment Score): 57/60

- 4.59.1 The Department supports the retention of this site as part of the 'Mixed Use' area.

4.60 **Development Brief 21**

1. The site is situated in a key position close to a supermarket on Bay View Road, the shops in and around Bridson Street and retailing premises along Church Road and Orchard Street. Any redevelopment scheme must include a design and access statement which must explain and illustrate the principles and concept behind the design and layout of the scheme including any landscaping. The statement must demonstrate how the scheme integrates with the existing buildings and their uses in the Mixed Use area and how it encourages good physical links between buildings, pedestrian routes and spaces to improve the character and appearance, and usability of this area generally.
2. Advice must be sought from the Highways Division (DoI) prior to the submission of any application.

4.61 **Site 22**

Location: The former Marine Biological Station, Port Erin

Size of Site: 0.4 ha (buildings only)

Previous designation: Harbour Use

Proposed designation: Mixed Use (Proposed)

Site Assessment Framework (Residential Score): 48/68

(Employment Score): 42/60

4.61.1 The former Marine Biological Station sits beyond the lifeboat house, up against the base of the cliffs in the south-western corner of Port Erin Bay. Most of the contiguous land between the former Biological Station and the harbour is vested in the Department of Infrastructure, and is not intensively used. Re-use or redevelopment of the composite site would be of general benefit to Port Erin.

4.61.2 The buildings which remain on the site became redundant as a Marine Laboratory in 2006, but have recently been let to a new user, keen to see the buildings used for purposes in keeping with their maritime heritage. The buildings and the land around them have considerable potential, and this wider site would support Mixed Use - primarily marine-based tourist/leisure uses (including associated accommodation) - but may also include a residential element.

4.62 **Development Brief 22**

1. The use of the land is deemed suitable for marine-based tourist/leisure purposes (including associated accommodation), but an element of residential use may also be considered favourably.
2. Development should preferably make use of all existing buildings on the site, including the re-use of the original Marine Laboratory Building.
3. The overall development site should include not only the former Marine Biological Station site, but also contiguous land vested in the Department of Infrastructure. There should be consultations with the Department at an early stage in the formulation of development proposals.
4. The design of new buildings and the treatment of the spaces between them should reflect the conspicuous nature of the site as viewed from across the bay, and the appearance and character of the emerging Conservation Area.
5. The layout of the site must make appropriate provision for access to the cliff-top footpath from the harbour area. Applicants should be aware that due to the steep nature of the cliff, there exists a possibility that there will be water run-off from the top of the cliff to the cliff base at the rear of the buildings.
6. Port Erin Bay is known for its ecological importance, for example, as a plaice nursery area, basking shark hotspot and as an important dive site. Any new development should be sensitive to this ecological importance and also the scallop 'closed area'.
7. Any proposed scheme must include a Traffic Assessment evaluating the traffic impact of development on pedestrian and vehicular access along the narrow section of Shore Road.

4.63 **Site 23**

Location: Land at Ballakilley, Port Erin/Rushen

Size of Site: 17 ha (total) 6.8 ha (Predominantly Residential – Proposed)

Previous designation: Field 4050 Open Space (Agriculture) Port Erin Local Plan 1990. The remainder, in Rushen, (identified on the Arbory and East Rushen Local Plan 1999) was identified for Recreation, Civic Uses and Southern Community Hospital, plus an extension to the Rushen Cemetery.

Proposed designation: Predominantly Residential (proposed) / Recreation / Open Space / Cemetery Extension

Site Assessment Framework (Residential Score): 53/68

- 4.63.1 The site, which is known locally as Ballakilley, is on the north eastern outskirts of Port Erin but falls largely within the Parish of Rushen. The land itself forms part of the wider green tract of land which separates Port Erin, Ballafesson, Ballkillowey and Port St Mary.
- 4.63.2 The Department has taken into account the site's position on the edge of Port Erin; its relatively level characteristics and its appearance in the landscape. Also recognised was the general desire to have more recreational facilities in and around Port Erin as well as its proximity to existing facilities, schools and transport links. The Department is satisfied that there is a need to release more land for housing development in the South and that this land scored well in its assessment through the Site Assessment Framework. It is equally aware of the concerns raised about allowing any development at Ballakilley; clearly it is important to get the right balance of uses on this land.
- 4.63.3 The Department of Education and Children (DEC) no longer requires Field 5737 for educational purposes. The DEC now proposes to extend facilities on the existing Rushen Primary School site. The Department of Social Care (DSC) no longer requires land for the Southern Community Hospital, being content with the development at the new Southlands.
- 4.63.4 The Department recommends that part of the site would be suitable for housing; indeed, there is an opportunity to soften the rather abrupt eastern edge to the Ponyfield's development. However, it is also important to ensure that the separate identities of Port Erin and Ballafesson are protected by the provision of an effective Green Gap between the two. Protecting the setting of Rushen Church and its environs is also a priority. In addition to housing, other uses which should be integral to an overall scheme include an extension to the cemetery, a sports pitch/training pitch and associated facilities, public open space for play and general amenity and an element of public car parking. Analysis of the current provision of formal open space within Port Erin has been undertaken using the Open Space requirements within the Isle of Man Strategic Plan, 2007 (Appendix 6). This would suggest that based on the 2006 population levels in Port Erin there is a requirement of 6.44 ha of formal open space. The current provision of such land in Port Erin is 2.86 ha. The overall shortfall of 3.58 ha can be accommodated at Ballakilley on the land designated for such uses.

4.64 **Development Brief 23**

This development brief relates to field numbers 411529, 414546, 414532, 414214.

1. General

Any detailed application to develop the Ballakilley site must be accompanied by and form part of a Master Plan for the whole site (unless the detailed application covers the whole site). The Master Plan must accommodate the various uses identified below and any application must satisfactorily address the matters of phasing, landscaping, vehicular and pedestrian access, drainage and overall integration of the various uses to the existing community. Any detailed application and Master Plan must demonstrate:

- a. a lower density of development and suitable landscaping in the vicinity of Rushen Cemetery in order to protect its setting and the function of the wider area as a Green Gap;
- b. that the first phase of housing development will be in Field 411529 extending northwards in a progressive manner; and
- c. that any structural planting/landscaping will be provided during the first phase of housing development. This structural planting should seek to soften the current 'hard edge' appearance of the existing housing and future edge of development.

2. Drainage

A Drainage Master Plan must also be included following discussion with the Isle of Man Water and Sewerage Authority. This is to ensure adequate arrangements for the position of tail connections and surface water discharges. Further modelling will be required to agree all discharge points.

3. Residential Use

The residential area shall be restricted to fields 411529 and 414546 as indicated on Inset Map 7 and must include a mix of house types. The layout and design of the new housing must be such as: to create a sense of place recognising the site's position at the edge of the built up area of Port Erin; to respect the amenities of existing adjoining dwellings and residents; to take account of Rushen Cemetery which projects southwards from Barracks Road; and to result in a landscaped, soft edge to the development which forms the boundary between Port Erin and the Parish of Rushen.

4. Affordable housing must be provided in accordance with the approved standard for that particular time (current requirements are set out in Housing Policy 5 of the Isle of Man Strategic Plan, 2007).

5. Recreation Use

Sufficient land must be set aside on either Field 414532 or 414214 to accommodate a sports pitch, and a training pitch (approximately 4 ha in total) and this must be shown on the Master Plan. Any building(s) normally associated with such uses, such as changing facilities or groundsmen's stores may be acceptable, together with an area of public car parking. Any such buildings/car parking, should be modest in size having regard to their function, and should be so sited as not to threaten the overall function of the land as a Green Gap.

6. Rushen Church Cemetery Extension

Provision must be made for a cemetery extension which may include an area for a green cemetery or natural burial ground (this is generally a burial area with no headstones, sculpted markers or permanent vases. There are normally no manicured lawns or paved roads/paths). This extension may, until such time as it is required, be used as public open space and laid out as such. The area intended for the cemetery extension must be shown on the Master Plan.

7. The land identified in points 5 and 6 above must be available for such uses even if taken forward/delivered by others during or after the completion of the other elements of the development. It is recommended that in order to facilitate the provision of:

- i. the sports pitches - that dialogue is maintained between the developer, landowner/trustees, the Ballakilly Working Group, local sports clubs and Local Authorities; and
- ii. the Rushen Church Cemetery extension - that dialogue is maintained with the Rushen Burial Ground Authority.

The land set aside for i. and ii. above does not negate the need to provide adequate public open space on fields 411529 and 414546 in line with Recreation Policy 3 the Isle of Man Strategic Plan, 2007, or its replacement.

8. Public Open Space

All land identified as public open space must be designed and retained for the long term for the purposes of play and amenity (unless it forms the area identified for the cemetery extension – see point 6 above). Planting and landscaping methods must be suitably designed with convenient footpath access. The possibility of incorporating community woodland should be explored as part of any scheme.

9. Access

The main vehicular access to the residential area should be from Church Road entering into field 414546 and must be landscaped to soften its appearance. This new junction and road should allow vehicular access to the proposed residential area and have the ability to access any future car park or ancillary buildings associated with the recreation /sports pitches. Advice from the Highways Division (DoI) should be sought on this matter.

4.65 **Site 24**

Location: Rushen Primary School, Rushen/Port St Mary

Proposed designation: Education (see Community Proposal 3, Chapter 8)

4.66 **Site 25**

Location: The former Bay Queen Hotel and surrounding land, the Promenade, Port St Mary

Size of Site: 0.6 ha

Previous designation: Area of Predominantly Tourist Accommodation (Existing)

Proposed designation: Predominantly Residential (Proposed)

Site Assessment Framework (Residential Score): 57/68

- 4.66.1 The former Bay Queen Hotel is located at the north eastern end of the Port St Mary Promenade overlooking the bay. All but the west wing of the redundant Hotel has been demolished and the rest of the site cleared. The building dates back to the 1930's and makes a significant statement as a landmark building on the Promenade. This is recognised by its status as a Registered Building (RB 183).
- 4.66.2 There are residential properties to the north west as well as to the east where Back Lane wraps around the south eastern boundary of the site. To the north east there is a large open field known as Rhenwyllan.
- 4.66.3 Planning approval was granted on the Bay Queen site (PA 02/0343) for the erection of two buildings housing 56 apartments. This was the Reserved Matters application which included the refurbishment of the Registered Building on the site and followed on from the original approval granted at Appeal under PA 99/2149. As some works were undertaken on the site, the approval was judged to have been taken up.
- 4.66.4 There have been calls to allow the comprehensive redevelopment of the Bay Queen site by allowing the demolition of the Registered Building element of the site. The building was judged worthy of entry onto the Protected Building's Register due to its historic context, its landmark quality and rarity and aesthetic quality. Given this assessment and for the reason that the presence of the hotel provides a tangible link with the town's historical and sociological development, the Department supports the Registered Building status of the Bay Queen and any further redevelopment schemes should respect this.

4.67 **Development Brief 25**

1. In terms of any development proposals for the Bay Queen site, favourable consideration may be given (subject to a full assessment of the overall design) to a scheme which retains only the 'twin towers' element of the Registered Building. The final design scheme must be prepared in consultation with the Conservation Officer (DoI).
2. The provision of affordable housing (in accordance with Housing Policy 5 of the Isle of Man Strategic Plan, 2007, or its replacement) shall be applied on any additional units over and above the 56 residential units already approved under PA 02/00343/B which has been taken up.
3. Development proposals must retain the pedestrian link (which passes the north western boundary of the site) from Rhenwyllan to the Promenade.

4.68 **Site 26**

Location: Land to the South of Main Road, Ballabeg, Arbory (opposite Arbory Parish Hall)

Proposed designation: Proposed Park (see Chapter 8, Paragraph 8.13.5)

4.69 **Site 27**

Location: Malew Church, Malew

Proposed Designation: Churchyard (see Chapter 8, Development Brief 27)

5. The Natural Environment, the Built Environment and our Cultural and Historic Heritage

5.1 Introduction

5.1.1 Topographically, the South is dominated by South Barrule, Cronk ny Arrey Laa, and the hills to the south west, culminating in Bradda Head, overlooking Port Erin Bay, and Meayll Hill, guarding The Sound and The Calf. From the hills, the Silverburn, the Colby River, and smaller water courses run southwards through gently sloping land to meet the sea in Castletown Bay and Bay ny Carrickey. In the west, the hills meet the sea in dramatic cliffs, whilst in the east, the coastline is characterised by the exposed limestone formations around Scarlett and Kallow Point.

5.1.2 This topography forms the context for a rich natural environment, extensive agricultural activity, seven separate towns and villages, and a particularly diverse cultural and historic heritage. Though less obvious to the human eye there is considerable marine interest around the southern coast and therefore the whole southern coast has been recommended as a Ramsar Wetland of International Importance. Just recently, a new Area of Special Scientific Interest (ASSI) has been designated in Port St Mary. The title ensures recognition of its rich ecological value.

The Isle of Man Strategic Plan Context

5.1.3 There are of course a large number of Environment Policies included in Chapter 7 of the Isle of Man Strategic Plan, 2007, including the following:

"The countryside and its ecology will be protected for its own sake. For the purposes of this policy, the countryside comprises all land which is outside the settlements defined in Appendix 3 at A.3.6 or which is not designated for future development on an Area Plan. Development which would adversely affect the countryside will not be permitted unless there is an over-riding national need in land use planning terms which outweighs the requirement to protect these areas and for which there is no reasonable and acceptable alternative".²⁷

5.1.4 This Policy, and the other Environment Policies in the Isle of Man Strategic Plan, form the general context for assessment and evaluation of the environment in the South of the Island.

5.1.5 Given the comprehensive nature of the Isle of Man Strategic Plan's Environmental Policies, only a small number of additional Proposals are necessary to strengthen the policy framework. The following sections set out more detailed statements about the environment in the South. There are some site specific Proposals included within the following Chapter and there are also additional Proposals included within Chapter 3 "Southern Identity and Spatial Vision" under Landscape Proposals.

5.2 The Natural Environment

5.3 Wildlife and Nature Conservation

5.3.1 The diverse mix of wildlife habitats and species contribute significantly to the landscape character and the interest of the countryside in the South. The coastal grasslands are ablaze with squill in the spring, then the heathlands (both hill and coastal) providing great colour in late summer. The coast, with its limestone beach fauna and flora in some areas contrasts with the high cliffs that host nesting seabirds, particularly around the Meayll

²⁷ Environment Policy 1, The Isle of Man Strategic Plan (2007), page 36

Peninsula and the Calf, where the highest concentration of nesting choughs is also found. The Calf has the only Manx site for breeding Manx shearwaters (for which the British Isles homes most of the world's breeding colonies).

5.3.2 The Calf, and Kitterland²⁸ host the main haul-out areas for grey seals and the occasional common seal, the Calf being an important seal pupping site. There is a colony of speckled bush crickets at Glen Chass/Perwick and the lesser mottled grasshopper is found at Langness, the only known site in the British Isles. Langness is a 'tombolo'²⁹, a unique feature on the Island, and has a number of rare habitats above and below the water. There, the most important roost of wading birds on the Isle of Man can be found and possibly the best area of saltmarsh. Waterfowl are relatively abundant around the south-east coast and inland there are small areas of reedbeds, which are a rare habitat on the Isle of Man. The upland moorland and plantations have nesting hen harriers and short-eared owls and there is a winter hen harrier roost.

5.3.3 Coastal habitats in the South, as in the rest of the Island, are particularly vulnerable to climate changes. The Plan does not propose any specific development sites on the coast and sufficient habitat protection is afforded for coastal as well as inland habitats (including bat roosts) by the current array of Environment Policies set out in the Isle of Man Strategic Plan, 2007, and the Wildlife Act 1990.

5.3.4 Sites and areas of particular value or interest to wildlife and nature conservation are indicated on the Constraints Map (Map 1). These fall into several different categories, some of which are afforded protection under other legislation. General background information and Environment Policies are set out in Section 7.8 of the Isle of Man Strategic Plan, 2007. The following categories of:

- i. Areas of Special Scientific Interest (ASSI);
- ii. Wildlife Sites, Areas of Ecological Interest (AEI) and Nature Reserves;
- iii. Manx National Trust Land;
- iv. Bird Areas; and
- v. Ramsar Sites (recommended),

all appear on the Constraints Map (Map 1) and are discussed below.

5.4 **Areas of Special Scientific Interest (ASSI)**

5.4.1 There are, within the Plan Area, four Areas of Special Scientific Interest (ASSI) which have been designated as such under the Wildlife Act 1990:

1. Langness, Sandwick, and Derbyhaven - for protected species, salt marsh, intertidal and coastal habitats and important geological exposures;
2. Rosehill Quarry, Billown - for limestones grassland, scrub and protected species;
3. Poyll Vaaish Coast - for both its wildlife habitats and its geology, including salt marsh and species rich coastal grassland. Its geological interest centres on the beach exposures of fossil bearing Carboniferous Limestone and the volcanic intrusions at the Scarlett end; and
4. Port St Mary Ledges and Kallow Point – for marine biology interest.

5.5 **Wildlife Sites and Areas of Ecological Interest (AEI)**

5.5.1 A number of Ecological Surveys have been undertaken in the South under the auspices of the Department of Environment, Food and Agriculture (DEFA), previously the Department of Agriculture, Food and Fisheries, and also the Manx Wildlife Trust. As a result, some

²⁸ The crop of rocks separating the Island and The Calf of Man

²⁹ A 'tombolo' is an island attached to the coastline by a narrow piece of land

areas have been recognised as containing or having the potential to contain species or habitats worthy of some level of protection.

5.5.2 'Wildlife Sites' are designated by the Manx Wildlife Trust with the support of DEFA. They are places considered to have high wildlife value but they are not statutorily designated or recognised by law. They are therefore simply important places for wildlife outside legally protected land, such as Areas of Special Scientific Interest (ASSI). Designation as a Wildlife Site does not preclude it from being designated as an ASSI in the future.

5.5.3 Areas of Ecological Interest (AEI) are marked on the Constraints Map (Map 1) to indicate places of known wildlife interest which have not yet been surveyed in detail or scientifically evaluated. Until Wildlife Sites, Areas of Special Scientific Interest or other designations have been identified within them, Areas of Ecological Interest will be subject to a precautionary approach when development is proposed in such areas. Proposed development which affects any designated Wildlife Sites will also be considered from a precautionary view point.

5.5.4 The Wildlife Sites are currently supported by a number of different Government Departments. The project is led by Manx Wildlife Trust. Other sites may be designated subject to further funding arrangements being secured. There are currently seven Wildlife Sites in the South:

1. Ballaglonney: 3ha site approximately 1.5km north of Ballabeg; the site supports Protected Species;
2. Billown Wood: 3ha site immediately north of Billown Lime Quarry; semi-natural broadleaved woodland;
3. Kerrowkeil Marsh: 10ha site east of Kerrowkeil Farm and south of Kerrowmoar; mixture of marshy grassland, flush, and willow carr (curragh);
4. Great Meadow: 1ha site immediately west of the house; the site supports Protected Species;
5. Upper Silverdale: 3ha site alongside the Silverburn north of the Athol Bridge and the public glen; broadleaved plantation and semi-natural broadleaved woodland;
6. Eairnyerey: 2.8km stretch of coastal cliffs on Carnanes north of Fleshwick; important area for grey seals;
7. Kentraugh Plantation: 6ha site in three parcels within the Kentraugh Estate; the site supports Protected Species.

5.5.5 The Manx Wildlife Trust is also custodian of two Nature Reserves within the Plan Area:

1. Earystane, Arbory
2. Ballalough Reedbeds, Castletown

5.6 **Wildlife Importance of Graveyards**

5.6.1 Old graveyards with trees provide a significant resource for wildlife, from lichens to mammals. Such sites should be managed in a way which supports the retention of the wildlife interest and the vegetation diversity both in terms of species and structure (e.g. height). Such management should be consistent with the preservation of, and retention of access to, important grave monuments.

5.7 **Manx National Trust Land**

5.7.1 There are extensive areas of land vested in the Manx Museum and Manx National Trust, operating as Manx National Heritage. These include The Calf, most of the land to the south and west of Cregneash, and St Michael's Isle. These are illustrated on the Constraints Map (Map 1).

5.8 **Important Bird Areas and Ramsar Sites**

5.8.1 There are three identified Important Bird Areas in the South, these being the Isle of Man Sea Cliffs, The Calf of Man, and the Isle of Man Hills. There are also 2 Bird Sanctuaries; at Langness, Derbyhaven and Fort Island, and at Ballamodha. The Southern Coasts and Calf of Man have been recommended for designation as a Ramsar Site of International Importance.

5.9 **Wildlife Importance of Rivers and Streams**

5.9.1 The Southern Area includes a number of important rivers and streams. One of these, the Silverburn, is recognised as an important river for migratory salmonids as well as holding significant populations of resident brown trout. Smaller rivers in the area include the Colby River, again known to hold brown trout populations and possibly sea trout in the lower stretches of river and there is an extensive network of small streams, all of which should be protected from damage and disturbance. The Area borders the Santon Burn, another important river known to support salmon, sea trout and brown trout. DEFA has created a new fish pass on this river, with the aim of encouraging migratory salmonids to utilise the pristine habitat in the upper sections of this river.

5.10 **Working with the Natural and Built Environments - Agriculture**

5.10.1 Most of the lowland and some of the upland in the South is actively farmed, and agriculture is likely to remain the predominant land use in the lowlands. Some of the most highly graded agricultural land on the Island is in the South, around Billown Farm. Such important agricultural land is protected by Environment Policy 14 set out in the Isle of Man Strategic Plan, 2007.

5.10.2 It is also recognised that agriculture plays an important role in shaping and maintaining the landscape within the South and as such serious consideration needs to be given before losing agricultural land to development.

5.10.3 The farm buildings in the South include several good examples of attractive stone barns and cow-houses arranged in a quadrangle design around a farmyard layout. There are many other fine, free-standing stone farm buildings in the South. These are often found to be unsuitable or of only limited use for modern farming, but represent not only a valuable part of Island heritage, but also an opportunity for diversification and re-use. The Department will continue to treat proposals for re-use positively, where they comply with current policy guidance namely Environment Policy 16 and Environment Policy 17, set out in the Isle of Man Strategic Plan, 2007. Manx National Heritage is likely to seek recording of such buildings and farmsteads prior to redevelopment and particular regard should be had to the Isle of Man Strategic Plan - Environment Policy 41 - in this respect.

5.11 **Woodland, Plantations and Tree Cover in the South**

5.11.1 There is generally little naturally occurring tree cover in the South although the exceptions include the riverbanks, and areas of Woodland and Registered Trees. There are also three National Glens located within the Plan Area at Bradda Glen and Headland, Colby Glen and Silverdale. There are also a number of residences recognised as being within areas of 'Low Density Housing in Parkland'³⁰ such as 'Kentraugh' and 'Billown'. New development should be so sited and designed so as to avoid having an adverse impact on nearby woodland and individual trees of amenity value (see Environment Policy 3 in the Isle of Man Strategic Plan, 2007). The Development Briefs associated with the Proposal Sites (1 - 27) have, where necessary, taken into account any impact on nearby trees to ensure that there are no long term negative effects on tree health. Development schemes are also required,

³⁰ See Section 4.9

where appropriate, to make provision for new tree planting as part of overall landscaping schemes.

- 5.11.2 Areas of Registered Woodland and Registered Trees are indicated on the Constraints Map (Map 1). Proposals to develop in or near these areas (including those Woodland areas deemed to be Registered i.e. all Low Density Housing in Parkland sites) should form the subject of consultation with the Forestry Division at DEFA.
- 5.11.3 There are six Plantations in the South (five owned and managed by DEFA and one in private ownership), access to which for recreational and leisure purposes is generally permitted. The Plantations have considerable amenity value and the Department has committed separately to consider the expansion of Permitted Development Rights to facilitate the provision of low-key facilities in connection with such uses.
- 5.11.4 In undertaking any harvesting or dealing with storm damage regard should be had to the emerging Planning Policy Statement (PPS) on Landscape Character and Appearance which seeks to ensure a softening of Plantations within the landscape (see paragraph 3.4.1).
- 5.11.5 The idea of creating 'Community Woodlands' in the South has been mooted, particularly on the edge of urban areas. A Community Woodland is generally regarded as woodland for people and the local community normally has some responsibility for managing, and caring for the woodland, supported by some form of Woodland Group or Forum. The Department recognises the value of this concept which could have benefits in terms of the landscape, public amenity, combating climate change and increasing level of tree cover in the South generally. Whilst the Department does not propose to designate particular sites, it would treat positively any proposals brought forward. Indeed, small schemes (under 0.5ha) would constitute Permitted Development (i.e. would not require planning approval).
- 5.11.6 In addition to the above it should be noted that there are numerous hedgerows across the South which play an important role in biodiversity and landscape. Any proposed development which includes such hedges or sod banks should be sympathetic to their conservation or provide mitigation if any is adversely affected.

5.12 **Flood Risk in the South**

- 5.12.1 Flood Risk Maps have been produced by the Isle of Man Water and Sewerage Authority and the data contained therein has been used to identify Flood Risk Areas in the South (see Constraints Map 1). Data for the Silverburn, Dumb and Colby Rivers and the associated Tidal Zones is based on LiDAR Survey Data. The Tidal Flood Risk Areas for Port St Mary and Port Erin (Lower Promenade) have been produced via Ground Survey Data. The risk areas shown relate to Tidal Flooding, and Fluvial Flooding. For Fluvial, the maps illustrate a 100 year return period and for Tidal a 200 year return period. Land outside of these areas is considered to be at low risk of flooding from Main Rivers and the sea, although it may be at risk from other sources such as surface-water and ground-water flooding. As support to the Flood Risk Areas identified, and as part of the Isle of Man Water and Sewerage Authority's commitment to publish Flood Risk Maps for the Island as a whole, the Department is committed to publish a revised Draft Planning Policy Statement (PPS) on 'Development and Flood Risk' and an accompanying 'Technical Guide'. These documents are being jointly prepared by the Department of Infrastructure and the Isle of Man Water and Sewerage Authority. The revised Draft PPS will explain how the Department intends to deal with planning applications for development which may be subject to flood risk, or which may increase the risk of flooding on other land. It will also explain how flood risk will be managed through the Area Plans, essentially by including flood risk as one of the factors taken into account when allocating sites for development, indeed it was a 'critical constraint' within the Site Assessment Framework. Further information regarding the Flood Maps can be found on the Government website via the following link - <http://www.gov.im/transport/floodwatch/propertyrisk.xml>

5.12.2 Development within flood areas may be permitted, but decisions will be subject to a 'sequential approach' meaning that all other alternative locations outwith the flood risk areas need to be explored and assessed before land will be released for development within an area of known flood risk. There will be careful assessment of Flood Risk Assessments, having particular regard to the inclusion of appropriate levels of flood protection and measures to ensure that the proposal would not increase the probability of flooding to the surrounding environment. Until such time as the Planning Policy Statement on 'Development and Flood Risk' is approved (which is intended to provide additional guidance), the Department relies on Environment Policies 10-13 in the Isle of Man Strategic Plan, 2007.

5.13 **Contaminated Land**

5.13.1 The area covered by this Area Plan constitutes a mass of very old slate rock pierced by veins of granite and ores of lead, zinc, iron, copper, and silver. Historically lead, silver and some copper have been mined in the area, Foxdale in particular, leaving behind a legacy of old mineral workings and areas of contaminated land.

Environment Proposal 1

In the event of any development being proposed on those parts of Foxdale covered by Malew or on any other sites suspected of being contaminated in any way, the following will apply.

Development proposals must satisfactorily address the following matters:

- 1. the condition of the land following geotechnical and geochemical investigation.**
- 2. methods of dealing with any contaminated fill which may include removal, capping and appropriate planting.**
- 3. any necessary arrangements to prevent pollution spreading to any adjacent watercourse, and**
 - a. any necessary drainage arrangements including any pipework.**

Development proposals will also have to include a method statement showing how any toxic fill is to be prevented from being mobilised before, during and after development and the location and type of any membrane barriers.

Development proposals on the Louisa Mines and Foxdale Deads area of Foxdale (currently designated as recreation) should have regard to the rare and protected plants on the site to ensure that they are not adversely affected by the development.

5.14 **Pollution**

5.14.1 The Glashen Stream, which rises on Glashen Farm and eventually leads on to the Langness, Sandwick, and Derbyhaven ASSI, should be protected against pollution arising from development at Crossag Farm, Balthane Industrial Estate, the Airport and, in due course, the construction of the Ballasalla By-pass.

Environment Proposal 2:

Proposals for development of land which drains into the Glashen Stream must be so formulated as to ensure that the Stream is not polluted, either before or during the construction period or subsequently; the provision of an adequate buffer zone should be included within any proposals.

5.15 **The Built Environment**

5.16 **Legislation for Conservation Areas and Registered Buildings**

5.16.1 The designation of Conservation Areas and the special controls relating to the Protected Buildings Register are contained within Part 3 'Special Controls' of the Town and Country Planning Act 1999³¹. Additional advice is set out in the Registered Buildings Regulations 2005. Further policy guidance on Conservation Areas and Registered Buildings is provided in PPS 1/01 "Policy and Guidance Notes for the Conservation of the Historic Environment of the Isle of Man."

5.16.2 There are currently 74 Registered Buildings in the South. Most of these are in Castletown in the 'old town', and around and seaward of the Castle. However, there are also a number of other Registered Buildings in the other settlements and Parishes. A full list is included within Appendix 5.

5.16.3 The existing Register does not, however, represent a definitive list of the Island's buildings with special architectural or historic interest. Other buildings have been nominated, either as a result of an Island-wide survey which was commissioned in 1975, or as a result of consultations connected with Local Plan or Conservation Area work. The Department is currently undertaking a programme of research to assess their worthiness for inclusion on the Protected Buildings Register. The buildings on this list have been included in Appendix 5.

5.17 **Conservation Areas**

5.17.1 There are four existing Conservation Areas in the South; these being Castletown, Colby Glen, St Marks, and Silverdale. The latter of which extends partly into Ballasalla.

5.17.2 After having carried out a number of Conservation Area Assessments, the Department proposes that there should be new Conservation Areas designated in Port Erin, Port St Mary, Ballabeg, and Cregneash (given special mention in 5.18 below) and that the existing Conservation Area in Silverdale should be extended. These proposals are indicated on Map 3 and Maps 4-7. There has already been consultation on these proposals as required by Section 18 of the Town and Country Planning Act, 1999. Conservation Areas are not approved as part of the Area Plan process but it has been generally helpful in this instance to consult on Conservation Area proposals at the same time as the Area Plan consultations, and to show the proposals on the Area Plan Maps. Details of the final arrangements for the designation of the Conservation Areas, which may include amendments thereto, will be published separately.

5.17.3 The Department also considered suggestions that there should be new Conservation Areas encompassing Glen Chass, Earystane, Surby, and Derbyhaven. However, it concluded that in none of these cases was there sufficient architectural or historic interest to warrant designation as Conservation Areas. These small settlements nevertheless have a sense of place and, in each case, an identifiable character to which regard will be had when exercising development control. Some of these areas were assessed in a separate study for their potential to accommodate additional dwellings; the findings of this study are addressed in Section 4.10 on 'Groups of Houses in the Countryside.'

³¹ Part 3, Special Controls, Sections 14, 15, 16,17,18, 19 Town and Country Planning Act 1999

5.18 **Cregneash**

5.18.1 The last new dwellings in Cregneash were built before 1910, and there remains in the Village the greatest surviving concentration of traditional thatched cottages of the kind once common throughout the Island. Also apparent is a particular architectural vernacular which either did not exist elsewhere or has disappeared. In these circumstances, the Department has concluded that the Village is an area of special architectural and historic interest, the character and appearance of which it is desirable to preserve and enhance.

5.18.2 Much of the Meayll Peninsula not only forms the physical and landscape context for Cregneash, but is also of considerable cultural and historic interest itself (see Landscape Character Area H4). Indeed, the Peninsula has been previously identified as a candidate for 'National Heritage Area' (NHA) status. The formulation of a policy framework for NHAs and the designation of such Areas are outside the remit of Area Plan preparation. For the Meayll Peninsula and the Calf of Man permitted development rights are restricted. This was originally set out in a Direction under Article 3 of the Town and Country Planning (Permitted Development) Order 2005.

5.19 **The Cultural and Historic Environment**

5.20 **Ancient Monuments**

5.20.1 The ancient and historic monuments of the South are particularly diverse in age and type, and constitute an important part of our cultural inheritance. Most of the monuments themselves are protected by being under the care of the Manx Museum and National Trust (Manx National Heritage), but the immediate setting and, in some instances, the landscape context may also need protection or enhancement. Many monuments are located on comparatively remote or isolated sites which are unlikely to be subject to change arising from development, but others are within or close to our settlements or may be close to potential mineral workings or sites for public infrastructure. The sites included on Map 1 and in Appendix 7 represent the most up to date list of Ancient Monuments.

5.21 **Other Buildings and Structures of Cultural and Historic Interest**

5.21.1 Aside from our ancient and historic monuments, there are other buildings and structures in the South of cultural and historic interest and value including those associated with the mines and quarries, wartime and the railways. Mine buildings and chimneys are visible from both the sea and the shore at Bradda Head and inland at Ballacorkish, Glen Rushen and the edges of Foxdale. They reflect the importance of the mining industry from the early 19th Century onwards and the 'raison d'être' of some settlements. Together, these structures represent a key part of the Island's industrial archaeology.

5.21.2 Wartime structures on Meayll Hill and Scarlett are a mixture of semi-underground structures and large huts and are a reflection of a crucial period in Manx history. Many are visible from public footpaths and areas of ramblage.

5.21.3 In terms of the Island's rail heritage, the route of the still-operational Isle of Man Steam Railway winds south and west from Santon Station to its terminus in Port Erin, passing through Ballasalla, Castletown, Colby, and Port St Mary on the way. Given that the route, most of the rolling stock, and most of the station buildings and line-side structures are essentially as they were when the railway opened in 1874, there is obvious cultural and historic interest. Where possible and practical station buildings, gate-keepers' huts, and other line-side structures should be retained in, and where necessary, restored to their original form and appearance. Although it is recognised that financial and modern operating requirements may mean that this is not always possible.

5.22 **Sites of Archaeological Interest**

- 5.22.1 Archaeological remains are evidence, sometimes the only evidence, of the past development of our civilization. Many remains are fragile and vulnerable to damage, and all are irreplaceable. Archaeology is thus an important part of our cultural and historic environment.
- 5.22.2 There are a number of important archaeological sites in the South but it is impractical to show these on the Plan because of the sheer number. Manx National Heritage maintains a comprehensive National Heritage Record of sites of archaeological interest which have been recognised and recorded.
- 5.22.3 Physical preservation *in situ* is nearly always the preferred option, but where this is not feasible, archaeological excavation for the purpose of 'preservation by record' may be acceptable. When important remains are known to exist, or when archaeologists have good reason to believe that important remains exist on a site where development is planned, developers should endeavour to avoid disturbing the remains altogether by raising foundation levels or by careful siting of landscaped or open areas.
- 5.22.4 Pending publication of full archaeological constraints mapping and an associated Planning Policy Statement, Environment Policies 40 and 41 in the Isle of Man Strategic Plan, 2007, are relevant.

5.23 **Hazardous Sites**

- 5.23.1 There are two identified major hazard sites within the Southern Area. One is located within the Balthane Industrial Estate; the other is between the settlements of Port Erin and Port St Mary and surrounds the gas tanks. Both are depicted by concentric circles on Map 1 or what are known as 'consultation zones.' It is likely that these two sites will become non-hazardous in the future with the planned removal of gas storage at Balthane and the cessation of the gas plant usage at Port St Mary. Where development is proposed within these zones, the Health and Safety at Work Inspectorate will be consulted to ensure that there are no health and safety implications. In these cases, Environment Policy 29 of the Isle of Man Strategic Plan, 2007, will apply.

6. Employment (including Industry and Offices), Retail and Tourism

6.1 Introduction

- 6.1.1 Whilst Douglas is the primary employment location for many southern residents, there are also a number of significant local employers in the South. These include the Airport and associated businesses as well as an array of other public sector employers. There are also a number of private firms and businesses focused mainly around Castletown and the industrial estates towards Ballasalla.
- 6.1.2 The majority of the retail provision in the South is within the existing settlements. Most of this is located in the Service Centres of Castletown and Port Erin both of which offer some comparison and convenience retailing³².
- 6.1.3 There are a number of key tourist sites within the Southern Area, including seven major Manx National Heritage attractions (Castle Rushen, Rushen Abbey, Cregneash, The Sound, The Nautical Museum, The Old Grammar House and The Old House of Keys). There are of course opportunities to explore the landscape, coastline and marine environment in and around the South. The area is a popular destination for walkers, cyclists and those involved with watersports as well as a number of day trippers, many of whom arrive by the Steam Railway in the summer months.
- 6.1.4 In order to ensure that the places within the South are vibrant and vital places, a number of Proposals have been set out in the paragraphs that follow. These include a number of 'Mixed Use' Proposals which relate to the corresponding areas shown on the Proposals Map (Map 3) and the Inset Maps (4-7).
- 6.1.5 It should also be noted that considerable work is currently being undertaken by the various Regeneration Committees within the South. The setting up of these Committees was developed from the Town and Village Centre Regeneration Scheme which was unanimously agreed at February 2009 Tynwald and came into operation on 1st April 2009. The former Department of Trade and Industry (now the Department of Economic Development) brought about the scheme to provide grant assistance from the Treasury Regeneration Fund for the purpose of enhancing and regenerating town and village centres. The Fund has £8m for this purpose. The various Regeneration Committees have a remit to revitalise the key centres in a way that enhances their distinctive and unique identities.

The Committees are responsible, in summary for:

- Developing a planned strategy for the regeneration of the town or village for which the Committee has responsibility for;
- Identifying and driving forward public/private/voluntary financial partnerships for regeneration projects approved by the Chief Minister's Steering Group;
- Ensuring community involvement and liaison with stakeholders;

³² 'Comparison' retailing is defined as the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods. 'Convenience' retailing is defined as the provision of everyday essential items including food, drinks, newspapers/magazines and confectionery. Both definitions are taken from PPS 6 'Planning for Town Centres' ODPM (2005) and PPS 4 'Planning for Sustainable Economic Growth' DCLG (2009)

- Ensuring that all matters relating to statutory undertakings, statutory requirements, including bylaws and planning and access to services relating to the successful completion of a project have been addressed; and
- Preparation and submission of a business case to the Chief Minister's Steering Group in support of an application to the Fund.

6.2 **Employment Land (including Industry and Offices)**

6.3 **Introduction and Policy Context**

6.3.1 The Isle of Man Strategic Plan recognises the important role that Douglas plays in relation to employment and business. It also seeks to encourage employment opportunities throughout the Island. These must however: be at a scale which is appropriate to the area; have available public transport links; be close to sources of labour; and be serviceable. The role of the Airport, both as a gateway to the Island, and as a major employer, is highlighted in the Isle of Man Strategic Plan.

6.3.2 The Proposals for employment land in the South largely follow the pattern and spread of land which was designated on the 1982 Development Plan and subsequent Local Plans and include sites for Industry (including Light Industrial use), Offices and Mixed Use. Areas of Mixed Use can contain offices and retail use and even industrial uses but there is a presumption against development for offices and retail outside of this designation.

6.4 **The Employment Land Availability Study**

6.4.1 In 2007, the now former Department of Local Government and the Environment conducted a study of the availability of employment land across the Isle of Man. To assist in the production of the Area Plan this study was updated, insofar as it affects the South of the Island, in 2009.

Table 2: Availability of Employment Land in the South, 2007 and 2009

Location	Available land (ha) 2007	Available land (ha) 2009
Port Erin	0.24	0.0
Port St Mary	0.0	0.0
Castletown	0.0	0.0
Malew	49.18	50.55
Total	49.42	50.55

6.4.2 Although these figures seem to indicate a net increase in available land, this has arisen through more accurate information being available. The change in Port Erin has come about through the take-up of the former Strix site on Bay View Road. The land available in Malew comprises sites on the Ronaldsway Industrial Estate, Balthane Industrial Estate and at the Freeport; details are shown in Table 3 below.

Table 3: Availability of Employment Land in Malew, 2009

Location	Available land (ha) 2009
Ronaldsway	10.03*
Balthane (North)	20.59
Balthane (South)	16.33
Freeport	2.60
Land adjacent to Airport Garage	1.00
Total	50.55

*This includes 5.8ha which is currently used as playing fields (see Chapter 6 - Site 5)

6.5 **Offices**

- 6.5.1 The Office sector is of major significance to Castletown, as the Town has the third largest office provision on the Island behind Douglas and Ramsey. This provision is mainly taken up by the Insurance sector. Although the highest demand for new office space is likely to be centred on Douglas, it is anticipated that there will continue to be a requirement for new office accommodation in Castletown due to its attractive character, the existing business presence, and proximity to the Airport. Existing office provision within Castletown is centred upon various properties within the Town and the Red Gap site occupied by Friends Provident.
- 6.5.2 The other settlements of Port Erin, Port St Mary and Ballasalla also have some office provision located primarily within the Mixed Use areas. These mainly house local businesses and service providers.
- 6.5.3 It is considered that future office development within the South may be accommodated primarily by using existing buildings. Within the Mixed Use areas this will normally take the form of the upper floors of buildings which are not currently in residential use. However, it should be recognised that office use may be permitted on the ground floor of buildings where it would make use of an otherwise vacant unit and the character and appearance of the area would not be harmed. Proposals for such office uses would be considered on their merits. The series of Mixed Use Proposals below set out the circumstances where office development would be acceptable.
- 6.5.4 There may be some merit in allowing for additional office provision in Ballasalla. The land adjacent to the Airport Garage (Site 4) was granted planning approval for the creation of a fenced storage compound under PA/09/01796/R, but is seen as having this potential. The site has been identified for both office and/or industrial use to retain flexibility of the site and is designated for such in Employment Proposal 2.
- 6.5.5 There is also scope throughout the overall area to consider the sympathetic conversion of Registered Buildings or buildings of historic or architectural interest in order that re-use will prevent the structure falling into disrepair.
- 6.5.6 In addition to the above, the Ronaldsway Industrial Estate is proposed to be designated for Business Park use (see Employment Proposal 3). The Freeport Area is to remain as a 'Freeport' i.e. a specially designated area which allows for free movement of goods between the Island and the European Community. At present, the Freeport operates, in planning terms, under the provisions of the Town and Country Planning (Freeport Development) Order 2005.

6.6 **Encouragement of Sustainable Mixed Use Schemes**

- 6.6.1 In order to achieve town and village centres which are attractive, viable and full of vitality it is essential to encourage a mix of different uses to locate within the Mixed Use areas. This will include elements of retail, office, light industrial, community facilities, leisure and tourism uses and residential as well as dedicated public spaces which will be a focus for community activity. Uses which are not compatible with residential developments will not be supported within the Mixed Uses areas. Generally there will be a presumption in favour of changes of use between the range of approved uses. Whilst planning approval may be required for some changes, this would normally be supported subject to the buildings being suitable for the new use.
- 6.6.2 Development within an area of Mixed Use (as designated on the Proposals Map/Inset Maps) or those sites proposed for Mixed Use (identified on the Maps as 'Proposed Mixed

Use') will comprise a mix of some or all of the following uses³³: residential; shops; financial and professional services; food and drink; research and development, light industry; hotels and hostels; hospitals, nursing homes and residential institutions; community uses; leisure; tourism and open space. For applications relating to sites proposed for Mixed Use, the mix and types of uses on the site will be determined on their merits in accordance with the Proposals in the Area Plan and the Isle of Man Strategic Plan Policies.

- 6.6.3 The identified Mixed Use areas contain a variety of uses including residential, industrial, retail and office use. Within Port Erin it is judged that there is merit in extending the Mixed Use area of the Village to the Lower Promenade to try and encourage a diversity of uses and add to the vitality and viability of the Village centre. The Plan therefore changes the previous designation of the Lower Promenade from 'Tourism and Recreational' to 'Mixed Use'.
- 6.6.4 There are some small light industrial units within the Port St Mary Mixed Use areas and it is proposed that these remain as they provide employment for the local population and add to the vitality of the centre. However, if further small scale light industrial uses are to be located within Port St Mary, or indeed the other town and villages, it is important that such uses do not result in unreasonable disturbance to residents and other users and that the historic character and appearance of the centres are not compromised. The introduction of new light industrial uses to other sites within the Mixed Use area will be subject to the strict application of development control criteria in order to preserve the amenity of neighbouring residents; any proposal that does not satisfy such criteria on visual, noise, smell, traffic and parking grounds is unlikely to be approved. As indicated below, should there be a requirement for new larger light industrial uses or significant expansion of the existing uses then these would be better located on the dedicated Industrial Estates within the South.
- 6.6.5 In order to ensure that the vitality of the town and village centres is retained in terms of visitor attraction and activity after working hours, it is considered that retail should be the preferred use for ground floors of buildings within those areas designated for Mixed Use with residential use encouraged for the upper floors. Office use will also be acceptable on the upper floors but not at the expense of residential uses, and in certain circumstances on the lower floors.

Mixed Use Proposal 1:

In order to maintain and enhance the vitality of the Mixed Use areas in Port Erin, Castletown and Ballasalla, there will be a presumption in favour of the retention of existing retail units on the ground floor although each case will be determined upon its circumstances and merits.

Mixed Use Proposal 2:

Within the Port St Mary Mixed Use area alternative uses to retail use on the ground floor of units may be acceptable if such uses would add to the vitality and viability of the Village. Residential uses will not normally be accepted, subject to the circumstances and merits of such a use. Applications will be considered on their merits taking into account the proposed use, impact on adjacent properties and impact on the character and appearance of the area.

Mixed Use Proposal 3:

It is proposed that the Mixed Use area in Port Erin is extended to cover the Lower Promenade to encourage a diversity of uses which would add to the overall vitality and viability of the Village (see Map 7).

³³ The definitions of the uses accords with the Use Classes Order as defined in the Town and Country Planning (Permitted Development) Order 2012, Article 6, Schedule 4.

Mixed Use Proposal 4:

The upper floors of buildings in the Mixed Use areas of Castletown, Port Erin, Port St Mary and Ballasalla may be appropriate for office use although there will be a presumption in favour of the retention of existing residential uses subject to the circumstances and merits of any alternative uses.

Mixed Use Proposal 5:

In Castletown, Port Erin and Ballasalla, office development may be acceptable on the ground floors of buildings although there will be a presumption in favour of retaining retail units subject to the circumstances and merits of any alternative scheme and provided it does not cause significant harm to the character and appearance of the area.

Mixed Use Proposal 6:

The Mixed Use areas of Port Erin, Castletown, Port St Mary and Ballasalla may be appropriate locations for small scale light industrial uses as long as this does not result in unreasonable disturbance to neighbouring properties by reason of visual, noise, smell, traffic and parking impact. Uses which would have an adverse impact on residential amenity will not be permitted.

6.7 Industrial Uses within Existing Settlements

6.7.1 In addition to industrial uses occurring within the 'Mixed Use' areas, there are a number of small scale industrial sites such as that within Castletown for example at Qualtrough's Yard and premises on Alexandra Road (see Map 5). Any applications to develop/re-develop these sites will be dealt with through the normal development control process taking into account the particular developments being proposed, any site constraints (including flood risk), any mitigation measures and relevant Isle of Man Strategic Plan Policies and Area Plan Proposals.

6.8 Industrial Estates and Business Parks

6.8.1 The South of the Island is home to some of the Isle of Man's most significant Industrial Estates given its close proximity to the Airport and access to the Isle of Man's road network linking to the rest of the Island.

6.8.2 The Balthane Industrial Estate is located just south of Ballasalla Village. The Estate is used by a mix of businesses but incremental development, poor maintenance of buildings, roads and footways, has over the years, resulted in the Estate appearing neglected and unattractive in many parts giving a poor impression to the public, customers and businesses alike. It is recognised that the Estate is home to some uses which are essential to support the Island and also that there is scope for the general appearance and access to the Estate to be improved. There is considerable land available at Balthane which was first identified on the 1982 Development Order. It has been deemed appropriate to carry forward this designation into the Area Plan but there is a need to secure improvement works on the Estate.

6.8.3 There is an identified major hazard site identified at Balthane and within the identified 'consultation zone' it will be essential to ensure that the end users are operating in accordance with the relevant guidance relating to hazard sites (see Environment Policy 29 of the Isle of Man Strategic Plan, 2007). See also paragraph 5.23 in the previous Chapter.

Employment Recommendation 1:

It is recommended that the Department of Infrastructure, the Department of Economic Development and Malew Parish Commissioners work collaboratively to produce a strategy for improvements at Balthane Industrial Estate. This will include general environmental improvements, and also improvements in respect

of access, lighting and infrastructure in an effort to ensure that the Estate is an attractive place for both users and customers.

- 6.8.4 Ronaldsway Industrial Estate is located to the west of the Airport. The Estate is largely made up of a mix of industrial uses but includes other non-industrial uses such as the Sefton Express Airport Hotel and Ronaldsway playing fields and associated facilities. The playing fields are in private ownership and any use of them is entirely at the discretion of the owners, currently the RLC Engineering Group Limited. Some of land to the front of the Sefton Express is proposed to be retained as Open Space as it provides a valuable landscaped buffer between the road and the Ronaldsway Estate and contributes to the general appearance of the area.
- 6.8.5 Ronaldsway occupies a prominent and well laid out site within the South and as such is considered suitable for Business Park uses. This designation, however, shall not affect the current businesses on the Estate. Other uses may be better directed towards Balthane. Business Park development can be defined as land for light industrial purposes, warehousing, new technology companies involved in scientific, commercial, or industrial research or development and office accommodation as the Corporate Headquarters of companies having multiple and diverse interests (but excluding financial/professional services to visiting members of the public); buildings should be set in parkland which should dominate the landscape (taken from Appendix 1 - 'Definitions' – The Isle of Man Strategic Plan, 2007).
- 6.8.6 In this context Business Policy 7 of the Isle of Man Strategic Plan is important. This states:
- "New office floor space should be located within town and village centres on land which is zoned for the purpose on the appropriate area plan; exceptionally, permission may be given for new office space*
- (a) on approved Business Parks for Corporate Headquarters which do not involve day to day callers; or*
- (b) in buildings of acknowledged architectural or historic interest for which office use represents the only or most appropriate practicable and economic way of securing future use, renovation and maintenance."*
- 6.8.7 Site SR2 to the south of Ronaldsway Business Park (Map 4), is identified as a Strategic Reserve for Business Park Use. A Development Brief for the Site is provided at Paragraph 4.20 and the methodology for the Site's release is set out in Section 4.16.2.

Employment Proposal 1:

All industrial uses, other than small scale light industrial uses considered to be acceptable within the Mixed Use areas, or those uses deemed appropriate by the Isle of Man Strategic Plan Business Policy 7, will be located on the Industrial Estate at Balthane and where appropriate Ronaldsway and the Freeport.

Employment Proposal 2:

It is proposed that Site 4 to the north east of the Freeport should be designated for Office and/or Industrial Use and be subject to Development Brief 4.

6.9 **Site 4**

Location: North-east of Freeport, Malew

Proposed designation: Office/Industrial

Development Brief 4:

1. Any proposed scheme must adequately address the following matters as part of an application:

- a. Vehicular access must be from the Balthane Industrial Estate Road. Emergency access only will be allowed from the Main Road (A5);
- b. Parking matters;
- c. Building size and design; and
- d. Landscaping; provision must be made for a substantial landscaped area adjacent to the Main Road.

Employment Proposal 3:

It is proposed that the Ronaldsway Industrial Estate will be designated as a Business Park. As such, it would be a suitable location for light industrial purposes, warehousing, new technology companies involved in scientific, commercial, or industrial research or development and office accommodation as the corporate headquarters of companies having multiple and diverse interests (but excluding financial/professional services to visiting members of the public). Buildings should be set in parkland which should dominate the landscape.

6.10 **Site 5**

Location: Land to the north of the Ronaldsway Industrial Estate Road and to the west of the RLC Engineering Group Building, Malew

Size of Site: 5.9 ha

Previous designation: Industrial

Proposed designation: See Development Brief 5

6.11 **Development Brief 5**

1. The land may be used either for:

- i. Business Park uses in accordance with the definition set out in Appendix 1 of the Isle of Man Strategic Plan, 2007 (or its replacement); or
- ii. as an extension to the existing business operating in the Ronaldsway Aircraft Building premises whose activities and industrial processes fall outside of the normal interpretation of 'light industrial'.

2. Applications for development will be judged against Recreation Policy 2 as set out in the Isle of Man Strategic Plan, 2007 (or its replacement). The recreational or amenity value that the Ronaldsway playing fields and its associated facilities have and the merits of any proposed development will be considered at the time of a future planning application. Account will also be taken of the size and design of any new buildings, the use to which any new buildings will be put, the impact on adjacent users and the overall impact on the character and appearance of Ronaldsway Business Park.

6.12 **Light Industrial Use outside Designated Areas**

6.12.1 Outside of the main settlements of Castletown, Port Erin, Ballasalla and Port St Mary, where there is demand for light industrial uses including workshop type development, proposals will be considered on their merits in line with the Isle of Man Strategic Plan Policies.

6.12.2 In addition to the above, industrial activity takes place at the nearby Billown, Pooil Vaish and Turkeyland quarries, further information is given in the Minerals and Waste Chapter (Chapter 9).

6.13 **Retail**

6.14 **Introduction and Policy Context**

6.14.1 The Island Spatial Strategy (Chapter 5 of the Isle of Man Strategic Plan) sets out the role each of the settlements should play in meeting the needs of its residents. Port Erin and Castletown (as 'Service Centres'), should provide a range of employment opportunities and will be the main focus for retailing within the South. Indeed, both of these settlements offer some comparison and convenience shopping. Port St Mary and Ballasalla (as 'Service Villages') should meet more local needs and requirements in terms of retailing. In line with the settlement hierarchy, the majority of retail provision in the South can be found within the existing settlements.

6.14.2 The Isle of Man Strategic Plan Policies are concerned with the protection and enhancement of the existing retail areas across the Island and state that retail development will only be permitted in established town and village centres and that any new development should be at a scale that does not have an adverse effect on the adjacent retail areas.

6.14.3 The Proposal Map (Map 3) and Inset Maps (Maps 4-7) show most of the retail areas subsumed within the Mixed Use designation. This allows a degree of flexibility for the location of town centre facilities and helps stimulate a range of uses within the settlements to encourage vitality and viability.

6.15 **The Isle of Man Island Retailing Study**

6.15.1 The former Department of Trade and Industry (now the Department of Economic Development) published the Isle of Man Retailing Study Report in May 2009. The purpose of this Study was to carry out a comprehensive review of the retailing sector in the Isle of Man with a view to providing broad policy options and recommendations to assist in the future development of retailing on the Isle of Man. The Study's broad findings are set out below.

6.16 **Current Retail Provision in Castletown (a Service Centre)**

6.16.1 The retail area of Castletown is found largely on Arbory Street, Malew Street, and Castle Street, which converge on The Square. There are no large units, but there is a good variety of traders, including some specialist shops and some targeted at visitors to the town. The redevelopment of Callow's Yard has also provided new opportunities in the Town. There is also a seasonal open-air market once a week in The Square and a monthly Farmer's Market which is located at the Southern Hundred Clubhouse on the outskirts of the Town.

Table 4: Retail Floorspace in Castletown, March 2009

Type of Retail	Size - sq. ft. net
Convenience	10,707
Comparison - made up of	3,975
Comparison (<i>Mainstream</i>)	3,326
Comparison (<i>Bulky Goods</i>)	649
Total	14,682
Source: Isle of Man Retail Floorspace Survey March 2009 as reported in the Isle of Man Retailing Study Report May 2009	

6.17 **Current Retail Provision in Port Erin (a Service Centre)**

6.17.1 The retail area within Port Erin Village stretches from the supermarket on Bay View Road and the parade of shops on Orchard Walk, across Church Road and Station Road, and

down Strand Road to the Lower Promenade. Whilst there are often vacant units, and a number of seasonal shops, the range of services is varied and the overall character lively.

Table 5: Retail Floorspace in Port Erin, March 2009

Type of Retail	Size - sq. ft. net
Convenience	23,347
Comparison - made up of	17,984
Comparison (<i>Mainstream</i>)	12,224
Comparison (<i>Bulky Goods</i>)	5,760
Total	41,331
Source: Isle of Man Retail Floorspace Survey March 2009 as reported in the Isle of Man Retailing Study Report May 2009	

6.18 **Current Retail Provision in Port St Mary (a Service Village)**

- 6.18.1 The shops in Port St Mary, strung out sporadically along the main street between the Post Office at one end and The Albert Public House at the other, serve an essentially local need, although the several restaurants attract customers from further afield. The accommodation above the shops is generally used by small businesses as office space, or as apartments. The Port St Mary Local Plan (Draft Written Statement 2001) recognised that the Village centre played a relatively minor role as a retail centre. It would not be beneficial to reserve vacant ground floor shop units for retail use when an alternative use may enhance the vitality of an historic building or the Village centre as a whole (see Mixed Use Proposal 2).

Table 6: Retail Floorspace in Port St Mary, March 2009

Type of Retail	Size - sq. ft. net
Convenience	1,930
Comparison	3,047
Source: Isle of Man Retail Floorspace Survey March 2009 as reported in the Isle of Man Retailing Study Report May 2009	

6.19 **Current Retail Provision in Ballasalla (a Service Village)**

- 6.19.1 There are several shops and a Public House within the middle of Ballasalla Village, all serving essentially local needs. There is also, at the filling-station on the south side of the Village, a general store which serves not only local needs but through traffic. There is also a neighbourhood store within the Clagh Vane Estate which serves local residents.

6.20 **Current Retail Provision in the Rest of the South**

- 6.20.1 There is an important neighbourhood shop in Colby which serves both the Village and passing trade. There is also a newly constructed retail unit in Ballabeg. Although vacant at present, this could see the re-establishment of the village shop which is recognised locally as being an important element of village life.

6.21 **Future Requirements for Retail Provision in the South**

- 6.21.1 The Isle of Man Retailing Study Report (May 2009) states that "the large majority of any future retail floorspace requirement in the Isle of Man should be provided in Douglas and the other key centres of Peel, Ramsey and Castletown". It goes on to state that there "may also be merit and justification in planning, regeneration and economic terms, to allow additional smaller scale retail development in one of the key village centres such as Onchan, Port Erin, Port St Mary and Laxey".

6.22 **Provision of Additional Convenience Goods Floorspace**

- 6.22.1 Through the Retailing Study Report's examination of current shopping trends it has led to the conclusion that the southern and western areas of the Island have the greatest requirement for additional convenience supermarket provision as Douglas attracts a significant share of local retail expenditure from these areas. It recommends that planning for additional or replacement convenience supermarket floorspace in these areas would address this identified need, in some instances possibly through the redevelopment of existing retail units. On this basis the Report recommends that any such development should focus on the main settlements including Peel, Port Erin and Castletown.
- 6.22.2 Although encouragement should be given to increasing the vitality of the retail sector in Castletown, the layout of the town and its configuration provide limited opportunity for substantial new retail development to meet the floorspace requirements of an additional supermarket. As the retail area is within the Castletown Conservation Area where there is a presumption in favour of the retention of the historic fabric, the demolition of buildings would generally only apply to backland structures of little historic value and thus is considered to be a limited option. The only other option is to occupy a site on the outskirts of the town but this would go against the Policies within the Isle of Man Strategic Plan and could harm the vitality and viability of the existing retail area of not only Castletown but also the other centres within the Southern Area.
- 6.22.3 There is more potential within Port Erin to accommodate further convenience shopping. There are places within the Mixed Use area which are under-used but have real potential. Opportunities exist to enhance the built environment and comparison shopping facilities and the Department will support proposals which will achieve these goals. The Development Brief for Site 21 (Land Opposite the Cherry Orchard Hotel) highlights the importance of making the best use of sites in the Mixed Use area.

6.23 **Retail Development outside Existing Centres**

- 6.23.1 All of the centres within the South provide an important service to local residents and their on-going vitality and viability needs to be ensured. To this end there will be a presumption against new retail development outside the designated 'Mixed Use' areas other than the provision of neighbourhood shops such as those at Ballabeg, Colby and Clagh Vane.

6.24 **Enhancement of Comparison Goods Provision in the South**

- 6.24.1 The recommendations of the Retailing Study Report stress that whilst there is expenditure potential for additional comparison goods floorspace, it is recommended that the focus of activity lies on improving the quality of town centre retailing and leisure environment and that the majority of new comparison goods floorspace should be located primarily within Douglas.

6.25 **Harbours**

- 6.25.1 The harbours in Castletown and Port St Mary are in active use and as such there is some harbour related use of the surrounding buildings. Within these areas some expansion of existing industry or the introduction of new marine based industry may be permitted as long as this does not prejudice the use of the harbour areas for leisure or tourist purposes.

Employment Proposal 4:

New industrial development within the harbour areas of Castletown and Port St Mary should be marine based, and of a scale which is appropriate for a relatively small port. Such development should where possible: be sited immediately adjacent to existing industrial uses; not adversely affect the amenity of neighbouring residents; and not prejudice the use of the harbour area for leisure

or tourist development by virtue of restricting access to existing or possible future leisure facilities. New industrial buildings must be designed and finished to a high standard so as to acknowledge the prominence and importance of the harbour-side location.

6.26 **Tourism**

6.27 **Introduction and Policy Context**

6.27.1 The South of the Island is home to a number of key tourist attractions which are both important in attracting local visitors and those from further afield. The role of tourism is important to the South and to the settlements therein. The Isle of Man Strategic Plan recognises that it is not the aim of the Area Plans to provide a strategy for tourism but rather to facilitate possible development by way of appropriate proposals and guidance.

6.28 **Tourist Attractions in the South**

6.28.1 Many of the main tourist destinations in the South can be accessed in the summer months by the Isle of Man Steam Railway which brings many visitors to the settlements each day and, for those staying (or living) in the South, provides a relaxed means of travelling to Castletown, Douglas, or intermediate stops.

6.28.2 The settlements on the coastal areas of the South are also linked by the Isle of Man Coastal Footpath (Raad ny Foillan) which plays an important part in bringing people into the South of the Island and allowing them to make use of the facilities in the various places along the route.

6.28.3 In Castletown, Castle Rushen is of obvious international significance and there are also other sites of considerable interest and attraction – the former House of Keys, the Nautical Museum, and the Old Grammar School. Collectively, these make the town a tourist destination of high quality. The town has largely maintained the integrity of its historic buildings and streets and it is this integrity which attracts tourists and visitors to the town. There is also opportunity to explore the Nature Trail to Scarlett, where a Visitors' Centre offers information about the limestone-based ecology which has evolved on this part of the Island. At the other side of Castletown towards the airport there is small museum dedicated to Manx aviation and military history.

6.28.4 Tourism is also important to Port Erin where there is a small railway museum and during the summer, it is usually possible to make a day-trip on a small boat from the harbour to The Calf. Port Erin is also developing as a centre for sailing, diving and fishing which is bringing in visitors.

6.28.5 Port St Mary Village remains a popular destination for leisure boats, hikers, and railway travellers, and is of considerable visual attraction, particularly around the inner harbour, Lime Street, and Athol Street.

6.28.6 In Ballasalla, Rushen Abbey is the main tourist destination, and links well with the railway and the footpath network along the Silverburn to Silverdale and to Castletown. The attraction of Rushen Abbey is enhanced further by the recent refurbishment of the former public house adjacent to the Rushen Abbey site.

6.28.7 Outside the main settlements there are other important areas which add to the overall attraction of the South as a visitor destination, such as Malew Church.

6.28.8 The Southernmost tip of the Isle of Man is a major draw for visitors as it is here that the village of Cregneash is located as well as the popular Sound Café which is a place where visitors can enjoy the spectacular views over The Sound to The Calf of Man. Many of the

properties in Cregneash are owned and managed by Manx National Heritage which uses the site and the properties to illustrate daily life in a traditional Manx village.

- 6.28.9 St Michael's Isle, adjacent to the Langness Peninsula contains several Ancient Monuments and is also a popular destination for walkers and birdwatchers.
- 6.28.10 The northern boundaries of the Southern Area are also home to the Uplands which attract a number of people looking to use the hills for recreation, whether this be through walking or mountain biking.
- 6.28.11 There are a number of annual events which also attract people to the South of the Island, such as the Southern 100 motorbike racing circuit, Manx and International car rallies, the Southern Agricultural Show, the Isle of Man Walking festival as well as various more local events which occur through the summer months and make the South a vibrant and interesting destination.

6.29 **Tourist Accommodation**

- 6.29.1 There are currently a number of tourist premises throughout the Southern Area, ranging from self catering, bed and breakfast and hotel accommodation. Historically, much of the tourist accommodation was located in large seafront hotels in Port Erin and Port St Mary. The demand for this type of accommodation is now in decline and many of these large hotels have now closed allowing for redevelopment/conversion of the sites to take place where appropriate. This has resulted in an overall reduction in bed spaces in the South of the Island and in many cases former hotels have been replaced by apartments. The Department of Economic Development's approach is to support the retention of and development of tourist accommodation but will generally agree to the loss of tourist premises, where it is clearly demonstrated that they are no longer commercially viable.
- 6.29.2 Given the decline in the number of bed spaces in the South it is important that the retention of hotels is seen as vital to the continued attraction of the area. As such existing major hotels have been identified on the Proposals Map (3) and the Inset Maps (4-7) and the Proposal below seeks to retain hotel accommodation provided that it is still viable. Any applications for extensions to existing hotels or for new hotel development will be assessed on their merits taking into consideration extant land zonings.
- 6.29.3 In addition to the above there are also new initiatives coming forward to meet the needs of visitors to the Isle of Man. One such activity is "Stay on a Manx Farm" which is made up of a group of farmers who have banded together to offer visitors the opportunity to stay on a working farm.

6.30 **Future Developments**

- 6.30.1 The main issue for tourist attractions in the South will be the protection of their settings and recognition of their importance. There is one important future development proposed for the South of the Island which will draw visitors into the South. The Department of Infrastructure (Harbours Division) is pursuing the development of a scheme for harbour improvements in Port St Mary which may include a marina type development. The Harbours Division is also considering the development of further marine based leisure at Port Erin. Improvements to the harbour facilities in this location could be integrated with proposals to develop the former Marine Laboratory site and its immediate environs.

Tourism Proposal 1:

The following hotels have been identified as important to tourism and must be retained for hotel use: the Castletown Golf Links; the Sefton Express Airport Hotel; the Cherry Orchard; and the Falcon's Nest Hotel. Proposals for redevelopment or re-use will not be permitted unless it can be demonstrated that hotel use is no longer commercially viable.

Tourism Proposal 2:

Proposals for a harbour improvements scheme in Port St Mary which may include a marina type development will generally be supported. An Environmental Impact Assessment (EIA) must be undertaken by the applicant and demonstrate that the proposed development would be acceptable in terms of visual impact, parking provision, traffic generation, flood risk and impact on the marine ecology and bio-diversity of Port St Mary Bay. There should be marine access for all appropriate vessels, opportunities for angling, and the form and appearance of any breakwaters must be an integral part of the design scheme.

Tourism Proposal 3:

Any future proposals for a harbour improvement scheme in Port Erin must include an Environmental Impact Assessment (EIA) to demonstrate that the proposed development would be acceptable in terms of: visual impact; parking provision and traffic generation; flood risk; impact on marine ecology and bio-diversity; and the value of the scallop 'no-take' area at the mouth of the Bay. There should be marine access for appropriate vessels, opportunities for angling, and the form and appearance of any breakwaters must be an integral part of the design scheme.

7. Transport, Infrastructure and Utilities

7.1 Introduction

7.1.1 Transport provision in the Plan Area is to a large extent constrained by the existing highway network and public transport services. The Isle of Man Strategic Plan, 2007, aims to encourage forms of transport other than the private car but recognises that the current pattern of settlements and employment areas means that the private car will remain the main form of transport for many necessary journeys to work, shopping, school and leisure activities. At the same time it is important that new development is sited so as to encourage alternatives to the private car. This approach has been important in terms of the criteria developed for the assessment of potential development sites. Elsewhere in the Plan, the various Proposals and Development Briefs seek to address the transport needs and implications of site specific Proposals. In general terms, there are limited proposals for transport in the Plan Area which are distinct from the Isle of Man Strategic Plan Policies or the site specific Proposals for particular sites. There is, however, provision for a future road scheme in Ballasalla which is discussed below after a review of the current transport and infrastructure facilities in the South and a look at the Isle of Man Strategic Plan context.

7.2 The Highway Network, Infrastructure and Utility Provision in the South

7.2.1 The Southern Area is made up of a series of towns and villages all of which are connected via a mainly well managed and maintained road network. There is also a public transport network consisting mainly of buses but also incorporating a seasonal rail service. Whilst there is limited specific provision for cycling this is an area which may improve in the lifetime of the Area Plan. Most of the Southern Area is well connected in terms of footpaths and these can offer an alternative to the car; again this is something which should see an improvement over the lifetime of the Area Plan.

7.2.2 The Isle of Man Airport (Ronaldsway), one of the key gateways to the Island, is located in the South. This is not only of importance as an employer but also is a focus for travel into and out of the area and the Isle of Man.

7.2.3 There are three leisure ports within the Area located at Castletown, Port St Mary and Port Erin. As a natural harbour, Derbyhaven is also used for mooring leisure boats.

7.2.4 The IRIS (Integration and Recycling of the Island's Sewage) system is operational in the South of the Island serving all major settlements and linking each of these with the central sewage treatment site at Meary Veg, Santon.

7.2.5 There are generally adequate supplies of water, electricity, and gas to the South, but opportunities may arise to improve or increase the availability of mains gas. Changes to the gas supply in the South are likely to see the removal of the gas storage facility at Balthane and the gas plant at Port St Mary becoming redundant in the near future. There may also be opportunities for the de-commissioning of and/or re-use of any redundant plant or infrastructure following the recent work to the primary water mains. A new service reservoir has recently been constructed at Ballagawne.

7.3 The Isle of Man Strategic Plan Context

7.3.1 In preparing the Isle of Man Strategic Plan, 2007, the then DLGE commissioned a Study to investigate the effect of the level of development proposed in the Isle of Man Strategic Plan on the highway network³⁴. This took into account: the main strategic links between the communities on the Island; the status, condition and capacity of those links; and foremost

³⁴ Transport Implications of the Isle of Man Strategic Plan, JMP (2007)

the expected impacts of the level of development proposed. The study concluded that in the South the only junction projected to suffer more congestion was the A5/A7 junction in Ballasalla.

7.3.2 The Island Spatial Strategy in the Isle of Man Strategic Plan (Chapter 5) identified a **Centres, Links** and **Gateways** approach to the spatial distribution of development across the Island. In terms of transport, the key elements and Policies of the Isle of Man Strategic Plan, as they relate to the Southern Area are:

- Maintaining and improving the Isle of Man Airport's International Gateway route (Spatial Policy 6).
- Maintaining and improving the Strategic Links in the Plan Area which are:
 - A3 Castletown - St Johns
 - A5 Douglas - Ballasalla
 - A5 Ballasalla - Castletown
 - A5 Castletown - Port St Mary - Port Erin³⁵

7.3.3 The key Secondary Links in the Plan Area are:

- Port St Mary - Port Erin
- A7 Ballasalla - Ballabeg - Colby
- Ballafesson - Port Erin

7.3.4 The Isle of Man Strategic Plan recognises that new development and transport provision extend significant influence over one another. As such, and in order to meet the environmental objectives within the Isle of Man Strategic Plan, new development is required to be located so as to reduce the need for travel and encourage means of travel other than by car, in particular, walking, cycling and public transport. This thinking has been carried through in various Policies of the Island Spatial Strategy and in the preparation of this Area Plan, in the site selection criteria for new residential and business development. Leading on from this, the ability of new and existing highways to safely and effectively accommodate the traffic generated by new development is an important factor when considering the location of new development.

7.3.5 In terms of parking, it is not necessary to include specific requirements for the South. The Isle of Man Strategic Plan is relied upon for guidance on parking standards to be applied to new development and these standards are applicable across the Island. It is recognised that some of the older, more central parts of the larger settlements suffer parking difficulties from time to time. Whilst there are public car parks available in most town and village centres, they are often subject to different management arrangements and this can affect their availability.

7.3.6 The Isle of Man Strategic Plan incorporates Policies relating to improving access to public transport in the location of new development. The site selection criteria associated with this Plan took into account proximity to existing bus routes and bus stops. Where appropriate, specific reference is made to public transport provision in site specific Proposals and Development Briefs. Direct service provision is the responsibility of the Department of Community, Culture and Leisure (Public Transport Division).

7.3.7 The Isle of Man Strategic Plan incorporates Policies relating to encouraging cycling and walking. Where appropriate these are incorporated in the site specific Proposals in the Plan or in any proposed Development Briefs. In terms of direct provision for both cyclists and pedestrians using the existing highway and footpath network, this remains the

³⁵ It should be noted that the strategic link 'A5 Gansey - Port St Mary' is not shown on the Strategic Plan Spatial Strategy Key Diagram. This is an omission and will be amended at the Review of the Strategic Plan.

responsibility of the Highways Division (DoI). As most of these types of proposals can, or will have to be accommodated within existing highways or footpaths, they have not been included as Proposals or identified on the Maps. Schemes currently under investigation include:

- Castletown to the Airport and Balthane Industrial Estate
- Castletown to Port St Mary

7.3.8 The Isle of Man Strategic Plan recognises the Gateway role of Douglas Harbour. Other harbours are also used for both commercial and leisure purposes. As such, it is noted that in the South the Harbour's Division (DoI) is continuing to develop plans for a harbour improvement scheme in Port St Mary (see Tourism Proposal 2).

7.4 **Changes to the Highway Network – the potential for new road building in Ballasalla**

7.4.1 As noted earlier, the JMP Study (2007), concluded that in the South, only the A5/A7 junction in Ballasalla had the potential to suffer additional congestion. This was based on the level of development anticipated in the Isle of Man Strategic Plan. The Highway's Division (DoI) has, for some time, identified the future need for an Urban Primary Distributor Road to by-pass Station Road and Douglas Road between Balthane Corner and Glashen Hill (the 'Ballasalla By-pass') to the east of Ballasalla to remove anticipated north and southbound traffic on the A5. However, more recent traffic data collected in 2010³⁶ has led to the conclusion that there is no current or short term justification for a By-pass on traffic grounds. Indeed, there is unlikely to be justification for the By-pass on such grounds during the lifetime of the Plan.

7.4.2 Currently, the 'Ballasalla By-pass Scheme' is not included in the Government's Capital Programme which means there is not a committed date for the start of detailed design work or construction. However, given the level of development opportunities in the South of the Island, the development of Site 3 within this Plan and uncertainties associated with predicting medium and long term traffic levels, the Department considers that provision for the Ballasalla By-pass should be implemented within the land zoned for development at Site 3 and the remaining route which connects to Balthane corner safeguarded within this Plan.

7.4.3 In addition to easing traffic congestion and improving traffic flow, such a road would greatly improve access to, and the accessibility of, the Balthane Industrial Estate. The Department considers that the access to the existing Estate is below current standards and in particular there should be a second point of access as a safety precaution and in the event of repairs being required. A link road off the By-pass road could provide this. There is also the potential for a further access road to Balthane from the northerly roundabout on the Douglas Road. The 1982 Development Plan allocated a considerable additional area of industrial land around the edges of Balthane Industrial Estate and, as a significant amount of land remains undeveloped, this has been retained. The potential of this industrial land is further discussed in Chapter 6 – Employment (including Industry and Offices), Retail and Tourism.

7.4.4 In terms of overall transport provision in the South, the Department considers that the future provision of an eastern by-pass at Ballasalla would:

- i. reduce congestion in the village centre;
- ii. improve the general environment of the village for residents; and
- iii. improve journey times for all vehicles using the A5 both northbound and southbound.

³⁶ Traffic Survey Data recorded in the South in October 2010 (Department of Infrastructure)

- 7.4.5 In addition, such a road, with limited access to the land around it, could:
- i. enable further residential development with related community facilities (such as Public Open Space) on the eastern side of the village; and
 - ii. open up an area for further mixed employment use to the north and south of the new road.

7.4.6 The land which could be accessed via the By-pass - Site 3 - is discussed further in Chapter 4. Paragraph 4.29 sets out a Development Brief for Site 3. Taking into account the above, whilst the Department judges that there is no requirement in transportation terms to construct the Ballasalla By-pass at this time, the section of it which passes through Site 3 should be constructed when the site is developed.

Transport Proposal 1:

Provision shall be made for the construction of the Ballasalla By-pass to the east of Ballasalla and as part of the development of Site 3 as shown on the Ballasalla Inset Map (Map 4). Any applications which will prejudice the future development or construction of the By-pass will not be supported.

7.4.7 A Ballasalla By-pass would require significant highway investment in the Plan Area. There is currently no Government commitment to fund singlehandedly such a major new road scheme. Analysis of the latest traffic data has demonstrated that the requirement to build an A5 Ballasalla By-pass would result, in part, from the development of Site 3, the development of the Strategic Reserve sites but mainly from sites designated for development in later Plans. It is therefore proposed that Site 3 should be released and the section of the Ballasalla By-pass contained within the site constructed in line with the Development Brief for the site. Those Strategic Reserve Sites and sites designated in later Plans should be further investigated with a view to them making a contribution to the construction of this A5 Ballasalla By-pass, dependent upon the volumes of traffic they will generate through the A5/A7 roundabout in Ballasalla. Such monetary contributions will basically be a way of contributing towards providing off-site strategic infrastructure (i.e. towards a new road scheme, assisting in the provision of the section of road from Balthane Corner to the edge of Site 3) which is required to mitigate the impacts of further development on existing community interests. The scheme itself should be designed in consultation with Government as the road will need to be constructed in accordance with the latest design standards. It may be necessary for Government to partially fund the scheme in the long term. The Town and Country Planning Act 1999 includes provisions in Section 13 to allow agreements to be made regarding the development of land which may include provisions of a financial contribution. Of course, such contributions would need to relate purely to the provision of the Ballasalla By-pass and would not alter the requirement for the provision of other 'on-site' works to be provided as part of a particular development.

7.4.8 It is the Department's intention therefore to produce a Planning Policy Statement (PPS) on 'Development Contributions to the Ballasalla By-pass' which will expand on the requirements set out here.

7.4.9 As the Proposal Sites in the Area Plan are developed, the centre of Ballasalla is likely to be affected by changes in the volume of traffic passing through the Village. As and when the Ballasalla By-pass is constructed, opportunities should be taken to improve the environmental quality of the centre of the Village by excluding unnecessary vehicles and undertaking physical improvements to footways and the carriageway. Such works would fall within the public highway and would be the responsibility of the Highway's Division (DoI). Accordingly, the Department supports Transport Proposal 2:

Transport Proposal 2:

Following the completion of the Ballasalla By-pass the Department will implement a traffic management and environmental improvement scheme for the Village centre to remove unnecessary vehicle movements and improve the quality of the Village centre for residents and pedestrians.

7.4.10 The Highway's Division (DoI) is undertaking other small junction improvement schemes along the A7 corridor. The first of these the junction at Cross Four Ways has now been completed. As the proposed schemes are quite small and consist of improvements within or just adjacent to the existing highway, they have not be included as Proposals or shown on the Proposals Map/Inset Maps.

7.5 Ronaldsway Airport

7.5.1 The Isle of Man Strategic Plan recognises that development at the Airport will be necessary in order to secure the economic and recreational needs of the Island, but that it has to be balanced against the environmental consequences that development may have. In 2006, planning approval was granted for Runway End Safety Areas (RESA) runway extension which is now complete. The Airport Division (DoI) updated the Airport Master Plan in 2010. The indications are that any new or expanded facilities required by growth in air traffic and/or passenger numbers can be accommodated within the existing perimeter of the Airport or within airport related land owned by the Department of Infrastructure.

7.5.2 The operation of the Airport in a safe and efficient manner depends upon the safeguarding of approach and departure routes to ensure that new development does not represent an undue risk to air travellers or those on the ground. The Isle of Man Strategic Plan states that policies and guidance in respect of the location, size, and form of new development in the vicinity of Ronaldsway Airport should be included in the Area Plan covering Castletown and Malew. Associated with the principal Runway 08, extending south-west over Castletown is the Airport Runway Public Safety Zone (PSZ). While the area covered by the PSZ has been reduced twice in the past 20 years in response to increased aviation safety, it remains the case that this is the area within which there is statistically a higher risk of an aircraft accident. It is therefore proper practice that, within the PSZ, planning approval should not be granted for any development proposal which is likely to increase significantly the number of persons residing, working, or congregating within the Zone. The Department of Infrastructure (Airport Division) should be consulted in relation to any development in this area. The Isle of Man Strategic Plan stated that this area will be incorporated into the new Area Plan for the South. The Policies relating to the PSZ are included within the Isle of Man Strategic Plan but for completeness they are repeated below.

The Isle of Man Strategic Plan Transport Policy 9:

Ronaldsway Airport is recognised as a key gateway to the Island and essential airport development will be permitted unless it has an unacceptable impact which cannot be mitigated.

The Isle of Man Strategic Plan Transport Policy 10:

The location and nature of development in and around the Island's airports, airfields, and air traffic control sites will be controlled in a manner which ensures that the safe and efficient use of these facilities by aircraft is not compromised. Safeguarding measures such as the Public Safety Zone should be identified where appropriate.

The Isle of Man Strategic Plan Transport Policy 11:

Permission will not be granted for development which would result in a significant increase in the number of people residing, working or congregating with the Public Safety Zone associated with Ronaldsway Airport.

7.5.3 In addition to the PSZ there are two further zones in the Southern Area where consultation is required with the Department of Infrastructure (Airport Division). These zones circle the Airport and the transmitter located on the hill outside Cregneash. Within both of these zones the final height of any development is controlled so that it does not interfere with the operations of either the Airport or the transmitter. It should also be noted that any development within the Plan Area which has the potential to attract birds should be reviewed by the Airport Division (DoI).

8. Sport, Recreation, Open Space and Community Facilities

8.1 Introduction

8.1.1 The Government's strategy for sport, recreation, open space, and community facilities is established through a number of Departments and Agencies. The overarching Government Strategic Plan for the Island (2007-2011) aims to improve the lives and health of children and young people. This Area Plan interprets the land use requirements of the Government's Strategy and Strategic Aims for the South of the Island.

8.1.2 Following thorough consultation with other Government Departments and Agencies, and the public and interest groups, the Area Plan identifies areas where new or additional/replacement community, sports and recreation facilities are needed, and sets proposals against which the development of these facilities will be assessed, and within which open space (formal and informal) can be enhanced, protected or expanded.

8.2 The Isle of Man Strategic Plan Context

8.2.1 The Isle of Man Strategic Plan sets out the main planning Policies in relation to sport, recreation, open space and community facilities. It recognises that quality of life is improved with the provision of attractive open space and adequate facilities. Many of the Policies within the Isle of Man Strategic Plan aim to increase the provision of open space or protect and/or enhance the current provision. In terms of the other community facilities the Isle of Man Strategic Plan seeks to ensure that enough suitable space is allocated to these uses.

8.3 The Isle of Man Sport and Recreation Strategy

8.3.1 The Isle of Man Sport and Recreation Strategy 2002-2012³⁷, published by the Department of Tourism and Leisure (DTL- now Department of Community, Culture and Leisure - DCCL) and Isle of Man Sport (formerly Isle of Man Sports Council) acknowledges that the funding for, and supply of, facilities and opportunities for sport and recreation is not the prerogative of a single provider. There are a number of partners responsible for different types of provision, including Government Departments, Local Authorities, IoM Sport, sports clubs, and private and commercial providers.

8.3.2 The DTL's general statement of Policy for Leisure (Policy Review 2000) is "To provide and promote access and opportunities for the Island Community and visitors to participate in sport, leisure and recreation". In 2005, Tynwald approved the Children and Young Persons Strategy³⁸ in which it is acknowledged that sport can make a significant contribution to enable vulnerable children to be socially included in the centre of the Island's community. In its Strategy Review 2006³⁹ the DTL set out its agenda for action, which included identifying the need for facilities throughout the Island. The provision of community sports and recreation facilities has been subject to further study, and there is a need for additional facilities identified in areas of the South.

8.4 Audit of Facilities

8.4.1 An audit of sports, recreation and community facilities in the South has been undertaken. A full list is appended to this Area Plan at Appendix 6. The areas identified as Open Space in settlements, together with key community facilities are shown on the Proposals Map (Map

³⁷ Isle of Man Sport and Recreation Strategy 2002-2012 prepared by Torkildsen Barclay on behalf of the Department of Tourism and Leisure and Isle of Man Sports Council

³⁸ Tynwald Children and Young Persons Strategy (2005)

³⁹ Isle of Man Sport and Recreation Strategy Review (2006)

3) and Inset Maps (Maps 4-7). The following sections address issues relating to the provision of:

- Sports Facilities - regional, satellite community and small scale;
- Open Space and Recreation - within settlements and in the countryside; and,
- Community Facilities – such as schools and allotments.

8.5 Sports Facilities

8.5.1 Sports facilities include sports playing pitches, swimming pools, bowling greens, sports halls and golf clubs. In general, the South has adequate provision of, and access to, sports facilities, although it is accepted that these facilities will continually need upgrading. A need for rugby, hockey and football pitches was identified in the rounds of consultation. The site in Ballakilly was highlighted in particular as a possible site for new pitches (see Site 23).

8.6 Regional Sports Centre

8.6.1 Generally the Southern Area is well provided for in terms of formal sports and recreation facilities but most of the provision is in the Castletown area. The DTL's Sports and Recreation Strategy 2002-2012, identifies the need to provide a Regional structure for the provision of sports and recreation facilities, based on the centres of population and therefore community demand. These regional centres are to provide as a minimum the following facilities:

- A multi-activity community sports hall (equivalent to the size of four badminton courts)
- An indoor swimming pool
- Floodlit all weather playing areas
- A golf course
- Bowls facilities
- Tennis courts
- Health and fitness facilities
- Grass pitches (summer and winter)

8.6.2 Within the Sports and Recreation Strategy 2002-2012, Castletown is identified as being the Regional Facility for the South. The Town currently has suitable provision of regional facilities, including the BMX track at Poulson Park. However, the swimming pool does not meet the standards required for a training pool. There may be opportunity within the life of the Plan for redevelopment of the swimming pool facility which could be carried out in conjunction with the redevelopment of Castle Rushen High School (CRHS) and its associated sports facilities. As regional sports facilities are intended for use by the wider community, and not just the school, the development will need to take into consideration 'out of hours' and weekend access, car parking, the need for segregated ancillary facilities (such as changing rooms and refreshment facilities). This may impact on the overall footprint of the redeveloped school site which will need to be larger to accommodate wider usage. Suitable land will therefore need to be protected for the redevelopment of these facilities. Land for the redevelopment of CRHS is identified on the current playing fields, and the relocation of the playing fields accommodated within adjacent fields (see Site 10 and Community Facility Proposal 2).

8.7 Golf Courses

8.7.1 The golf courses in Port St Mary and Port Erin and the golf links in Castletown contribute to the regional provision of sports facilities in the South as well as attracting visitors to the area. They also help maintain a green corridor between settlements and make significant contributions to the open space in the South, and to the landscape character of the area. As such, these facilities will be protected from inappropriate development. They are designated as Open Space - golf course - on the relevant proposals maps.

8.8 **Satellite Community Sports and Recreation Facilities**

8.8.1 In addition to regional centre provision of sports facilities the former DTL acknowledged the need for 'satellite' facilities within local communities. These facilities may include football grounds, but mainly focus on indoor multi-purpose halls for use for sporting, and arts and cultural activities. The impetus for this need has been the success of the Sports Development Unit (SDU) and on-going investment in Manx Sport and Recreation (MSR), which has led to an increased demand for more clubs and participants in sports. It is believed that these community facilities bring about numerous social and health benefits and can be a key driver in assisting in the reduction of crime, anti-social behaviour and vandalism. The DTL examination of the existing facilities across the Island identified that most existing facilities (e.g. primary school halls, parish or church halls) are either unsuitable or not accessible. In addition, these halls have a multi-purpose function i.e. tables, chairs, staging and other equipment take up the majority of the space and consequently create a health and safety hazard. In terms of availability, factors such as closure for holidays, ongoing maintenance and refurbishment, caretaker issues, examinations and 'competition' from sports clubs and governing bodies, make it extremely difficult to organise and schedule regular sporting activities.

8.8.2 The Department of Community, Culture and Leisure is investigating the development of low cost activity halls (LCAH's) as a mechanism for addressing the shortfall. These would be purpose built facilities, possibly as part of a new school, but designed to facilitate independent evening and weekend use, as well as providing essentially day-time school facilities. LCAH's are considered as a base for new participation and activities as well as assisting with clubs and organisations with existing structures and junior sections. They are intended for smaller communities where there is a lack of facilities currently.

8.8.3 To determine which areas are in greatest need of these Low Cost Activity Halls the former Department of Tourism and Leisure undertook an Island wide survey. Seven criteria were used to score each settlement:

- demand i.e. access to other facilities;
- opportunity for co-hosting with either a voluntary or professional body for day to day management;
- location – can land be acquired as part of another development or obtained free of charge;
- level of day-time usage;
- access to strategic facilities;
- number of existing local sports clubs in the area and their likely level of usage of any new facility; and
- population and demographics; crime – current levels of antisocial behaviour.

8.8.4 Through the scoring process the areas of Ballasalla, Rushen, and Colby/Arbory were identified as being relatively high level priority for the location of a LCAH.

Recreation Recommendation 1:

When undertaking redevelopment works at Ballasalla, Arbory and Rushen Primary Schools the Department of Education and Children should work in conjunction with the Department of Community, Culture and Leisure to deliver a Low Cost Activity Hall to serve the local area.

8.8.5 **The Development of Other Sports Facilities**

8.8.6 Colby Football Club has relocated from its former site off the Glen Road. Planning Approval was granted for new pitches and training facilities (Site 15) and the redevelopment of the Glen Road site for housing. The development of the new pitches, training facilities and clubhouse has now been completed and the facility is fully operational.

- 8.8.7 Also in Colby, Strategic Reserve Site 3 is proposed for housing and public recreation/ community facilities.
- 8.8.8 Part of the Ronaldsway Industrial Estate site has for some time been used for playing fields, although their use is entirely at the discretion of the owners of the land. The playing fields now form part of a larger area proposed for 'Business Park' use.
- 8.8.9 The redevelopment of Crossag Farm (Site 2) / Clagh Vane may see the inclusion of a new pitch at Malew Football Club and the realignment of the pitches.
- 8.8.10 As part of the Development Brief for the Ballakilley site it is specified that the final scheme should accommodate the provision of land for a standard sized sports pitch and training pitch (see Site 23).

Recreation Proposal 1:

It is proposed that Site 15 south of the railway lines in Colby is designated as Open Space (Playing Fields). The development must be carried out in line with the detailed planning approval which will cover such matters as access.

Recreation Proposal 2:

It is proposed that land for sports pitches as well as open space be provided as part of an overall Master Plan on the land at Ballakilley (see Development Brief 23).

8.9 Water Based Recreation

- 8.9.1 There are numerous opportunities to make use of the marine environment for sport and recreational activities within the South such as fishing, sailing and diving. In order to facilitate this further, the Department of Infrastructure (Harbours Division) is pursuing the development of a marina as part of an overall harbour improvement scheme for Port St Mary. Chapter 6 includes a specific proposal relating to the scheme (see Tourism Proposal 2).
- 8.9.2 In addition, there are also a number of internal waterways and bodies of water, such as the Cringle reservoir which are well used for fishing.
- 8.9.3 Trends in sporting activities change over time. Proposals for the development of new facilities associated with these activities will be considered on their merits and in accordance with general development policies.

8.10 Small Scale Facilities

- 8.10.1 Small scale facilities, such as play areas in residential areas and parks or open playing fields, enhance access to sports and recreation activities for local residents. These facilities tend to be low cost, operating without formal supervision and have unrestricted access.
- 8.10.2 The requirement for the provision of Open Space as part of new residential development is set out in the Isle of Man Strategic Plan in Recreation Policy 3 and Appendix 6. The latter provides examples of the size and type of provision required.

8.11 Open Space and Recreation

8.12 The Isle of Man Strategic Plan Context

- 8.12.1 The Isle of Man Strategic Plan identifies that Open Space in towns and villages on the Island forms an integral part of the fabric of community life, taking various forms and serving many purposes. Open Space ranges from the formal, such as formally laid parks

and play areas, to the informal, such as open countryside, glens and the extensive public footpath network. The need for Open Space is that it forms part of the Island's heritage as well as being an attractive and usable asset. In the wider context, it provides visual and spiritual relief from the developed urban settlements on the Island, and provides recreational enjoyment in respect of various active and some less active forms of sporting activity. Open Spaces also provide a means of improving the health and fitness of the Island's population.

8.13 **Open Space/Recreation within Settlements**

8.13.1 In delivering the aims of the Isle of Man Strategic Plan, the Area Plan will need to facilitate sport and recreation opportunities and to ensure that areas of open space are retained, and provided to meet local needs. This means protecting existing assets, making good deficiencies in existing provision, and providing adequate provision within new development.

8.13.2 The extent of formal open space within settlement boundaries in the South is identified on the Proposals Map (Map 3) and Inset Maps (Maps 4-7). The Isle of Man Strategic Plan (Environment Policy 42) seeks to protect these open spaces and indicates that:

8.13.3 *"Inappropriate backland development, and the removal of open or green spaces which contribute to the visual amenity and sense of place of a particular area will not be permitted."*

8.13.4 In addition, there are a number of areas of open space within the settlements of the South which are not designated as open space and have no formal use. They do still have an important amenity value and contribute well to the settlements.

8.13.5 One area which the Plan seeks to support as an area of public amenity space is any area to the south of the Main Road, Ballabeg opposite Arbory Parish Hall. The Arbory and East Rushen Plan (1999) included this area as 'proposed park' and in an effort to improve the outdoor recreational facilities for the local community, the designation of 'park' has been retained (Site 26).

Site 26

Location: Land to the south of Main Road, Ballabeg (opposite Arbory Parish Hall), Arbory

Proposed designation: Proposed Park

8.14 **Open Space/Recreation in the Countryside:**

8.14.1 There are numerous ways in which to enjoy the vast areas of open countryside within the Southern Area, by walking the many footpaths, riding along the bridleways, or simply sitting within the open countryside and valuing the solitude, stunning views and tranquil nature.

8.14.2 The countryside across the Island is protected through the numerous Policies contained within the Isle of Man Strategic Plan and this ensures that this valuable asset is here to be enjoyed now and by future generations.

8.15 **Community Facilities**

8.15.1 Community facilities include medical centres, places of worship, schools, libraries, allotments etc. An audit of community facilities in the South has been undertaken, the results of which are appended to this Plan (see Appendix 6).

8.16 **Schools**

- 8.16.1 The Isle of Man Strategic Plan acknowledges the important role of schools as a focus for community activity, providing not only schooling for children but also adult education, sports facilities, and cultural and social opportunities. Increasing population, and changes in the profile and distribution of the population, are changing the demand for new and extended schools.
- 8.16.2 Currently there is a Secondary School in Castletown (Castle Rushen High School) and Primary Schools in Ballasalla (Ballasalla School), Castletown (Victoria Road School), Ballabeg (Arbory School), Port Erin/Port St Mary/Rushen (Rushen School) and Port St Mary (Scoill Phurt Le Moirrey).
- 8.16.3 The Department of Education and Children are currently progressing an extension to Victoria Road School, the implications of this need to be addressed in assessing the future requirements for education purposes in Castletown. Also within Castletown, is the site currently occupied by the independent Buchan School. Should this land no longer be needed for educational purposes then a residential use would be appropriate. It is proposed that this site could be assessed as part of the review of additional allocations in Castletown.
- 8.16.4 Following consultation with the Department of Education and Children the following proposed school developments are included in the Area Plan as proposed or safeguarded areas:

Community Facility Proposal 1:

It is proposed that the site currently occupied by the Buchan School is retained for educational purposes. Should the use for education no longer be required, a residential use would be considered appropriate, but not before proper assessment as part of the review of residential allocations in Castletown.

Community Facility Proposal 2:

It is proposed that the land adjacent to Castle Rushen High School (Fields 434016 and 433109) be designated for educational use to allow for future needs of the High School. These fields will only be used to expand the community sports and recreation facilities associated with the school and no buildings shall be permitted (see Site 10).

Community Facility Proposal 3:

It is proposed that the land adjacent to Rushen Primary School (part of Field 414215) be designated for educational purposes to allow for the future needs of the School, and to provide opportunities for the provision of better community sporting facilities (see Site 24).

Community Facility Proposal 4:

It is proposed that the site adjacent to Arbory Primary School be designated for educational purposes to allow for the future needs of the School including traffic management works, and the provision of school / community sports hall facilities (see Site 11).

Community Facility Proposal 5:

It is proposed that the site for the proposed Primary School (PPS) at Crossag Farm, is identified for educational purposes as it has been agreed that this is the preferred location for the redevelopment of the Ballasalla Primary School (see Site 2).

8.17 **Other Facilities**

- 8.17.1 There are no firm proposals for development associated with the police or fire services, community health care facilities, hospitals, places of worship or community centres. A proposal to develop new facilities associated with these services/activities would be considered against the Policies contained within the Isle of Man Strategic Plan.

8.18 **Allotments**

- 8.18.1 There is an increasing interest in the use of land as allotments across the Island. In the South two community allotments have been established in Port St Mary and Ballabeg. The use of land for growing fruit and vegetables etc. is essentially agricultural and therefore does not need planning permission, although any built structures or engineering works would however require planning approval. There can be, however, planning issues relating to the cumulative impact of development associated with allotments such as the safe erection of sheds, access to the highways, greenhouses and toilets etc. and the provision of parking spaces. The Department will investigate the preparation of a Permitted Development Order for allotments. In the interim, prospective applicants are encouraged to meet with the Department's Officers to discuss the requirement for planning approval prior to the establishment of the allotments. It is for other organisations to institute such facilities.

8.19 **Extensions to Burial Grounds**

- 8.19.1 There are proposals to extend two of the existing burial grounds within the South. The first is at Rushen Parish Church and the designation of the land for such purposes is included within the Development Brief for Ballakilly (Site 23). The second is an extension to the churchyard at Malew Church, the land required for such purposes is extensive and as such should only be laid out as formal churchyard when the need arises. In the meantime, the land, which is currently used for agricultural purposes, should remain as such. Land is also allocated for burial purposes at Arbory Church.

8.19.2 **Site 27**

Location: Malew Parish Church, Malew

Proposed Designation: Churchyard

8.20 **Development Brief 27**

Given the size of the additional churchyard and its likely long term use, a detailed planning application will be required to address the following matters:

1. Phasing of the site and the general layout and design approach;
2. Access and parking arrangements;
3. Requirement for any structures or buildings; and
4. Landscaping - any proposals including all boundary treatments (the walling alongside the highway shall be retained in its current state).

9.0 Minerals and Waste

9.1 Introduction

9.1.1 The Government's Strategy for the provision of minerals and the management of wastes is established by the strategies and policies of the former Department of Trade and Industry (DTI) now the Department of Economic Development (DED) and the adopted and draft Plans of the former Department of Local Government and the Environment (DLGE) now the Department of Infrastructure (DoI). Ownership of minerals in the Isle of Man is vested in the DED under the Minerals Act 1986. The DED has responsibility for issuing permits to operators and developers to extract minerals. It also maintains a record of historic and current mineral extraction, and reports on mineral production and reserves in its Mineral Resources Plan which is periodically updated to reflect changes within the Island's mineral industry. There is a shared responsibility by DED and DoI for maintaining the economic viability of local industries by ensuring the necessary availability of aggregates. The DoI is also responsible for preparing the Island's Waste Policy and Strategy. This aims to set out how wastes produced on Island should be managed.

9.2 The Isle of Man Strategic Plan – Minerals and Waste

9.2.1 The Isle of Man Strategic Plan identifies the need to ensure an adequate supply of minerals to meet the needs of the Island. Supply includes minerals from primary extraction or from recycled (or secondary) aggregate sources. The Isle of Man Strategic Plan also recognises the need to promote sustainable waste management which will require the development of facilities for re-use, recovery and recycling. In all cases, the Isle of Man Strategic Plan emphasises that the environmental impacts caused by mineral exploitation and processing or wastes management should, as far as is practicable, be kept to a minimum. This includes addressing issues associated with contamination and the restoration and after-use of both mineral working and wastes management.

9.2.2 The Department has committed to prepare a Planning Policy Statement for Minerals (MPPS) and to publish an Annual Minerals Monitoring Report in conjunction with DED and its Minerals Resources Plans. The Department may also prepare a Planning Policy Statement for Waste. In the interim, the Department has relevant Isle of Man Strategic Plan Policies for development involving mineral extraction, minerals processing, the management of wastes or the reclamation or use of contaminated land. These are:

Waste Management:	Waste Policy 1
Minerals Extraction:	Minerals Policy 1
Contaminated land:	Environment Policy 26 and 27

9.2.3 The Area Plan for the South does not therefore include detailed Proposals for minerals and waste. It does, however, identify the main types of both facilities in the area.

9.3 Minerals Sites

9.3.1 Mineral extraction on the Island is now solely concerned with the quarrying of sand, gravel, and stone for construction purposes and there are six active quarries doing so in the Plan area. There are also numerous former workings whose remains provide considerable evidence of former metal mining, most of which dates from the second half of the 19th Century, although there are records of mining activity from as long ago as the 13th Century. These remains are of historic interest, and the upstanding structures contribute to the interest of the landscape. The principal metal mines in the South were at Bradda, Glen Chass, Ballacorkish, Belle Abbey, and Langness. There was also lead and copper mining on The Calf. The stone-built tower at Ballacorkish is the most notable landscape feature.

9.3.2 The locations of the active quarries are indicated on the Proposals Map (Map 3). The precise extent of the quarries can be complicated and therefore this information can be viewed on request from DED.

9.4 **Active Quarries in the South**

- **Stoney Mountain Quarry** provides igneous rock used to produce lower grade aggregate primarily for use by Government. The current Planning Approval expires in 2031.
- **Cringle Quarry** provides Manx Group rock used to produce aggregate for the construction industry. An extension to the quarry was granted in 2009 providing additional reserves of 1.2 megatonne of rock.
- **Earystane Quarry** provides Manx Group rock used to produce high quality building stone for the construction industry. A 10 year Planning Approval extension was granted in 2008.
- **Billown Quarry** is a limestone quarry used to supply aggregate for the construction industry and the agricultural sector. The quarry is expected to cease extraction of mineral within the next few years.
- **Poail Vaaish Quarry** is a small scale black limestone quarry producing largely ornamental and building stone. The quarry is worked under the principles of an established use.
- **South Barrule Quarry** is a Manx Group rock quarry which ceased operations in 2006. There are no current plans to re-commence operations, but its position is marked on the Proposals Map (Map 3). To re-open the quarry would require planning approval. South Barrule includes structures of interest, although these do not make an impact on the wider landscape. Any further quarrying should, if practical, be undertaken such as to retain these stone-built structures.
- **New Turkeyland Quarry** no longer extracts mineral. It is an active landfill site for non-biodegradable wastes. Planning Approval was granted under PA 09/1544/B for the extraction of limestone aggregate from Turkeyland Quarry for the sole use in the construction of the airport runway promontory, but quarrying has again ceased following the completion of the construction work.

9.4.1 The need to ensure environmentally acceptable and sustainable restoration of former mineral workings will be addressed through the Isle of Man Strategic Plan and MPPS. Options for restoration include use as agricultural land, for recreational or amenity purposes, or as a nature conservation site, or infill for a suitable after-use. As part of the restoration process those features which are seen as having a historic or landscape interest should be retained.

9.5 **Waste Facilities**

9.5.1 There are a number of facilities for managing waste in the Southern Area. In addition to the Southern Civic Amenity Site and "Bring Bank" Recycling facilities, there are companies involved in the bulking up of segregated wastes (scrap metals, plastics, paper) prior to shipment to the UK for recycling, and for recycling waste aggregate. The Southern area also includes a major facility at Turkeyland which incorporates: a landfill for the disposal of inert wastes, including the storage and/or disposal of processed incinerator bottom ash; a facility for the maturation and processing of incinerator bottom ash; areas for block making and the temporary storage of asbestos; and, the temporary operation of an asphalt plant.

9.6 **Southern Amenity Site**

- 9.6.1 The existing Southern Civic Amenity Site accepts both domestic and small amounts of commercial waste and meets the current demand for a facility for the deposit of bulky wastes, green waste and other wastes for recycling or disposal. However, the current site is physically constrained, and any plans to expand or enhance the range of services provided, or to accommodate best practice in site design, would require a larger site. This site could incorporate, for example, a split level facility, an expanded set aside facility, or an enhanced site for composting. The preferred location for an operation of this nature would be within the Balthane Industrial Estate.

9.7 **Kerbside Collection Bulking Up Facility**

- 9.7.1 A proven way to increase the rate of recycling from households is the introduction of kerbside collection of dry recyclable materials, as in the Eastern Area Kerbside Collection Scheme. Although there is no commitment to introduce a kerbside scheme within the South any such scheme will require a facility in which to bulk up materials collected prior to transportation either to the point of recycling or to the facility for further bulking up prior to shipment to the UK for recycling. Again the preferred location for this type of facility is within an industrial area such as Balthane, and could be co-located with a Civic Amenity facility.

9.8 **Commercial Waste Facilities**

- 9.8.1 There are a few commercial waste facilities located around the South of the Island. The role which they play in the management of waste is recognised and appreciated. Any future requirements would be best located within an industrial area, such as Balthane.

Waste Proposal 1

Balthane Industrial Estate would be the preferred location for additional or replacement waste facilities.

9.9 **Local Recycling Facilities**

- 9.9.1 In order to assist, and encourage recycling from households local public "Bring Bank" facilities are provided. These are made up of containers where the public can bring items such as newspaper, glass and tins to be stored before they are taken away to a bulk up facility for further processing or onward transportation to the UK. There are a number of Bring Bank sites in the South, and Local Authorities have played a part in identifying the need, and potential location for, additional facilities. The DoI has responsibility for managing and monitoring the Bring Bank scheme, ensuring the service is provided and the facilities are maintained. Should any new sites be required this need would be assessed and suitable sites identified by the DoI as both operator of the scheme, and as planning authority, in conjunction with the respective Local Authorities.

Appendix 1: Extract from the Residential Land Availability Update* for the South (Interim Update 2010) showing approval and completion data up to 31/12/10

Parish	New builds approved between 01/01/01 & 31/12/10	Conversions approved between 01/01/01 & 31/12/10	Projected conversions 2010 to 2016	No. of approved units considered as 'windfalls'	Projected windfalls 2010 to 2016
Arbory	77	9	4.5	2	1
Castletown	278	23	11.5	3	1.5
Malew	59	20	10	1	0.5
Port Erin	168	35	17.5	31	15.5
Port St Mary	130	22	11	7	3.5
Rushen	28	20	10	5	2.5
Totals	740	129	64.5	49	24.5
Total new + conversions	869				
Total new + conversions + conversion and windfall projections	958				
Number of units needed up to 2016 to meet the Isle of Man Strategic Plan figure of 1300 units	342				

*This Update looked at approval and completion data only and did not review the residential land availability data included in Update 3, the data collection period for which was 2001-2009.

Appendix 2: Land identified for residential development on previous Plans which remains available (as at 30/06/2009 – Update 3)*, and Area Plan Proposals for that land

Arbory (i) Sites designated on previous Plans

Land available on previous Plans	Size of Site (ha)	Retained as a Proposal Site in the Area Plan?
<i>Identified in Arbory and East Rushen Local Plan 1999</i>		
Land to the west of Cronk Cullyn (Development Area 15)	1.0	Yes (Site 12)
Land to the east of Ballacubbon (Development Area 16)	0.6	Yes (Site 13)
Land adjacent to Station Park (Development Area 11)	0.2	Yes (Site 14)
Land to the rear of Colby Pump (Development Area 13)	0.3	Yes (Site 16)
Total	2.1	

Arbory (ii) Proposal Sites in the Area Plan

Proposal Sites identified in Area Plan (Residential)**	Area Plan residential land release (ha)
Site 12	2.6
Site 13	0.6
Site 14	0.2
Site 16	0.3
SR1, Colby	1.6
SR3, Colby	1.3
Total	6.6

Castletown (i) Sites designated on previous Plans

Land available on previous Plans	Size of Site (ha)	Retained as a Proposal Site in the Area Plan?
<i>Identified in Castletown Local Plan 1991</i>		
Knock Rushen	4.5	No
West of Arbory Road at Red Gap	7.9	No
Total	12.4	

Castletown (ii) Proposal Sites in the Area Plan

All Proposal Sites identified in Area Plan (Residential)**	Area Plan residential land release (ha)
Site 6	3.7
Site 7	1.2
Site 8	0.6
Site 9	0.34
Total	5.8

Malew (i) Sites designated on previous Plans

Land available on previous Plans	Size of Site (ha)	Retained as a Proposal Site in the Area Plan?
<i>Identified on the 1982 Development Plan</i>		
Crossag Farm	13.0	Yes (Site 2)
Knock Rushen	7.1	No
LDHP land on Phildraw Road		Yes (see Map 4)
Total	20.1	

Malew (ii) Proposal Sites in the Area Plan

All Proposal Sites identified in Area Plan (Residential)**	Area Plan residential land release (ha)
Site 1	0.4
Site 2	13
Site 3	6.3
LDHP (Phildraw Road)	
Total	19.7 plus LDHP land (n.b. Site 3 includes an estimate of res. land only. A Master Plan is required for the 19 ha site)

Rushen (i) Sites designated on previous Plans

Land available on previous Plans	Size of Site (ha)	Retained as a Proposal Site in the Area Plan?
<i>Identified in Arbory and East Rushen Local Plan 1999</i>		
Off Bradda View (Development Area 5)	1	Yes (Site 17)
Land - Surby (Development Area 3)	0.2	Yes (Site 18)
West of Surby Road (Development Area 4)	1	Yes (Site 19)
Ballakilpheric (Development Area 7)	0.2	No
Total	2.4	

Rushen (ii) Proposal Sites in the Area Plan

All Proposal Sites identified in Area Plan (Residential)**	Area Plan residential land release (ha)
Site 17	1
Site 18	0.2
Site 19	1.7
Site 23 (figures recorded in Port Erin Table)	
Total	2.9

Port Erin (i) Sites designated on previous Plans

Land available on previous Plans	Size of Site (ha)	Retained as a Proposal Site in the Area Plan?
<i>Identified on Port Erin Local Plan 1990</i>		
None	0	n/a
Totals	0	

Port Erin (ii) Proposal Sites in the Area Plan

All Proposal Sites identified in Area Plan (Residential)**	Area Plan residential land release (ha)
Site 20	0.5
Site 23 (site falls also in the Parish of Rushen)	6.8
Total	7.3 (n.b. Site 23 includes size of 'res. area' only)

Port St Mary (i) Sites designated on previous Plans

Land available on previous Plans	Size of Site (ha)	Retained as a Proposal Site in the Area Plan?
<i>Identified on the 1982 Development Plan</i>		
None	0	n/a
Total	0	

Port St Mary (ii) - Proposal Sites in the Area Plan

All Proposal Sites identified in Area Plan (Residential)**	Area Plan residential land release (ha)
Site 25	0.6
Total	0.6

Overall Total

Total land identified as Residential Proposal Sites in the Area Plan for the South	42.9 ha
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* This RLAS Update looked at land availability data and approval and completion data for the period 2001 – 2009

** Other Proposal Sites may be suitable for an element of residential development i.e. areas of 'Proposed Mixed Use' but they have not been identified in this Table. Future RLAS Updates will pick up specific residential approvals/take-up on the allocated Sites.

Appendix 3: List of Existing and Proposed Low Density Housing in Parkland Sites

Existing Low Density Housing in Parkland (LDHP)

Malew

Location	Former Designation	Area Plan Designation	Symbol on Proposals Map (3) and Inset Maps (4-7)
Area including 'Hermitage' and 'Glenburn', Phildraw Road, Malew	LDHP	LDHP	a
Ballasalla House, Bridge Road, Malew	LDHP	LDHP	b
Mill Kent, Bridge Road, Malew	LDHP	LDHP	c
Great Meadow, Malew Road, Malew	LDHP	LDHP	d
Billown Mansion House, Malew	LDHP	LDHP	e

Arbory

Location	Former Designation	Area Plan Designation	Symbol on Proposals Map (3) and Inset Maps (4-7)
Parville, Ballabeg (Registered Building 235), Arbory	LDHP	LDHP	f
Balladoole House and The Granary, Arbory	LDHP	LDHP	g

Rushen

Location	Former Designation	Area Plan Designation	Symbol on Proposals Map (3) and Inset Maps (4-7)
Ballagawne (Greenacres), Ballagawne Road, Rushen	LDHP	LDHP	h
Kentraugh, Rushen	LDHP	LDHP	i

Proposed Low Density Housing in Parkland

An area to the East and West of Phildraw Road, Malew, as shown on Inset Map 4

Appendix 4 (a): Groups of Houses in the Countryside Survey (2009)

Assessments of individual groups:

(a) Cregneash:

(i) Description: Cregneash comprises a group of traditional buildings clustered around the church, and set on the saddle between Meayll Hill and Cronk ny Arrey. Some of the buildings are used as part of the Cregneash Folk Museum.

(ii) Assessment: It is indicated at paragraph A.3.7 of Appendix 3 to the Isle of Man Strategic Plan that "*Cregneash may also be judged to have the characteristics of a village, but as the National Folk Museum it is subject to special consideration, seeking to preserve and protect the authenticity and integrity of the village and its setting.*" However, it would be more accurate to refer to Cregneash as "the setting for the National Folk Museum" rather than "the National Folk Museum". The introduction of additional dwellings, necessarily constructed some 100 years or more later than any existing dwelling in the village, would clearly be inimical to preserving the authenticity and integrity of the present group and its value as the setting for the Folk Museum. Additional dwellings are not therefore proposed.

(b) The Howe/Glen Chass:

(i) Description: The Howe comprises a group of dwellings and farm buildings around the chapel on the north side of the road to The Sound. Just to the east, scattered either side of the road down to Fistard are the dwellings comprising Glen Chass. These linked groups have a sense of identity, arising in part from the chapel and in part from the topographical setting. The groups are close to Port St Mary, but clearly within the countryside. Apart from the chapel, there are no public buildings.

(ii) Assessment: These groups are not in themselves sustainable settlements, and are not far enough away from Port St Mary or Port Erin to generate a valid local need for housing. In the case of The Howe, further development would be likely to extend or consolidate the existing ribbon development along The Sound Road, whilst in the case of Glen Chass, the access road is narrow and difficult, especially for public service vehicles. In these circumstances, additional dwellings are not proposed for The Howe or Glen Chass.

(c) Ballakilpheric/Cronk e Dhooney:

(i) Description: Grouped quite compactly to the west and east of the still-active chapel are two collections of dwellings and farm buildings, some of which are comparatively modern. The group is some 1.5 km from the Colby main road, up a winding and sometimes narrow road. The sense of place arises largely from the chapel at the crossroads, but there are no other public facilities or amenities.

(ii) Assessment: Whilst a small number of additional dwellings could be added without visual detriment to either the group or its setting, the group is not sustainable, is served by a poor access road, and is not distant enough from Colby to generate a valid local need for housing. Additional dwellings are not therefore proposed.

(d) Earystane:

(i) Description: Earystane comprises a collection of dwellings scattered along the road between Ballamoar and Ballacannell. The distinctive, finely coursed stonework of some of the buildings, including the former chapel, lends a sense of unity to this interesting upland settlement. The group is some 2.5 km from the main Colby Road, is served by only a narrow road, and has no public facilities or amenities.

(ii) Assessment: Further dwellings would clearly not be sustainable, and would reduce the interest and attraction of the existing group. Road access is poor. Additional dwellings are not therefore proposed.

(e) St Marks:

(i) Description: St Marks is a designated Conservation Area, which includes some of the surrounding countryside. The buildings include the church, a chapel, the former school rooms, and a number of dwellings clustered around the village green. The spaces between the buildings contribute positively to the character of the settlement, helping to integrate it with its immediate rural environment. The undeniable sense of place arises not only from the disposition of the buildings and spaces, but also from the location at the meeting of several rural roads.

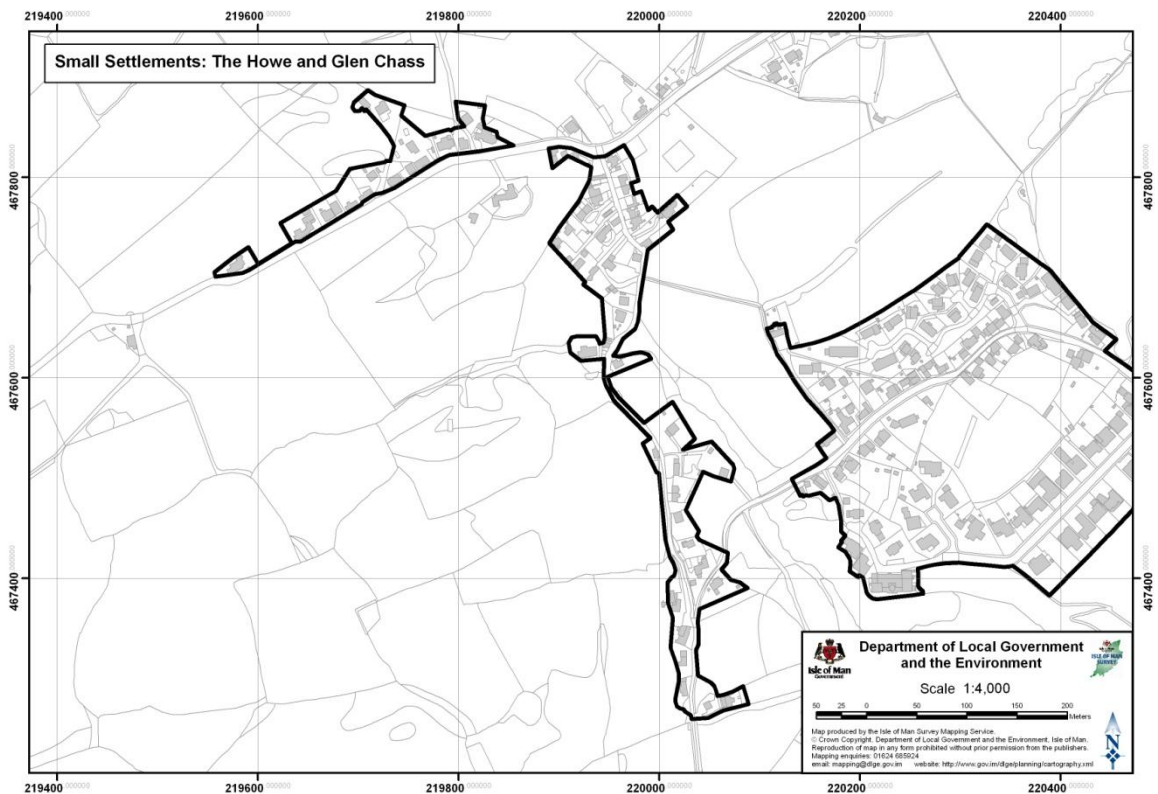
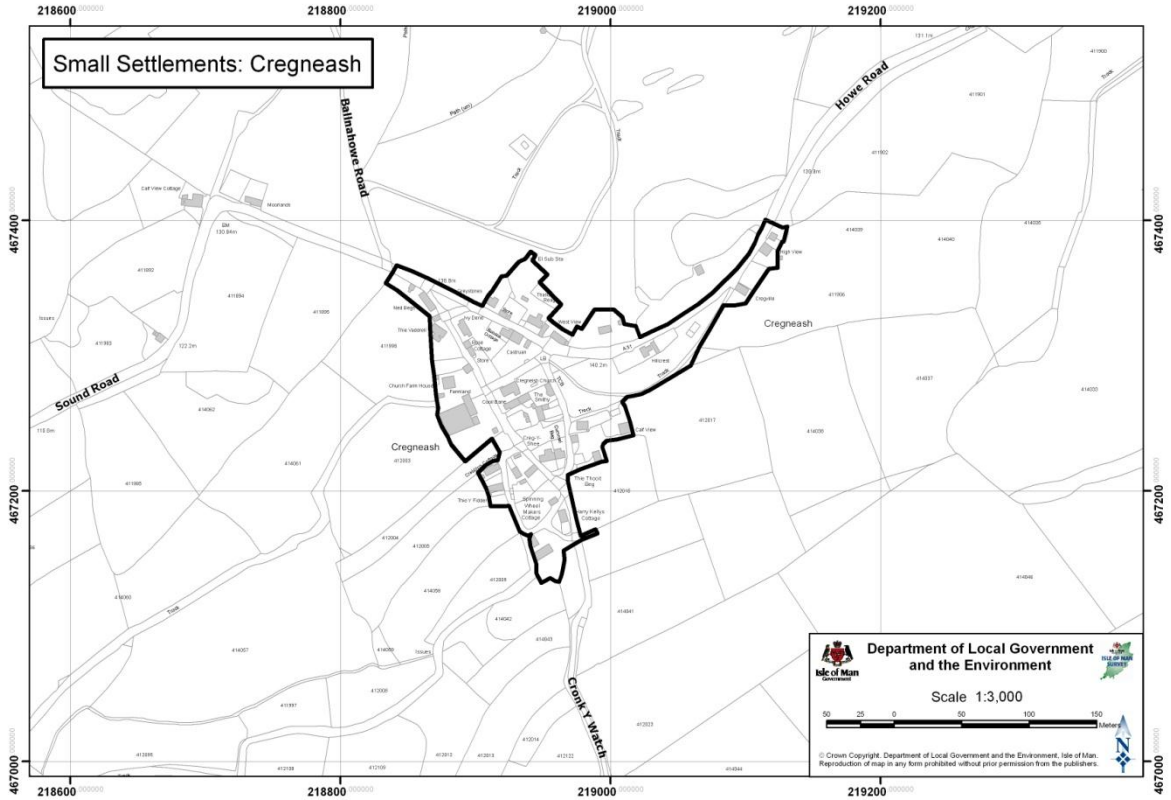
(ii) Assessment: The Character Appraisal statement for the Conservation Area indicates that *"Whilst new development might not be ruled out, detailed and careful assessment of any proposed development would be required relative to the potential impact on the special character and historic interest of the settlement and its existing balance"*. The statement also identifies the derelict smithy as having potential for conversion to residential use. Having regard to these indications, and to the comparatively large agricultural hinterland in which St Marks sits, the principle of a small number of suitably sited and designed new dwellings being added to the Village could meet any local housing need without affecting adversely the character and appearance of the Conservation Area. However, the Department's Conservation team will need to undertake a full site analysis before firm conclusions can be reached (see paragraph 4.10.3 for the conclusions of the further assessment for St Marks undertaken in 2010).

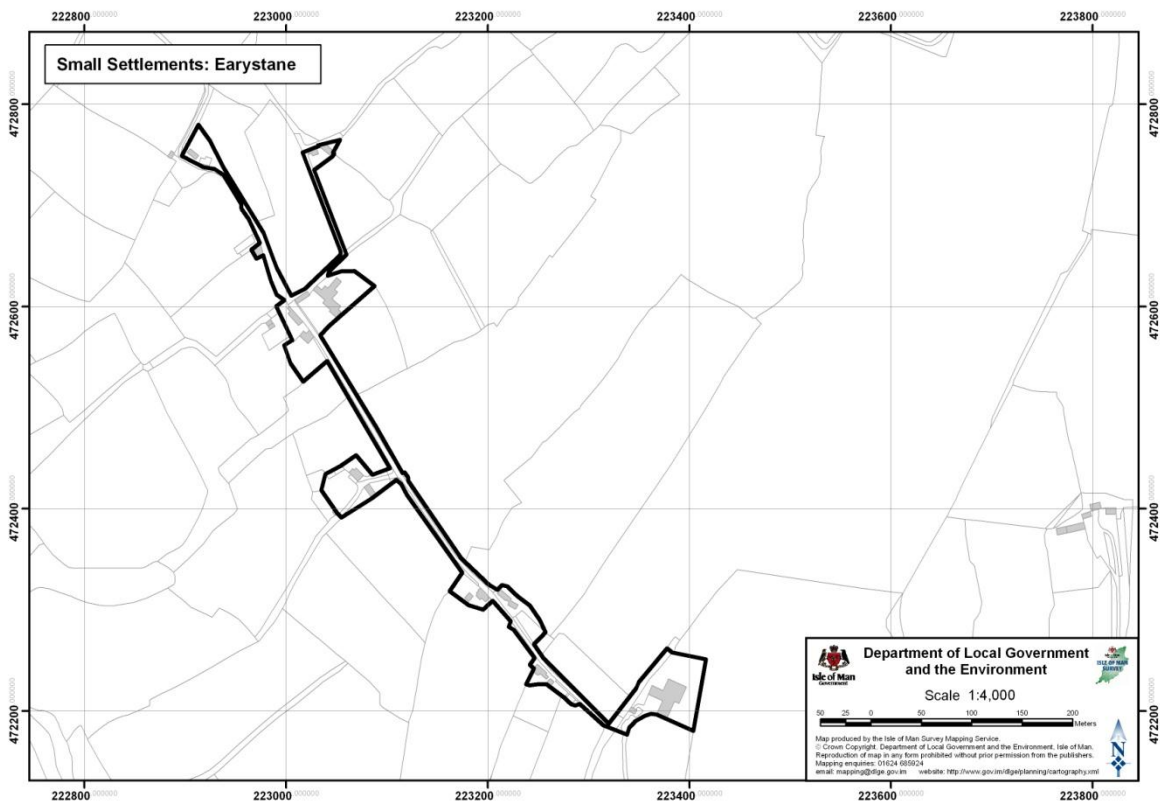
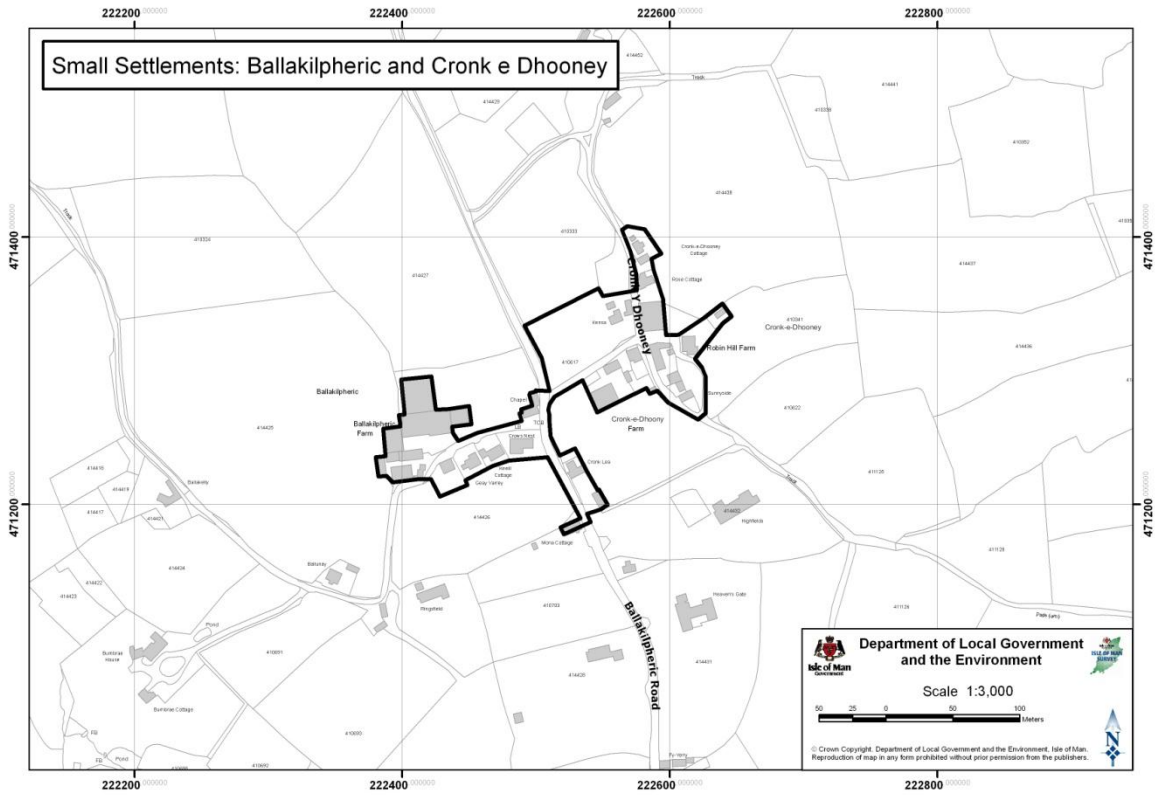
(f) Derbyhaven:

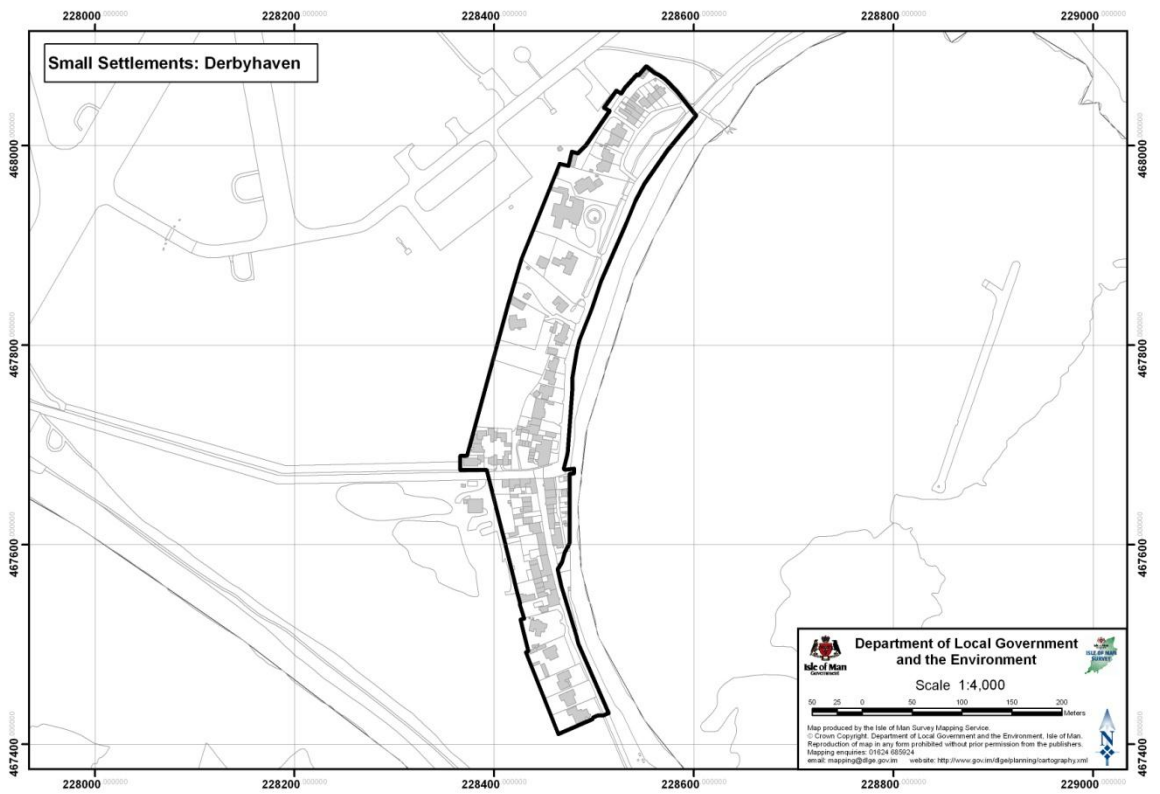
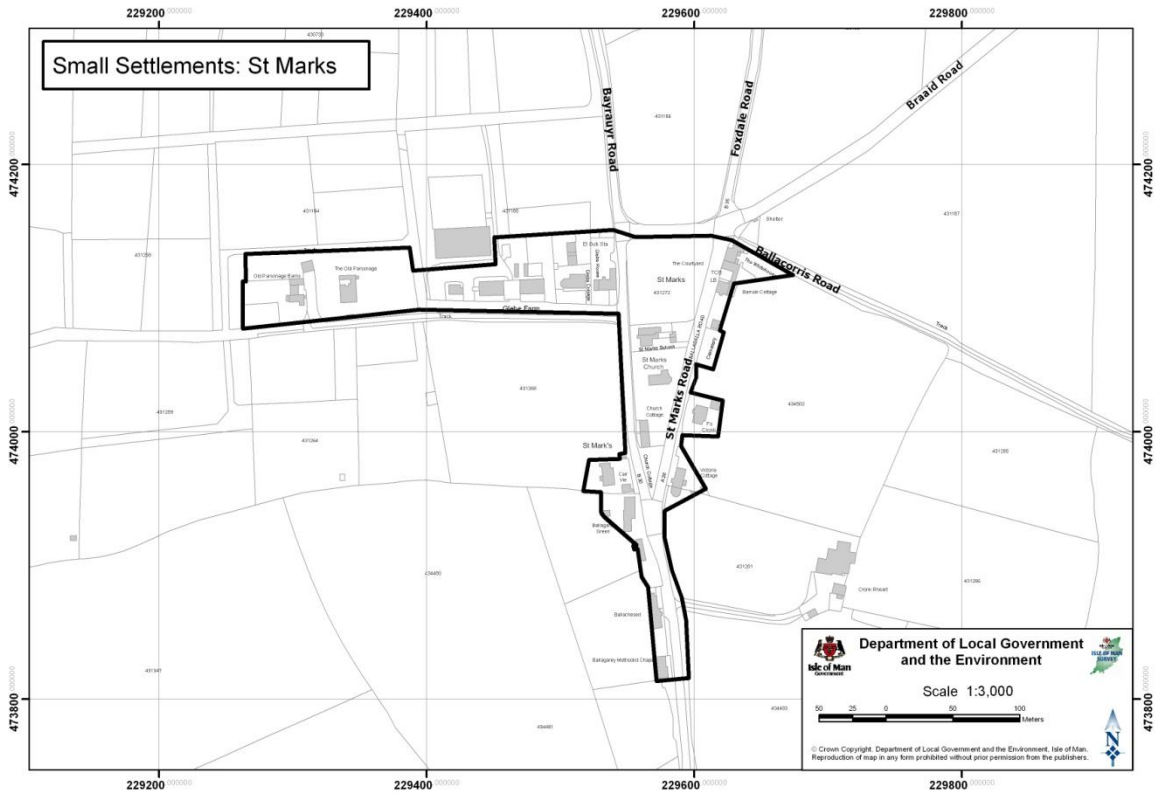
(i) Description: Derbyhaven comprises a group of dwellings clustered around the junction where the Castletown Road meets the Fort Island Road. It is a compact group, having a well-defined boundary with the Airport and the Golf Course. There are no public buildings, but there is a sense of place arising from its geographical position facing the largely natural harbour, and the pleasant public foreshore.

(ii) Assessment: The group is clearly not sustainable, there is little or no scope for infilling, and extension of the group into Airport or Golf Course land would be undesirable. Derbyhaven is not far enough from Castletown for there to be a valid argument for local housing need. Additional dwellings are not therefore proposed.

Appendix 4 (b): Maps showing survey boundaries for selected groups of houses in the countryside (2009)







Appendix 5: List of Registered Buildings and those Buildings on the list for further investigation (as at June 2012)

In accordance with section 14 of the Town and Country Planning Act 1999, the Department maintains a Register of buildings of special architectural or historic interest called "the Protected Buildings Register". Compilation of this Register commenced in 1983, has proceeded steadily since, and continues. There remain many buildings which may have sufficient interest to warrant inclusion in the Register, but which have not yet been researched and assessed by the Department. For ease of reference, the following paragraphs list, firstly, those buildings in the South which are Registered, and, secondly, those which have from time to time been proposed for Registration but which have not yet been researched. These buildings, and any further buildings nominated in response to the Area Plan consultation, will be investigated by the Department. The order in which this happens will be determined having particular regard to the vulnerability of the building.

Registered Buildings

Arbory

1. Balladoole Farm Buildings
2. Former Wesleyan Chapel, Earystane
3. Parville, Ballabeg

Castletown

1. Bridge House (main building)
2. Former Town Hall (Manannan House)
3. Castle Rushen
4. The Castle Arms Hotel ("The Glue Pot")
5. The Social Security Offices
6. The Police Station
7. The former Post Office
8. Old House of Keys
9. Barclays Bank
10. "The Parade Stores" (Lloyds pharmacy)
11. The Co-op
12. The Smelt Memorial
13. The Parade
14. Balcony House, The Parade
15. 6A, The Parade
16. 7, The Parade
17. The George Hotel
18. Isle of Man Bank
19. Lloyds/TSB Bank
20. Ellan Vannin, The Quay
21. Packet House, The Quay
22. 1 Quay Lane
23. Quay Lane
24. Garage, rear of "Clarkson's", 1 Parliament Square
25. 1 Parliament Square
26. Harbour House, 7 The Quay
27. The Granary, The Quay
28. The Quay
29. The Quay
30. The Quay
31. The Soup Kitchen/The Old Inn, Parliament Lane
32. Parliament Lane
33. 1 Parliament Lane
34. Rocket House, Parliament Square

35. Quay Lane
36. Parliament Square
37. The Parade
38. Old Lifeboat House, The Quay
39. Parliament Square
40. Parliament Square
41. Westminster House, Parliament Square
42. Parliament Square
43. Compton House, Parliament Square
44. Stanley House, Castle Street
45. The Garrison, Castle Street
46. 3 Castle Street
47. 24 Castle Street
48. Red House, 1 The Parade
49. 2 The Parade
50. Former St Mary's Church
51. St Mary's Chapel/Old Grammar School
52. The Witches Mill and attached building
53. King William's College
54. Golden Meadow Mill
55. Castletown Railway Station
56. Elderbank, The Crofts
57. Westwood, The Crofts
58. Crofton, The Crofts
59. Royal British Legion Hall, Janet's Corner

Malew

1. The Herring Tower, Langness
2. The Powder House, Langness
3. Old School/House, St Mark's
4. St Mark's Church
5. Church Cottages, St Mark's
6. Glashen Farmhouse and attached barn, Ballasalla
7. Malew Parish Church

Port Erin

1. Primrose Cottage, St Mary's Road

Port St Mary

1. Cott ny Greiney, Beach Road
2. West wing of the Bayqueen Hotel
3. The Old Sail Loft, Shore Road

Rushen

1. Rose Cottage, Surby

Buildings not yet researched by the Department

Arbory

1. Ballakeighan House
2. Belle Abbey Farm
3. Colby Beg, Glen Road
4. Ballamaddrell, Ballabeg
5. Ballamaddrell Farm (research and proposal to register issued 26th March 2012)
6. Pooil Vaaish Farm
7. Friary Farm
8. Kerrowmoar

9. Balladoole House and Granary
10. St Columba's Church, Ballabeg

Castletown

1. Old House and Reef House, College Green
2. Coastguards' Houses, Bowling Green Road
3. 17-21 College Green
4. Terrace of three, Shore Road
5. Mona Terrace, The Promenade
6. Georgian Terrace, Bowling Green Road
7. Arbory Street
8. Ellerslie, Malew Street
9. Peveril House, Malew Street
10. Malew Street
11. 7 Malew Street
12. Former Methodist Church, Malew Street
13. 27 Malew Street
14. 31 Malew Street
15. 33 Malew Street
16. 60 - 64 Malew Street
17. 77 Malew Street
18. 94 Malew Street
19. 95 Malew Street
20. The Union Hotel
21. 2 – 12 Bank Street
22. Lorne House (research and proposal to register issued 26th March 2012)
23. Nautical Museum
24. Old Coach House, Douglas Street
25. Beach House, Douglas Street
26. St Mary's R C Church

Malew

1. Scarlett House (research and proposal to register issued 26th March 2012)
2. Scarlett Lime Kilns
3. Billown Farm and Estate Lodge
4. Great Meadow House
5. Great Meadow Cottages
6. Dreemfroy Farm
7. Upper Ballachrink
8. Grenaby House
9. Cronk Beck Well, Grenaby
10. Ballahot House and Farm
11. Shenvally Farm
12. Glebe Farm, St Mark's
13. Old Parsonage, St Mark's
14. Old Smithy, St Mark's
15. St Mark's Well
16. Athol Bridge, Silverdale
17. Cregg Mill, Silverdale
18. North Abbey Cottage, Ballasalla
19. Abbey Mill, Ballasalla
20. Church House, Ballasalla
21. Ballagarey Methodist Chapel
22. Abbey Church, Ballasalla
23. Old Wesleyan Chapel
24. Former Primitive Chapel
25. Kerrowkeil Chapel

Port Erin

1. Milner's Tower
2. Collinson's Café
3. The Falcon's Nest Hotel
4. Lower Rowany
5. Shore Cottages
6. Railway Station
7. Marine Biological Station
8. St Catherine's Terrace
9. Station Hotel
10. White Cottage
11. St Catherine's Church

Port St Mary

1. "Half-timbered House", Clifton Road
2. The Moorings and Boathouse, The Promenade
3. Ballacreggan Farm
4. The Railway Station
5. The Lifeboat Station
6. Former Bank, High Street
7. Plantation House, Cronk Road
8. Town Hall
9. Strathallan Castle, Clifton Road
10. Former "National School", Bay View Road
11. Shore Road Cottages
12. Smelt Mill, Gansey
13. The Studio, Gansey
14. Mount Tabor Methodist Church

Rushen

1. Kentraugh, Lodges, Chapel, and outbuildings
2. Ballachurry Farm
3. "Bluebell Cottage", The Howe
4. Greenacres
5. Ballagawne Cottage
6. Scard Farm
7. Strandhall Farm
8. Scholaby Mill
9. Scholaby Farm
10. Cubbon's Cottages, The Level
11. Trinity Church

Appendix 6: Audit of Community Facilities (as at June 2012)

To further inform the production of both the Issues and Options and the Draft Area Plan for the South an audit of community facilities in the plan area was undertaken. Listed below are the results of this exercise which have been updated throughout the Plan process.

	Location	Local Authority	Usage
Banks			
Barclays Bank	Market Square Castletown	Castletown	Regional
Isle of Man Bank	Market Square Castletown	Castletown	Regional
Lloyds TSB	Market Square, Castletown	Castletown	Regional
Isle of Man Bank	Station Road, Ballasalla	Malew	Regional
Isle of Man Bank	Station Road, Port Erin	Port Erin	Regional
Community Facilities			
Ballabeg Parish Hall	Main Road, Ballabeg	Arbory	Local
Colby British Legion Hall	Main Road, Colby	Arbory	Local
Colby Methodist Hall	Main Road, Colby	Arbory	Local
Halley MacLaig Hall	Main Road, Ballabeg	Arbory	Local
Ballabeg Methodist Sunday School Hall	Main Road, Ballabeg	Arbory	Local
Castletown British Legion Hall	Bromet Road, Castletown	Castletown	Local
Castletown Civic Centre	Farrant's Way, Castletown	Castletown	Regional
Masonic Hall	Hope Street, Castletown	Castletown	Regional
Morton Hall	Sandfield, Castletown	Castletown	Local
Scout and Guide hall		Castletown	Local
Ballasalla Village Hall	Mill Road, Ballasalla	Malew	Local
Barrule House Family Day Centre	Ronaldsway	Malew	Regional
St Marks School (former school building used as a hall)	St Marks	Malew	Local
Ballasalla Snooker Hall	Mill Road, Ballasalla	Malew	Regional
Abbey Church Hall	Bridge Road, Ballasalla	Malew	Local
Ronaldsway Sport and Social Club	Ballasalla	Malew	Regional
Erin Arts Centre	Victoria Square, Port Erin	Port Erin	National
Port Erin British Legion Hall	Droghadfaile Road, Port Erin	Port Erin	Local
Port Erin Library	Orchard Walk, Bridson Street, Port Erin	Port Erin	Regional
Scout Hall		Port Erin	Local
St Catherine's Hall		Port Erin	Local
Marashen Crescent Hall		Port Erin	Local
Port St Mary Town Hall	The Promenade, Port St Mary	Port St Mary	Local
Port St Mary British Legion branch	Fistard Road	Port St Mary	Local
Ballafesson Church Hall	Ballafesson, Rushen	Rushen	Local
Doctors & Dentists			
Castletown Medical Centre	Sandfield, Castletown	Castletown	Regional
CRHS School Dental	Arbory Road, Castletown	Castletown	Regional
Abbey Dental	4 Silverburn Drive, Ballasalla	Malew	Regional
Ballasalla Medical Centre	Main Road, Ballasalla	Malew	Regional
Port Erin Dental Surgery	Orange Grove Ho, Orchard Road, Port Erin	Port Erin	Regional
Thie Rosien	Castletown Road, Port Erin	Port Erin	Regional
Port St Mary Dental Practise	35 High Street, Port St Mary	Port St Mary	Regional
Port Erin Health Centre	Castletown Road, Rushen	Rushen	Regional
Emergency services			
Castletown Coastguard station	back of Coastguard cottages on Douglas Street	Castletown	Regional
Castletown Fire station	Farrant's Way, Castletown	Castletown	Regional
Castletown Police station	Castle Street, Castletown	Castletown	Regional
Ballasalla Police station (unmanned)	Douglas Road, Ballasalla	Malew	Local

Port Erin Coastguard	Breakwater Road, Port Erin	Port Erin	Regional
Port Erin Fire Station	Droghadfayle Road, Port Erin	Port Erin	Regional
Port Erin Lifeboat station	Breakwater Road, Port Erin	Port Erin	Regional
Port Erin Police Station	Station Road, Port Erin	Port Erin	Regional
Rushen Emergency Ambulance	Droghadfayle Road, Port Erin	Port Erin	Regional
Port St Mary Lifeboat Station	Lime Street/ Alfred Pier	Port St Mary	Regional

Formal Open Space

Colby Arboretum	Main Road, Colby	Arbory	Local
Friary Park playground	Friary Park, Ballabeg	Arbory	Local
Station Park play area	Station Park, Colby	Arbory	Local
Janet's Corner playground	King William's Road, Janet's Corner, Castletown	Castletown	Local
Park adjacent to Castletown tennis courts	Malew Street, Castletown	Castletown	Local
Poulsom Park	Castletown	Castletown	Regional
Abbotswood park	Feigh Keign Field, Ballasalla	Malew	Local
Clagh Vane park	Clagh Vane, Ballasalla	Malew	Local
Silverdale Glen and Boating Lake	Silverdale, Ballasalla	Malew	Regional
Athol park	Athol Park, Port Erin	Port Erin	Regional
Play ground adjacent to PSM golf course	Clifton Road North, Port St Mary	Port St Mary	Local
Playing field, Fairy Hill	Fairy Hill, Ballfession	Rushen	Local

Informal Open Space

Colby Glen	Glen Road, Colby	Arbory	Regional
Cringle Plantation		Arbory/Malew	Regional
Corlea Plantation		Arbory/Malew	Regional
Earystane Plantation		Arbory/Malew	Regional
South Barrule Plantation		Arbory/Malew	Regional
Stoney Mountain Plantation		Arbory/Malew	Regional
Silverdale Glen	Silverdale, Ballasalla	Malew	National
Bradda Head and coastal paths	Port Erin	Port Erin	National
Carnanes			
Cronk ny Arrey Laa		Rushen	Regional
Eary Cushlin		Arbory	Regional
South Barrule		Arbory/Malew	Regional
Gansey Point	Gansey Point, Port St Mary	Port St Mary	Local
Kallow Point (inc picnic area~)	Kallow Point, Port St Mary	Port St Mary	Local

Maritime

Castletown Harbour	Castletown	Castletown	Regional
Derbyhaven	Malew	Malew	Regional
Port Erin Harbour & Beach	Shore Road, Port Erin	Port Erin	Regional
Chapel Beach	Port St Mary	Port St Mary	Regional
Port St Mary Harbour	Port St Mary	Port St Mary	Regional
Gansey Beach	Shore Road, Bay ny Carrickey	Rushen	Regional
Fleshwick Beach	Fleshwick	Rushen	Regional
Perwick			
Poail Vaaish		Arbory	Regional
Scarlett		Malew	Regional

Heritage Sites and Museums

Castle Rushen	Castle Street, Castletown	Castletown	National
The Old Grammar School	Quay Lane, Castletown	Castletown	National
The Old House of Keys	Parliament Square, Castletown	Castletown	National
The Nautical Museum	Bridge Street, Castletown	Castletown	National
Rushen Abbey	Bridge Road, Ballasalla	Malew	National
Railway Museum	Station Road, Port Erin	Port Erin	National
Cregneash Village	Cregneash	Rushen	National

National Trust Land

St Michael's Isle	Langness, Castletown	Malew	National
The Calf of Man		Rushen	National
Spanish Head and the Chasms		Rushen	National

Nurseries & Playgroups

Little Rascals Nursery	School Hill, Castletown	Castletown	Regional
Buchan Nursery		Castletown	Regional
Happy Valley Playschool	Town Hall, Port st Mary	Port St Mary	Regional
Tiddleywinks Nursery School	Bay View Road, Port st Mary	Port St Mary	Regional
	Ballasalla Village Hall, Mill Road, Ballasalla	Malew	Regional
Mooniger Vegger	Ballasalla Primary School, Douglas		
	Road, Ballasalla	Malew	Regional
Ballasalla Play Group	Promenade, Port Erin	Port Erin	Regional
Bay View Nursery			

Nursing Homes/Residential homes/Sheltered Housing

Mill Hope sheltered accomodation	Hope Street, Castletown	Castletown	Regional
Sanfield sheltered accomodation	Sandfield, Castletown	Castletown	Regional
Abbotswood Nursing Home	Abbotswood, Ballasalla	Malew	Regional
Southlands Residential Care Homes	Church Road, Rushen	Rushen	Regional
Marashen Cresent		Port Erin	Regional
Reayrt y Chrink		Port St Mary	Regional
Cooill Veg		Port St Mary	Regional

Places of Worship

Arbory Parish church	Main Road, Ballabeg	Arbory	Local/Regional
Ballabeg Methodist chapel	Main Road, Ballabeg	Arbory	Local
Colby Methodist chapel	Main Road, Colby	Arbory	Local
St Cairbre Belle Abbey chapel	Main Road, Colby	Arbory	Local
Castletown Methodist church	Arbory Street, Castletown	Castletown	Local/Regional
Chapel of St Thomas (KWC)	Castletown	Castletown	Local
St Mary's On The Harbour	Hope Street, Castletown	Castletown	Local
St Mary's Roman Catholic church	Bowling Green Road, Castletown	Castletown	Local
Port Erin Methodist Chapel	Station Road, Port Erin	Port Erin	Local
Port Erin Gospel Church	Castletown Road, Port Erin	Port Erin	Local
Grace Baptist Church	Bridson Street	Port Erin	Local
St Catherine's church	Church Road, Port Erin	Port Erin	Local
St Columba's Roman Catholic church	Castletown Road, Port Erin	Port Erin	Local
The Living Hope Church	Bay View Road, Port St Mary	Port St Mary	Local/Regional
PSM Methodist chapel	Queen's Road, Port St Mary	Port St Mary	Local
St Mary's Church	Bay View Road, Port St Mary	Port St Mary	Local
The Howe Methodist Chapel	Howe Road, Rushen	Rushen	Local
Kirk Christ (Rushen Church)	Church Road, Rushen	Rushen	Local/Regional
St Peter's (Cregneash)	Cregneash	Rushen	Local
Ballakilpheric Methodist chapel	Ballakilpheric, Colby	Rushen	Local
Croit-e-Caley chapel	Croit-e-Caley, Colby	Rushen	Local
The Abbey Church	Bridge Road, Ballasalla	Malew	Local
St Lupus Church	Malew Road, Ballasalla	Malew	Local
Kerrowkeil Chapel	Kerrowkeil Road, Grenaby	Malew	Local
Ballagarey Chapel	St Marks	Malew	Local

Post Offices

Castletown Post Office	Co-op, The Parade, Castletown	Castletown	Regional
Ballasalla Post Office	Main Road, Ballasalla	Malew	Regional

Port Erin Post Office	8 Church Road, Port Erin	Port Erin	Regional
Port St Mary Post Office	1 Station Road, Port St Mary	Port St Mary	Regional
Recreation Facilities			
Cringle Reservoir	Cringle	Arbory/Malew	Regional
Poulsom Park skate park	Castletown	Castletown	Local
Sports Facilities			
Arbory School Hall	Main Road, Ballabeg	Arbory	Regional
Colby football pitch	Glen Road, Colby	Arbory	Regional
Castle Rushen High School Astroturf	CRHS, Arbory Road, Castletown	Castletown	National
Castle Rushen High School Sports Hall	CRHS, Arbory Road, Castletown	Castletown	Regional
Castletown bowling green	Malew Street, Castletown	Castletown	Regional
Castletown football pitch	Malew Road, Castletown	Castletown	Regional
Castletown Golf Links	Derbyhaven, Castletown	Castletown	National
Castletown tennis courts	Malew Street, Castletown	Castletown	Local
Castletown Rifle club	Within Castletown football ground	Castletown	Regional
King Williams College Astroturf	Douglas Road, Castletown	Castletown	Regional
King Williams College Sports Hall	Douglas Road, Castletown	Castletown	Regional
Poulsom Park rugby pitch	Castletown	Castletown	Regional
Southern swimming pool	Arbory Road, Castletown	Castletown	Regional
Malew Football pitch	Clagh Vane, Ballasalla	Malew	Regional
Ronaldsway bowling green	Ballasalla	Malew	Local
Ronaldsway cricket pitch	Ballasalla	Malew	Regional
Ronaldsway football pitch	Ballasalla	Malew	Regional
Foxdale FC	Billy Goat Park, Foxdale	Malew	Regional
Breagle Glen bowling green	Breagle Glen, Port Erin	Port Erin	Local
Breagle Glen tennis courts	Breagle Glen, Port Erin	Port Erin	Local
Breagle Glen putting and crazy golf	Breagle Glen, Port Erin	Port Erin	Local
Cherry Orchard Pool & Gym	Port Erin	Port Erin	Regional
Rowany golf course	Rowany Drive, Port Erin	Port Erin	National
Rushen football pitch	Croit Lowey, Port Erin	Port Erin	Regional
PSM Bowling Green	Station Road, Port St Mary	Port St Mary	Local
PSM Golf Course	Kallow Point Road, Port St Mary	Port St Mary	National
PSM tennis courts	Kallow Point Road, Port St Mary	Port St Mary	Local
PSM Rifle Club	Fistard Road Port St Mary	Port St Mary	Regional
Rushen School Sports Hall	Church Road, Rushen	Rushen	Regional
Youth clubs			
Castletown youth club	Arbory Street, Castletown	Castletown	Regional
Rushen youth centre	Bay View Road, Port Erin	Port Erin	Regional
Arbory youth club	Parish Hall, Ballabeg	Arbory	Local
Living Hope youth bus	Bay View Road, Port Erin (various)	Mobile facility	Regional

Appendix 7: List of Ancient Monuments (as at September 2012)

Arbory	Number on Constraints Map (Map 1)
Bemaken Friary	1
Chapel Hill	2
Cabbal Dreem Ruy Keeill*	3
Round Houses, Ballacagen* (depicted by 2 circles on the map)	4
Round House, Ballanorris*	5
Castletown	
Castle Rushen	6
Old Grammar School, Castletown	7
Knock Rushen Burial Mound	8
Hango Hill	9
Malew	
Monks' Bridge	10
Rushen Abbey	11
Ballawoods Keeill*	12
Cass ny Hawin Promontory Fort*	13
Round Fort, Fort Island	14
Fort Island – i.e. the whole of the island	15
St Michael's Chapel, Fort Island	16
Hango Broogh Promontory Fort	17
The Smelt Smelthouse and Mint	18
The Provider Stone Memorial	19
The Cross Dyke Earthwork	20
The Explosives Store	21
The Landmark Tower	22
Langness Point Promontory Fort	23
Three crosses at Malew Church	24
Burial Cairn, Billown Circle*	25
Hillfort, South Barrule*	26
Close ny Chollagh promontory fort*	27
Rushen	
Motte, Cronk Howe Mooar*	28
Cross at Four Roads	29
Meayll Circle	30
Ned Beg's Cottage, Cregneash	31
Harry Kelly's Cottage, Cregneash	32
Stone Setting, Chasms	33
Burroo Ned Promontory Fort*	34
Upper Lighthouse, Calf of Man	35
Lower Lighthouse, Calf of Man	36

*To be listed during 2012