

Department of Local Government and the Environment

The Town and Country Planning Act 1999



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)

Issues and Options

July 2008

£7.30

Contents

Foreword

- 1. Preface**
- 2. Historical Planning Context**
- 3. Strategic Plan Context**
- 4. Issues and Options: Introduction**
- 5. Housing**
- 6. Business and Tourism**
- 7. Transport, Infrastructure and Utilities**
- 8. The Environment**
- 9. Sport, Recreation, Open Space and Community Facilities**
- 10. Minerals, Energy and Waste**
- 11. Port Erin**
- 12. Castletown**
- 13. Port St Mary**
- 14. Ballasalla**
- 15. Ballafesson**
- 16. Colby**
- 17. Ballabeg**
- 18. Rushen**
- 19. Arbory**
- 20. Malew**
- 21. Evidence Base**

Appendix: Statistical Digest

Foreword

Following the approval of the Isle of Man Strategic Plan by Tynwald in July last year, I am pleased to be able to introduce this document - the first formal step in the preparation of the Area Plan for the South. We have of course already canvassed public opinion by means of our leaflet – “Planning our Island’s future – Together”, and we have had preliminary meetings with the Southern Local Authorities and with various Departments of Government, so the document should, I hope, reflect many of the matters which concern the people who actually live in the South.

The Department was delighted and impressed by the number and nature of the responses to the leaflet, and hopes that this level of interest will be maintained or exceeded in this next stage. We have endeavoured to identify the principal Issues for the Southern Plan, and, where it seems appropriate, at least some of the Options for addressing these Issues, but I feel sure that many of you will wish to comment not only on what we **have** written, but also on what we **haven’t**. It doesn’t matter whether your interest is of a general nature, such as, say, the provision of affordable housing, or is very specific, such as the use or protection of a particular parcel of land, please do let us know what you think. Whilst it is unlikely that we will be able to prepare a Plan that keeps everyone happy, we shall stand a better chance if you have made us aware of your views.

J Shimmin

Minister for Local Government and the Environment

1. Preface

1.1 . **Why are we preparing Area Plans?**

The Department of Local Government and the Environment is required by Section 2 of the Town and Country Planning Act 1999 to prepare the Island Development Plan. This Plan consists 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 will be included in the Area Plans.

1.2 . **Where will the Area Plans cover?**

The second part of the Island Development Plan will be made up of four area plans, which will follow the four areas identified in the Island Spatial Strategy set out in Chapter 5 of The Isle of Man Strategic Plan. The four areas are:

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

1.3. **What is the programme for preparing the Area Plans?**

The process of preparing and completing an Area Plan will take approximately two years. The Area Plan for the South should therefore be in place by 2010. The second Plan, that for the East, will be commenced next year in 2009, and those for the West and the North will follow. Within the Strategic Plan, in Chapter 13, there is a commitment to undertake a five-yearly review and, in particular, to consider a "complete roll forward" following the full population census in 2011; this process will have to be accommodated within the overall Area Plan programme.

1.4. **What is the Area Plan period?**

The Strategic Plan covers the period from 2001, when the Draft Plan was published, until 2016. The first Area Plans will also cover the period to 2016, but, in terms of zoning land for development, will include "reserve sites" which are intended for development in the longer-term (beyond 2016) or possibly before that should the need for sites exceed the predicted rate of take-up. The arrangements for the release of "reserve sites" will be set out in the Draft Plans, and will involve consideration of the Island-wide picture as well as the situation in any particular Area.

1.5. **What is the geographical context of the Area Plan for the South?**

The Southern Area 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 will therefore have regard to this context in the formulation of Issues, Options, and Proposals for the South.

1.6. **This Document**

This "Issues and Options" document sets out the matters with which the Area Plan for the South should deal. This is in accordance with paragraph 2(a) of Schedule 1 to the Town and Country Planning Act 1999. These matters are generally identified as Issues and where it has been judged to be appropriate the document has also identified one or more Options to resolve the Issue. To assist all those who wish to make representations for consideration by the Department, we have included sections which outline the present and historical Planning context of the Area; which set out the settlement hierarchy and key elements of the Island Spatial Strategy established by the Isle of Man Strategic Plan; and which summarise the main statistical facts relating to the Area. The Issues and Options are arranged by Topic and, where appropriate, by settlement or parish.

1.7. **How to get involved?**

We are now seeking written representations on the issues and options raised in this document; to aid your response, a form accompanies the document which you should complete and return to us. Do not feel that you have to answer all the questions, but do answer those that matter to you and where requested, please also supply further details or information to illustrate your comments. If you feel that we have missed an important issue or something within the document is incorrect then please make us aware of this.

Further copies of both the Issues and Options report and the response form are available on the website.

Written representations can be submitted by mail or email to the addresses set out below, and must be received by **24th October 2008**

It should be noted that all comments and supporting information will be made available for public viewing.

1.7.1. **What happens next?**

After considering all the representations, the Department will formulate and publish a Draft Area Plan for the South of the Island. Publication must be within 12 months of the 24th October 2008. After a further period of consultation, the Department will arrange for a Public Inquiry to be held. The procedure for the Inquiry and the steps following the Inquiry are set out in sections 4 – 7 of Schedule 1 to the Town and Country Planning Act 1999.

1.8. **Contact and Addresses**

Anyone wishing to discuss with a planning officer any of the matters set out in this document should contact Emily Curphey on 685161 or at emily.curphey@dlge.gov.im. Representations should be sent to either areaplansouth@dlge.gov.im or the following postal address:

Planning Policy Team
Dept of Local Government and the Environment
Murray House
Mount Havelock
Douglas
IM1 2SF

2. Historical Planning Context

2.1. The 1982 Development Plan

The Island's first statutory Development Plan was that approved by Tynwald in 1982. This covered the whole Island, and is still in operation in relation to many of the rural areas, including all those parts of the South not covered by the extant Local Plans referred to in 2.3 below.

2.2. Planning Circular 7/91 – The Southern Sector Plan

In 1991, the Department published five Planning Circulars, each of which included policies relating to a particular "sector" of the Island. These were not adopted or approved by Tynwald, were stated to have a limited life-span of five years, and have now been withdrawn (by section 1.5.2 of the Isle of Man Strategic Plan).

2.3. Existing Local Plans

There are existing Local Plans in respect of Port Erin, Castletown, and parts of Arbory and Rushen (the Arbory and East Rushen Local Plan). The Plans for each of these supersede the appropriate part of the 1982 Plan. The Policies for each were published as Planning Circulars, which remain in operation, until replaced by the new Area Plan.

2.4. Other Local Plans

In 1989, a Local Plan for Port St Mary proceeded as far as Public Inquiry, but no further. In 1998, a second Local Plan for Port St Mary reached Public Inquiry, but, again, was not brought before Tynwald for approval. In 2000/2001, a new Local Plan for Castletown was prepared but was not taken any further than the draft stage.

2.5. The Area Plan for the South

The proposed Area Plan for the South, once approved by Tynwald, will replace and supersede the 1982 Development Plan (insofar as it relates to the South), the Port Erin Local Plan, the Castletown Local Plan, and the Arbory and East Rushen Local Plan.

3. Strategic Plan Context

3.1. Policies

The proposals in an area plan must be in general conformity with the Strategic Plan. The Area Plan for the South will therefore be prepared such as to be in accord with the policies set out in the Isle of Man Strategic Plan. For each of the Issues identified in this document, the Department has included an appropriate link to the relevant Strategic Plan policy or policies.

3.2. Settlement Hierarchy

The Island Spatial Strategy set out in chapter 5 of the Isle of Man Strategic Plan establishes a hierarchy of settlements, and includes 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.

3.2.1. Service Centres

Port Erin
Castletown

Policy: Area Plans 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.

3.2.2. Service Villages

Port St Mary
Ballasalla

Policy: Area Plans 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.**

3.2.3. Villages

Ballafession
Colby
Ballabeg

Policy: Area Plans will define the development boundaries of such settlements so as to maintain their existing character.

3.3. Key Elements of the Island Spatial Strategy

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

- 3.3.1. 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.
- 3.3.2. Maintaining and improving Ronaldsway Airport's International Gateway role.

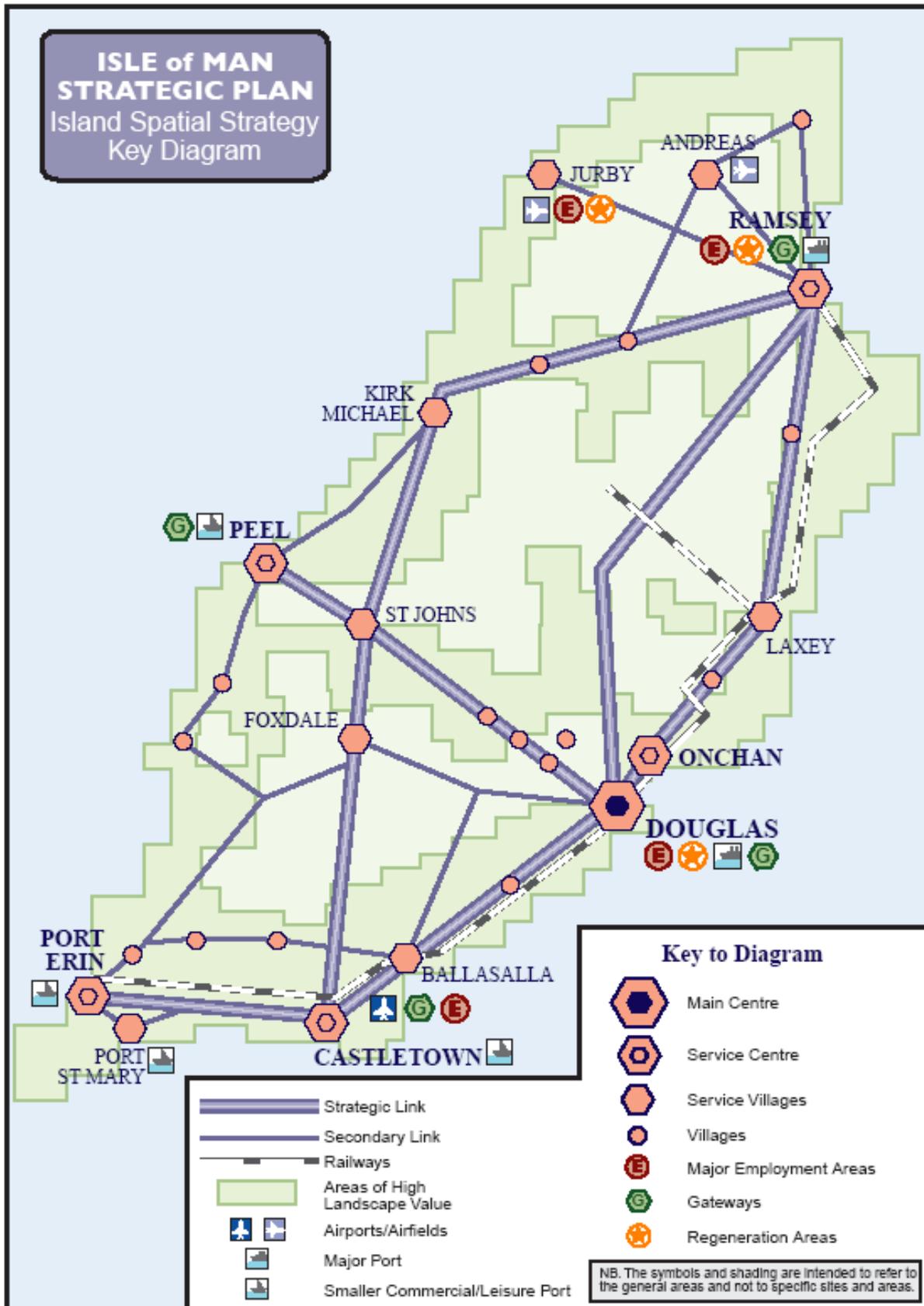
3.3.3. Focusing on the employment potential of the Freeport and Ballasalla Industrial estates to counterbalance the attractions of Douglas and the East.

3.3.4. Protecting the historic setting of Castletown.

Map of the Southern Area



Key Diagram from the Strategic Plan



Map produced by the Isle of Man Survey Mapping Service
© 2007, Department of Local Government and the Environment
Version 2.3.35 May 2007

4. Issues and Options: Introduction

4.1. General Introduction

- 4.1.1. The principal matters which will be addressed by the Area Plan for the South will be housing, employment, the provision of satisfactory infrastructure and amenities, and the protection of the environment which will accommodate this development. These matters are best considered topic-by-topic, using the same classification as is employed in the Strategic Plan, albeit in an order which reflects the current circumstances facing this part of the Island.
- 4.1.2. Accordingly, the following six chapters (numbered 5 – 10) address “Housing”, “Business and Tourism”, “Transport, Infrastructure and Utilities”, “The Environment”, “Sport, Recreation, Open Space and Community Facilities”, and “Minerals, Energy and Waste”. For each of these topics, there is included a brief description, a summary of the relevant Strategic Plan context, an indication of how the topic will be covered in the Area Plan, a list of the main sources of evidence which will be drawn on, and a link to the relevant aims of the Government Strategic Plan.
- 4.1.3. There then follows, for each topic, an outline of the principal Issues, and the Options for resolving those Issues. For each Issue, there is included a brief description, a summary of the relevant feedback from the leaflet (“Planning Our Island’s Future – Together”) which was distributed by the Department in January 2008, and links to the Strategic Plan.
- 4.1.4. Whilst many of the Issues for consideration in the preparation of the Area Plan for the South relate to the whole of the Area, and are therefore included in chapters 5 – 10, there are also Issues which relate specifically to a particular settlement or parish. These are set out in chapters 11 – 20, which deal with each of the settlements identified in the Island Spatial Strategy and with each of the rural parishes

5. Housing

5.1. Topic Description

- 5.1.1. The principal objective of the Government's housing policy is to ensure that sufficient housing, to appropriate standards, is made available to meet demands created by the growth in population, changing household sizes and rising standards of living.
- 5.1.2. There are a number of settlements within the South of the Island ranging from what are classed in the Strategic Plan as Service Centres right down to small villages and hamlets. Each of these places is made up houses of varying types and tenures.
- 5.1.3. The South of the Island is a popular place to live as it is in close proximity to the airport and to Douglas. This adds up to make it one of the more expensive areas on the Island to purchase property.

5.2. Strategic Plan Context

The overall policy aim of the Strategic Plan is to encourage the development of Sustainable Communities. By this we mean creating places where people want to live and work, that integrate well with the existing communities, that are adequately 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.

Working from the basis of the Strategic Plan it follows that any new substantial development should be focused around the Service Centres (Port Erin and Castletown) the Service Villages (Port St Mary and Ballasalla) and the other Villages identified in the Island Spatial Strategy section of the Strategic Plan (Ballafesson, Colby and Ballabeg). Whilst there may be small scale development in other parts of the rural parishes this will be limited and will have to be in accordance with the general development considerations laid out in Chapter 6 of the Strategic Plan.

The housing figures contained within the Strategic Plan (Chapter 8 Housing) are based on the 2006 census data. These were projected forward to give the additional households that would be required up until 2016 (the lifetime of the Strategic Plan). The final figure was adjusted to take into account a vacancy factor, and an overall all Island housing requirement was calculated. This figure of 6000 new households was then distributed across the four areas. The figure for the South of the Island is 1,300.

Relevant Strategic Plan Policies

Resources

Strategic Policy 1

Environment

Strategic Policy 2

Social

Strategic Policy 11

General Development Considerations

General Policy 2 & 3

The Need for Housing

Housing Policy 1, 2, 3 & 4

Affordable Housing

Housing Policy 5

New Housing in Existing Settlements Housing Policy 6
New Agricultural Dwellings Housing Policy 7, 8, 9 & 10
Conversion of Rural Buildings to Dwellings Housing Policy 11
Replacement Dwellings in the Countryside Housing Policy 12, 13 & 14
Extensions to Properties in the Countryside Housing Policy 15 & 16
Conversion of Buildings to Flats Housing Policy 17
Loss of Housing Housing Policy 18

5.3. **The Residential Land Availability study**

The Strategic Plan has allocated 1,300 dwellings to be built in the South of the Island from 2001 – 2016. A considerable amount of this allocation will be, and has already been, met through the current allocations in the various local plans and the 1982 Development Order for the area.

The Residential Land Availability study provides data on what has been built, what has planning permission and finally it identifies any land currently allocated for residential development on which there is no current planning permission. By analysing this data, assumptions can be made about how much more land is required for housing in the area to meet the allocations in the Strategic Plan.

The data has been analysed from 1st January 2001 until the 30th of June 2007 (this incorporates the first study and the annual update for 2006-2007). This is because the planning baseline for the Strategic Plan is 2001.

As the development process is continuous it may be that since the end point of the study (30th June 2007) work has been completed or started on sites or planning permission has been granted on others; this data will be captured and analysed in the 2007-2008 update.

5.4. **What does the Area Plan need to say with regard to housing?**

Having regard not only to the need to accommodate the prescribed number of additional households in the South, but also to the scale and context of individual towns and villages, the Area Plan will identify the development boundaries of Port Erin, Castletown, Port St Mary, Ballasalla, Ballafession, Colby, and Ballabeg.

As indicated above, new development will in most cases be located within these boundaries, and, wherever possible, on land which is unused, redundant for its existing or former use, or manifestly under-used. In this way, the impact of new development on greenfield land should be minimized, and we should be able to make the best use of our existing infrastructure and resources.

It is important to ensure not only that there is sufficient land to accommodate the anticipated growth in households, but also that there are suitable opportunities for all types of housing, that the sites are “deliverable”, and that there is adequate choice for prospective occupiers.

As part of the Plan-making process, the Department is asking those who have an interest in potential development sites to complete and return the Site Identification form. This will enable the Department to assess the site against the criteria set out in the Site Assessment Framework (see paragraph 21.8 in Chapter 21). All sites which are proposed for development will be assessed in this way, and the resulting scores will be used to determine which sites should be included in the Draft Plan.

In some instances, a site may be particularly suitable for one form of development such as sheltered housing, in which case consideration will be given to reserving that land for that single purpose, but the Plan will not generally be prescriptive in terms of the type or density of housing unless there is good reason for so doing. There will continue to be a requirement to include affordable housing, as required by Strategic Plan Housing Policy 5.

Evidence Link

further details of each of these is given at the end of the report

Strategic Plan

Site Assessment Framework

Residential Land Availability Study

Census data

Housing Policy Review Progress Report 2007

Link with the Government Strategic Plan Aims 2007-2011

To do all that is possible to enable the provision of affordable and appropriate housing

5.5. Housing Issues and Options

Issue 1 Provision of housing

5.5.1 The Area Plan plays a crucial role in managing the supply of new housing. This is done by allocating land for residential development. The figures given in the Strategic Plan relate to housing numbers; the Area Plan may need to decide how these numbers relate to housing types. Decisions have to be made as to how and whether the Area Plan should seek to meet housing need for specific types, for example public sector housing, first time buyer homes, sheltered accommodation and open market housing including larger houses on individual plots of land.

5.5.2 Initial Feedback from the Public Leaflet Exercise

Provision of housing types

In terms of what type of dwelling is needed in the South there was some divided opinion. Whilst the majority of people felt that there was a need to provide more affordable housing and first time buyer units there was some difference in exactly what was needed.

Some felt that more flats were required to allow people to move into these to free up larger properties which they no longer required, others were of the opinion that there were enough flats being provided and that more bungalows should be built to meet this requirement. Others felt that there was a shortage of larger 3 to 4 bedroom houses and provision should concentrate on filling this need.

In terms of sheltered housing many thought that this was best provided for within or on the edge of the town and village centres allowing ease of access to services. It was reported that more housing of this type was required to meet the needs of an ageing population.

The issue of the provision of land for the development of individual properties to meet the needs of High Net Worth Individuals was also raised, although again there was mixed opinion about this, with some feeling that land should be designated for such purposes and others feeling that it should not.

Issue 1:

1 (a) Where should new housing be located? Please provide details

1 (b) What type of housing (public sector, first time buyer, sheltered, open market or larger houses on individual plots) should be encouraged on these sites?

(If you are landowner or developer and would like to suggest sites for development then please refer to the site assessment process. This includes a site identification form which should be completed and returned to the Planning Policy Team giving details of any sites)

Issue 2 Affordable Housing

5.5.3 There are waiting lists for both public sector housing (both general housing and sheltered) and first time buyers' homes. In the South these figures on the public sector waiting lists are around 245 and for the First Time Buyer register are around 111 for first choice location.

5.5.4 The Area Plan needs to consider the best way to meet this need. Housing Policy 5 of the Strategic Plan states that ***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.***

(By affordable housing we mean public sector housing including both general housing and elderly persons housing including sheltered accommodation and first time buyers' homes.)

5.5.5 It is generally accepted that this policy is relatively new and that it will take some time for the units to come through the system and be ready for occupation. However, the need is ever growing for more affordable housing and with the current global economy shifting towards a slow down and "credit crunch", the difficulties in obtaining affordable mortgages may mean that there may be even more growth in demand for housing of this type. It would be prudent for the Area Plan to recognise this and to plan accordingly; however, there is some debate as to the best way to meet this demand. One suggestion is that the Area Plan should look at meeting the demand for affordable housing by allocating land specifically for affordable housing; another suggestion is that the level of affordable housing that is sought is raised from 25% to 50% in a bid to raise the number of units being built.

Issue 2:

How can the Area Plan ensure that sufficient affordable housing is being built?

Options:

2. (a) The policy within the Strategic Plan is sufficient.
2. (b) The Area Plan should aim to increase provision of affordable housing by designating land solely for affordable housing on key sites across the Southern Area.
2. (c) The Area Plan should aim to increase the provision of affordable housing by increasing the target from the current 25% to 50% for all developments of 8 or more units.

Relevant Strategic Plan Policies
Affordable Housing Housing Policy 5

Issue 3 Sites for Elderly Persons Housing including Sheltered Accommodation

5.5.6 There is a need to provide adequate dwellings for a growing ageing sector of the community. Ideally these should be located in areas which are relatively flat and are close to existing services. There is also a need to think about how to best integrate sheltered housing and elderly persons housing within wider development schemes. Whilst a mix of housing types and tenures should be sought there is a need to consider if there could be any cause for conflict between residents by allowing homes for elderly people to be developed in very close proximity for housing intended for young families.

Issue 3:

How best should the Area Plan address the provision of elderly persons housing (including sheltered accommodation)?

Options:

3. (a) Designate land specifically for these purposes within the Area Plan.
3. (b) Other option (please provide details)

Relevant Strategic Plan Policies/Sections:
The need for housing Section 8.4.3

Issue 4 Sites for Larger Houses

- 5.5.7 As stated above there is a need for the Area Plan to plan for the provision of a range of housing types and tenures; this includes open market housing and again there is a demand for a range of housing types available for private purchase. Within this sector there seems to be a growing demand for larger houses and there may be some pressure for the Area Plan to deal specifically with the issue of allocating suitable land for the development of substantial houses in the countryside
- 5.5.8 Currently there is a designation "Low Density Housing in Parkland" which could be used within the Area Plan for the South, however there may be a requirement for more consideration to be given within the Area Plan for the provision of land to enable the development of houses of a more substantial nature.

Issue 4:

Should the Area Plan be looking to address the issue of sites for larger houses, if so how best should it be done?

Options:

4. (a) **Yes, the Area Plan should provide for the demand for larger houses in the countryside by designating land specifically for these purposes.**
4. (b) **Yes, the Area Plan should provide for the demand for larger houses in the countryside by designating land but this should be coupled with stringent criteria which would need to be met before planning permission would be granted.**
4. (c) **No, the Area Plan should not be addressing the need for larger houses in the countryside**

Issue 5 Identifying the Extent of Settlements

- 5.5.9. Part of the process of identifying the extent of existing settlements may be a need to carry out an urban capacity assessment. This is a study which will examine the potential capacity of areas to accommodate extra housing on new or redeveloped sites at various densities, or by the conversion of existing buildings. This will determine how much development can be located within the existing settlement before deciding how much extra land around the settlement should be released for development. This is in line with section 5.20 of the Strategic Plan which states that *the Area Plans will include Urban Capacity Assessments as part of a sequential approach to the provision of new housing.*

Issue 5:

It is proposed that Urban Capacity studies will be undertaken in Port Erin, Castletown, Port St Mary and Ballasalla. Which other settlements, if any, in the South warrant having an urban capacity assessment? Please provide details.

Relevant Strategic Plan Policies/Sections:

Spatial Distribution
Section 5.20

Issue 6 Groups of Houses in the Countryside

5.5.10. As part of the Area Plan process there is a need to look as to whether any of the "groups of houses in the Countryside" warrant further expansion; adding further dwellings to these groups may not accord with our strategic objectives relating to settlements and sustainability but may assist in meeting the need of rural areas; may maintain social and family associations and assist in sustaining the rural economy; and may reduce the pressure for purely sporadic and isolated development which the Department would not support. Such additions would also need to be sensitively related to the existing settlement pattern and the landscape. This is in line with section 8.8 of the Strategic Plan, which states ". . . 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"

Issue 6:

Are there any groups of houses in the countryside which should be examined to assess whether they warrant expansion. These should be places where further expansion would assist in meeting the need of rural areas; maintaining social and family association and assist in sustaining the rural economy.

Are there any groups of houses which should not be investigated?

Options:

- 6. (a) Please provide details of groups of houses which should be investigated and where appropriate reasons for this.**
- 6. (b) Please provide details of groups of houses which should not be investigated, and where appropriate, reasons for this.**

Relevant Strategic Plan Policies/Sections:

Groups of Houses in the Countryside
Section 8.8.1 – 8.8.3

6. Business and Tourism

6.1. Topic Description

- 6.1.1. Whilst Douglas is the primary employment location for many Southern residents there are a number of significant local employers. 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 who focus 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 shopping. As this reflects the settlement hierarchy as outlined in the Strategic Plan this trend is likely to continue. At present it is uncertain as to whether there is an identified need for any specific retail development in the South and this is something which will require further investigation. However, if it becomes apparent that there is a requirement for any significant new retail development in the South the Draft Area Plan will need to consider how and where this should be located.
- 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). This is alongside the various opportunities to explore the landscape and coastline throughout the South.
- 6.1.4. The South 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.

6.2. Strategic Plan Context

Whilst the 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.

New retail development is supported in existing centres as long as it is at an appropriate scale and will not have an adverse effect on adjacent areas.

The Strategic Plan covers the issue of Tourism although many of the policies relate to how individual applications will be assessed.

Relevant Strategic Plan Policies

Resources

Strategic Policy 1

Environment

Strategic Policy 2

Economy

Strategic Policy 6, 7, 8 & 9

Spatial Policies

Spatial Policy 1 & 2

General Business Policies

Business Policies 1, 2 & 6

Commerce

Business Policy 7

Retailing

Business Policies 9 & 10

Community Policy 4

Tourism

Business Policies 11 & 15

6.3. What does the Area Plan need to say with regard to business and tourism?

The Area Plan will identify land suitable for business use, which will seek to locate business in the most sustainable locations.

The Area Plan will identify the current retail centres and make recommendations as to where any new retailing might be best located.

The Area Plan will identify important tourist sites and accommodation.

The Area Plan will identify buildings and sites which are redundant for tourist use and will propose new uses therefor.

Evidence Link

further details of each of these is given at the end of the report

Strategic Plan

Census data

Retail Report

Tourism Vision 2020

Link with the Government Strategic Plan Aims 2007-2011

To facilitate a dynamic, modern and diverse economy.

6.4. Business and Tourism Issues and Options

Issue 7 Increasing Employment Opportunities within the South

6.4.1 Whilst recognising the important role that Douglas plays there is a requirement to look at how employment opportunities can be increased within the South. This is important as it would reduce the South's reliance on Douglas for the provision of services and employment which will in turn strengthen the Island's sustainable development, economically, environmentally and socially.

6.4.2. At present most new business seeks to locate within Douglas as this is seen to be important in terms of day to day business operations, ease of access to business support professionals such as lawyers and accountants and for staff recruitment and retention.

6.4.3. Initial Feedback from the Public Leaflet Exercise

Relocation of business

There was an overwhelming opinion that there is a need to attract more employment to the South of the Island. This was seen to be beneficial on a number of fronts, firstly that it will revitalise the South by retaining a working population who will spend time and money in the local facilities and secondly that by offering local employment this will reduce the need to travel to Douglas.

There were many opinions expressed about how this might best be achieved, from relocating Government Offices to the South, to the development of affordable units for the self employed to work from and various requests for some type of financial grant aid system to be developed to encourage business start-up and relocation.

Location of new business

Where this new employment should be located was also raised with a number of respondents citing the land around the airport as being the best location for such uses.

Issue 7:

Based on the view that there is a need to encourage more employment in the South of the Island, how can the Area Plan assist in increasing the range of employment opportunities in the South?

Options:

- 7. (a) The Area Plan should assist in increasing the range of employment opportunities in the South by identifying suitable land and buildings which can be accessed and serviced?**
- 7. (b) There are other ways to encourage more employment to the South of the Island (please provide details)**

Relevant Strategic Plan Policies

Spatial Policies

Spatial Policies 1 & 2

Business Policies

Business Policies 1, 2, 3, & 6

Specific Location Issues

- Balthane Industrial Estate (refer to Malew/Ballasalla below)**

6.4.4. Currently the main shopping areas within the South are located in the centres of Port Erin and Castletown; both of these offer some convenience shopping (food and groceries) and some comparison shopping (eg clothing, books and shoes). Whilst it is likely that some of the convenience shopping will be retained within the South, there is a strong likelihood that for comparison goods shopping, people will continue to be drawn to Douglas.

There may be scope to enhance the retail provision within the South and the Area Plan will need to decide how best to manage this development.

6.4.5. Initial Feedback from the Public Leaflet Exercise

Retail provision

There were many comments about the need to upgrade the existing retail provision both in relation to the provision of new retail units and the reopening of existing units. This was raised as being an issue not just in the main centres but also in places such as Ballasalla and Ballabeg.

Issue 8:

How should the Area Plan manage the development of any new retail provision?

Options:

- 8. (a) **Significant new retail development is best located within the existing service centres of Port Erin or Castletown.**
- 8. (b) **Significant new retail should be located within another settlement/area (please provide details).**
- 8. (c) **No new significant retail development should be allowed before the impact on the existing provision is assessed. Only then should a decision be made about whether and where it should be developed.**

Relevant Strategic Plan Policies

Spatial Policies

Spatial Policy 2

Retailing

Business Policies 9 & 10

Retention of Existing Local Shops and Public Houses

Community Policy 4

Evidence Link

further details of each of these is given at the end of the report

Strategic Plan

Retail report

Issue 9 Hotel Accommodation in the South

6.4.6. There was a time when the seaside settlements of the South were main tourist destinations within the Isle of Man. At this time there were many large hotels to meet the requirements of the visitors. Over the years there has been a steady decline in tourism of this kind and a subsequent lack of demand for large hotel provision. There has been an Island wide trend in replacing hotel accommodation with apartments and this has been carried out in the South too. The Area Plan could identify key hotels and protect these from conversion or redevelopment. Alternatively it might be felt that it would be more sustainable and economically viable to allow sympathetic replacement of these former hotels.

6.4.7. Initial Feedback from the Public Leaflet Exercise

Hotel provision

There was a real feeling that work needs to be done on what the area offers to visitors. There was a fear that the loss and decline of the local hotels would lead to a decline in overnight visitors and the revenue that this generates.

Issue 9:

**Should the Area Plan seek to protect and enhance current hotel provision?
If so, how could this aim be achieved?**

Options:

9. (a) **Yes, the Area Plan should seek to include proposals which safeguard the existing level of hotels within the South.**
9. (b) **Yes, the Area Plan should seek to include a designation of "tourism" to cover important existing hotel sites.**
9. (c) **No, if an existing hotel use is not viable alternatives should be considered.**

Relevant Strategic Plan Policies

Conversion of Buildings to Flats

Housing Policy 17

Tourism

Business Policies 11 & 15

7. Transport, Infrastructure and Utilities

7.1. Topic Description

- 7.1.1 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.
- 7.1.2. There is also a public transport network consisting mainly of buses but also incorporating a seasonal rail service.
- 7.1.3. Whilst there is limited specific provision for cycling this is an area which should improve in the lifetime of the Area Plan.
- 7.1.4. Most of the Southern Area is well connected in terms of footpaths and this can offer an alternative to the car; again this is something which should see an improvement over the lifetime of the Area Plan.
- 7.1.5. The Isle of Man Airport, one of the key gateways to the Island, is located in the Southern Area. This is not only of importance as an employer but also is a focus for travel into and out of the area.
- 7.1.6. 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.
- 7.1.7. 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.
- 7.1.8. With regard to flooding, the Colby River, Silverburn River and the Dumb River in the Southern Area are being investigated by the Department of Transport (Drainage Division) to ascertain the probability of these rivers flooding and, alongside information gathered on coastal flooding, will be reported as a flood map for the area (for more information on this please refer to Chapter 21 – Evidence Base at the end of this report)
- 7.1.9. 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, and to consider the decommissioning and/or re-use of any redundant plant or infrastructure following the recent work to the primary water mains. In particular there may be a requirement to construct a new service reservoir at Ballagawne.

7.2. Strategic Plan Context

Road Network

As part of the evidence base for the Strategic Plan the Department commissioned a study to investigate the effect of development on the highway system. The study looked at the strategic links as highlighted on the Key Diagram included in the Strategic Plan. This included the following links which are all in the Southern Area:

A3 Castletown - St Johns

A5 Douglas – Ballasalla

A5 Ballasalla – Castletown

A5 Castletown- Port St Mary – Port Erin

Taking account of the proposed level and location of new development in the Strategic Plan the study concluded that the A5/A7 junction in Ballasalla was the only junction within the Southern Area which would suffer more congestion.

Public Transport

The Strategic Plan states in Transport Policy 1 that new development should, where possible, be located close to existing public transport facilities and routes, including pedestrian, cycle and rail routes.

Airport

In relation to Ronaldsway Airport Transport Policy 9 states that it 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.

Relevant Strategic Plan Policies:

Public Transport

Transport Policy 1

Airports and Airfields

Transport Policy 9

7.3. What does the Area Plan need to say with regard to Transport, Infrastructure and Utilities?

The Area Plan will take into account any of the Department of Transport's planned schemes to improve junctions and the road network in the South of the Island.

In the preparation of the Area Plan consideration will be given to the identification of suitable sites for commercial vehicle parking.

The Area Plan will take into consideration the Department of Transport's flood map when allocating land for development.

Evidence Link

further details are given at the end of the report

Strategic Plan

Link with the Government Strategic Plan Aims 2007-2011

To ensure residents and visitors benefit from a quality transport system.

7.4. Transport, Infrastructure and Utilities Issues and Options

Issue 10 Car parks and parking

7.4.1. The level of car parking provision is an important consideration which has wide ranging implications. The number of spaces provided has an effect on the achievement of other policy aims. For instance, in terms of trying to ensure that there is a viable alternative to the private car, we need to encourage greater use of public transport or other means of transport such as walking or cycling. Sometimes to encourage this fewer car park spaces are provided to discourage people from driving and persuade them to find an alternative. Of course for this to work there needs to be a real alternative to the car in place before there is a reduction in the number of spaces provided.

7.4.2. In order for local shops and other services to be viable there is a need to ensure that there is sufficient parking provided in close proximity; this may encourage people to use local services rather than travelling further afield.

7.4.3. Initial Feedback from the Public Leaflet Exercise

Parking

Under the issue of transport, parking was highlighted as an issue. This was in relation to the lack of public parking spaces within town centres.

Issue 10:

How should the Area Plan deal with the issue of car parking and car parks?

Options:

- 10. (a) The Area Plan should provide additional car parking in town centres where there is an identified need (please provide details of where there are town and village centre problems of car parking).**
- 10. (b) The Area Plan should not provide more car parking within town to try to encourage people to seek an alternative form of transport for travel within and to and from towns**

Relevant Strategic Plan Policies:
Transport and Communications Strategic Policy 10
Public Transport Transport Policy 1, 2 & 3
Highways and Traffic Transport Policy 4 &
Pedestrians Transport Policy 6
Car Parking Transport Policy 7 & 8
Airports and Airfields Transport Policy 9, 10, 11 & 12
Harbours Transport Policy 13 & 14

Issue 11: Encouraging Alternatives to the Private Car

7.4.4. The Area Plan needs to ensure that it does as much as possible to enable people to choose an alternative to the private car. This can be achieved by ensuring development is within close proximity to a bus stop and safeguarding of cycle ways, bridleways and public footpaths. Public transport provision is not something which the Area Plan can direct, but it can ensure that the existing service remains viable by ensuring that new housing developments are within walking distance of a bus stop. Walking and cycling are not only beneficial to the environment as they reduce carbon dioxide emissions but they are also of huge benefit to the individual, assisting in achieving healthier lifestyles and contributing to reducing obesity. However there is a huge reliance on the private car as the primary means of transport on the Island and

few alternatives, so encouraging people to use alternative means of transport will be a long term aim.

7.4.5. Initial Feedback from the Public Leaflet Exercise

Public Transport Provision

The majority of people responding felt that the solution to the traffic problems lay with providing a better public transport system. This included a more efficient and extensive network of buses which would run at times to integrate with sailings and flights to and from the Island, would provide direct links from the South to the hospital and include smaller buses capable of providing more of a "hopper" facility. The buses were not the only aspect of public transport which respondents thought needed improving; the train service from Port Erin to Douglas was also highlighted. It was felt that this could play a more crucial role as a commuter service by running at times more suited to office hours and by running a service during the winter. There were also some suggestions that the train should be changed to a diesel train and that the viability of developing a rapid light transport system should be investigated.

Provision for walking and cycling

There were numerous calls for a cycle network to be developed within the Southern Area as a means for people to use this as a viable means of transport. In relation to walking as a means of transport, it was requested that there was a need to investigate the provision and state of the pavements and to look at pedestrian crossing points to make this a safe and attractive means of movement.

Issue 11:

What can the Area Plan do to encourage people to use an alternative to the private car?

Options:

- 11. (a) Identify safer cycling and walking routes.**
- 11. (b) Ensure new development is located within 1km of a bus stop.**
- 11. (c) Another option . . . (please provide details).**

Relevant Strategic Plan Policies

Public Transport
Transport Policy 1, 2 & 3

Specific Location Issues

- **Ballasalla Bypass (refer to Ballasalla below)**

8. The Environment

The Natural Environment

8.1. Topic Description

- 8.1.1. Topographically, the South is dominated by South Barrule, Cronk Ny Arrey Laa, and the hills to the south-west, culminating in Bradda Hill overlooking Port Erin Bay and Mull Hill, guarding The Sound and The Calf. From the hills, the Silverburn, the Colby River, and smaller water courses run southward 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.
- 8.1.2. The landscape has a backcloth formed by the largely exposed hilltops and the forestry plantations of Stoney Mountain, South Barrule, Cringle, Earystane, and Fleshwick. Below the 200m contour (or a little higher on south-facing slopes), the still-traditional agricultural field pattern is punctuated by the built settlements, the wooded ribbons along the rivers and streams, and the scatter of farm buildings and traditional dwellings.
- 8.1.3. Most of the lowland and some of the hill-land in the South is actively farmed. This includes some of the most highly graded agricultural soil on the Island (around Billown). Agriculture is likely to remain the predominant land-use in the lowlands of the South.
- 8.1.4. Aside from the plantations and the water courses, there are few areas of woodland in the south of the Island; however, the trees of Kentraugh are a welcome exception, and there is also evidence of the Small Woods Scheme operated by the Department of Agriculture Fisheries and Farming. Replanting in the plantations now uses a greater range of species, including hardwoods.
- 8.1.5. There are three Areas of Special Scientific Interest designated as such under The Wildlife Act 1990 – Langness, Sandwick, and Derbyhaven; Rosehill Quarry, Billown; and Poyll Vaaish Coast. There are also three designated Wildlife Sites – Kerrowkeil Marsh, Billown Wood, and Kentraugh. Additionally, there are also extensive areas of National Trust land, including The Calf and most of the land to the south and west of Cregneash. There are also two bird sanctuaries in the Area at Langness, Derbyhaven and Fort Island and Ballamodha.
- 8.1.6. The concept of National Heritage Areas has been the subject of public debate and is referred to in Environment Policy 6 of the Strategic Plan. One of the candidates that has been proposed is the Calf of Man and part of The Meayll Peninsula – the area around and to the west of Cregneash.

8.2. Strategic Plan context

The Strategic Plan contains many policies relating to the environment. The main emphasis of the Plan is to protect and enhance the valuable environmental assets and development will be encouraged in existing settlements and only in exceptional circumstances will development be permitted in the countryside.

Relevant Strategic Plan Policies:

General Development Considerations

General Policy 2

Development Outside of Areas Zoned for Development

General Policy 3

Protection of the Open Countryside

Strategic Policy 2

Spatial Policy 5

Environment Policy 1

Landscape Assessment and Classification

Environment Policy 2

Woodland

Environment Policy 3

Wildlife and Nature Conservation

Environment Policies 4, 5 & 6

The Coastal Environment

Environment Policy 9

Areas Subject to Flooding and Erosion

Environment Policies 11 & 13

Agriculture

Environment Policy 14

Consultation Zones for Hazardous Installations

Environment Policy 21

8.3. What does the Area Plan need to say with regard to the Natural Environment?

The countryside is protected from development by the policies contained within the Strategic Plan; these policies will not need to be repeated in the Area Plan. The Area Plan will determine how much of the South is countryside by defining the settlements and zoning land for development; any land which is not zoned and not included within a settlement is seen as being countryside and is therefore protected for its own sake. When zoning (or reaffirming current zonings in existing Area Plans and the 1982 Development Order), the quality of the countryside, soil classification and any designations will be taken into account through the Site Assessment Framework process (for more information on this refer to Chapter 21 - Evidence Base at the end of this report).

The Area Plan will also incorporate the findings of the Landscape Character Assessment into the plan; this will give descriptions of the various landscape types in the South (for more information on this refer to Chapter 21 - Evidence Base at the end of this report).

Work is progressing with the Department of Transport in drawing up flood maps. The information contained within these will be used in the site assessment framework to ensure that no further development is located on an area known to be at unacceptable risk of flooding (for more information on this refer to Chapter 21 - Evidence Base section at the end of this report).

Evidence Link

further details of each of these is given at the end of the report

Strategic Plan

Landscape Character Assessment

Site Assessment Framework

Register of Wildlife Sites

Flood Mapping

Agricultural Land Use Capability Map

Link with the Government Strategic Plan Aims 2007-2011

To maintain the quality and natural beauty of our rural and maritime environment.

8.4. Natural Environment Issues and Options

Issue 12 Protection

8.4.1. Planning has to manage the balance between allowing for development and protection of the landscape. The Strategic Plan and current land designations afford protection to much of the land within the Southern Area. However, there may be some areas which are not covered by a statutory designation where it is felt that some further specific protection is required.

8.4.2. Initial Feedback from the Public Leaflet Exercise

Protection

There was a very strong opinion that the Area Plan should afford the highest level of protection to the environmental assets in the South of the Island. This included the protection of agricultural land – where it was expressed that this should not be sold off to developers.

There was a strong wave of opinion that more needed to be done to protect and enhance the Area's coastline. Comments on how this should be done ranged from general protection through to preventing development within one mile of the shore.

Issue 12:

Is the current level of protection for the countryside working; are there special areas within the South which should be afforded greater protection or are there areas which are too highly protected?

Options:

12. (a) **Yes, the land within the South is adequately protected and no changes need to be made to the current designations**
12. (b) **No, there are currently sites within the South which should be afforded a higher level of protection (please provide details of where these sites are and why they should be afforded a higher level of protection)**
12. (c) **No, there is too much land protected within the South under the current designations and these should be investigated (please provide details of where these sites are and why they should not be afforded the current level of protection)**

Relevant Strategic Plan Policies
Environment Strategic Policy 2
Development outside of areas zoned for development General Policy 3
Protection of the Open Countryside Environment Policy 1
Wildlife and Nature Conservation Environment Policies 4, 5, & 6
Watercourses and Wetlands Environment Policies 7& 8
Coastal Planning and Development Environment Policy 9

Issue 13 Green Gaps

- 8.4.3. A Green Gap is defined in the Strategic Plan as being “an open space which serves to maintain the distinction between settlements; prevents the coalescence or merging of settlements; and may provide recreational opportunities”.
- 8.4.4. Strategic Policy 3 of the Strategic Plan relates to the avoidance of coalescence between settlements; this is further strengthened in Spatial Policy 7 which states that Area Plans will assess the need for Green Gaps between settlements so as to avoid coalescence.

8.4.5. Initial Feedback from the Public Leaflet Exercise

Green Belts and Green Gaps

Many respondents mentioned the need to include provision of “green gaps” or “green belts” between settlements to prevent places merging into one another and losing their identity and character. Whilst many people were not site specific in where there should be “green gaps” provided there was a large number of responses which mentioned that the existing space between Port Erin and Port St Mary should be protected.

Issue 13:

Which are the essential “green gaps” in the Southern Area?

Options:

- 13. (a) There should be a designated green gap between Port St Mary and Port Erin.**
- 13. (b) There should be a designated green gap between Port Erin and Ballafesson.**
- 13. (c) There should be a designated green gap between Castletown and Ballasalla.**
- 13. (d) There should be a designated green gap between Colby and Ballabeg.**

13. (e) There should be NO designated green gaps in the South of the Island, please provide details as to why there should not be any.

13. (f) There should be other green gaps (please provide details).

Relevant Strategic Plan Policies
Environment Strategic Policy 3
Spatial Policies Spatial Policy 7

Issue 14 Trees

8.4.6. Aside from the plantations, there are only limited areas of woodland in the South. These include the private estates of Kentraugh and Billown, and the land alongside the Silverburn, the Colby River, and the Santon Burn, but the agricultural lowland features few trees. Whilst it might be argued that this is part of the character of a generally attractive landscape, the introduction of sensitively sited planting of appropriate species would almost certainly be of positive amenity value, would assist in terms of climate change and biodiversity, and could reduce the visual impact of new built development.

Within the lifetime of the Area Plan there may be an appetite for increased woodchip production to provide heating fuel. By encouraging more tree planting this need could be met. However, the faster growing species suitable for this purpose offer a lower level of biodiversity than slower growing broadleaf varieties.

8.4.7. Initial Feedback from the Public Leaflet Exercise

Tree Provision and Protection

Many of the replies stated that there was a lack of trees within the Southern Area and that more should be done to encourage tree planting and that the existing trees should be protected and cared for.

Issue 14:

Should the Area Plan encourage more tree planting?

Options:

14. (a) The Area Plan should designate land for tree planting.

14. (b) The Area Plan should encourage more soft landscaping to be incorporated within developments.

14. (c) The Area Plan should do both (a) and (b).

14. (d) There is another way to encourage tree planting (Please provide details).

14. (e) There are enough trees within the Southern Area and the issue does not need to be addressed within the Area Plan.

Relevant Strategic Plan Policies

Woodland

Environmental Policy 3

Environmental Enhancement

Environmental Policy 27

The Built Environment

8.5. Topic Description

- 8.5.1. The built environment in the South comprises largely
- (a) the principal settlements identified in the Island Spatial Strategy;
 - (b) the Airport and the industrial estates of Ronaldsway, the Freeport, and Balthane nearby; and
 - (c) the smaller settlements, including Derbyhaven, St Marks, and Ballakilpheric.
- 8.5.2. The principal settlements each have a core of older, traditional buildings to which there has been added from time to time more modern development. These additions usually provide a pleasant and convenient residential environment, but are often of rather anonymous design and are not always well integrated with other parts of the settlement. Conversely, the central, traditional areas, whilst being of architectural interest and attraction, are often less convenient in terms of access and parking, and are sometimes in need of regeneration or enhancement.
- 8.5.3. The built environment at the Airport has been subject to recent renewal and extension, and further such change is likely in response to alterations in aircraft and travel numbers. Ronaldsway Industrial Estate has also been the subject of recent proposals for upgrading and extension, and has the potential to provide further employment in a pleasant, well-managed environment. Development on the Freeport has been slow, but the basic infrastructure (including landscaping) is in place, and, again, there is potential for the provision of a good-quality environment in which to work. The environment in Balthane is generally poor, and in need of enhancement in terms of both infrastructure and the built environment.
- 8.5.4. The smaller settlements generally have their own distinctive built character which has survived occasional small-scale additions of new development, but which is nevertheless of a rather fragile nature.

8.6. Strategic Plan Context

The Strategic Plan recognised the importance the built environment plays both as a historic record of the past but also as viable places for the present. It includes numerous policies to protect the important buildings and areas (registered buildings and conservation areas) as well as giving general design guidance.

The Island Spatial Strategy element of the Strategic Plan gives the settlement hierarchy for the South of the Island. This will be the basis for the majority of new development with the area.

Relevant Strategic Plan Policies

Settlement Hierarchy

Spatial Policies 2, 3 & 4

Demolition, Extension or Alteration of a Registered Building

Environmental Policy 30, 31 & 32

Change of Use of Registered Buildings

Environmental Policy 33

Traditional Building Materials

Environmental Policy 34

Development within Conservation Areas

Environmental Policy 35

Development adjacent to Conservation Areas

Environmental Policy 36

Advertisements in Conservation Areas

Environmental Policy 37 & 38

Demolition in Conservation Areas

Environmental Policy 39

Urban Regeneration

Environment Policy 43

8.7. What does the Area Plan need to say with regard to the Built Environment?

The Area Plan will identify the extent of each of the settlements within the Southern Area.

All registered buildings (including proposed registered buildings) and conservation areas (including proposed new and extensions to existing areas) will be included within the Area Plan.

The Area Plan will look at how to facilitate regeneration within the Southern Area.

Evidence Link

further details of each of these is given at the end of the report

Strategic Plan

Planning Policy Statement 1/01 *Policy and Guidance Notes for the Conservation of the Historic Environment of the Isle of Man*

Link with the Government Strategic Plan Aims 2007-2011

To raise the quality of the environment which surrounds us.

8.8. Built Environment Issues and Options

Issues 15 & 16 Registered Buildings and Conservation Areas

8.8.1. The Draft Area Plan will identify all the registered and proposed registered buildings; a present there are around 70 registered buildings in the South of the Island, nearly all of which are located within Castletown. There are also four Conservation Areas located in Castletown, Colby Glen, St Marks and Silverdale; again the Draft Area Plan will show these on the proposals map along with any proposed new Conservation Areas or changes and/or extensions to the existing Areas.

- 8.8.2. Conservation does not just mean protection of buildings and areas. It is a process of recognising that there is something very special and significant in an area or a building which is worthy of preserving for future generations to enjoy. This does not mean that development and change are prevented; it is recognised that sympathetic alterations can enhance registered buildings and conservation areas.
- 8.8.3. There are some areas in the South which currently do not have any registered buildings and conservation areas. The Area Plan process can assist in the identification of buildings and areas which could be put forward as proposed registered buildings or conservation areas which will then be taken forward by the Conservation Team for full investigation and, if appropriate, designation.
- 8.8.4. At this stage it would be useful to be informed of any buildings within the Southern Area which are not currently registered but are considered worthy of this and/or of any additional Conservation Areas or extensions of existing Conservation Areas which should be considered.

8.8.5. Initial Feedback from the Public Leaflet Exercise

Conservation

With regard to the conservation of the built environment, numerous respondents felt that there was need to look more closely at conservation areas and registered buildings. It was felt that there should be extensions made to some Conservation Areas and that there was a need to register more buildings. However, it was pointed out that there is a need to better manage existing conservation areas to ensure that they are effective and are achieving what they set out to achieve.

Issue 15:

Whilst there are a number of registered buildings in the South, are there any further buildings which are worthy of being granted registered building status?

Options:

- 15. (a) Yes, there are more buildings in the South worthy of being registered (please provide details).**
- 15. (b) No, sufficient identified already.**

Issue 16:

There are four Conservation Areas within the South. Is there a need for more Conservation Areas or extensions to the existing Areas

Options:

- 16. (a) Yes, there should be more Conservation Areas or extensions to Conservation Areas (or both) within the South (please provide details)**

Relevant Strategic Plan Polices
Environment Strategic Policy 4
Demolition, Extension or Alteration of a Registered Building Environmental Policy 30, 31 & 32
Change of Use of Registered Buildings Environmental Policy 33
Traditional Building Materials Environmental Policy 34
Development within Conservation Areas Environmental Policy 35
Development adjacent to Conservation Areas Environmental Policy 36
Advertisements in Conservation Areas Environmental Policy 37 & 38
Demolition in Conservation Areas Environmental Policy 39

Specific location issues relating to Listing and Conservation Areas

- **the former Marine Biological Lab (refer to Port Erin below)**
- **Cregneash (refer to Rushen below)**

Issue 17 Ensuring well designed new developments

8.8.6. Whilst the Strategic Plan gives some general design principles there is a need for the Area Plan to ensure that a high level of design is achieved at the local level. This should reflect the local character, scale and materials and should aim to bring about developments which integrate well into existing settlements and create places which people are proud of and want to spend time in. This can be achieved by producing design briefs which would be specific to the sites identified for development in the Draft Plan and would include criteria that an applicant would need to take account of in the production of their design statement which would accompany a planning application for the site.

8.8.7. Initial Feedback from the Public Leaflet Exercise

Design

Where development is to take place it was stated that this should be on a scale which can be accommodated into the existing community and the style of buildings should be in keeping with the style and nature of existing buildings in the settlement.

Issue 17:

How can we raise design standards across the Southern Area?

Options:

- 17. (a) The Area Plan should include design briefs for only significant residential development or residential development in sensitive locations (the Area Plan will define significant development and sensitive locations)**

17. (b) There is another way to raise design standards (please provide details)

17. (c) The Area Plan should not include any design briefs.

Relevant Strategic Plan Policies:

Existing settlements

Environment Policy 42

Issue 18: Vacant and Derelict buildings and land

8.8.8. Vacant land and derelict buildings are unsightly and can lead to a general feeling of neglect within an area. There are a number of such buildings and areas of land within the South. Some of these are in prominent positions and some have been neglected for some time. These buildings and areas of land are also a valuable resource which should be utilised. Although it is recognised that there may be many difficulties relating to this type of renovation, restoration or redevelopment of "brownfield" sites as compared with greenfield sites, it is important that this type of development is encouraged to optimise the best use of land and to assist in the overall regeneration of places within the South.

8.8.9. Initial Feedback from the Public Leaflet Exercise

Vacant Properties

Something which is of a real concern to local residents is the high number of vacant and derelict properties within the Southern Area. This is seen to be problematic on two counts. One that they are unsightly, but also that they are a valuable resource that if properly renovated could take the pressure off the release of greenfield land for new development. The respondents reported that these were not just residential properties but also a number of commercial/retail units are also lying vacant within the South which need to be brought back into use.

Issue 18:

How can the Area Plan seek to deal with the vacant and derelict land and buildings in the Southern Area?

Options:

18. (a) Vacant buildings and derelict land should be identified through the Area Plan process and should be part of an overall regeneration strategy.

18. (b) Other option (please provide details).

Relevant Strategic Plan Policies:

Resources

Strategic Policy 1

Environment

Strategic Policy 12

Spatial Policies

Spatial Policy 2

General Development Considerations General Policy 2
Urban Regeneration Environmental Policy 43
Need for Housing Housing Policy 1
Conversion of Rural Buildings to Dwellings Housing Policy 11
Conversion of Buildings to Flats Housing Policy 17
Tourism Business Policy 12
Community Centres Community Policy 2

Issue 19 Regeneration

8.8.10. Regeneration is the process of putting new life into an area. Generally there are factors which act as catalysts to regeneration: for example one specific project which then sparks other initiatives and overtime the general area is seen to improve.

8.8.11. There are places within the Southern Area which are in need of regeneration, whether this is in terms of a general spruce up of tired or dated facades within the town centres or attracting more diverse uses to the area. The process of regeneration tends to be on a larger scale than focussing on just one building and generally encompasses a wide area such as a specific part of settlement. The Area Plan can assist in this by identifying where these areas are with an aim to directing suitable well designed development to these locations.

8.8.12. Initial Feedback from the Public Leaflet Exercise

Town Centre Improvement

There were lots of comments requesting that the town and village centres are looked at as it was felt that there was a real need to regenerate and improve these areas. This included revitalising the services provided, providing new and varied facilities and improving parking and access.

Issue 19:

Where are the areas in the South that need regenerating?

Options:

- 19. (a) Please provide details of areas that are in need of regeneration in the South of the Island and should be highlighted within the Area Plan.**

Relevant Strategic Plan Policies:

Urban Regeneration
Environment Policy 43

Issue 20 Optimising Development

8.8.13. A key factor in ensuring sustainable development is making the best use of resources. In terms of development, one way to make best use of existing resources is to reduce the amount of land required. This can be done by optimising the available land by building at higher densities than is done at present. This will mean that more dwellings can be built on a site; it does not necessarily mean building higher buildings, but does require thinking about how a site is used and making the most efficient use of all the available land. Well designed high density building can be an asset to an area especially in terms of regeneration in more urban areas. Building at higher densities can reduce the need to build on greenfield sites. However, there may be some caution about building at higher densities than the current Manx norm but this is an issue which should be explored at this stage of the plan preparation process.

Issue 20:

How should the Area Plan secure optimum development potential?

Options:

- 20. (a) **The Area Plan should seek to optimise development potential through well designed high density schemes.**
- 20. (b) **The Area Plan should designate sites which would be suitable for well designed high density schemes and provide design briefs for these sites.**
- 20. (c) **The Area Plan should not attempt to increase density.**

Relevant Strategic Plan Policies:

Resources

Strategic Policy 1

The Cultural and Historic Environment

8.9 Topic Description

8.9.1 The cultural and historic environment of the South is particularly rich, and a valuable part of our national heritage. In particular, the Meayll Peninsula has been identified as a potential National Heritage Area, but throughout the Area there are monuments and sites of major cultural significance and value, from the Celtic Iron Age hill fort on South Barrule to the 16th century Derby Fort on St Michael's Isle. This significance and value attaches not only to upstanding structures and remains, but also to buried archaeology, as has been demonstrated by the recent discoveries at Ronaldsway.

8.9.2 Listed Ancient Monuments are in themselves already afforded protection, but there is very often a need to protect also the context of a Monument or the views of or from it. Most of those in the South have satisfactory access arrangements, but there are some where, if the opportunity arises, public access might be improved.

8.9.3 Some of the known sites of archaeological interest in the South are protected, such as those on St Michael’s Isle and Langness, but others are not, and there is thus a reliance on the Planning System to afford protection where it is warranted and necessary.

8.9.4 Our landscape is, at least in part, the result of interaction between our ancestors and the environment. This is perhaps most obvious in the pattern of fields rising up the south-facing slopes of Barrule, but it is not only farmers who have left their mark – the water-supply engineers (at Cringle, Scard, and Ballagawne), the miners (at Ballacorkish and Bradda), the railway engineers, and many others have all contributed to a much-loved landscape.

8.10 Strategic Plan context

The Strategic Plan includes policies which seek to protect Ancient Monuments, Registered Buildings, Conservation Areas, and the landscape, to identify and designate National Heritage Areas, and to protect or evaluate archaeology.

Relevant Strategic Plan Policies

Environment Strategic Policy 4
Landscape Protection Environment Policy 2
National Heritage Areas Environment Policy 6
Protection of Archaeology Environment Policy 40
Archaeological Evaluation Environment Policy 41

8.11 What does the Area Plan need to say in relation to the Cultural and Historic Environment?

The landscape generally is protected by Environment Policy 2 in the Strategic Plan, and this does not need to be repeated in the Area Plan. However, the findings of the Landscape Character Assessment (see Chapter 21 – Evidence Base) will be incorporated into the Plan.

The formulation of a policy framework for National Heritage Areas and the designation of such Areas are outside the remit of Area Plan preparation, but the protection of the historic landscape of the Meayll Peninsula and the role of Cregneash as the home to the National Folk Museum are matters that the Plan will address.

Listed Ancient Monuments will be identified on the Plan, and, where appropriate, there will be proposals for affording protection to their settings. Consideration can be given to what, if any, protection should be given to structures or remains which are of interest but which are at present not specifically protected.

Sites of known archaeological interest will also be identified such as to assist all users of the Plan.

Evidence Link

further details of each of these are given in Chapter 21

Strategic Plan

Landscape Character Assessment

National Heritage Record

National Monuments Record

Link with the Government Strategic Plan Aims 2007 – 2011

To foster an economic and social climate which supports the protection, promotion, and participation in our unique cultural heritage.

To maintain the quality and natural beauty of our rural and maritime environment.

8.12 Cultural and Historic Environment Issues and Options

Issue 21 Protection

8.12.1 The Planning system can protect buildings of architectural or historic interest from demolition or inappropriate alteration by means of Registration or designation as part of a Conservation Area, and can control the use of land and operational development which affects the setting or context of buildings or sites of cultural or historic interest.

8.12.2 Initial Feedback from the Public Leaflet exercise

Whilst there were few comments which referred specifically to the Cultural and Historic Environment, there was nevertheless a strong opinion that the Area Plan should afford protection to the environmental assets in the South.

Issue 21:

Is the Cultural and Historic Environment of the South adequately protected; are there particular areas or sites which should be afforded greater protection; is the level of protection, either generally or specifically, greater than is appropriate?

Options:

21. (a) **Yes, the Cultural and Historic Environment of the South is adequately protected, and no changes need to be made to current designations.**
21. (b) **No, all of the environment in the South should be afforded greater protection.**
21. (c) **No, there are specific areas or sites which should be afforded greater protection (please provide details of the areas or sites and of why a greater level of protection would be appropriate).**
21. (d) **No, the level of protection is too great, either generally or specifically (please identify any particular areas or sites which are over-protected).**

Relevant Strategic Plan Policies

Environment

Strategic Policy 4

Landscape

Environment Policy 2

Archaeology

Environment Policy 40

9. Sport, Recreation, Open Space and Community Facilities

9.1. Topic Description

9.1.1 The South is well provided with formal facilities for most sports, including football fields in Port Erin, Colby, Castletown, and Ballasalla, golf courses at Langness, Port St Mary, and Rowany, and swimming pools in Castletown (currently being renovated) and at the Cherry Orchard in Port Erin. The Department of Education also generally permits the use of its sports halls and school fields outside of regular school hours. Public parks or play areas are provided in each of the towns and villages, and the extensive system of public footpaths gives access to areas of public ramblage, the plantations, and the National Trust land to the south of Cregneash. There is also considerable opportunity within the South to undertake marine based activities such as sailing, windsurfing, diving, canoeing and fishing.

9.1.2. Community facilities include

- (a) Primary schools at Port St Mary, Four Roads, Arbory, Castletown, and Ballasalla and Castle Rushen High School in Castletown; in addition, King William's College and its associated junior school, The Buchan, are also located in Castletown;
- (b) Health-care surgeries in Port Erin, Castletown, and Ballasalla;
- (c) Fire-stations in Port Erin and Castletown;
- (d) Police-stations in Port Erin, Port St Mary, Castletown, and Ballasalla;
- (e) Local Authority Offices, Libraries, or Halls in Port Erin, Port St Mary, Castletown, and Ballasalla; and
- (f) Churches or chapels in Cregneash, Port Erin, Port St Mary, Ballafesson, Colby, Ballakilpheric, Ballabeg, Castletown, Ballasalla, St Mark's, and Kerrowkeil, as well as the Parish churches in Rushen and Malew.

9.2. Strategic Plan Context

The Strategic Plan sets out the main 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 Strategic Plan aim to increase the provision of open space or protect and/or enhance the current provision.

In terms of the other essential services the Strategic Plan seeks to ensure that enough suitable space is allocated to these uses.

Relevant Strategic Plan Policies:

Resources

Strategic Policy 1

General Development Considerations

General Policy 2

Protection of the Open Countryside	Environmental Policy 1
Woodland	Environmental Policy 3
Equestrian Pursuits	Environmental Policy 19, 20 & 21
Open Space	Recreation Policy 1, 2, 3, 4 & 5
Neighbourhood Centres	Community Policy 1
Community Centres	Community Policy 2 & 3
Retention of Existing Local Shops and Public Houses	Community Policy 4
School Sites	Community Policy 5
Community Health Care Facilities	Community Policy 6
Police Service	Community Policy 7 & 8
Fire Service	Community Policy 9, 10 & 11

9.3. **What does the Area Plan need to say with regard to Sport, Recreation, Open Space and Community Facilities?**

Whilst it is apparent that there are many opportunities within the south in relation to sport, recreation and community facilities as well as a large amount of open space, there is no formal mechanism in place to ascertain exactly what facilities exist and how these are used. It is therefore proposed that in preparing for the Draft Plan an audit of facilities within the South will be undertaken. This will enable informed decisions to be made about what, if any, additional provision needs to be planned for.

The Area Plan should incorporate an assessment of the indoor and outdoor sport and recreation needs of the plan area, and the wider context and include proposals to:

- retain existing sporting facilities and open space provision unless alternative provision of equivalent community benefit and of equivalent or better accessibility is made available;
- identify suitable sites to make good any deficiency in provision both for existing and future residents of the area; and
- ensure appropriate provision is made as part of any proposed residential development

The Area Plan will identify areas where improvements to informal access to the countryside and to the public footpath network can be made.

The Area Plan will safeguard any known site requirements for civic and community facilities.

Where a need for additional community facilities is identified, appropriate land will be safeguarded in the Plan.

The preparation of the Area Plan will, in conjunction with the Department of Education, take into consideration the continued viability and accessibility of village schools when making decisions on the location of future development.

Evidence Link

further details are given at the end of the report

Strategic Plan

Link with the Government Strategic Plan Aims 2007-2011

To improve the lives and health of all children and young people, recognising that some will need extra support

To ensure equality of opportunity and fair treatment for all

9.4. **Sport, Recreation, Open Space and Community Facilities Issues and Options**

Issue 22 Open Space, Leisure and Recreation

9.4.1. The Isle of Man as a whole is well provided for in terms of sports and leisure facilities and there is an abundance of accessible open space across the Island. Many of these facilities are intended to serve the whole of the Island's population and it would not be viable for specific facilities to be replicated within each area.

9.4.2. Whilst there are numerous facilities in the South of the Island, it would be beneficial to learn more about these and how they are used. A commitment has been made to undertake an audit of these, but it would be useful at this stage to gather some views as to what is there, how it could be improved, and if there is anything further required in the South of the Island.

9.4.3. **Initial Feedback from the Public Leaflet Exercise**

Leisure and Recreation Provision

There was a strong feeling that an improvement in the level and type of services and facilities within the South was required. Suggestions on what exactly needed to be provided can be split in to two main groups, outdoor facilities and indoor facilities.

In relation to outdoor facilities it was felt that land should be made available for the provision of a new sports pitch and that there was also the need to provide a park at a similar scale to the Mooragh Park and Onchan Park which would offer recreational opportunities to a wide cross section of the community, providing space to play as well as more formal landscaped gardens. This would be seen as a valuable resource for the area and the Island as a whole. More thought should also be given to creating smaller scale parks within the settlements.

The need for greater provision of indoor leisure and recreation facilities was also raised as an issue. There were different thoughts about what was actually needed and where it should be provided but some requests made were for a health and fitness club, a music centre, a youth centre, a cinema and a day centre for people with disabilities. There was also a specific issue raised about the future of the Southern Area Swimming Pool and whether this would need to be expanded in the future.

Issue 22:

As background to the Audit of Community Facilities, what are the key sports, recreation, open space and community facilities within the Southern Area? Are they in need of improvement, if so how? Are there any other facilities required in the South, if so what are these?

Options:

22. (a) Sports Facilities

(e.g. playing pitches, swimming pools, bowling green, sports halls, golf courses etc.).

22. (b) Recreation Facilities

(e.g. climbing walls, skate parks etc.).

22. (c) Formal Open Space

(e.g. formally laid parks and play parks).

22. (d) Informal Open Space

(e.g. open countryside and the Glens).

22. (e) Community Facilities

(e.g. community centres, medical facilities, places of worship, schools, nurseries, libraries etc.).

Issues 23 & 24 Integrating the Ageing and Elderly population into the heart of the community

9.4.4. A comparatively high proportion of the Island's population is over sixty. This will mean that need to plan for the specific requirements of an ageing population is all the greater.

9.4.5. There is a responsibility to ensure that older people are not excluded from participating fully in community life and are able to access the necessary service and facilities to enable them to do this.

9.4.6. Whilst it is likely that some of these needs will be picked up in the audit of community facilities, ahead of this it would be useful to ascertain what is required and where best it should be located.

9.4.7. Issue 13 has already covered the need to consider how and where to build sheltered accommodation to meet the specific housing need. However, there is a requirement to also consider how the day to day requirements of older members of the community are met.

Issue 23:

What is it specifically that an ageing population requires to enable them to play a full and active role within the community?

Options:

23. (a) **Should the Area Plan seek to facilitate a community facility that would enable older people to meet up on a regular basis?**
23. (b) **Should the Area Plan seek to facilitate another type of facility to meet the needs of the ageing and elderly population? (please provide details)**

Issue 24:

Where best should these facilities be located?

Options:

24. (a) **Within the centre of main towns which would enable people to visit other shops and services within the town.**
24. (b) **Close by existing facilities for the elderly which would reduce the need to travel.**

Issues 25 & 26 Footpaths and Informal Access to the Countryside

9.4.8. There is an abundance of footpaths in the South of the Island and generally speaking this is seen as a well established and maintained network. However it is a requirement of Recreation Policy 5 of the Strategic Plan that *Area Plans will identify areas where improvements to informal access to the countryside can be made and to the public footpath network.*

By informal access to the countryside we mean making it accessible for a range of activities including bird watching, picnicking etc

9.4.9. Initial Feedback from the Public Leaflet Exercise

Rights of Way

There were a number of respondents who thought that there was a need to give further protection to the coastal walks in the South and that Rights of Way should be declared so that the right to walk the entire coast is preserved in perpetuity.

Issue 25:

Recognising that in general informal access to the countryside in the South is very good is there anything further that might be done which may make it more accessible?

Options:

25. (a) **Yes, improvements can be made at . . . (please provide details).**
25. (b) **No, informal access to the countryside is adequate.**

Issue 26:

Again recognising that in general the public footpath network is well maintained and established is there anything further that might be done to improve the public footpath network within the South? For example through better signage?

Options:

- 26. (a) Yes, improvements can be made at . . . (please provide details).**
- 26. (b) No, the public footpath network is adequate.**

Relevant Strategic Policies:

Open Space
Recreation Policy 5

Issue 27 Burial Grounds

9.4.10. The Area Plan needs to ensure that sufficient space is given over to meet the requirements of burials. There are currently three graveyards within the South (located in Arbory, Rushen and Malew) and it is thought that at least two of these will require more space than is currently allocated.

9.4.11. Another possible option is to develop a green cemetery in the South of the Island. This is seen as an alternative to traditional burial grounds, which can become problematic when they become full and not enough resources are available to ensure adequate maintenance. They also require an ever growing supply of land, which once used as burial space is unlikely to be used for anything other. Green burial sites can blend into the surrounding countryside and when all the space is filled can be used for other uses such as quiet open spaces. There is not the requirement to build permanent pathways and roads and individual plots can be distinguished by a tree or a shrub. This is something which could be considered in the Area Plan for the South.

Issue 27:

Is there a need to provide more space for burial grounds within the Southern Area? If so how, best should this be accommodated?

Options:

- 27. (a) Yes, the following cemeteries are reaching capacity and more space will be required close to or adjoining the cemetery (please provide details of which cemeteries this applies to).**
- 27. (b) Yes, the Area Plan should seek to provide space for a Green Cemetery.**
- 27. (c) Yes, more space is required and the Area Plan should ensure sufficient space is made available close to or adjoining cemeteries as well as investigating whether a green cemetery would be feasible within the Southern Area.**
- 27. (c) No, there is adequate provision and no more land should be allocated for this use.**

10. Minerals, Energy and Waste

10.1. Topic Description

10.1.1. Minerals:

There are a number of key minerals sites in the South of the Island but, due to the complexities relating to mineral extraction and the need to look at a wider area than the South in isolation, it has been decided that these issues are better covered in an all Island Area Plan specifically dedicated to minerals.

10.1.2. Energy:

In common with the rest of the Island, the Southern area is reliant on imported oil, gas and coal; however, given the current climate, there may be some scope to now look at what role the Southern Area can play in moving towards more sustainable energy production.

10.1.3. Waste:

The amount of waste produced by householders on the Island is increasing every year. There are several factors effecting this increase: an increase in consumer spending and an increase in numbers of households. This increase will be reflected in the tonnage of household waste produced within the Southern Area, all of which has to be dealt with. The Strategic Plan and the Government Waste Management Plan stress the importance of adopting a hierarchy for how this waste should be managed (prevent, reduce, reuse, recycle). Policy guidance on waste also emphasises the need to manage wastes as close to the point of arising as possible to reduce the distance waste is transported on the highway (the proximity principle). To allow wastes to be managed further up the hierarchy, the Southern Area Plan needs therefore to provide sufficient opportunities in the local area for either the reuse and recycling of domestic and commercial wastes, or the bulking up of these materials prior to recycling elsewhere. This approach has two very important effects. Firstly it reduces the amount of wastes which need to be disposed of to landfill or through the Energy from Waste Facility. This generally ensures that raw materials and resources are reused as many times as possible prior to disposal with associated savings in energy, water and use of chemicals. Secondly it ensures that waste materials are managed locally thereby reducing the carbon emissions associated with transportation.

10.2. Strategic Plan Context

The Strategic Plan sets out the main policies relating to Minerals, Energy and Waste.

At present the Energy Policy 5 of the Strategic Plan requires proposals for more than 5 dwellings or 100 square metres of other development to be accompanied by an Energy Impact Assessment. This encourages the developer to consider the energy impact of the proposal and to make it as energy efficient as possible. There are still plans to produce a Planning Policy Statement which would develop this principle further, giving more guidance and encouragement for developers to build in a way which takes into consideration energy efficiency. There is no target given in the Strategic Plan for energy efficiency or the use of renewables, but this is something which might be able to be considered through the proposed Planning Policy Statement.

Relevant Strategic Plan Policies:

Energy

Energy Policy 1, 2, 4 & 5

Waste

Waste Policy 1

10.3. **What the Area Plan needs to say about Minerals, Energy and Waste**

The Area Plan will not need to consider issues relating to minerals as these will be dealt with in an Island Wide Area Plan which will specifically cover the minerals issues for the Isle of Man. However it may be appropriate for the Area Plan to consider restoration of former quarries within the Southern Area and to also cover the issue of amenity screening of active quarries.

Working in conjunction with the Waste Management Unit of the Department the need for any new amenity site and other waste related facilities will be considered and if necessary land will be allocated for this in the Draft Plan.

10.4. **Initial Feedback from the Public Leaflet Exercise**

Effects of Climate Change, Renewable Energy, Reducing CO₂

It was stated that the Area Plan should look at the issue of Climate Change and the effects that this may have on the South of the Island. It was also felt that more should be done to develop renewable energy sources and reduce levels of CO₂ emissions. Some thought that this may be achieved through the adoption of more target related policies relating to reduction in CO₂

10.5. **Initial Feedback from the Public Leaflet Exercise**

Environmental considerations

There was a strong opinion that all new dwellings should be built in a way which was environmentally friendly and should incorporate building techniques and specifications which would reduce the carbon footprint for both the development and the end user.

Evidence Link

further details of each of these is given at the end of the report

Strategic Plan

Government Waste Management Plan

Link with the Government Strategic Plan Aims 2007-2011

To provide for growing energy needs which allows economic growth whilst minimising environmental impacts.

To ensure the Island can respond to the impact of climate change and plan its services and infrastructure developments to safe guard the Island.

10.6. **Waste Issues and Options**

Issue 28, 29, 30 & 31 Waste

10.7. **Amenity sites**

10.7.1. The one Civic Amenity site within the Southern Area accepts both domestic and small amounts of commercial waste. The present site meets with the current demand for a facility for the deposit of bulky wastes, green waste and other wastes for recycling or disposal. However as there is further need to expand the range of services provided, and to accommodate best practice in site design, there may be in future a need to look for a larger site which would incorporate a split level facility, an expanded set aside facility, and an enhanced site for composting. The preferred location for this type of facility is within an industrial area.

10.8. **Kerbside Collection Bulking Up Facility**

10.8.1. Kerbside collection of dry recyclable materials is part of the emerging Government waste strategy as a mechanism to increase the amount of material recovered for recycling. It is anticipated that a partnership scheme for kerbside collection of materials for recycling in the areas of high household density in the Southern Area will be implemented in the medium term.

10.8.2. Any Kerbside Scheme in the Southern Area will require a facility in which to bulk up materials collected prior to transportation to the point of recycling. The preferred location for this type of facility is within an industrial area, and could be co-located with a Civic Amenity facility.

Issue 28:

Should the Area Plan seek to identify areas for the location of a bulking up facility for a kerbside collection scheme within the Southern Area

28. (a) Yes, the Area Plan should seek to identify locations for a bulking up facility for a kerbside collection scheme

28. (b) No, the Area Plan should not seek to identify locations for bulking up facility for a kerbside collection scheme

10.8.3. **Initial Feedback from the Public Leaflet Exercise**

Recycling

There were some views expressed about the recycling facilities in the South. Some thought that there was a need to look at the mini amenity sites and change opening times to fit with those who work and that these should all be owned by DLGE and all have the same rules and regulations. There were also a number of respondents that thought that there was a need to ensure that recycling opportunities are increased and that use of the amenity site should be broadened to include free recycling of cardboard and plastics. The issues raised under this section were mainly regarding the operation of facilities and the services that they offer. This is not something which can be addressed in the Area Plan, however the Plan will assess whether enough land is being made available for Amenity Sites and if appropriate may put forward a new larger replacement site within the Draft Plan.

Issue 29:

Is the current Civic Amenity Site fit for purpose or should the Area Plan be allocating land for a replacement site within the Southern Area which would be capable of meeting future requirements?

Options:

- 29. (a) The current Amenity Site is fit for purpose for now and the future and does not need to be replaced.**
- 29. (b) The current Amenity Site is fit for purpose now but a larger replacement site will be required in the future. Please provide details as to where this facility should be located.**

10.9. Commercial Waste Facilities

10.9.1. There are a few commercial waste facilities located around the South of the Island. Whilst the role that they play in the management of waste is recognised and appreciated it is also appropriate for the Area Plan to examine whether such uses could be better located in future.

Issue 30:

Should the Area Plan allocate land appropriate for commercial waste facilities to ensure that all new development of this kind is located sensitively and sensibly?

Options:

- 30. (a) Yes, the Area Plan should allocate land for commercial waste facilities for new developments**
- 30. (b) Yes, the Area Plan should allocate land for commercial waste facilities for new developments and should also seek to relocate existing facilities to such sites**
- 30. (c) No, the Area Plan should not seek to allocate land for commercial waste facilities**

10.10. Expansion of bring bank schemes for recycling

10.10.1. Bring bank schemes play an important role in enabling people to carry out recycling locally. There are a number of these facilities locally but there may be a need to have further collection points. The Area Plan could assist by identifying areas where these would be best suited.

Issue 31:

Should the Area Plan seek to identify areas for the location of bring bank schemes within the Southern Area

Options:

- 31. (a) Yes, the Area Plan should seek to identify locations for bring bank schemes**
- 31. (b) No, the Area Plan should not seek to identify locations for bring bank schemes**

11. Port Erin



11.1. Introduction

Port Erin is currently the largest settlement in the South, with a total population of 3,575 (2006 Census), and is classified as a Service Centre in the Island Spatial Strategy. To the south-east is Port St Mary, and to the north are Ballafession and Surby.

11.2. The Environment

The older part of the village is clustered around Port Erin Bay, which faces due west towards the Mountains of Mourne. The Bay is formed by Bradda Hill on the north and by Mull Hill on the south. These hills effectively contain the village, which has performed spread eastwards over the lower, essentially-flat land towards the Four Roads. The surrounding landscape and seascape are of high quality, and are justifiably valued by residents and visitors alike.

11.3. Conservation

There is not a Conservation Area within the village, and only one building has been Registered, but several "zones of interest" have been previously identified. The Area Plan presents an opportunity to consider whether any of these zones warrants special protection, and whether there are further buildings which should be Registered.

11.4. Housing

In 2006, there were in Port Erin 1,577 private households, with an average household size of 2.21 (the lowest in the South). Of the total number of dwellings 296 are public sector units. A large proportion of the housing has been built since 1970, including, most recently, the construction of apartments on the top promenade to replace former hotel buildings.

11.5. Business and Tourism

The retail area within the village stretches from the supermarket on Bay View Road, 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.

Industry is limited to workshops for builders and garages, and office space comprises only small units, usually within or over shop units.

Tourism is still important within Port Erin. There remain hotels, boarding houses, and self-catering units, and the beach and the coastal walks continue to be popular attractions. The steam railway brings many visitors to the village each day from Easter until the end of October, and, for those staying (or living) in the village, provides a relaxed means of travelling to Castletown, Douglas, or intermediate stops.

There is also a small railway museum at the Station. 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 important for bringing in visitors.

11.6. **Sport, Recreation, Open Space and Community Facilities**

There are good facilities for many sports within the village. The 18-hole municipal golf course is easily accessed from the top promenade, whilst in Breagle Glen there are tennis courts, a bowling green, and miniature golf. Rushen Football Club play at Croit Lowey off Droghadfayle Road. There are also opportunities for water-sports in the Bay, and there is a recreational swimming pool in The Cherry Orchard.

Recreation and open space are also well provided. Athol Park has play equipment for small children, the beach is available to everyone, and the broogs and the paths to Bradda Head provide a variety of pleasant walks as well as linking into the Coastal Footpath.

Primary schooling is provided at Rushen Infants' and Junior Schools at Four Roads, just beyond the village boundary, and secondary schooling is at Castle Rushen High School in Castletown.

Sheltered housing is provided at Southlands, and health-care facilities and residential care are included within the Southern Healthcare Centre.

There is a police-station on Station Road, and a fire-station off Droghadfayle Road. The Port Erin Commissioners' office on Bridson Street offers information about local groups, events, and local government, and there is a public library almost opposite.

11.7. **Transport, Infrastructure and Utilities**

The principal road links comprise the strategic link along Shore Road to Castletown and Douglas (the A5), the main road linking the village to Ballafesson, Colby, Ballabeg, and Ballasalla (the A7), and the road over The Sloc to Dalby, Glen Maye and Peel (the A36).

The village is well served by buses, which run to Port St Mary, to Castletown and Douglas (via both the Shore Road and Colby), to Peel (via Castletown), and to The Sound. Buses are garaged next to the Railway Station.

The Railway is operated only seasonally, and at present functions primarily for heritage and tourist purposes.

Port Erin harbour is used mainly by leisure boats, including those offering trips to and around The Calf.

The village is linked to the "IRIS" sewerage system, by which raw sewage is pumped through pipes laid under the railway line to the treatment plant at Meary Veg in Santon.

11.8. **Minerals, Energy and Waste**

These matters are not of specific relevance to the village.

11.9 Location Specific Issues for Port Erin

Issue 32 Marine Biological laboratory

11.9.1. The former marine biological station is currently unused and through the Area Plan a new designation can be given to the area.

Issue 32:

What is the best use of the former Marine Biological laboratory?

Options:

- 32. (a) The site should be used for housing.**
- 32. (b) The site should be used for recreation or tourism.**
- 32. (c) The site should be used for employment**
- 32. (d) There is another suitable use for the site (please provide details).**

12. Castletown



12.1. Introduction

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. That Strategy also identifies the area immediately north of the town as a Major Employment Area. The town sits to the west of the Airport, on Castletown Bay where the Silverburn meets the sea.

12.2. The Environment

The immediate environment to the south of the town is provided by Castletown Bay, which is formed by the Langness Peninsula on the east, and by Scarlett to the west. To the north of the town is agricultural land, rising gently towards the slopes of South Barrule.

The town itself is dominated by Castle Rushen, one of the most complete mediaeval castles in the British Isles, and the seat of government from the time of the later Norse kings down to the 19th century. The old town, clustered around the Castle, was constructed in grey limestone, which lends a pleasing and natural colour and texture to the fabric, much of which is Registered and all of which is within a Conservation Area.

Around the old town are residential areas which have been constructed in much more recent years. These provide a rather bland and disappointing setting for a town which was described by Gordon Cullen as "one of the best of its kind in Britain".

12.3. Conservation

There is an extensive Conservation Area embracing the old town, and some 56 buildings have been Registered. Whilst there is thus protection for much of the fabric, the Area Plan nevertheless provides an opportunity to review the position and formulate proposals for enhancement.

12.4. Housing

In 2006, there were in Castletown 1,291 private households, with an average household size of 2.35. Of the total number of dwellings, 555 are public sector units (43%). Most of the housing is in estates located around the edge of the town, although recent development has included the provision of new dwellings within or close to the town centre.

12.5. Business and Tourism

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. Current redevelopment of Callow's Yard will provide several newly-built units. There is a seasonal open-air market once a week in The Square.

Castletown has the third largest office provision on the Island (after Douglas and Ramsey), mostly linked with Banking and Insurance. Some offices are housed in converted buildings within the old town (such as St Mary's Church and Bridge House), whilst others are in modern purpose-built accommodation (such as those at Red Gap and Alexandra Road).

Industrial uses may be found at the timber-yard at the head of the harbour, and at the commercial garages on Alexandra Road and Douglas Road. There are more extensive areas of industrial use to the north of the town boundary.

Tourism is important to Castletown. Whilst the castle is of international significance, there are also other National Heritage 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, especially since it is possible to arrive on a steam-hauled train which is in very nearly every respect exactly as it has been for the last 135 years. 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.

12.6. **Sport, Recreation, Open Space and Community Facilities**

There are good facilities for most sports within the town. Football is played in Castletown Stadium and at each of the schools. Castle Rushen High School and King William's College provide pitches for rugby, cricket and hockey, whilst there is also a rugby pitch in Poulson Park. The Southern Area swimming pool on Arbory Road is currently being renovated, and there are tennis courts and a bowling green at the Commissioners' site off Malew Street. The sports hall at the High School is also available for public use.

Poulson Park provides not only attractive open space, but also play equipment for children. The beach, stretching from the harbour, round the Bay, to Langness is of great amenity value as both public open space and as a play area. Primary schooling is provided at Victoria Road School and at The Buchan, and secondary schooling is provided at Castle Rushen High School and at King William's College.

There is sheltered housing at Sandfield, where there is also the Medical Centre. Castletown police station is housed in a Registered building (by M H Baillie-Scott) on Castle Street, and the fire station is on Farrant's Way.

The Civic Centre accommodates the Commissioners' offices, a public library, and a meeting hall, and is also a source of information about local groups and events.

12.7. **Transport, Infrastructure and Utilities**

The principal road links are the A5, to Douglas and to Port St Mary and Port Erin, and the A3 to Foxdale, St John's, and the North. The A5 also forms a by-pass of much of the town. The A12 serves Derbyhaven and eventually Langness.

Castletown is well served by buses, which run to Douglas, Port Erin and Port St Mary via both Shore Road and Colby, and Peel.

The railway is operated only seasonally, serving Ballabeg, Colby, Port St Mary and Port Erin, and, northwards, Ballasalla, Santon, Port Soderick, and Douglas, but at present it functions primarily for heritage and tourist purposes. Castletown harbour is used mainly by leisure craft.

The town is linked to the "IRIS" sewerage system, by which raw sewage is pumped through pipes laid under the railway line to the treatment plant at Meary Veg in Santon.

12.8. **Minerals, Energy and Waste**

These matters are not of specific relevance to the town.

12.9. **Location specific Issues for Castletown**

***Issue 33* Preservation of Castletown's historic character**

Issue 33:

How do we preserve and enhance the historic importance of Castletown whilst enabling appropriate development to take place?

Options:

- 33. (a) There should be no further new development within Castletown.**
- 33. (b) Development should only be allowed to take place to the North of Castletown.**
- 33. (c) Development should only be allowed to take place on the edge of Castletown.**
- 33. (d) Development should be allowed to take place wherever as long as it is sensitively designed and sited.**

13. Port St Mary



13.1. Introduction

Port St Mary is a village of 1,913 people (2006 Census) occupying the coastal area east of Mull Hill between Perwick Bay and Rhenwyllan Mill. It is classified as a Service Village in the Island Spatial Strategy, whilst Port Erin, just to the North-west, is classified as a Service Centre.

13.2. The Environment

The older part of the village hugs the shore-line between Kallow Point and Gansey Point, looking out over Port St Mary Bay across Bay ny Carrickey to Scarlett and, beyond that, Langness. Newer development has crept inland, but has largely been contained by the topography and by Beach Road. The golf course divides Fistard and the Perwick Bay development from the main part of the village. There is farmland to the north, separating Port St Mary from Port Erin.

13.3. Conservation

There are 3 Registered Buildings in the village. In the 2001 Draft Local Plan, there was proposed a Conservation Area around the harbour, but this was not progressed. The Area Plan presents an opportunity to consider whether there are further buildings which warrant Registration, and whether a Conservation Area should be designated, either in the form proposed in 2001 or otherwise.

13.4. Housing

In 2006, there were in Port St Mary 848 private households, with an average household size of 2.26. Of the total number of dwellings, 114 are public sector units. Whilst the last 30 years have seen the addition of familiar housing estates to the edge of the settlement, there have also been new dwellings created by conversion of former tourist accommodation and redevelopment of redundant land and buildings.

13.5. Business and Tourism

The shops in Port St Mary, strung out sporadically along the main street between the Post Office at one end and The Albert 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.

Industry in the village is mostly concentrated around the harbour, and relates to fish processing and the maintenance of vessels and harbour facilities. There are also a number of small workshops, and, adjoining the railway station, a gas storage depot.

Tourist accommodation is now limited, but the 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.

13.6. **Sport, Recreation, Open Space and Community Facilities**

The principal opportunities for sporting activity within Port St Mary are the 9-hole municipal golf course and the flourishing yacht club based at the harbour. There is opportunity to be involved in sailing and marine leisure from Port St Mary, which will be increased if the development of the proposed Marina goes ahead.

The beach and the play area at Clifton Road provide recreation space for families and children, whilst there is a fine network of footpaths which take advantage of the excellent sea-views.

The village has its own, centrally sited primary school, the facilities of which are also available for community use.

There is a police-house, and the Commissioners' office in the Town Hall offers information about local government and events.

13.7. **Transport, Infrastructure and Utilities**

The principal road links are Beach Road (to Castletown and Douglas via Shore Road), Station Road (to Port Erin or the North via Four Roads), and the Sound Road (to The Howe, Cregneash, and The Sound).

Port St Mary is the southern terminus of the bus route to Port Erin, Castletown, and Douglas.

The railway station is just north of the village, and is served by the seasonally-operated steam-hauled trains running between Douglas and Port Erin.

The harbour is busy and well used by fishing vessels and leisure craft alike. It is possible to take a trip to The Calf during the summer. There have been recent proposals by the Department of Transport to form a marina.

The village is linked to the "IRIS" sewerage system, by which raw sewage is pumped through pipes laid under the railway line to the treatment plant at Meary Veg in Santon.

13.8. **Minerals, Energy and Waste**

These matters are not of specific relevance to the village

13.9. Location Specific Issues for Port St Mary

Issue 34 Marina

13.9.1. Link to the feedback from the Public Consultation

Marina

The issue of a marina to be located in the South of the Island was mentioned in a number of the response. Those that did mention it were overwhelmingly in support of a marina being built somewhere in the South and out of those the majority stated that the preferred location for the marina should be Port St Mary. However, some of those who supported the marina in Port St Mary also had some stipulations about the development, these included that the discussion and planning of the marina take place in open and transparent manner, that the development is of a scale which can be accommodated within the village and finally that the proposed development is accompanied with the necessary associated development.

Issue 34:

Should a marina be developed with Port St Mary or elsewhere within the Southern Area?

Options:

- 34. (a) A marina should be located within Port St Mary.**
- 34. (b) A marina should not be located within Port St Mary.**
- 34. (c) A marina should not be located within Port St Mary but should be located elsewhere in the Southern Area (please provide details).**

14. Ballasalla



14.1. Introduction

Ballasalla is the largest settlement within the Parish of Malew with a resident population of about 1,400; it sits immediately north of the Freeport and the Balthane industrial estate, some 3 km north of Castletown. It is classified as a Service Village in the Island Spatial Strategy.

14.2. The Environment

Ballasalla has grown up around the former Cistercian Monastery at Rushen Abbey, which was founded in the 12th century, next to the Silverburn below the Monks' Bridge. The older part of the village is clustered around the ford and the remains of the Abbey, and falls within the Silverdale Conservation Area. To this older core have been added extensive residential estates, including the public-sector housing at Clagh Vane. The land rises away from the settlement to the north, up the valleys of the Silverburn and the Awin Ruy. To the south is the lower, flatter land on which sit the industrial areas and the Airport.

14.3. Conservation

There is one Registered Building in Ballasalla – Glashen Farmhouse – and, as indicated above, the Silverdale Conservation Area includes the older fabric around Rushen Abbey and the Monks' Bridge. The opportunity provided by the proposed by-pass and the Area Plan should enable formulation of proposals for enhancement of this historically important area and improved integration with the rest of the village.

14.4. Housing

There are approx. 575 private households in Ballasalla, of which 190 are accommodated in public sector units (33%).

14.5. Business and Tourism

There are several shops and a public house within the middle of the 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 are office buildings on the former railway land next to the station, and the Commissioners have their offices within the new civic building next to The Whitestone.

The industrial estate at Balthane adjoins the village. As indicated in the section on the built environment, the quality is generally poor, and both the fabric and the infrastructure are in need of improvement.

Rushen Abbey is a tourist destination, and links well with the railway and the footpath network along the Silverburn to Silverdale and to Castletown.

14.6. **Sport, Recreation, Open Space and Community Facilities**

Opportunities for sport and recreation within the village are limited, but the football field at Clagh Vane is well used and supported. There is a children's play area off Crossag Road.

The new Commissioners' building houses a doctors' surgery and clinic, a police station, and a meeting room, as well as the Commissioners' office, and the Village Hall is also available for community use.

14.7. **Transport, Infrastructure and Utilities**

The principal road is the strategic link between Douglas and the Airport/Castletown (the A5). Its route through the middle of the village has often prompted debate on the need for, and practicality of a by-pass. There are links also to Balthane, to St Marks, to Foxdale and the north via the Ballamodha, and to Ballabeg and Colby. Ballasalla is served by buses running to Douglas, Castletown and the other settlements in the South, and Peel.

The railway operates only seasonally, functioning for primarily heritage and tourist purposes.

The village is linked to the "IRIS" sewerage system, by which raw sewage is pumped through pipes laid under the railway to the treatment plant at Meary Veg in Santon.

14.8. **Location Specific Issues for Ballasalla**

Issue 35 Ballasalla Bypass

14.8.1. There is a commitment from the DoT to provide a bypass to the South of Ballasalla. This development will need to be integrated into the rest of the village.

14.8.2. Link to the feedback from the Public Consultation

Ballasalla Bypass

A major issue highlighted was the need to proceed with the plans to provide Ballasalla with a bypass. This was cited as a requirement on both safety and regeneration grounds.

Issue 35:

How can the Ballasalla bypass be integrated into the Village? What else needs to be provided to ensure that this scheme is successful?

Options:

Please provide details

14.8.3. The Balthane Industrial Estate is located just South of Ballasalla village. The Estate is used by a mix of businesses. Over the years the Estate has become slightly neglected and is in some cases unattractive both to the public and the businesses located within the park. Whilst it is recognised that the Estate is home to some uses which are required on the Island but have no other suitable location there is scope for the general appearance and access to the Estate to be improved.

Issue 36:

Does the Balthane Industrial Estate need to be improved?

Options:

If so how?

Please provide details

15. Ballafesson



15.1. Village Description

The Island Spatial Strategy classifies Ballafesson as a Village and it has a resident population of around 460 people, comprising approx. 190 households, of which 43 are accommodated in public sector units. The Southern Area Plan will include Surby as part of this Village. The settlement lies only 0.5 km north of Port Erin and has lost its Post Office and its Shop, but has nevertheless managed to retain its separate identity. The separation from Port Erin is maintained largely by the Rowany Golf Course. To the north, the slopes of the Carnanes limit further spread, although there is an historical ribbon of scattered buildings up Surby Hill as far as the 140m contour. The village is centred around the Methodist chapel and its hall, but there is also a practice-room for the local brass band. There is

one Registered Building – the thatched cottage on Surby Hill – but no Conservation Area. The village is well served by the bus-route from Port Erin to Douglas, and is linked to the mains drainage system.

15.2. Location Specific Issues for Ballafesson

Issues 37 & 38 The principal issues specific to the village are:

Issue 37:

To what extent, if any, should there be provision of additional housing to meet local needs?

Issue 38:

Where should the development boundary of the village be established?

16. Colby



16.1. Village Description

Colby is classified as a Village in the Island Spatial Strategy with a resident population of around 1,470, comprising approx. 630 households, of which approx. 80 are accommodated in public sector units. The Southern Area Plan will include Colby Level, Croit-e-Caley, and Ballakillowey as part of this Village. Colby straggles along the main road (the A7) from Cronk-y

Thatcher to Ballakillowey, with lateral limbs stretching up the Glen Road and down the Croit-e-Caley Road at The Level. With the exceptions of Station Park and Croit-e-Caley, most of the built development is on the north side of the main road, on land rising away from the road towards the slopes of the Carnanes and Earystane Hill. There is a public house, a shop and a chapel close to Colby Bridge, a church at Belle Abbey, and a chapel in Croit-e-Caley. The Colby Glen Conservation Area embraces the buildings set either side of the Glen Road between the Bridge and the Glen itself. In the Arbory and East Rushen Local Plan, it is proposed that this Area should be extended to include Cubbon's Bridge. The Village is served by the Douglas – Port Erin bus and by the railway, and is connected to the mains drainage system. Colby Football Club currently play on the pitch served by the Glen Road, but planning permission has been granted for relocation to a site south of Colby Station and redevelopment of the present pitch.

16.2. Location Specific Issues for Colby

Issues 39 & 40 The principal issues specific to the village are:

Issue 39:

To what extent, if any, should there be provision of additional housing to meet local needs?

Issue 40:

Where should the development boundary of the village be established?

17. Ballabeg



17.1. Village Description

Ballabeg is classified as a Village in the Island Spatial Strategy with a population of around 520, comprising approx. 230 households, of which 12 are accommodated in public sector units. The older part of the Village is clustered around St Columba's Church. To this older core there have been added

from time to time newer housing estates, most obviously Friary Park. Most of the development is on the north side of the main road (the A7). In addition to the Church, there is a methodist chapel sited close to the Three Roads. Until recently, there was a general shop at the corner opposite the Ronague Road, but this is now closed. At the Friary Farm, there are the remains of a former Franciscan Friary which was founded in the 14th century. Parville is Registered, and, in the Arbory and East Rushen Local Plan, it is proposed that there should be a Conservation Area stretching from the Church to the Friary. The Village is connected to the mains sewerage system.

17.2. Location Specific Issues for Ballabeg

Issues 41, 42 & 43 The principal issues specific to the village are:

Issue 41:

To what extent, if any, should there be provision of additional housing to meet local needs?

Issue 42:

Where should the development boundary of the village be established?

Issue 43:

How best can re-establishment of a shop be achieved?

18. Rushen



18.1. Parish Description

South and East of the unenclosed hill-land of Cronk ny Arree Laa and The Carnanes, the Parish is characterised by a sloping, agricultural landscape in which there are not only scattered farmsteads and single dwellings, but also small groups of dwellings, such as those at Lingague, Ballakilpheric and Cronk-e Dhooney. South of the Ballachurry Road, around Trinity Church and stretching eastwards as far as Strandhall, there is flatter agricultural land running down to the Shore Road, punctuated by the trees and buildings of the Kentraugh Estate. Beyond Port Erin

and Port St Mary, the rising land includes Glen Chass and The Howe before reaching Cregneash, which sits centrally within the Meayll Peninsula between the summits of Mull Hill and Cronk ny Arrey. The Peninsula meets the sea at The Sound, beyond which is The Calf, now administered by the Manx National Trust.

18.2. Location Specific Issues for Rushen

Issue 44 Cregneash

Issue 44:

How best to preserve and enhance the special character of Cregneash and the Southern Meayll Peninsula?

Options:

- 44. (a) The current arrangements are adequate.**
- 44. (b) Cregneash should be designated as a conservation area.**
- 44. (c) There are other ways to protect Cregneash and the Southern Meayll Peninsula (please provide details).**

Issue 45 Ballakilley

Issue 45:

What is the best use of the land at Ballakilley?

Options:

- 45. (a) As a mixed use scheme incorporating a mix of housing types and tenures and open space.**
- 45. (b) As a housing scheme only.**
- 45. (c) As a recreation facility only.**
- 45. (d) The site should remain as it is.**

19. Arbory



19.1. Parish Description

Between the upper reaches of the Colby River and the Silverburn, hill-land and plantations stretch down to comparatively steep agricultural land, within which sit farm-buildings and scattered dwellings. These include the group of buildings at Earystane, most of which are constructed of finely coursed stone from the quarry, which is active again on the edge of the plantation on Earystane Hill. South of the A7, the land is flatter, but for Fisher's Hill and Chapel Hill, on which may be found Ancient Monuments, including a Viking Ship burial. Also within this generally flatter land are the fine houses of Balladoole and Ballakeighan, and the worked-out quarries at Fisher's Hill and Balladoole.

Issues 46, 47 & 48

The principal issues specific to the parish are:

Issue 46:

If the opportunity arises, should greater or different use be made of any former or now-redundant Water Authority sites, such as those at Scard, Cringle and Ballagawne?

Issue 47:

Does the continued use of the Billown Circuit for motorcycle racing have any implications for land use planning?

Issue 48:

Should greater or differed use be made of the worked-out quarries at Fishers Hill and Balladoole?

20. Malew



20.1. Parish Description

Malew is one of the Island's larger parishes, stretching from the edge of Foxdale village in the North, over South Barrule and down the valley of the Silverburn to Scarlett, Castletown Bay, and Langness. The hill-land of South Barrule gives way to the plantations which skirt it and Stoney Mountain before reaching agricultural land which drains into the Silverburn or the Santon Burn on the eastern boundary of the parish. Within this agricultural landscape are not only scattered dwellings and farm buildings, but also groups of buildings such as those at Ballamodha, The Gate, and St Mark's. The landscape is now hummocky – drumlins created by glaciation in pre-historic times. South of Ballasalla are the industrial estates and the Airport. South-west of Castletown is Scarlett, with its distinctive limestone features around the coastline. South-east of the Airport sits the group of dwellings at Derbyhaven, and beyond that, the peninsula of Langness, now largely designated as an Area of Special Scientific Interest.

The principal issues specific to the parish are:

20.1.1. The principal Issues for Malew relate to a Green Gap between Castletown and Ballasalla, to the Ballasalla By-pass, and to the Industrial Estate at Balthane. Details of these are included in Chapter 8 on the Environment and Chapter 14 on Ballasalla.

21. Evidence Base

21.1. Introduction

Various plans, reports, studies, and other documents are referred to in this document and will provide the evidence-base for the formulation of the Draft Area Plan. Brief summaries and details of the availability of these are set out below.

21.2. The Isle of Man Strategic Plan

The Isle of Man Strategic Plan was approved by Tynwald on the 11th July 2007, and came into operation on the 1st August 2007. It forms the first part of the Island Development Plan, of which the second part will comprise the four Area Plans. It was published as Government Report 023/07, and may be viewed or downloaded from the Department's website - www.gov.im/dlge - or purchased from the Tynwald Library or the Department's Offices in Murray House. The Strategic Plan itself refers to a number of studies –

21.2.1. Residential Land Availability Study 2007:

Published by, and available from, the Department.

21.2.2. Employment Land Availability Study 2007:

Published by, and available from, the Department.

21.2.3. Transport Implications of the Isle of Man Strategic Plan Report: Dated 24th April 2007, and prepared by JMP Consulting for the Department, from whom it is available.

21.2.4. Agricultural Soils of the Isle of Man

by Harris et al, prepared in 2001 by the Centre for Manx Studies; a copy may be inspected at the Department's Offices.

21.3. Government Strategic Plan 2007 – 2011

This Plan sets out Government's strategy over a five-year period to 2011, and is available at www.gov.im/cso or from the Chief Secretary's Office.

21.4. Isle of Man Census 2006

The report of the partial census in 2006 is available at www.gov.im/treasury or from the Treasury in Government Offices.

21.5. Housing Policy Review Progress Report 2007

Annual report prepared by the Estates and Housing Directorate of the Department, and available at www.gov.im/dlge or from the Department's Offices.

21.6. Wildlife Sites

The Manx Wildlife Trust has been commissioned by Government to undertake survey and identification of non-statutory Wildlife Sites. Available for inspection at the Department's Offices are the Handbook, which sets out the system for identifying sites, and the citations relating to the three sites in the South which have so far been designated.

- 21.7. **Landscape Character Assessment**
The Department has commissioned an assessment of the Island's landscape which will identify different categories, so enabling the introduction of appropriate management and policies for each. The Department hopes to be able to publish this assessment by August 2008.
- 21.8. **Site Assessment Framework**
The Department has commissioned consultants to formulate a set of standard site-selection criteria which can be used to evaluate and compare sites which have been identified or proposed for development. These will be used in the preparation of the Area Plans. The Department hopes to be able to publish the criteria in July 2008.
- 21.9. **Residential Land Availability Update**
The annual update of the Study published in July 2007 (see paragraph 6.2.2 above) should be available from the Department in July 2008.
- 21.10. **Retail Study**
Government has commissioned a study of the state of, and future of, retailing in the Island. This report should be available by August 2008.
- 21.11. **Flood Mapping**
The Department of Transport has commissioned the preparation of maps which will indicate those areas susceptible to flooding. Once this information is available, it will be used in the preparation of the Area Plan, and, in particular, in the site-selection process referred to in 6.8 above.
- 21.12. **Vision 2020**
This is a consultation document issued by the Department of Tourism and Leisure which sets out a vision as to how to ensure the future success of the Isle of Man visitor economy. The report is available at <http://www.gov.im/tourism/trade/strategy.xml> or from the Department of Tourism and Leisure.
- 21.13 **Guidelines for the Selection of Biological Areas of Special Scientific Interest (ASSIs) on the Isle of Man DAFF January 2008**
Available from the DAFF offices at Knockaloe, Patrick.
- 21.14 **Protected Buildings Register by Parish**
This a full list of all registered buildings ordered by Parish it can be downloaded from <http://www.gov.im/dlge/planning/conservation/registeredbuildings.xml>
- 21.15 **National Heritage Record**
Compiled and maintained by Manx National Heritage
Can be viewed at Manx National Heritage, Douglas
- 21.16 **National Monuments Record**
Compiled and maintained by Manx National Heritage
Can be viewed at Manx National Heritage, Douglas

Appendix A: Statistical Digest

A.1. Area, Population and Household Data

The following tables some of which are sourced from the 2006 Census, include information in relation to area, population, employment, and household size.

A.1.1. Local Authority Areas

Area	sq. miles	sq. kms
Malew	18.2	47.1
Rushen	8.6	22.2
Arbory	6.8	17.7
Castletown	0.9	2.4
Port St Mary	0.6	1.4
Port Erin	1	2.6
Total	36.1 sq. miles	93.3 sq. kilometres

A.1.2. Population by Local Authority Area and Gender

Population	Male	Female	Total
Malew	1,148	1,156	2,304
Rushen	755	836	1,591
Arbory	851	872	1,723
Castletown	1,534	1,575	3,109
Port St Mary	938	975	1,913
Port Erin	1,777	1,798	3,575
Total	7,003	7,212	14,215

A.1.3. Population Density

Number of people (per sq. mile) **394**

Number of people (per sq. kms) **152**

A.1.4. Population by Quinary Age and Area

	0-14	15-29	30-44	45-59	60-74	75-84	85+
Malew	364	337	393	486	387	166	71
Rushen	222	213	261	399	299	121	76
Arbory	275	239	371	419	271	100	48
Castletown	555	586	644	612	487	159	66
Port St Mary	315	260	373	448	311	144	62
Port Erin	503	644	698	735	600	294	101
Total	2234	2279	2740	3099	2355	984	424

A.1.5. Employed Population by Area of residence: 2006 v 2001

	Employed 2006	Employed 2001	Percentage Change
Malew	1,090	1,105	-1.4
Rushen	681	670	1.6
Arbory	870	871	-0.1
Castletown	1,509	1,536	-1.8
Port St Mary	929	958	-3.0
Port Erin	1,769	1,647	7.4
Total	6848	6787	

A.1.6. Employed Population by Gender and Area of Residence 2006

	Total	Males	Females
Malew	1,090	612	478
Rushen	681	375	306
Arbory	870	464	406
Castletown	1,509	798	711
Port St Mary	929	515	414
Port Erin	1,769	1,011	758
Total	6,848	3,775	3,073

A.1.7. Resident Households by Area: 2006 v 2001

	Number of Private Households		Residents in Private Households		Average Household Size	
	2006	2001	2006	2001	2006	2001
Malew	936	914	2,239	2,208	2.39	2.42
Rushen	651	630	1,525	1,504	2.34	2.39
Arbory	737	730	1,723	1,714	2.34	2.35
Castletown	1,291	1,284	3,030	3,062	2.35	2.38
Port St Mary	848	803	1,913	1,878	2.26	2.34
Port Erin	1,577	1,478	3,479	3,355	2.21	2.27
Total	6040	5839	13909	13721	2.31	2.35

A.1.8. Resident Households by Number or Persons and Area 2006

	Total Households	1	2	3	4	5	6	7+
Malew	936	254	340	139	142	49	9	3
Rushen	651	168	263	98	84	31	6	1
Arbory	737	197	291	106	99	34	9	1
Castletown	1,291	359	488	200	151	71	20	2
Port St Mary	848	267	305	131	100	32	11	2
Port Erin	1,577	517	579	228	171	60	20	2
Total	6040	1762	2266	902	747	277	75	11

A.2. The Strategic Plan

A.2.1. Overall Housing Provision

A.2.1. Overall Housing Provision

Housing Policy 3: The overall housing provision will be distributed as follows:

North	1200
South	1300
East	2500
West	1000
All Island	6000

A.2.2. Existing and Approved Dwellings by Local Authority Area

Appendix 8:

	Existing Units	Approved (2001-6)	Implemented (2001)
Malew	914	68	25
Castletown	1284	235	156
Rushen	630	39	30
Arbory	730	49	28
Port Erin	1478	162	133
Port St Mary	803	53	45
Total	5839	606	417

A.3. Geographical Data

A.3.1. Area

The area of the South is 93.3 sq km, which is 16.3% of the total area of the Island (572 sq km)

A.3.2. Built Area

The built area of the South (based on towns, villages, other settlements, and industrial areas) makes up approximately 5.4% of the total area.

A.3.3. Population

The Southern Area has a total population of 14,215, which is 17.8% of the Island's total of 80,058 (2006).