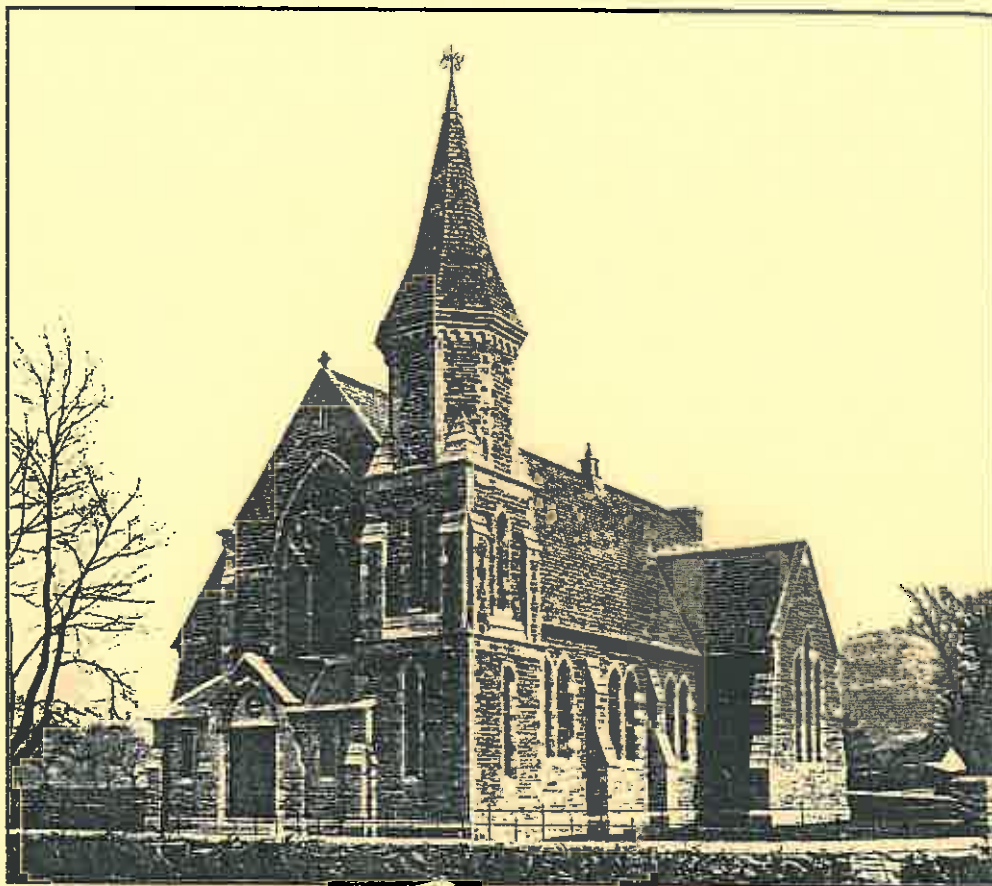


**Planning Circular 1/99**

# **SULBY LOCAL PLAN**

**WRITTEN STATEMENT**  
**for consideration with the accompanying Scheme Order**



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

**Office of Planning & Building Control,  
Murray House,  
Mount Havelock,**

**Douglas IM1 2SF.**

**APRIL 1999**

**ADOPTED BY TYNWALD ON 17<sup>TH</sup> FEBRUARY, 1999 AND COMING  
INTO EFFECT ON 1<sup>ST</sup> APRIL, 1999**





Statutory Document No. 1/99

THE TOWN AND COUNTRY PLANNING ACTS 1934 TO 1991

THE ISLE OF MAN PLANNING SCHEME (SULBY LOCAL PLAN)  
(AMENDMENT) ORDER 1999

*Approved by Tynwald*                      16th March                      1999

*Coming into operation*    1<sup>st</sup> April 1999

In exercise of the powers conferred on the Department of Local Government and the Environment by sections 6, 6A and 13A of the Town and Country Planning Act 1934<sup>1</sup>, and of all other enabling powers, and after complying with the requirements of section 7 of that Act and of regulations under section 12 of that Act, the following Order is hereby made:-

1.        Citation and commencement

This Order may be cited as the Isle of Man Planning Scheme (Sulby Local Plan) (Amendment) Order 1999 and, subject to section 14 of the Town and Country Planning Act 1934, shall come into operation on the 1<sup>st</sup> April 1999.

2.        Commencement of 1998 Order

In article 1(1) of the Isle of Man Planning Scheme (Sulby Local Plan) (No.2) Order 1998<sup>2</sup>, for "1<sup>st</sup> December 1998" there is substituted "1<sup>st</sup> April 1999".

MADE 25<sup>th</sup> February                      1999

Minister for Local Government and the Environment

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<sup>1</sup> XIV p.163

<sup>2</sup> SD 577/98

Price 30p





Statutory Document No. 577/98

**THE TOWN AND COUNTRY PLANNING ACTS 1934 TO 1991**  
**THE ISLE OF MAN PLANNING SCHEME (SULBY LOCAL PLAN) (NO. 2)**  
**ORDER 1998**

*Approved by Tynwald: 17th February, 1999*

*Coming into operation: 1st December, 1998*

In exercise of the powers conferred on the Department of Local Government and the Environment by sections 6 and 6A of the Town and Country Planning Act 1934 (a), and of all other enabling powers, and after complying with the requirements of sections 7 and 13 and of regulations under section 12 of the Act, the following Order is hereby made:-

**Citation, commencement and interpretation**

1. (1) This Order may be cited as the Isle of Man Planning Scheme (Sulby Local Plan) (No. 2) Order 1998, and, subject to section 14 of the Act, shall come into operation on the 1st December, 1998.

(2) In this Order -

“the Act” means the Town and Country Planning Act 1934;

“the plan” means the plan hereto annexed and marked “ISLE OF MAN PLANNING SCHEME (SULBY LOCAL PLAN) (NO. 2) ORDER 1998”;

“the principal Order” means the Isle of Man Planning Scheme (Development Plan) Order 1982(b);

(3) Other expressions in this Order have the same meanings as in the principal Order.

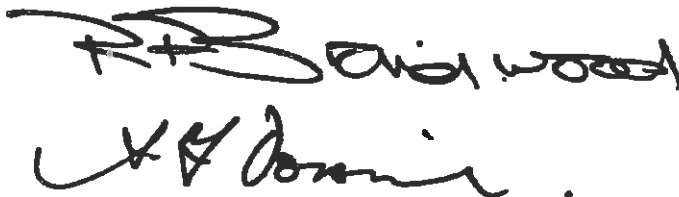
**Matters for consideration on applications for planning approval**

2. The zones and notations on the plan shall have effect in place of any zones or notations having effect under the principal Order.

## Revocation

3. The Isle of Man Planning Scheme (Sulby Local Plan) Order 1998(c) is revoked.

Made this 12th day of October 1998



Handwritten signatures of R+B David Wood and J. J. Jones.

Members of the Department authorised by the Minister for  
Local Government and the Environment

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### EXPLANATORY NOTE

*(This note is not part of the Order)*

This Order introduces a new land-use zoning map for Sulby, replacing the equivalent area on the 1982 Development Plan. The site-specific policies which would be applied to these zones are set out in a Written Statement, which, whilst not part of the Order, would be published by the Department as a Planning Circular and should be read in conjunction with the land use zoning map.

This Order revokes the Isle of Man Planning Scheme (Sulby Local Plan) Order 1998, which has not come into force.

# **SULBY LOCAL PLAN**

## **FOR CONSIDERATION WITH THE SCHEME ORDER (STATUTORY DOCUMENT No. 1/99)**

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- b. The Local Plan Area.
- c. Planning History of Local Plan Area.
- d. Evolution of Sulby Village.
- e. The Purpose of the Local Plan.

#### **2. Policies, Proposals and Recommendations.**

#### **3. Residential.**

#### **4. Open Space, Rural Landscape and Nature Conservation.**

#### **5. Commercial.**

#### **6. Industry.**

#### **7. Tourism and Recreation.**

#### **8. Traffic, Parking and Pedestrians.**

#### **9. Registered Buildings.**

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### **Maps and Illustrations.**

**MAP 1. - LOCATION OF LOCAL PLAN AREA.**

**MAP 2. - BOUNDARIES OF THE LOCAL PLAN AREA AND ISLE  
OF MAN PLANNING SCHEME (DEVELOPMENT PLAN)  
ORDER 1982 DESIGNATIONS.**

**ILLUSTRATION 1. - POPULATION OF SULBY VILLAGE - 1991.**

## Foreword

*On behalf of the Department, I warmly welcome this new document - the Sulby Local Plan.*

*Involvement by local people is an important ingredient in working out planning policies for the years ahead. It is most gratifying therefore, that the community of Sulby has indeed taken the opportunity of making known their views and concerns in the preparation of this document.*

*Whether areas have been agreed as either requiring special protection or being unsuitable for future development, it is the Local Plan which will advise on the most suitable way forward.*

*By setting down the policies appropriate for Sulby, the Plan also gives greater certainty to local people on the future of their village, and, of course essential policy guidance to persons contemplating planning applications.*

*In short, it will be a valuable working tool for Government Departments, the Local Authority and all those groups and individuals involved in the future shaping of the Sulby community.*



**Alex F. Downie MHK**  
**Member of the Department**



# **SULBY LOCAL PLAN**

## **FOR CONSIDERATION WITH THE SCHEME ORDER**

### **(STATUTORY DOCUMENT No. 1/99)**

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ORDER 1982 DESIGNATIONS.**

**MAP 3. - SCHEME ORDER.**

**ILLUSTRATION 1. - POPULATION OF SULBY VILLAGE - 1991.**



MAP 1 : LOCATION PLAN

# **1. INTRODUCTION.**

## **a. Background to the Local Plan.**

- 1.1 This document represents the local plan for Sulby Village. The first phase of the local plan process was initiated in January 1995 when the general public was advised that a local plan was being prepared in accordance with the recommendations in paragraph 1.9. of the Island Strategic Plan North Eastern Sector (B) 1991. This public consultation process included the distribution of information leaflets to local residents, local amenity groups and Government departments confirming that a local plan had been initiated by the Office of Planning and inviting public participation and comments on general issues of concern in Sulby.
- 1.2. Following the submission of over fifty responses, in May 1995 the Office of Planning produced an Issues and Options document which reflected the wide range of views received. This document included a series of policies, proposals and recommendations were included in the draft local plan and invited further public comment.
- 1.3. The draft local plan formed the subject of a public inquiry held in the parish hall, Clenagh Road on Friday 1st November, 1996. Views were expressed both in writing and orally at the meeting itself and were considered by an Independent Inspector who subsequently made his recommendations to the Minister for Local Government and Environment. The Department considered views submitted relating to injurious affection in response to the draft local plan produced after the public inquiry and following this, the Sulby Local Plan was placed on the Tynwald agenda in October, 1998 together with the accompanying Scheme Order 1998. Tynwald deferred consideration of the Sulby Local Plan until February, 1999 where, on 17<sup>th</sup> February, 1999 it approved the Isle of Man Planning Scheme (Sulby Local Plan) (No. 2) Order 1998. In order to ensure that the scheme commenced in accordance with the delayed time table, Tynwald then ratified a further document, the Sulby Local Plan (No. 2) (Amendment) Order in March 1999 such that it came into effect on April 1<sup>st</sup>, 1999. This latest document, entitled the Sulby Local Plan April 1999 (Planning Circular 1/99) represents the document considered by Tynwald with the Sulby Local Plan (No 2) (Amendment) Order.
- 1.4. This local plan for Sulby has been produced in response to the views received from the Issues and Options document and the recommendations made by the Independent Inspector. During the course of the public participation programme a wide range of views have been expressed and received by the Office of Planning. All views have been considered and modified in line with sound planning principles, the availability of infrastructure and, perhaps most importantly, the character and appearance of the village. In undertaking the local plan for the village of Sulby, the Office of Planning continues its commitment to the principle of "self appraisal" for all village plans.

## **b. The Local Plan Area.**

- 1.5. The local plan area represents approximately 240 hectares (0.8 square miles) and is in

general terms bounded to the north by the former railway line, to the west by the Sulby Glen Road (A14), to the east by the St. Jude's Road (A17) and the T.T. course (A3) and to the south by a line drawn approximately from the Sulby Mill Restaurant and Ballameanaugh Farm. Maps 1 and 2 illustrate the location and boundaries of the local plan area respectively. The area encompasses the majority of the buildings associated with Sulby village and accommodates approximately 360 people in 143 dwellings.

### **c. Planning History of the Local Plan Area.**

- 1.6. The only planning document adopted by Tynwald which currently applies to Sulby is the Isle of Man Planning Scheme (Development Plan) Order 1982 in which the entire village is designated as of High Landscape Value and Scenic Significance. There are several pockets of Woodland and the former primary school is identified together with three areas of Proposed Predominantly Residential Use. These three areas comprise the land which has been developed as Carrick Park, the undeveloped area west of Kella Close and an undeveloped area of approximately nine acres between the T.T. course, the former railway line, St. Jude's Road and Kella Farm Road. Since having been adopted in 1982, many provisions of the Order are now out of date and have been overtaken by events.
- 1.7. Subsequent to the formal adoption of this Order by Tynwald, in 1991 the Department of Local Government and the Environment formulated a series of five Sector Plans of which Sector B (Planning Circular 10/91) applies to the north eastern sector of the Island including the village of Sulby. In this document the land use designations of the 1982 Order are reconfirmed. The land use designations of the Sector B Plan, as they apply to the local plan area, are illustrated on Map 2. Paragraph 5.8. of the North Eastern Sector Plan also identifies a number of settlements which should be the subject of individual studies and includes Sulby village.

### **d. Evolution of Sulby Village.**

- 1.8. Despite being referred to as a village, Sulby, like most small settlements on the Island evolved as a collection of small pockets of buildings and has largely remained as such. The first signs of a settlement probably emerged with the building and working of the various mills in the area which became established along the Sulby River. To the east of the village there is the Claddagh and Kella flour mills. To the south there is a second cluster of buildings, focusing possibly on the once thriving Sulby Glen Starch Works which ceased operations at the end of the nineteenth century. In addition, there are the woollen mills and the flour mill behind the Mill Restaurant. A third cluster of buildings emerged around 1840 with the construction of St. Stephen's Church and Sulby school. The school house was erected in 1879 and the Methodist Church followed around 30 years later.
- 1.9. Apart from the various cottages which were built around these small clusters, very little development occurred in Sulby until the 1970's when Ballabrooie and Kella Close were developed with Carrick Park beginning in the late 1970's and continuing today.

- 1.10. Sulby has remained very much a village of three parts perhaps surprisingly with the main civic facilities of the churches, school, shop, village hall and one of its public houses all concentrated in the west of the area. Whilst not true to conventional patterns of development, this arrangement of buildings is unique to Sulby and is an element which should be protected and enhanced rather than diluted and modified. Indeed, the wide open fields which separate the various pockets of development in the area serve to promote the very rural and open ambience within Sulby and also provide spectacular views of surrounding countryside. Part of the important area of open space east of the primary school is used for the annual Agricultural Show.

### **e. The Purpose of the Local Plan.**

- 1.11. This local plan aims to examine the area in detail, identify those parts of the village which require specific protection from development, highlight any areas which may be suitable for further development and to generally establish how any such development should proceed. It is considered important that there are some opportunities for further development within Sulby so that the people of village can have the opportunity to remain within Sulby when they wish to move to other accommodation and to provide a wide range of housing to cover the needs of the local people, It is equally important, however, to be able to secure the existing open aspect of the village and to protect and enhance those open spaces for the benefit of locals and visitors alike for generations to come.

## 2. POLICIES, PROPOSALS AND RECOMMENDATIONS.

2.1. Following an analysis of the responses received to the Issues and Options document, a further review of the principal issues for the village has been undertaken by the Office of Planning. As a result, the following sections of the Local Plan provide details of the individual policies, proposals and recommendations which are considered appropriate for Sulby.

2.2 As background information, the following provides the broad definitions of the terms **policies, proposals and recommendations** as used in the Island Strategic Plan Sector Plans.

### 2.3. *Policies.*

*Statements of attitude or intentions towards existing or postulated situations which require action.*

*These are of two types:*

#### *a) Land Use Policies.*

*Policies relating to physical land use development including the management of traffic and the improvement of the environment. These are those that can be applied by the Planning Committee of the Department of Local Government and the Environment or by other Departments or public bodies after full consultation and agreement.*

#### *b) Supporting Policies.*

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

### 2.4. *Proposals.*

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

*Proposals are of two types:*

#### *a) Land Use Proposals.*

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

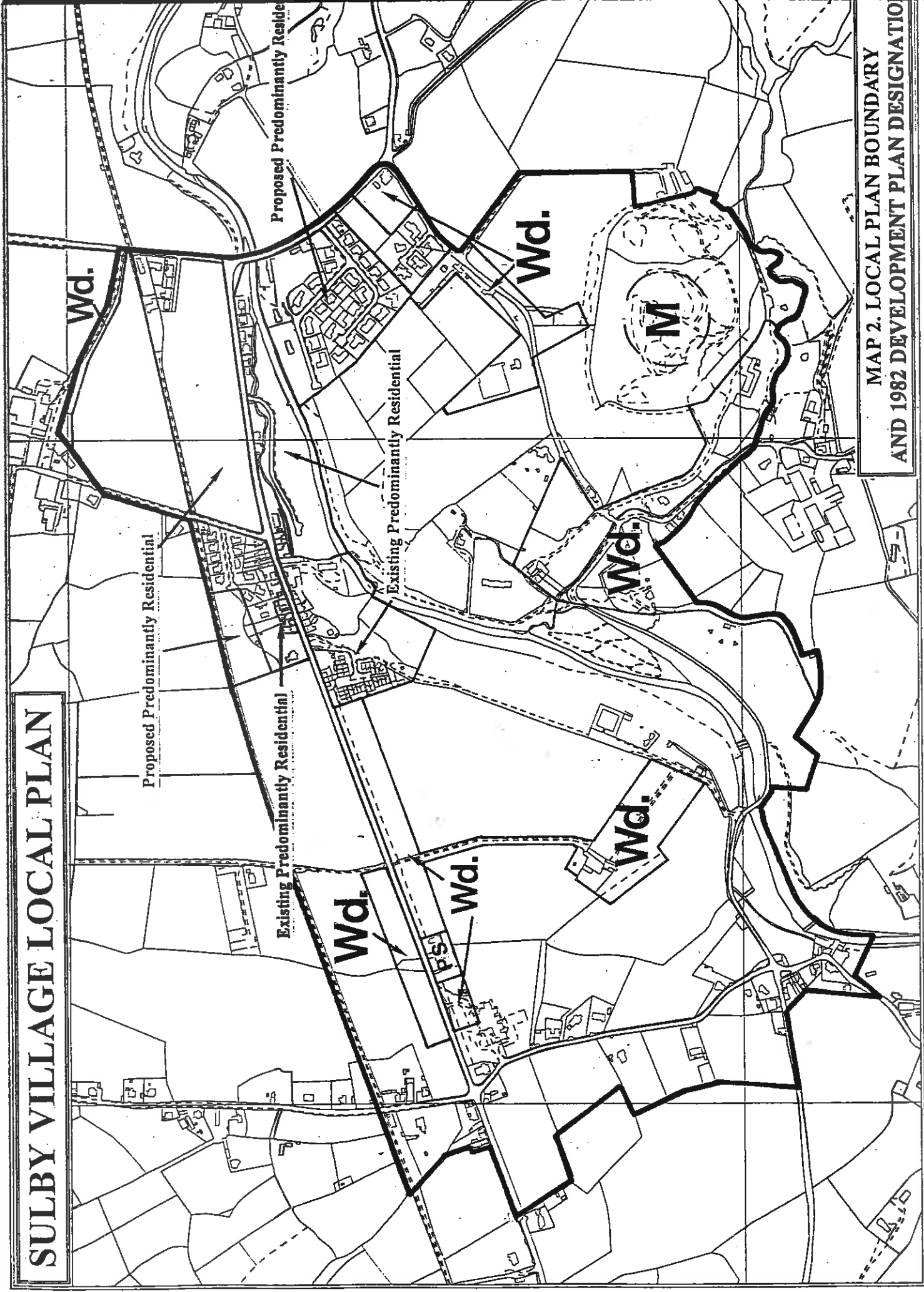
*b) Supporting Proposals.*

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

**2.5. Recommendations.**

*Statements where the Department of Local Government and the Environment has no direct control over implementation and where another body has been asked to take action in support of the land use aspects of the plan.*

# SULBY VILLAGE LOCAL PLAN



MAP 2. LOCAL PLAN BOUNDARY AND 1982 DEVELOPMENT PLAN DESIGNATION

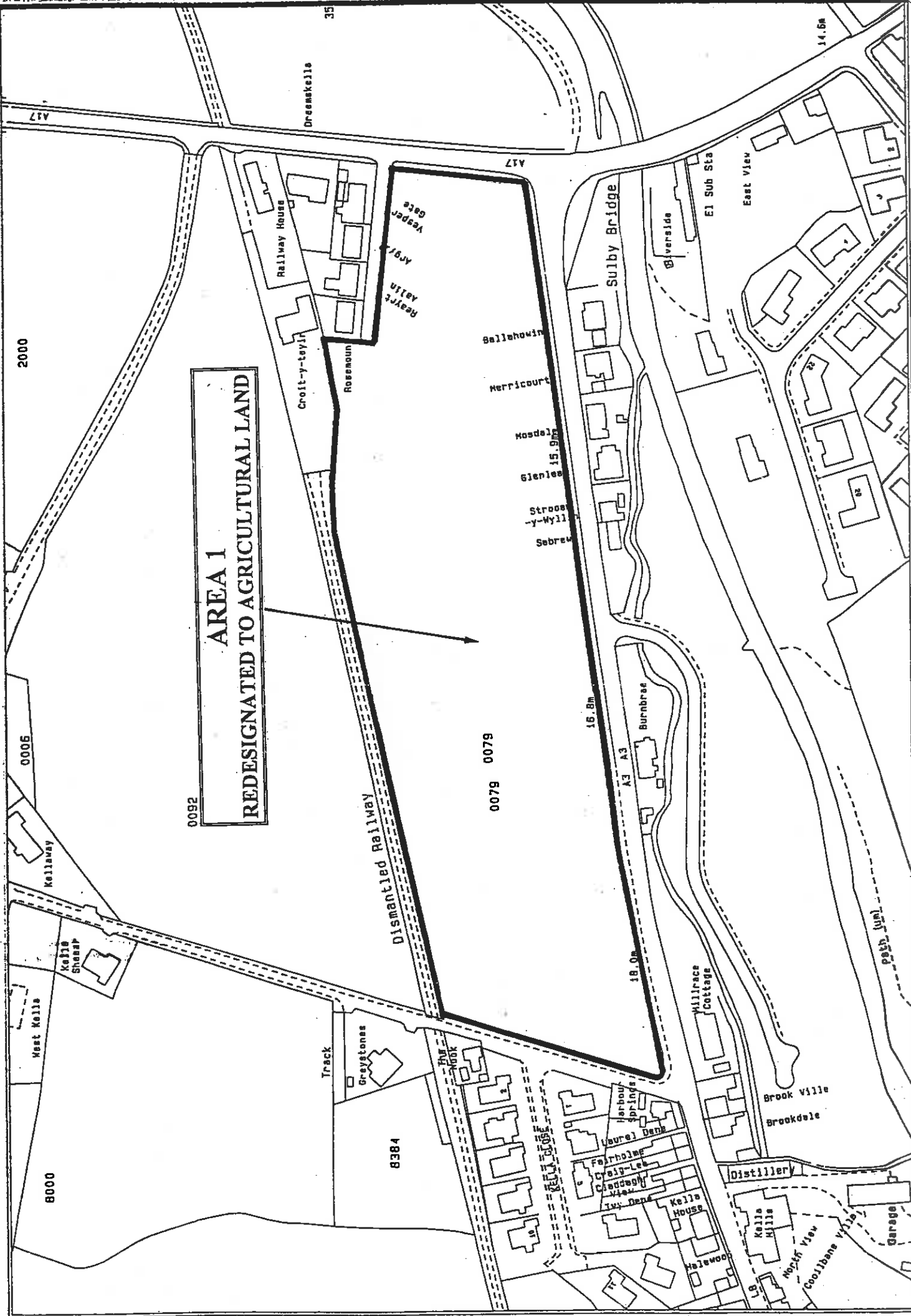


### **3. RESIDENTIAL.**

#### **Background.**

- 3.1. The 1991 North Eastern Sector (B) Plan confirmed the importance of the rural environment in the northern part of the Isle of Man and recognised the limited opportunity for major new residential development. However, this Sector Plan also recognised the potential for some limited infill development or the logical extension of certain of the existing villages and hamlets.
- 3.2. In this regard, the 1991 North Eastern Sector Plan confirmed the designations in the 1982 Development Plan Order of two large areas north west and south west of Sulby Bridge for residential use. These areas are adequately serviced by the existing sewerage system and represent logical extensions to the village. The nine acre area to the north west of Sulby Bridge is presently still undeveloped. However, the area to the south west, which includes Carrick Park, continues to be progressively developed on the basis of an approved plot layout. This area also includes an approved development scheme to the south of the main road for 12 dwellings for which only the estate road has to date been established with services beneath.
- 3.3. At the outset of the Sulby Local Plan, a request was made by the local Commissioners to provide for further housing in the village particularly for first time buyers and young families. The Commissioners consider that the village would benefit as a community with a more balanced mix in the resident population and this could be achieved by providing new affordable homes for these groups. Based on the 1991 Census data, Illustration 1 portrays the age structure of the residential community in Sulby and confirms the fact that in 1991 approximately 23% of the local population was of pensionable age. The Commissioners are of the view that further residential development would have the added benefit of producing additional revenue through local rates which could be used to fund improved amenities and facilities for the village. In addition to the above, the Commissioners are also of the opinion that some local authority housing should be provided for old persons adjacent to Ballabrooie Estate. It is considered that sufficient land exists to the immediate south east of the estate and directly north of the existing area of open space part of which is used as a children's play area. It is considered that single storey dwellings would be appropriate in this area. This area was designated predominantly residential in the 1991 Sector Plan and accordingly the local plan reconfirms this designation.
- 3.4. In recognition of the Commissioners' requests and the fact that the principle of residential use for the nine acre site located north west of Sulby Bridge had been adopted by the 1982 Development Plan Order and 1991 Sector Plan, the Issues and Options document recommended the provision for new residential development for the majority of this site together with four other possible areas. Of the five recommended areas, only proposed areas 2 (north east of Sulby Glen cross roads) and 4 (land directly south of the primary school) had not been designated in any part for residential use in the 1991 Sector Plan. In the light of the responses received to these proposals, further site evaluations have been undertaken by the Office of Planning. Consequently both areas are recommend in this draft local plan as appropriate for new residential development.

**AREA 1  
REDESIGNATED TO AGRICULTURAL LAND**



- 3.5. Following the release of the Issues and Options document, considerable local opposition was received to the principle of residential development within area 1. In their response to the Issues and Options document, the Commissioners stated that they continue to believe area 1 is appropriate for residential development emphasising the immediate availability of sewerage services for the site and the close proximity and logical extension to an established residential part of the village. In general, the other recommended residential development areas incorporated in the Issues and Options document (ie. proposed areas 3 and 5) received a favourable response.

### **Proposed Residential Development Areas.**

- 3.6. In the light of the above considerations, the following provides the detailed proposals for new residential development in the village. It is considered that these proposals represent a balance between the request made by the local Commissioners and the responses received to the Issues and Options document from the local residents. Prior to the finalisation of these proposals, a further site evaluation of the individual areas was undertaken by the Office of Planning. In order to provide guidance and control for the future development of the proposed residential areas, outline development briefs are included for each site. In addition, policies, proposals and recommendations are included to further control and guide future residential development in the local plan area.

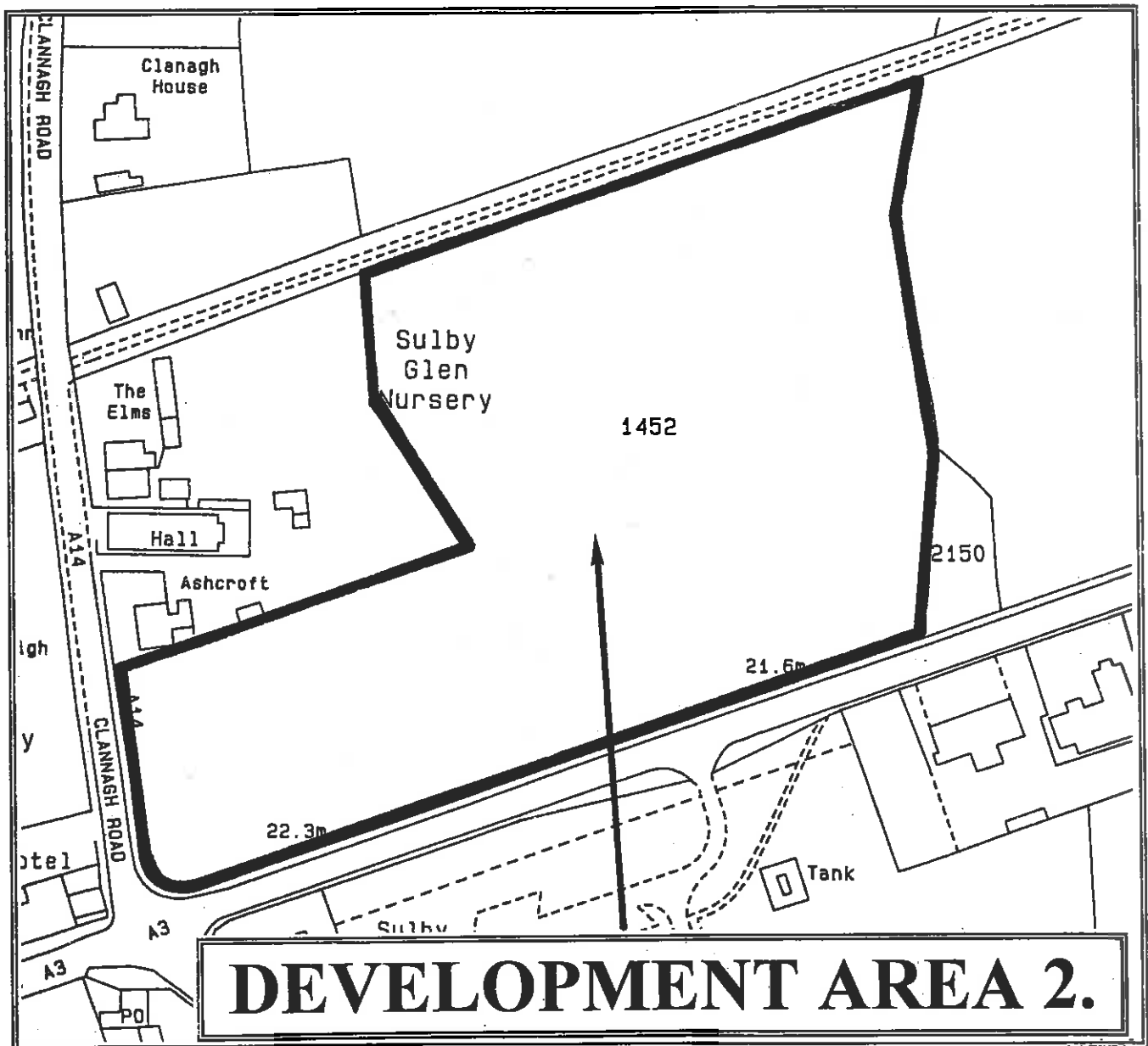
#### ***Area 1. The area north west of Sulby Bridge.***

- 3.7. As highlighted above, the 1982 Development Plan Order designated approximately nine acres of land in this area for further residential development. The Drainage Division of the Department of Transport has confirmed that the existing sewerage system has adequate capacity to accommodate any future development undertaken for this area. However, as a result of strong local opposition to the principle of residential development proposed for area 1, a further review of the appropriateness of including this area for new residential development has been undertaken by the Office of Planning. As a consequence, and considering the significant change which would result to the character and appearance of the village, it is considered that this area should not provide for any new residential development. In this regard, the local plan therefore designates area 1 as agricultural land/open space. This will promote and protect the open views across the fields and prevent the introduction of further large estate type development considered uncharacteristic and inappropriate for Sulby.

#### ***Area 2. Land to the north east of Sulby Glen cross roads.***

- 3.8. In order to provide for the long term growth needs of the village and partly offset the redesignation of area 1 to open space, this area is now designated for future housing the extent of which is illustrated on the enclosed map. Responses received to the Options and Issues document provided considerable support for the residential development of this area. Although this site does not have the benefit of being serviced by the existing mains sewerage system, it has the advantage of being located close to the existing school as well as potentially consolidating the Sulby Glen cross roads as the centre of the village.

Furthermore, this site has the possibility of providing a focal point for part of the village which would benefit from a civic open space such as a village green. Should this site be developed for housing, consideration could be given to either extending the existing mains system or providing an on site treatment plant. It is considered appropriate that a minimum of 0.6 hectares (one and a half acres) be dedicated to open space and play facilities.



***Development Brief.***

- 3.9. If after investigation it can be demonstrated that this area can be drained to the satisfaction of the Department of Transport, residential development of this area shall be undertaken in accordance with the following development brief.

1. A maximum of 21 dwellings may be permitted with some provision for either first time buyers or young families.
2. Substantial landscaping proposals shall form an integral part of the overall development with special attention given to the treatment of the site boundaries. Of particular concern will be the need to provide a continuation of the substantial tree line that exists along the main road and the provision of a village green at the south west corner of the site opposite the shop.
3. Vehicular access shall be from Clannagh Road (A14).
4. An area of public car parking shall be provided adjacent to the cross roads as part of the comprehensive development of the area.
5. Public open space, part of which should include play facilities, amounting to no less than 0.6 hectares (one and a half acres) must be provided within this area together with access thereto.
6. Prior to the submission of any comprehensive planning application, it is recommended that consultation be undertaken with the Department of Transport regarding all aspects of drainage.

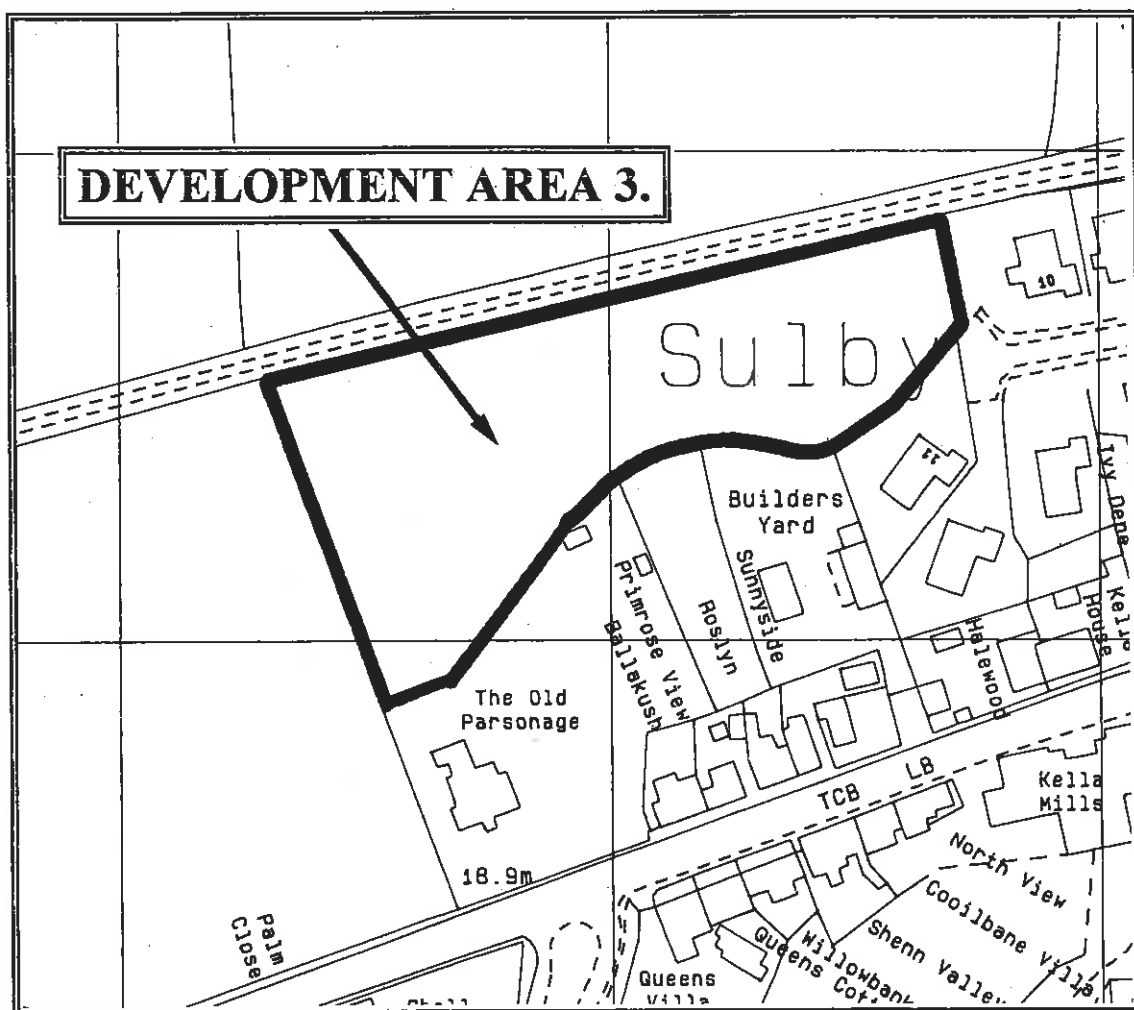
### *Area 3. An extension to the existing development at Kella Close.*

- 3.10. This area was designated for residential use in the 1982 Development Plan Order and, following a further appraisal of the site, it is considered appropriate to retain this zoning. The residential zoning is reconfirmed on the basis that some further development would not be unreasonable and could be satisfactorily accommodated as an extension to Kella Close provided screen planting is provided along the boundaries.

### *Development Brief.*

- 3.11. If after investigation it can be demonstrated that this area can be drained by gravity to the existing mains system, it is recommended that the residential development of this area may be undertaken in accordance with the following brief.
1. The residential development of this area shall be limited to a maximum of three detached dwellings.
  2. Substantial landscaping buffers shall be provided along the northern, western and southern boundaries as part of the commencement of development works on site.
  3. Vehicular access shall be from Kella Close.
  4. It should be noted that the Department of Transport has advised that there may be difficulties in draining the site by gravity. Whilst a pumping

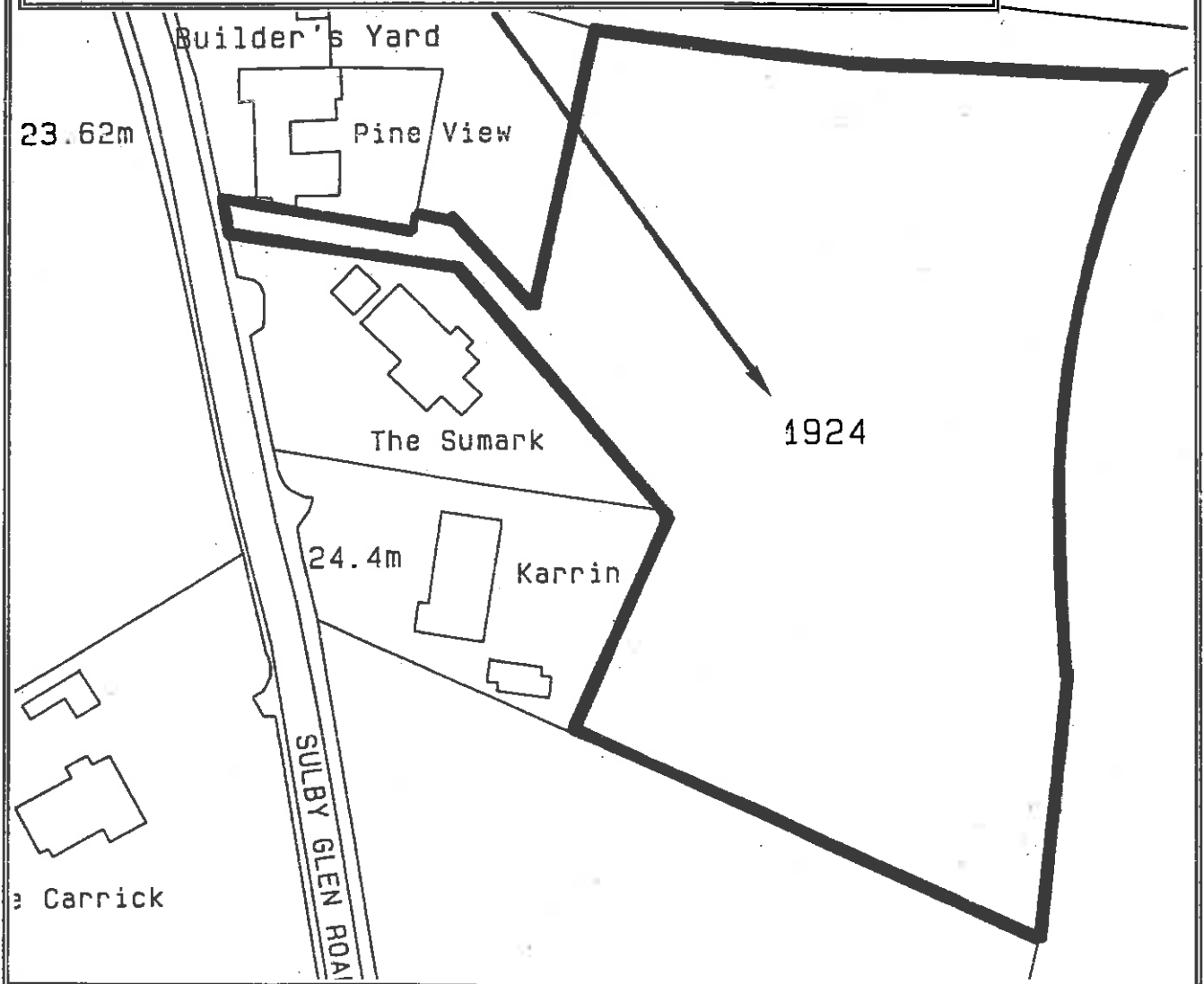
station could be installed, this would be of a such a size as to be contrary to the Department of Transport Drainage Division's general policy on such matters. If development of this area is to occur, it must be connected to the main foul sewer in a manner acceptable to the Department of Transport Drainage Division and their advice is strongly recommended prior to the submission of any planning application.



***Area 4. The area east of Sulby Glen Road directly south of the school.***

3.12. This area has been the subject of previous planning applications for residential development which have been refused principally on the basis that the land was not specifically designated for residential purposes and that the development would extend the built development into the countryside. An appraisal of this site has been undertaken and it is considered that some limited development would not have a visual impact on the adjoining properties or the surrounding area due to the existing substantial landscaping along the boundaries. In addition, the site is served by an existing access.

# DEVELOPMENT AREA 4.



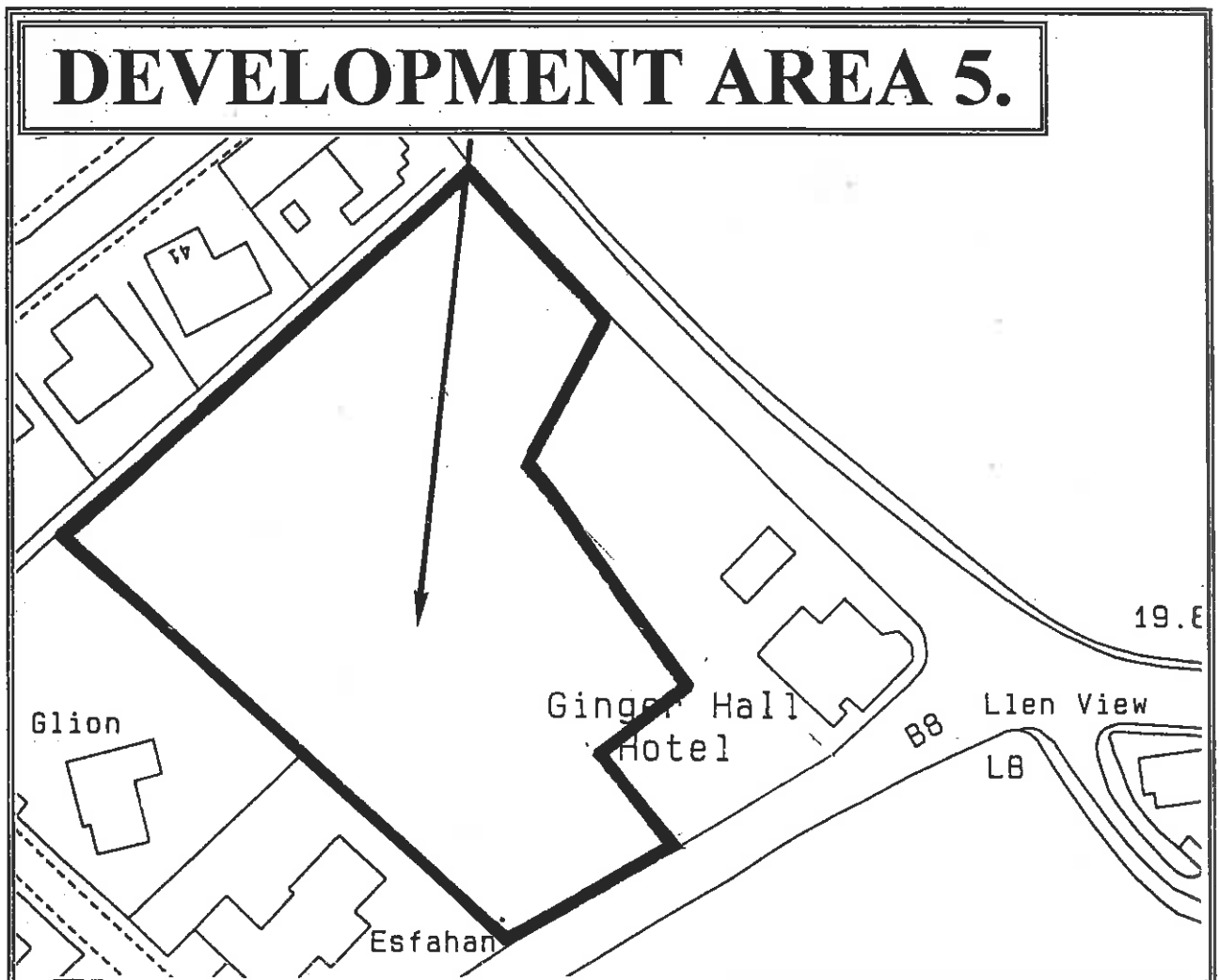
## *Development Brief.*

3.13. The development of this area shall be undertaken in accordance with the following brief.

1. The residential development of this site shall be limited to three single storey dwellings which can include dormer accommodation.
2. As part of the overall landscaping plan, provision shall be made for the retention and reinforcement of all existing mature trees and vegetation along the property boundaries.
3. The distances between the proposed dwellings and the site boundaries shall be consistent with those of adjoining developments.
4. Vehicular access shall be provided from the public road along the existing track on the western section of the site with improvements to the existing sight lines in accordance with the requirements of the Department of Transport.

### *Area 5. West of the Ginger Hall Hotel.*

- 3.14. The western half of this area was zoned a combination of Woodland and Area of High Landscape Value in the 1982 Development Plan Order. The hotel has relatively recently been sold off separate from the piece of land to the east and planning permission has recently been granted for the development of the remaining land for two dwellings(PA 95/1092).





### ***Development Brief.***

- 3.15. It is recommended that the development of this area shall be undertaken in accordance with the following brief.
1. **The residential development of this area shall be limited to two single storey dwellings with plot boundaries designed to allow the maximisation of car parking space for use by the hotel.**
  2. **Any future development proposals shall ensure the retention of the existing trees along the boundary with the Claddagh Road. (B8).**
  3. **Vehicular access for any residential development shall be from the B8.**
  4. **Any development proposals, whether for detached house or hotel car park, shall include a landscape buffer along the boundaries of the property.**
  5. **The dwellings must be connected to the main foul sewer and no tree planting should be introduced over any part of the foul sewer which crosses the site.**

### ***Area 7. Land at Ballabrooie.***

- 3.16. It has been suggested that the provision of local authority housing should be extended to include the provision of smaller, single storey units suitable for more elderly persons so that larger family housing can be released for families. The Department has identified an area opposite the existing housing which could be used for such a purpose. If further housing is to be erected then the existing play facilities on the site should be relocated. There is adequate space in the vicinity where the play facilities could be relocated: the land immediately to the south may be subject to water-logging and thus may need to be taken into account at the relevant time.

### **Summary.**

- 3.17. In addition to the foregoing areas, permission has been granted to the change of use of the former school on the Sulby Straight to living accommodation and the creation of a dwelling adjacent to this on the site of the former school master's house (PA 94/0747). Both buildings(although only one remains) played an important part in the village's history and contributed to the visual character of the village in terms of their architectural and characteristic finishes. This change of use for the school will continue to be supported in order to maintain and renovate the building, although other uses may be considered appropriate (see paragraphs 7.6. and 11.2). The erection of a new dwelling by the site of the former school master's house will also continue to be supported provided that the replacement building is correctly and sensitively designed to reflect the design and character of the building which existed previously on the site.
- 3.18. It is estimated that the above proposed residential development areas will provide potential

for the following number of new dwellings in the village:

| Area           | Site Area                   | Total New Dwellings |
|----------------|-----------------------------|---------------------|
| 2.             | 2.02 hectares. (5.00 acres) | 21                  |
| 3.             | 0.32 hectares. (0.80 acres) | 3                   |
| 4.             | 1.11 hectares. (2.75 acres) | 3                   |
| 5.             | 0.69 hectares. (1.70 acres) | 2                   |
| <b>Total =</b> |                             | <b>29 dwellings</b> |

- 3.19. The above potential for new residential development in Sulby of a maximum of 29 dwellings, together with the 12 approved, undeveloped plots on the presently incomplete development north of Carrick Park, the recently approved change of use of the former school to living accommodation and the principal of a new dwelling adjacent to the old school, is considered a reasonable and acceptable balance between meeting the future growth needs of Sulby and preserving the important rural character of the village.
- 3.20. It is not considered appropriate to during the lifetime of this local plan to allow any further new residential development outside either the above designated development areas or the existing established residential areas as defined on the Scheme Order(Map 3).

## **POLICIES.**

- 3.21. In light of the above considerations, the following residential policies are regarded appropriate for Sulby.

### **POLICY : RES/P/1.**

- 3.22. IN ADDITION TO ENCOURAGING THE COMPLETION OF EXISTING PARTLY COMPLETED DEVELOPMENT SITES WITHIN SULBY AND OUTSIDE THOSE ESTABLISHED RESIDENTIAL AREAS DEFINED ON THE SCHEME ORDER, NEW RESIDENTIAL DEVELOPMENT SHALL BE LIMITED TO PROPOSED DEVELOPMENT AREAS 2 TO 5 DETAILED ABOVE AND DELINEATED ON THE SCHEME ORDER.**

### **POLICY : RES/P/2.**

- 3.23. ALL NEW RESIDENTIAL DEVELOPMENT WITHIN PROPOSED DEVELOPMENT AREAS 2 TO 5 SHALL BE UNDERTAKEN IN ACCORDANCE WITH THE RESIDENTIAL DEVELOPMENT BRIEFS OUTLINED ABOVE.**

**POLICY : RES/P/3.**

**3.24. OUTSIDE THE DEFINED BOUNDARIES OF DEVELOPMENT AREAS 2 TO 5, NEW RESIDENTIAL DEVELOPMENT MAY ONLY BE APPROVED WHERE IT COMPLIES WITH PLANNING CIRCULARS 1/88, 3/88 AND 3/89.**

**POLICY : RES/P/4.**

**3.25. SUPPORT WILL BE GIVEN FOR THE REDEVELOPMENT OF THE EXISTING BUILDING LOCATED SOUTH OF KELLA MILL FOR RESIDENTIAL USE. THE REPLACEMENT OF THE EXISTING BUILDING WOULD BE CONSIDERED AS A SIGNIFICANT PLANNING GAIN.**

## **4. OPEN SPACE, RURAL LANDSCAPE AND NATURE CONSERVATION.**

### **Preservation of Rural Village Character.**

- 4.1. The rural character of Sulby is principally attributed to the significant tracts of open space that exist within the village which should continue to be preserved and protected from indiscriminate development. The extent of these areas was highlighted in the 1991 North Eastern Sector Plan and are illustrated on Map 3. The principal focal points for existing development within the village are the Sulby Glen cross roads, the large area around the junction between Kella Road and the A3, the Sulby Glen/Claddagh Road junction and the development area centred on Carrick Park. In order to preserve the open and rural character of the village, it is considered particularly important to protect the large tracts of open space and woodland which separate these established developed areas. Their retention as essentially undeveloped areas will provide for a visual and physical segregation between the developed areas and prevent any unnecessary extension of ribbon development which is considered inappropriate for the village. Views expressed by the local community endorse the need to protect these areas in the interests of preserving the existing rural character of the village. The local plan fully supports this position.
- 4.2. In order to preserve the visual and environmental quality of the village, it is also considered important to restrict new development to those areas identified on the proposals map (Map 3). In addition, all new development proposals should be required to incorporate substantial landscaping provisions to further enhance the open space and rural character of the village. As part of any new development, and where practicable, encouragement will be given to the implementation of landscaping proposals either prior to the commencement of development works on site or as part of any first phase.

### **Woodland Protection.**

- 4.3. Sulby is fortunate to have significant and extensive areas of mature woodland which contribute positively to the visual and environmental qualities of the village. The main areas of woodland were identified in the 1982 Order and reconfirmed in the 1991 Sector Plan and include the important avenue of trees along the A3 immediately east of the Sulby cross-roads, the area around Staward Farm, and the extensive wooded area between Claddagh Recreation Area and Glen Villas.
- 4.4. In order to fully protect and preserve the important individual trees within the village, it is recommended that a comprehensive study be undertaken by the Department of Agriculture, Fisheries and Forestry which identifies those individual specimens considered appropriate for Registration. In addition, and similar to the policy adopted in the 1991 Sector Plan, the local plan will continue to protect the important areas of woodland within the village for the areas identified on the Scheme Order (Map 3).

## **Sulby Conservation Area.**

- 4.5. Sulby Glen is considered one of the most scenic parts of the Isle of Man and public support has been received to the proposal to designate this as a Conservation Area. As the majority of this area is outside the local plan area, the extent of the Conservation Area boundary should be the subject of a separate study. Consideration should, however, be given to including the southern part of the local plan area incorporating part of the Sulby River valley.

## **Nature Conservation.**

- 4.6. The Wildlife Act 1990 places restrictions on the killing, taking, keeping and sale of certain wild birds and their eggs, certain plants and animals. Of these, bats are known to roost within the area and it is likely that the common frog and viviparous lizard also occur in the area. The Island is also signatory to the Agreement on the Conservation of Bats in Europe which affords protection to bats, their roosts and feeding areas.
- 4.7. The Wildlife Act empowers the Department of Agriculture, Fisheries and Forestry to designate areas of Special Scientific Interest, Areas of Special Protection for Birds and Areas for Special Protection for Animals and Plants. This Department's Phase 1 Habitat Survey 1991-94 produced four written notes for three areas of ecological interest;

**Cronk Sumark,  
Kella Mill Dam,  
Disused Railway line between Sulby Glen Station and Sulby Bridge Station.**

Whilst not designated as ASSI's or ASP's as yet, care should be taken to afford special protection during and after development which may be proposed in the vicinity.

- 4.8. The Sulby River Corridor is recommended in the habitat survey for consideration as a wildlife site. Any developments must not encroach upon the banks of the Sulby River and a buffer strip must be maintained between any development and the river which must not be polluted at any time. The Island is also signatory to the Ramsar Convention on Wetlands of International Importance especially as water fowl habitat (Cmnd. 6456, 1973) which adds to the importance of protecting the Sulby River and the Kella Mill Dam.
- 4.9. It is important also that other "green" or "wildlife" corridors are identified particularly in an intensively managed agricultural landscape. Wildlife corridors are linear features of semi-natural vegetation and provide an important resource for wildlife allowing movement of flora and fauna and providing an important educational and recreational resource. Within the local plan area, the Sulby river is by far the largest and most significant corridor but that associated with the stream at Narrdale is also important. The disused Sulby line between the Sulby Glen Station and Sulby Bridge Station is popular with walkers as well as comprising a linear strip of semi natural vegetation and supports a range of flowering plants of some interest.

## **Opportunities for Enhancement.**

4.10. The local plan also addresses opportunities for enhancement of the value of sites for nature conservation and its use for education and recreation. This entails the restoration of features that have been lost or the creation of new features appropriate to the situation. The potential for the enhancement of wildlife in the local plan area may be summarised as follows:

- **habitat creation on land of little or no existing ecological interest. Suitable projects could include the planting of native trees and shrubs, creation of wildflower meadows and the excavation of pond. Such habitat creation can be particularly valuable when adjacent to existing areas of ecological interest.**
- **enhancing linear woodland features (ie. rows of trees) by supplementary planting or natural regeneration**
- **incorporating native species of trees and shrubs in areas of exotic species and in gardens to private dwellings.**
- **landscaping and environmental improvements should aim to include, where appropriate, planting of species which can be of significant value to wildlife, in particular the use of plants which would benefit birds and butterflies.**
- **siting of bird nesting boxes and bat roosting boxes.**

## **POLICIES, PROPOSALS AND RECOMMENDATIONS.**

4.11. In the light of the above considerations, the following policies, proposal and recommendations are considered appropriate for Sulby.

### **POLICY : OS/P/1.**

**4.12. OTHER THAN THOSE AREAS SPECIFICALLY DESIGNATED FOR DEVELOPMENT AND IDENTIFIED ON THE SCHEME ORDER, NO OTHER AREAS SHOULD BE RELEASED FOR NEW DEVELOPMENT DURING THE LIFETIME OF THIS LOCAL PLAN. IF DURING THE NEXT REVIEW OF THIS LOCAL PLAN IT IS CONSIDERED APPROPRIATE TO RETAIN THE DEVELOPMENT DESIGNATIONS OR RELEASE FURTHER LAND FOR DEVELOPMENT, THESE ISSUES SHOULD BE ADDRESSED AND DETERMINED AT THAT TIME.**

**POLICY : OS/P/2.**

- 4.13. IN THE CASE OF TRADITIONAL BUILDINGS ALL ADDITIONS AND RENOVATIONS TO EXISTING STRUCTURES SHALL BE CAREFULLY DESIGNED AND FINISHED IN SYMPATHY WITH THE TRADITIONAL APPEARANCE AND CHARACTER OF THE BUILDINGS. PLANNING CIRCULAR 3/91 SHOULD BE CONSULTED.

**POLICY : OS/P/3.**

- 4.14. THERE SHALL BE A GENERAL PRESUMPTION AGAINST ANY DEVELOPMENT WHICH WOULD HAVE AN ADVERSE IMPACT ON ANY AREA OF ECOLOGICAL INTEREST. ATTENTION IS DRAWN TO THE PROVISIONS OF THE WILDLIFE ACT 1990 AND ITS SPECIAL PROTECTION OF FLORA, FAUNA AND THEIR HABITAT.

**RECOMMENDATION : OS/R/1.**

- 4.15. ALL NEW DEVELOPMENT SHALL INCORPORATE AREAS OF OPEN SPACE TOGETHER WITH LANDSCAPING PROPOSALS. IN ADDITION, AND WHERE PRACTICABLE, LANDSCAPING PROPOSALS SHOULD BE IMPLEMENTED PRIOR TO THE COMMENCEMENT OF ANY DEVELOPMENT WORKS ON SITE.

**RECOMMENDATION : OS/R/2.**

- 4.16. THE DEPARTMENT OF AGRICULTURE, FISHERIES AND FORESTRY SHOULD UNDERTAKE A STUDY OF EXISTING TREES WITHIN THE VILLAGE IN ORDER TO IDENTIFY THOSE SPECIMENS CONSIDERED APPROPRIATE FOR REGISTRATION AND TO HIGHLIGHT AREAS WHERE ADDITIONAL REINFORCEMENT PLANTING SHOULD OCCUR.

**RECOMMENDATION : OS/R/3.**

- 4.17. APPLICANTS ARE ADVISED TO CONSULT THE CONVENOR OF THE WILDLIFE COMMITTEE AND THE MANX BAT GROUP PRIOR TO THE SUBMISSION OF ANY PROPOSALS WHICH MAY AFFECT BATS OR THEIR ROOSTS.

**PROPOSAL : OS/PR/1.**

- 4.18. IN ORDER TO PROTECT ITS BEAUTY AND CHARACTER, CONSIDERATION SHALL BE GIVEN TO DESIGNATING SULBY GLEN AS A CONSERVATION AREA. THE POSSIBLE INCLUSION OF PART OF THE SOUTHERN SECTION OF THE SULBY RIVER VALLEY WITHIN THE CONSERVATION AREA SHOULD BE DETERMINED AT THAT TIME.

## **5. COMMERCIAL.**

### **Existing Policy (Retail Development).**

- 5.1. Policy NE/R/P1 of the 1991 North Eastern Sector Plan reiterated the Department's general policy with regard to the location of significant new retail developments within town and village centres as endorsed by Tynwald. In accordance with this adopted policy, no new retail developments will be permitted in Sulby unless the development is considered appropriate in terms of scale and character to the environment of the village.

### **Present Facilities.**

- 5.2. The Issues and Options document suggested that the village could benefit from the provision of additional improved facilities such as a larger shop and petrol station. The general view which has been expressed by local residents and the Commissioners is that the existing shopping facilities are basically adequate for local needs, but some provision should be made for off street car parking for the shop at the Sulby cross-roads. In this regard, there would be no objection to the principle of some parking adjacent to the existing shop, although consultation with the Department of Transport should be undertaken regarding any access involving the A3 prior to the submission of any planning application. Furthermore, any car parking proposals should take into account the visual sensitivity of this site and include landscaping provisions along the boundaries of any parking area. There would be no objections to modest additions to the existing shop in this location, provided that parking is provided, which should preferably be provided as a rear extension to the existing premises. The majority of local residents consider that a petrol station is not needed in the village as this facility is adequately provided for in Ramsey and the adjoining neighbouring village of Ballaugh.
- 5.3. The importance of services provided by the existing restaurants within the village have been generally acknowledged by local residents in their responses to the Issues and Options document, particularly in catering for visiting tourists. The need for a replacement small, cafe facility, however, has been identified and it is suggested that this should be provided as part of a change in use to an existing property within the village.

### **POLICIES AND PROPOSAL.**

- 5.4. In light of the above considerations, the following policies and proposal are considered appropriate for Sulby.

#### **POLICY : CM/P/1.**

- 5.5. IN ACCORDANCE WITH THE ADOPTED POLICY OF TYNWALD, NEW RETAIL DEVELOPMENT WILL ONLY BE PERMITTED WITHIN SULBY WHERE THIS IS APPROPRIATE IN TERMS OF SCALE AND CHARACTER TO THE ENVIRONMENT OF THE VILLAGE.**



**POLICY : CM/P/2.**

- 5.6. IMPROVEMENTS AND EXPANSION TO THE EXISTING RETAIL AND RESTAURANT USES WITHIN THE VILLAGE WILL BE ENCOURAGED. ANY PROPOSALS TO EXTEND THE EXISTING SHOP AT SULBY CROSS-ROADS WILL NEED TO INCLUDE PROVISION FOR OFF STREET PARKING. ANY CAR PARKING PROPOSALS SHOULD INCLUDE PROVISION FOR LANDSCAPING ALONG THE BOUNDARIES.**

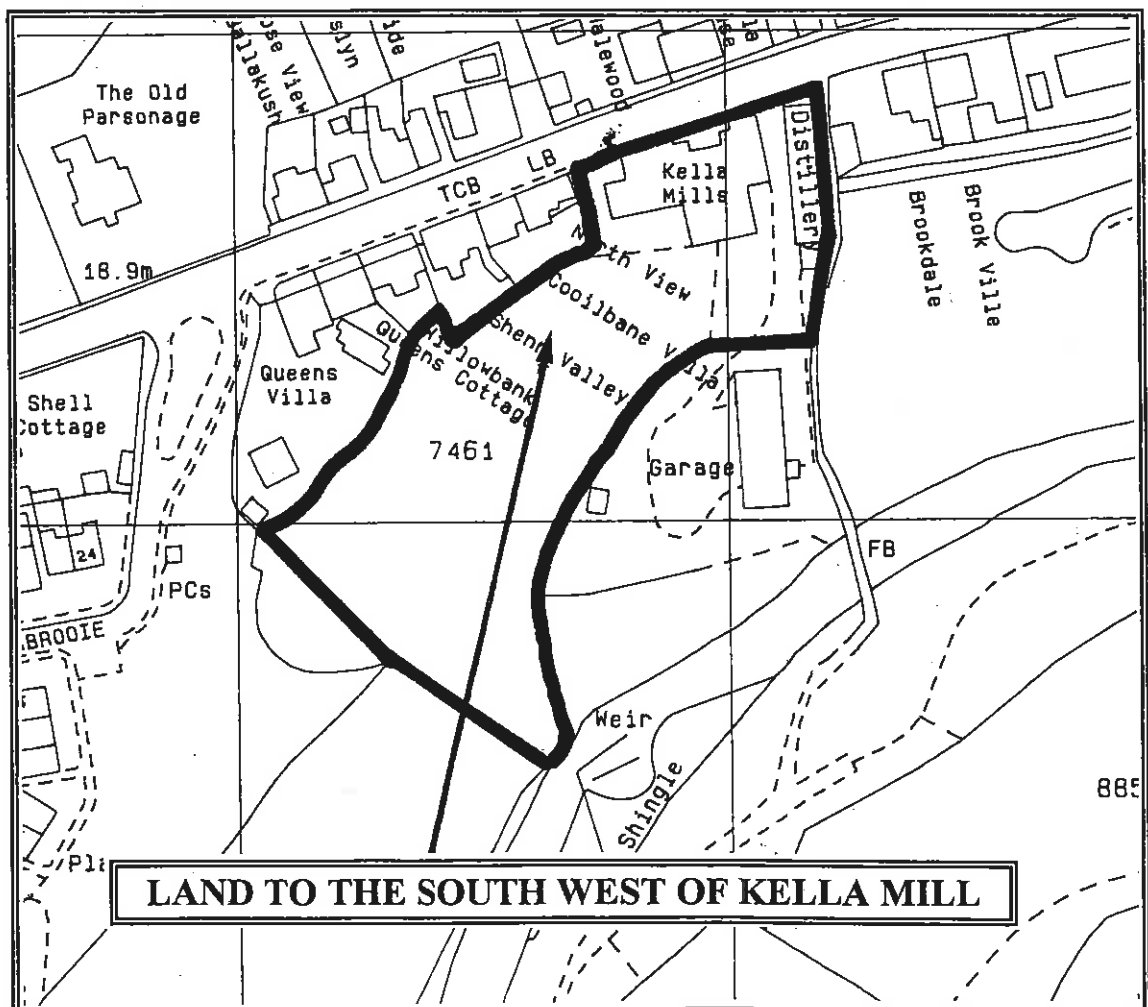
**PROPOSAL : CM/PR/1.**

- 5.7. SUPPORT WILL BE GIVEN BY THE OFFICE OF PLANNING TO ANY REASONABLE PROPOSALS FOR A CHANGE IN USE OF PROPERTY TO PROVIDE CAFE FACILITIES WITHIN THE VILLAGE. WHERE POSSIBLE, OFF STREET PARKING FACILITIES SHOULD BE PROVIDED WHERE THIS IS NOT DETRIMENTAL TO THE APPEARANCE OF THE STREETScape.**

## 6. INDUSTRY.

### Existing Industrial Uses.

6.1. The existing industrial activities in the village are limited to the Kella Mill, the adjoining car repair workshop/joiner's store, the window manufacturers adjacent to the Mill Restaurant and the various builders yards around the village. It is considered inappropriate to make provision for any further industrial activity in Sulby apart from local small scale industrial premises, small craft workshops and agricultural related industrial uses. Small craft workshops can provide additional employment as well as establish points of interest for tourists. Notwithstanding the above, this form of light industrial development should only be permitted where it can be demonstrated that the operation is in keeping with the rural nature, scale and character of the village. In such cases, the proposed operations will be encouraged to use either redundant buildings or the conversion of existing buildings and structures. Support for the establishment of this form of industrial development will be consistent with adopted Policies NE/I/P2 and P3 of the 1991 North Eastern Sector Plan. Where appropriate, support will also be given to development directly related to agriculture, but only in those circumstances where the location, scale and nature of the development will not have a detrimental impact on the either the character or visual amenities of the village.



## **Kella Mill.**

### ***Land to the south west of Kella Mill.***

- 6.2. Representations have been received to provide for the possible future expansion to the Kella Mill. This request has been carefully examined and it is felt by the Department that further expansion of the Mill operations could provide additional opportunities for economic expansion and employment as well as presenting added interest for visitors to the site. In particular, if any expansion is proposed, it may be possible to secure improvements and enhancement of the rest of the site, particularly in respect of the reinstatement of the mill pond with general improvements and additions to landscaping within the site. No development brief is provided in this respect however any proposals for the site must address the site as a whole and illustrate improvements to the site as identified above.

## **POLICIES AND PROPOSAL.**

- 6.3. In light of the above considerations, the following policies and proposal are considered appropriate for Sulby.

### **POLICY : IND/P/1.**

- 6.4. **APART FROM LOCAL SMALL SCALE INDUSTRIAL PREMISES, SMALL CRAFT WORKSHOPS AND AGRICULTURAL RELATED INDUSTRIAL USES, NO FURTHER INDUSTRIAL DEVELOPMENT SHALL BE PERMITTED WITHIN THE BOUNDARIES OF THE LOCAL PLAN. THESE WILL ONLY BE PERMITTED ON THE BASIS THAT THE USE WILL BE IN KEEPING WITH THE RURAL NATURE, SCALE AND CHARACTER OF THE VILLAGE AND ITS SURROUNDINGS. WHERE POSSIBLE, THESE ACTIVITIES SHOULD EITHER USE REDUNDANT BUILDINGS OR CONVERT EXISTING BUILDINGS.**

### **POLICY : IND/P/2.**

- 6.5. **NEW DEVELOPMENT RELATED DIRECTLY TO AGRICULTURE WILL ONLY BE PERMITTED WITHIN THE VILLAGE IF IT CAN BE CLEARLY DEMONSTRATED THE PROPOSED DEVELOPMENT IS NECESSARY AND WILL NOT HAVE AN ADVERSE IMPACT ON THE RURAL CHARACTER OR VISUAL AMENITIES OF THE VILLAGE.**

### **POLICY : IND/P/3.**

- 6.6. **EXTENSIONS TO EXISTING LIGHT INDUSTRIAL PREMISES WILL ONLY BE APPROVED IF THE PROPOSED DEVELOPMENT IS IN KEEPING WITH**

**THE NATURE, SCALE AND CHARACTER OF THE RURAL SURROUNDINGS AND IS NOT DETRIMENTAL TO THE AMENITIES OF ADJACENT EXISTING PROPERTIES.**

**POLICY : IND/P/4.**

- 6.7. IT IS CONSIDERED THAT A RESIDENTIAL USE OF THE SITE BEHIND THE KELLA MILL, PRESENTLY OCCUPIED BY A LARGE INDUSTRIAL BUILDING AND USED FOR VEHICLE REPAIRS AND JOINERY STORAGE, MAY PRODUCE A BETTER DEVELOPMENT AND ACTIVITY MORE APPROPRIATE FOR THIS AREA. NOTWITHSTANDING THIS CONSIDERATION, THE CONTINUED USE OF THE EXISTING OPERATION OR AN ALTERNATIVE LIGHT INDUSTRIAL USE MAY BE SUPPORTED IF IT CAN BE DEMONSTRATED THAT THE PROPOSED DEVELOPMENT WILL HAVE NO ADVERSE IMPACT ON THE ADJOINING RESIDENTIAL AREA IN TERMS OF TRAFFIC, NOISE AND APPEARANCE.**

**PROPOSAL : IND/PR/1.**

- 6.8. ANY PROPOSALS FOR THE POSSIBLE FUTURE EXPANSION OF KELLA MILL LOCATED WITHIN PROPOSED DEVELOPMENT AREA 7 SHALL BE IN ACCORDANCE WITH THE DEVELOPMENT BRIEF DETAILED IN PARAGRAPH 6.3.**

## **7. TOURISM AND RECREATION.**

### **Existing Attractions and Facilities.**

- 7.1. The principal attraction of Sulby is essentially the rural character of the village and the immediate environs. The significant areas of unspoilt open spaces and woodland combined with the scenic river valley and mountain setting in the south provide a unique quality appreciated by both locals and visitors alike. Part of the T.T course runs through the heart of the village along the A3 and is a major attraction during race weeks. The Agricultural Show is also a popular event.
- 7.2. Of particular importance is the Claddagh Recreation Area which attracts many local visitors throughout most of the year, including mobile homes during most weekends as well as the holiday period. It is considered important to continue to maintain this facility at a high standard for all visitors and not permit any further new development as this could prejudice the existing character of this recreation area. Of equal importance to the area is the ancient monument of Cronk Sumark located in the south east part of the village and the views there from. This is considered a site of major archaeological significance and surviving remains include ramparts, partly vitrified and probably of Iron Age date. Footpath access exists to the summit of this historic site which provides spectacular views over Sulby village and the majority of the Northern Plain.
- 7.3. The principal tourist facilities within Sulby are the Sulby Glen and Ginger Hall Hotels. In the interests of maintaining the standard of facilities available at these establishments, it is considered important to give support to any reasonable proposals for improvements or additions to these premises. Of particular importance is the need to improve the car parking facilities at the Ginger Hall Hotel and detailed recommendations are provided in paragraph 3.14/15. above.
- 7.4. There is a shortage of both small self catering and serviced registered tourist accommodation in the area, the only registered premises being the Willowbank property on the A3 east of Ballabrooie estate and Kerrowmoor House. It is considered important to encourage the conversion of other existing properties to registered accommodation in order to widen the range of accommodation available to visitors to the Island.
- 7.5. Of significant importance to tourists and locals is information on the existing system of public rights of way and footpaths within the village linking the major landmarks and places of interest together with highlighting the outstanding scenic viewpoints. In this regard, a village guide should be prepared by Government which should include a map with the designated public footpaths and details of the various facilities located throughout the village.

### **Village Hall.**

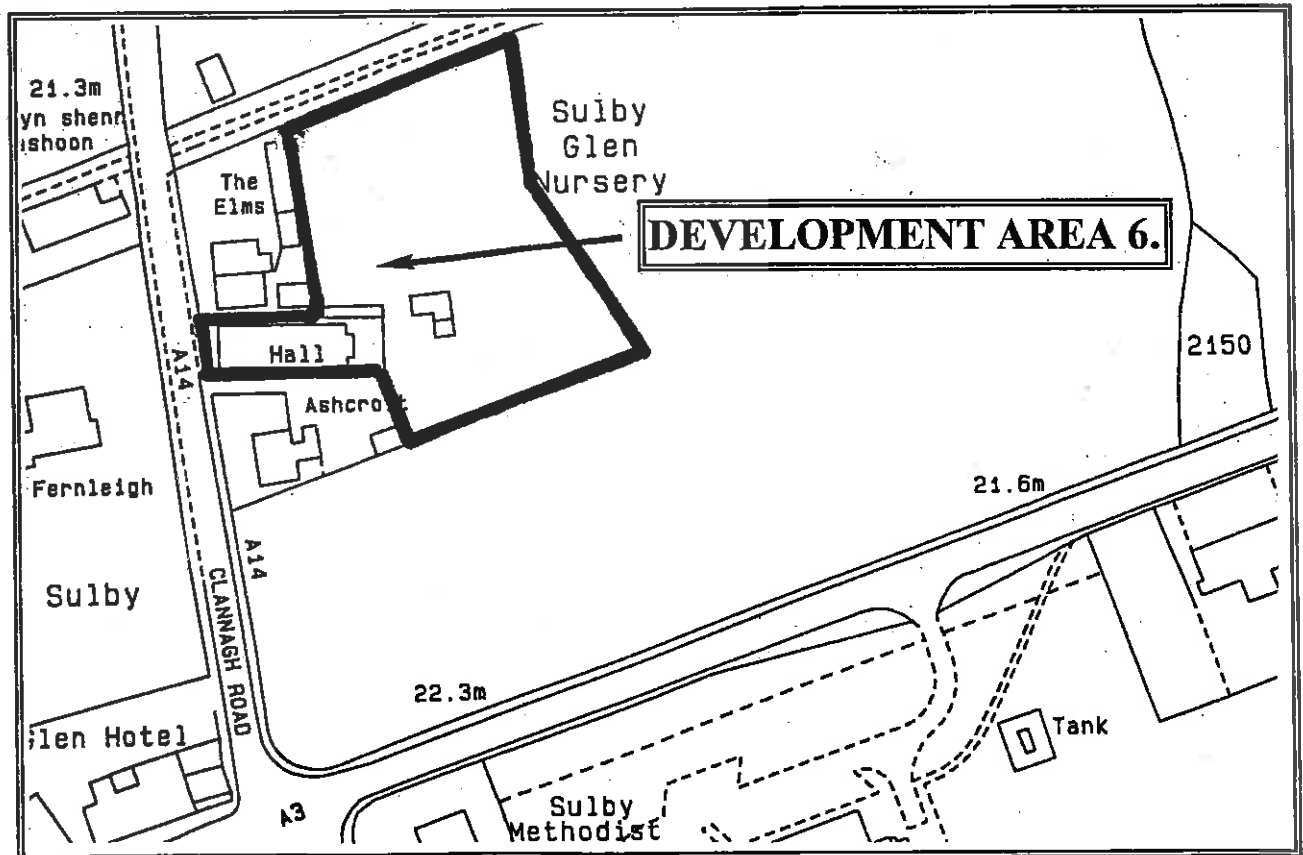
- 7.6. One of the principal concerns expressed by local residents is the lack of recreational facilities within the village particularly those available to the youth of the community. The existing village hall presently provides the basis for indoor recreational facilities in

the village and the local Commissioners are presently evaluating the cost implications of rebuilding or extending the hall. It is considered appropriate to provide for either the rebuilding or extension to this important community facility and land is therefore designated for this purpose in the local plan and identified as development area 6 on the Scheme Order (Map 3). Suggestions have been made to use the old Sulby school building for additional indoor recreational activities, despite the fact that planning permission has been granted for the use of the former school as living accommodation (PA 94/0787).

### ***Area 6. Development Brief.***

7.7. The following consideration should be taken into account in the development of this site.

- 1. Adequate off street parking shall be provided as part of any proposals for the rebuilding of or extensions to the existing hall.**



- 7.8. In addition to the above, views have also been expressed regarding the need within the community for a large outdoor playing field for cricket and football. It is recommended that in consultation with the Commissioners, the Department of Tourism and Leisure gives consideration to the provision of this facility in a central location between Sulby Glen cross roads and the Kella Road junction.

## **POLICIES AND RECOMMENDATIONS.**

- 7.9. In light of the above, it is considered that the following policies and recommendations are appropriate for Sulby.

### **POLICY : T.R./P/1.**

- 7.10. SUPPORT WILL BE GIVEN FOR ANY REASONABLE PROPOSALS OF APPROPRIATE DESIGN FOR ADDITIONS TO THE SULBY GLEN OR GINGER HALL HOTELS AND ANY OTHER TOURIST RELATED PREMISES WITHIN THE VILLAGE. THESE ADDITIONS SHOULD INCLUDE EXTENSIONS TO EXISTING CAR PARKING FACILITIES IF REQUIRED.

### **POLICY : T.R./P/2.**

- 7.11. THE CLADDAGHS RECREATION AREA IS RECOGNISED AS AN IMPORTANT PUBLIC OPEN SPACE AND THEREFORE NO FURTHER NEW DEVELOPMENT WILL BE PERMITTED WHICH WOULD PREJUDICE EITHER THE SETTING OR USE OF THIS PUBLIC AMENITY.

### **POLICY : T.R./P/3.**

- 7.12. PROPOSALS FOR EITHER THE REBUILDING OF OR EXTENSIONS TO THE EXISTING VILLAGE HALL MAY BE UNDERTAKEN IN ACCORDANCE WITH THE DETAILS OF THE BRIEF FOR DEVELOPMENT AREA 6.

### **RECOMMENDATION : T.R./R/1.**

- 7.13. ENCOURAGEMENT WILL BE GIVEN TO THE CONVERSION OF EXISTING RESIDENTIAL PROPERTIES WITHIN THE VILLAGE TO REGISTERED TOURIST ACCOMMODATION. APPLICANTS ARE ADVISED TO CONTACT THE DEPARTMENT OF TOURISM AND LEISURE WITH REGARD TO AVAILABILITY OF GRANT ASSISTANCE.

### **RECOMMENDATION : T.R./R/2.**

- 7.14. IT IS RECOMMENDED THAT, IN CONSULTATION WITH THE LOCAL COMMISSIONERS, THE DEPARTMENT OF TRANSPORT, THE DEPARTMENT OF TOURISM AND LEISURE AND THE DEPARTMENT OF AGRICULTURE, FISHERIES AND FORESTRY PREPARE A VILLAGE GUIDE HIGHLIGHTING DESIGNATED RIGHT OF WAYS AND FOOTPATHS IN THE AREA TOGETHER WITH PLACES OF INTERESTS. THIS GUIDE SHOULD INCLUDE THE VARIOUS FACILITIES LOCATED WITHIN THE VILLAGE.

**RECOMMENDATION : T.R./R/3.**

- 7.15. IT IS RECOMMENDED THAT IN CONSULTATION WITH THE LOCAL COMMISSIONERS, CONSIDERATION BE GIVEN TO THE PROVISION OF A LARGE OUTDOOR RECREATIONAL FACILITY FOR THE COMMUNITY IN AN AREA LOCATED BETWEEN THE SULBY GLEN CROSS ROADS AND KELLA ROAD.**



## **8. TRAFFIC AND PARKING.**

### **Existing Traffic and Parking Problems.**

- 8.1. The principal traffic related problem in Sulby is considered to be the volume and speed of heavy goods vehicles using the main A3 road which passes directly through the village. It has been suggested that in order to reduce the speed of traffic through the village, appropriate "traffic calming" measures should be investigated by the Department of Transport, particularly the approaches to Sulby Glen cross roads and through the established residential area in the eastern part of the village. It has also been suggested that improvements be undertaken to the existing footpath between the eastern part of the village and the new primary school. with a new footpath sited behind the existing hedge along the A3 boundary to provide a safer route for children walking to the school.
- 8.2. The lack of off street parking space has also been identified as a major problem throughout the village. Older properties fronting directly onto the main roads in most cases do not have any provision for off street car parking resulting in vehicles being forced to park on the roadside creating potential traffic hazards. This is of particular concern along the southern part of Sulby Glen Road where the road is narrow and along the A3 in the eastern part of the village where roadside parking conflicts with heavy goods vehicles passing through. Future residential development will be required to provide a minimum of 2.0. spaces per dwelling. Depending upon the location of the development, this parking may be required to be located behind the building line. Of particular concern is the lack of off street and service parking for the shop at Sulby cross roads and at the Ginger Hall Hotel. Off street and service parking will be required as part of any further development of both these sites.

### **POLICY, PROPOSALS AND RECOMMENDATIONS.**

- 8.3. The following policy, proposals and recommendations are considered appropriate for Sulby.

#### **POLICY : T.P./P/1.**

- 8.4. **IN THE CASE OF NEW DEVELOPMENT, OFF STREET PARKING AT A MINIMUM STANDARD OF 2.0. SPACES PER DWELLING WILL BE REQUIRED WHICH EXCLUDES ANY GARAGE. THESE SPACES WILL NORMALLY BE PROVIDED BEHIND THE EXISTING BUILDING LINE.**

#### **PROPOSAL : T.P./P/2.**

- 8.5. **ANY FUTURE PROPOSALS FOR ADDITIONS OR EXTENSIONS TO THE SHOP AT THE SULBY GLEN CROSS ROADS AND THE GINGER HALL HOTEL WILL ONLY BE SUPPORTED IF ADEQUATE OFF STREET VISITOR CAR PARKING IS PROVIDED.**

**PROPOSAL : T.P./PR/1.**

- 8.6. IT IS PROPOSED THAT A PUBLIC CAR PARKING AREA BE PROVIDED IN THE SOUTH WESTERN SECTION OF DEVELOPMENT AREA 2 WITH DIRECT ACCESS ONTO THE CLANNAGH ROAD (A14).**

**RECOMMENDATION : T.P./R/1.**

- 8.7. IT IS RECOMMENDED THAT THE DEPARTMENT OF TRANSPORT CONSIDERS THE RESITING OF THE PAVEMENT ALONG THE A3 BETWEEN BALLABROOIE ESTATE AND SULBY GLEN CROSS ROADS TO A POSITION BEHIND THE EXISTING HEDGE WHICH PRESENTLY RUNS PARALLEL WITH THE MAIN ROAD.**

**RECOMMENDATION : T.P./R/2.**

- 8.8. IT IS RECOMMENDED THAT THE DEPARTMENT OF TRANSPORT CONSIDERS THE PROVISION OF PAVEMENTS ALONG THE FULL LENGTH SULBY GLEN ROAD AND BETWEEN KELLA CLOSE AND THE A3.**

## **9. REGISTERED BUILDINGS.**

- 9.1. Historic buildings and structures are regarded an important part of the Manx heritage. Within Sulby, there are many fine examples of historic structures and vernacular buildings which should be considered for Registration. These include the abundant water mill remains located throughout the village as well as some of the older cottages. Both churches are also regarded worthy of consideration for Registration together with some of the farm complexes. It is recommended that the Office of Planning, in consultation with Manx National Heritage, undertakes a comprehensive survey of historic buildings within the village in order to identify those buildings worthy of Registration. The Department of Local Government and the Environment has already taken steps to Register a number of buildings on the list below and as such, St. Stephen's Church, the former Sulby School and Sulby Methodist Church are now Registered Buildings numbers 170, 171 and 172 respectively.

### **RECOMMENDATION.**

- 9.2. In light of the above, the following recommendation is considered appropriate for Sulby.

#### **RECOMMENDATION : RB/R/1.**

- 9.3. **IT IS RECOMMENDED THAT CONSIDERATION BE GIVEN TO REGISTERING SOME OF THE HISTORIC BUILDINGS OF INTEREST WITHIN THE VILLAGE AS PART OF A COMPREHENSIVE SURVEY UNDERTAKEN BY THE OFFICE OF PLANNING IN CONJUNCTION WITH MANX NATIONAL HERITAGE. BUILDINGS TO BE ASSESSED SHOULD INCLUDE THE KELLA MILL, GLEN VILLAS AND THE SULBY GLEN HOTEL.**

## **10. SERVICES.**

### **Existing Services.**

- 10.1. The Drainage Division of the Department of Transport has confirmed that adequate capacity exists to accommodate the residential development of the entire area designated for residential use in the 1982 Development Plan Order. However, the mains system does not extend as far as the Sulby Glen cross roads and it is recommended therefore, that the Department of Transport gives consideration to the feasibility of extending the mains system to this point in order to provide services for the recommended residential development area 2 and the adjoining dwellings. Should this not be feasible, it is recommended that the Department of Transport gives consideration to permitting the use of an on site treatment plant in order to facilitate the provision of new dwellings in development area 2.
- 10.2. It is considered important to protect the existing visual amenities of the village and where possible take the appropriate action to improve and enhance this aspect of the village character. In this regard the under-grounding of overhead wires would significantly enhance the visual amenities of the village and it is recommended that should be considered by the appropriate utility companies as a priority.

### **RECOMMENDATIONS.**

- 10.3. In light of the above, the following recommendations are considered appropriate for Sulby.

#### **RECOMMENDATION : S/R/1.**

- 10.4. IT IS RECOMMENDED THAT THE DEPARTMENT OF TRANSPORT GIVES CONSIDERATION TO EXTENDING THE EXISTING MAINS SEWAGE SYSTEM TO THE SULBY GLEN CROSS ROADS. SHOULD THIS NOT BE FEASIBLE, CONSIDERATION SHOULD BE GIVEN TO THE SUPPORT OF AN ON SITE TREATMENT PLANT TO SERVICE THE RESIDENTIAL PROPOSALS FOR DEVELOPMENT AREA 2.**

#### **RECOMMENDATION : S/R/2.**

- 10.5. IN ORDER TO IMPROVE THE VISUAL AMENITIES OF THE VILLAGE, IT IS RECOMMENDED THAT CONSIDERATION SHOULD BE GIVEN TO THE UNDERGROUNDING OF ALL OVERHEAD WIRES.**

#### **RECOMMENDATION : S/R/3.**

- 10.6. IT IS RECOMMENDED THAT CONSIDERATION BE GIVEN BY THE**

**EXISTING GAS COMPANIES TO PROVIDING UNDERGROUND SUPPLIES TO AS MANY DWELLINGS WITHIN THE VILLAGE AS POSSIBLE. WHERE MAINS GAS IS AVAILABLE, INDIVIDUAL TANKS WILL NOT BE PERMITTED IN ACCORDANCE WITH PLANNING CIRCULAR 4/89.**

## **11. EDUCATION.**

### **The New Primary School.**

- 11.1. A village school is an important and integral part of any community and provides a focal point of village life. Sulby is fortunate enough to have a relatively new, purpose built primary school with excellent facilities, safe vehicular access and extensive off street parking. The new school is set in substantial grounds of 2.1 hectares (5.21 acres) and has three class bases and a multi-purpose room. These are sufficient to accommodate the projected rise in the school population from within the School's catchment area. However, when the school was designed and built, the plans allowed for the further addition of pre school accommodation, two additional class bases for the infants and two more class bases for the juniors. It would require approximately an extra 350 houses to be built within the existing catchment area of the school in order to produce the additional children of primary school age needed to increase the size of the school to a one form entry primary school of 175 pupils plus the pre-school class. With a five acre site, there is adequate space for building on to the existing property and more than sufficient grounds for the expansion of the playing fields and recreation area.
- 11.2. Although planning permission has already been granted for the conversion of the old school building (Registered Building 171) into a private residence, it has been suggested that this building could be used to provide indoor facilities for the youth of the local community, (see paragraph 7.6.).

### **POLICY AND PROPOSAL**

- 11.3. In light of the above, the following policy and proposal are considered appropriate for Sulby.

#### **POLICY : E/P/1.**

- 11.4. IT IS CONSIDERED THAT SUFFICIENT LAND FOR THE FUTURE EXPANSION NEEDS OF THE DEPARTMENT OF EDUCATION'S NEW PRIMARY SCHOOL HAS ALREADY BEEN PROVIDED AND THEREFORE NO FURTHER LAND SHOULD BE ALLOCATED IN THIS LOCAL PLAN. THE LAND ALLOCATED FOR EDUCATIONAL PURPOSES MAY ONLY BE USED FOR USES DIRECTLY RELATED TO THE SCHOOL.**

#### **PROPOSAL : E/PR/1.**

- 11.5. DESPITE PLANNING PERMISSION HAVING BEEN GIVEN FOR THE CONVERSION INTO A PRIVATE RESIDENCE, IT IS SUGGESTED THAT CONSIDERATION BE GIVEN TO THE USE OF THE OLD PRIMARY SCHOOL (REGISTERED BUILDING 171) TO PROVIDE INDOOR FACILITIES FOR THE YOUTH OF THE LOCAL COMMUNITY.**

# Illustration 1

