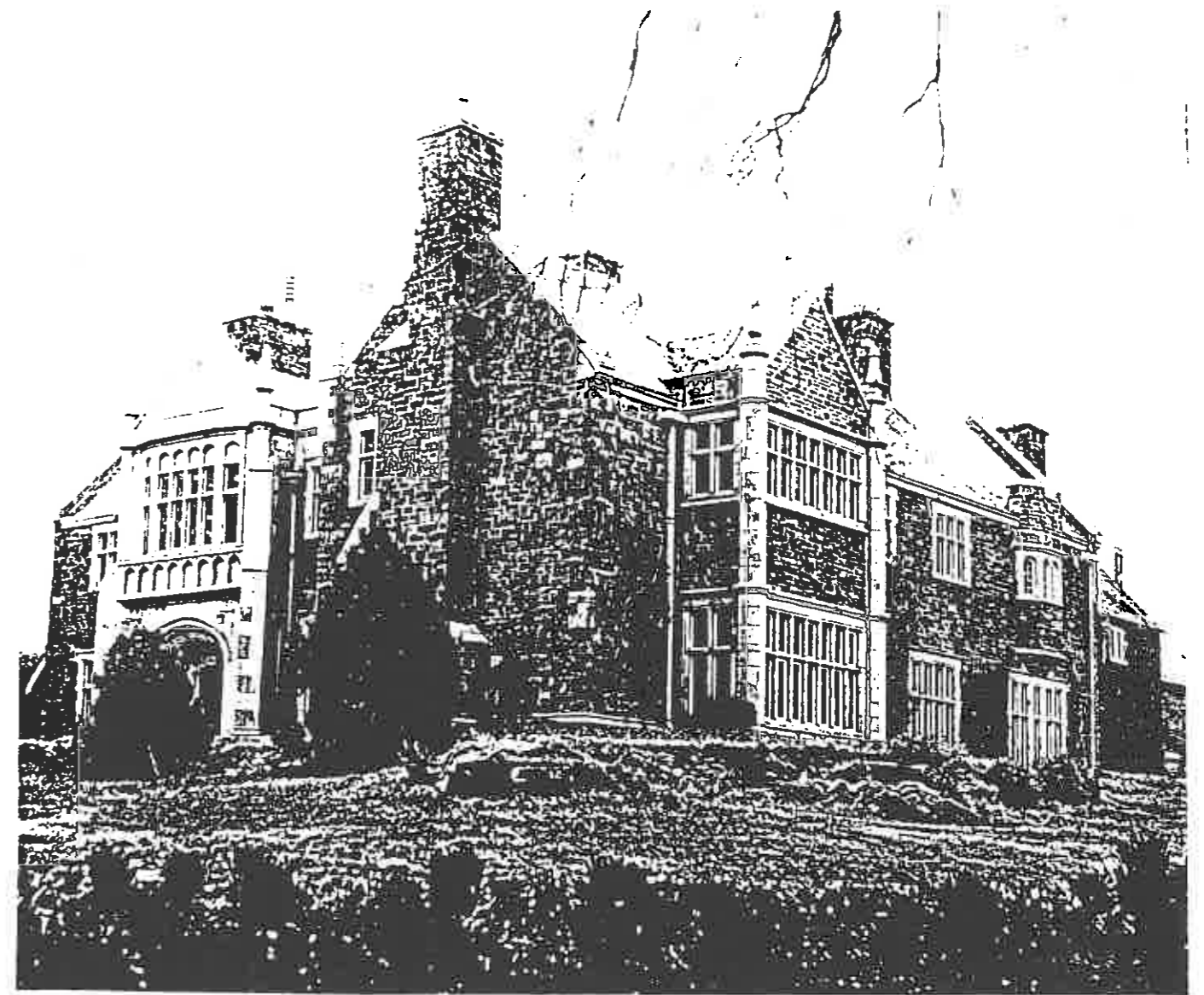




JURBY VILLAGE STUDY



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

Office of Planning,
Murray House,
Mount Havelock,
Douglas,
Isle of Man,
IM1 2SF.

1.0 JURBY VILLAGE STUDY
DISCUSSION DOCUMENT

1.1 Jurby village sits in the centre of Jurby parish which lies in the northwestern area of the Island, bounded by the Lhen Trench and the Killane River. Jurby village is centred around the remains of an ex-army camp and the airfield.

1.2 Jurby village is the main settlement within the parish, accommodating between two thirds and three quarters of the parish population and 0.6% of the total population of the Island.

1.3 Jurby village and parish are both covered by the Island Strategic Plan Sector E Plan and Written Statement which has been adopted by the Department of Local Government and the Environment as a Planning Circular (11/91). This document recommends that further detailed studies are undertaken to identify whether it is acceptable and desirable to consolidate or expand the villages and hamlets within the Sector and, if development is to occur, what form such development should take. The settlements identified for further study are:

- i. Jurby
- ii. Ballaugh
- iii. Sandygate
- iv. The Cronk (para. 5.4, Sector E Plan)

1.4 Jurby has been selected as the first of these to be the subject of a local plan. At present development in Jurby village is guided by the Island-wide Development Plan which, as it was adopted in 1982 is now over a decade out of date: for example, amongst other things (see fig. 1) 4 dwellings are now being developed on part of the area designated for "airfield" use, Snaefell View has been developed on land that is not zoned for residential use on the 1982 Plan; except for the runway extension the airfield no longer extends to the north of the A14 highway and the area used for industry at the northern end of the main area of airfield is not indicated as such.

1.5 Furthermore, as the 1982 Development Plan is drawn to a scale of 1:25,000 many of the finer details of land use have not been included, or have been drafted inaccurately: for example, the area of existing houses alongside the junction of the A14, A10 and B3 and several retail outlets are not shown and the area of High Landscape Value and Scenic Significance is shown to extend into the ex-army camp and the main area of airfield, which surely is not appropriate.

1.6 Jurby has experienced some fundamental changes in its comparatively recent past, many of which are occurring in an uncontrolled and unplanned manner: the army having vacated their former camp have left behind a site ripe for development, but not zoned as such, which but is gradually being chipped away for isolated developments. The airfield, now no longer used for military purposes covers, probably, a much wider area than is necessary. Changes are also occurring within the industrial estate without an overall guiding framework or master plan although an overall guiding framework is now being formulated.

1.7 In addition, in the past several independent and Government studies have been carried out in respect of the village and its future. Nothing has however ever been formally agreed or adopted which could be taken as a realistic comprehensive plan for future development. As such this is what is now being proposed.

Extent of Study

1.8 The parish of Jurby covers 7 square miles (17 sq.km) and accommodated 682 persons in 1991. Almost three quarters of these, however, live within half a mile of the industrial estate, so it is proposed that this study focuses mainly on that area. The plan should also include the airfield so that policies can be formulated for its future and the estate of Ballamoar Castle which the Sector Plan recommends should be used for the development of low density housing in parkland.

1.9 Statistics have been taken from the 1991 Census with regard to Jurby parish as a whole. Further data has been obtained for the area indicated in Fig. 1 from the Census Unit. The area proposed for the plan thus covers approximately 1.3 sq. miles and includes 143 households.

1.10 It is important to remember that an individual study has been proposed in the Sector Plan for Sandygate and as such statistics have not been included for properties more closely associated with that hamlet in spatial and land-use terms - therefore properties such as Ballavarran, Ballamoar, Ballameanagh have not been included in the Jurby village statistical base, whilst policies incorporating a wider perspective, may include them.

2.0 RESIDENTIAL DEVELOPMENT

2.1 Jurby village is clearly divided into two parts by the A14 highway: on the southern side of the road the land is all zoned as "airfield" and is used also as an industrial estate. On the northern side it is used for predominantly residential purposes and uses ancillary thereto - shops, school, public house, community hall etc.

2.2 It is proposed that in general this divide between residential and non-residential uses is maintained - restricting all new residential development to the north of the A14 and limiting all uses which are not complementary to a residential area to the southern side. (This includes relocation in the long term where this is reasonably possible of existing uses which are not entirely appropriate in a residential area, as well as new developments).

2.3 There is a considerable amount of land already zoned on the 1982 Plan for Predominantly Residential development: some 42 acres of green fields are allocated to the east of the Bretney and Threshold housing estates (see fig. 1).

2.4 Whilst this land is presently allocated for development there is now some 35 acres of land available, and indeed crying out for development in the form of the ex-army camp. The redundant bases which formerly littered this area have been removed, thereby removing what could otherwise have been a considerable cost in any redevelopment proposals for the camp. It is suggested that the ex-camp should be considered for development before the area zoned on the 1982 Plan for the following reasons:

- i. development of the zoned land would result in the disappearance of several green fields which currently add a positive element to the setting of the village, whilst leaving a large area of unsightly land undeveloped and further distancing the outlying properties

(from the village hall to Palm Court) from the village centre.

ii. the ex-camp, as it lies between existing residential areas, is likely to be easier to service in terms of electricity, gas, water and access - joining up existing areas rather than extending into completely new areas of supply.

iii. development of the camp will bring together the existing widely spread elements of the village into a consistent settlement and, at the same time go some way towards reducing the vulnerability and exposure of the village to the elements through its existing wide open spaces between areas of development.

2.5 Population and Housing

The population of Jurby parish as a whole has been rising steadily since 1961 but is nowhere near the levels of over 1,000 in the early 1800s.

2.6

	1931	1951	1961	1971	1981	1991	'31-92 chan
JURBY	386	945	796	537	620	682	+ 77%
I.O.M.	49,308	55,263	48,133	54,581	66,101	69,788	+ 41%
JURBY AS A PROPORTION OF TOTAL IOM POP.	0.78%	1.71	1.65	0.98	0.94	0.98	+ 2%

Whilst much of the considerable increase between 1931 and 1951 would be attributable to a military presence, it should be noted that despite this no longer being the case, population levels in Jurby have not dropped to the levels experienced prior to 1951 but have settled somewhere between the two.

2.7

The study area, focusing on the area defined in Figure 1 accommodates around 458 persons in 143 dwellings: this represents over two thirds of the parish population. A further 139 dwellings (around 320 persons) can be

found within a radius of 1.5 miles of the industrial estate.

2.8

The village population contains disproportionately fewer pensioners and more people under the age of 20 than either Jurby parish or the Island as a whole:

	Under 20	20-60/65	O.A.P
Jurby Village	36%	58%	6%
Jurby Parish	30%	59%	11%
I.O.M.	24%	54%	22%

11 households comprise solely pensioners, and a further 22 persons are within 10 years of becoming old age pensioners. There are currently 156 people on the waiting list for sheltered accommodation by the Ramsey and Northern District Housing Committee: only one of these persons resides in Jurby (December 1992).

2.9

It has been suggested that the village may benefit from the provision of some sheltered accommodation so that elderly people who are no longer capable of living, unassisted on their own, are not forced to move out of the village. Such accommodation would have the added, knock-on benefit of releasing existing housing - perhaps better suited for families, for younger households.

2.10

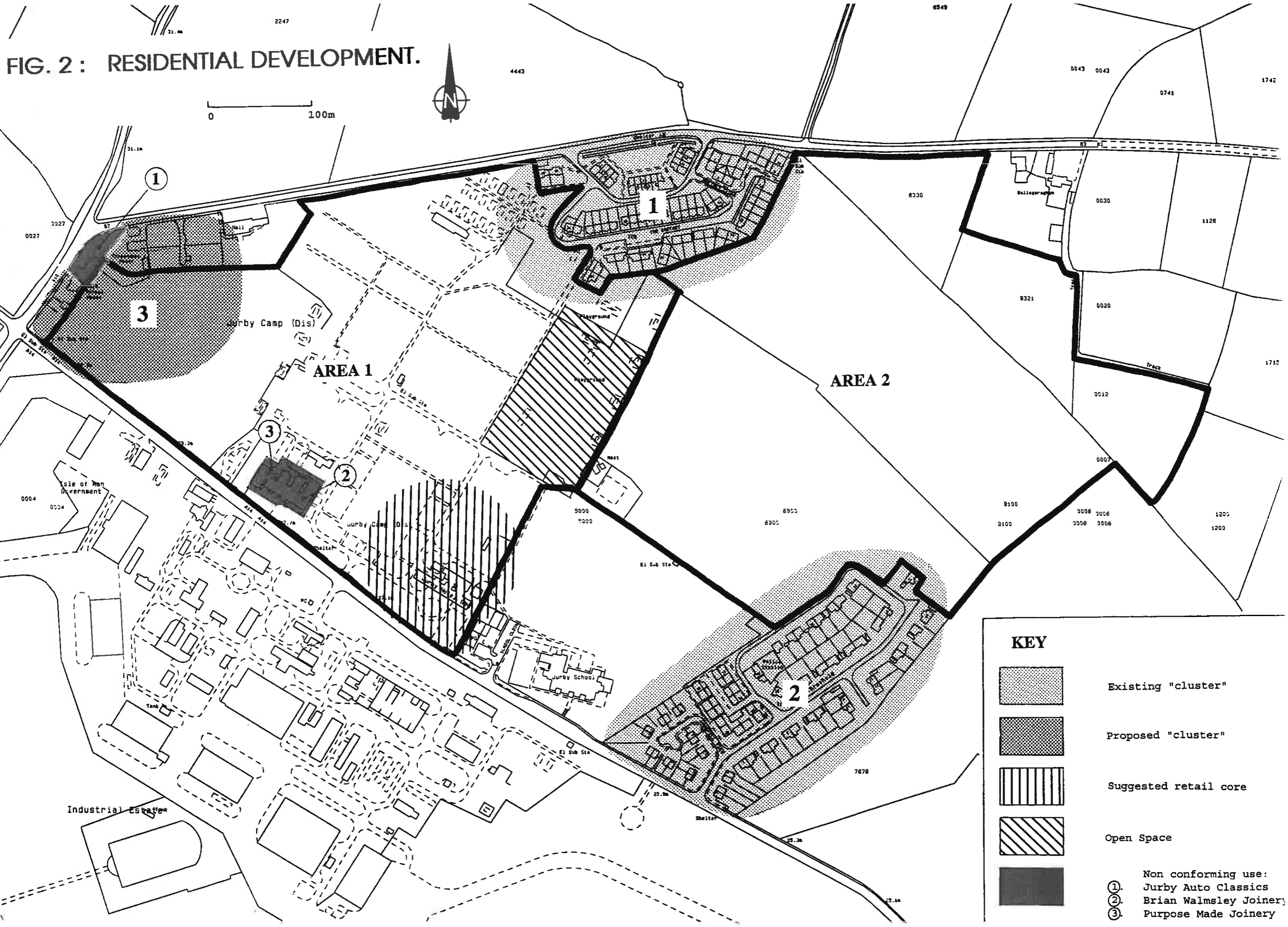
Household Size

The average household in Jurby comprises 3.2 persons: in Jurby parish 2.9 persons and in the Isle of Man the average is 2.5 persons. Within the study area the figure ranges from 1 person to 8 - outside the study area it is much lower - 2.6 persons per dwelling. (This significantly higher household size should be taken into account if actual housing is being developed rather than provision of plots for sale).

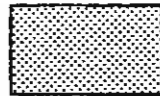
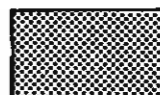



2.11

The most recent residential development in the village takes the form of four

FIG. 2 : RESIDENTIAL DEVELOPMENT.



KEY

-  Existing "cluster"
-  Proposed "cluster"
-  Suggested retail core
-  Open Space
-  Non conforming use:
- ①. Jurby Auto Classics
- ②. Brian Walmsley Joinery
- ③. Purpose Made Joinery

serviced plots provided and sold by the Government between the village hall and the Commandant's House. Yn-Attin-Vooar, as it has been called, sold well and all four plots have either been developed or are in the process of being developed. (It should be noted that all four plots were purchased by local residents and that to date no-one from outside the village has been attracted in by the provision of these plots).

2.12 It has been suggested that, due to the success of these plots that more should be provided. Whilst this is supported by the Department, it is important that further development forms part of an overall plan for the ex-camp considering the optimal provision of services, access and visual arrangement of buildings and landscaping to avoid the continued eating away of the site without any overall guide.

2.13 The 'plots-for-sale' method of development ensures a controlled variety of designs, types, sizes and appearance of buildings and produces an opportunity to develop housing that people will want. This method need not solely produce detached dwellings - semi-detached dwellings can be allocated or developed where adjoining plot owners so desire. It may be appropriate to allocate areas for the development of apartments to provide opportunities for cheaper purchase within the area.

TENURE

2.14 78% of all housing currently existing in the village is rented from the Government. It is felt that this is more than adequate and that further housing should be directed towards the private sector either by the provision by the Government of plots for sale to individuals or to a private developer.

2.15 Whatever form new housing development takes, it is important that it is designed as a component of an overall scheme for the ex-camp as a whole. The scheme should address matters of access, landscaping, open space and the

provision of footpaths and services. Phasing must also be addressed such that each phase will produce an attractive, desirable living environment whether or not subsequent phases were to go ahead. Each phase should be substantially complete before succeeding phases are begun.

2.16 It has been suggested that future development of the camp, bearing in mind the existing disposition of houses, may take the form of a series of 'clusters' separated and protected from each other by substantial areas of landscaping, planting and areas of open space. As a general principle the areas of the Bretney and Snaefell View/The Threshold form existing and virtually complete 'clusters' where little, if any further development should occur but should be finished off by sympathetic planting within and surrounding each 'cluster'.

2.17 It could be suggested that the area bounded currently by Palm Court, the Commandant's House, Yn-Attin-Vooar and the village hall could become a third 'cluster' as was intended by the access road created to Yn-Attin-Vooar and designed for extension into the area to the south. However, it is suggested that it should be a priority to begin to develop the former army camp proper. It is not considered appropriate that further development is permitted in a ribbon fashion along the B3 to join up the Bretney estate and the village hall: rather, the roadside hedge should be retained and reinforced and the area behind it left free from development.

2.18 This, however is only one way forward. If this scheme is not taken up and another is suggested, provided that the ex-camp site is taken in its entirety and redevelopment includes a suitable scheme of phasing, there is no reason why an alternative scheme should not be considered.

2.19 The term Predominantly Residential will include uses ancillary to purely housing development - for example shops, clinics/ surgeries, schools, open space/play areas, etc. proposals

for which will be judged on their own merits in terms of their impact upon surrounding uses - noise, parking, traffic generation etc. During discussions, the following facilities have been specifically identified as lacking within the village:

- a nursery school
- health/dental/baby clinic
- a police station with integral living accommodation so that a police presence could once more be resident in the village
- a petrol filling station. Jurby Autos has planning permission for the addition of a petrol filling facility and car wash at their premises at the junction of the A10 and B3 highways. It is felt, however that this is not an ideal location for such a facility and that it may be better relocated either as part of a commercial core (see Section 4) in the vicinity of the hotel and village stores, easily accessible from the A14 or within the airfield - easily accessible from the sporting/leisure users of the airfield.

CAR OWNERSHIP AND PARKING

2.20 Adequate parking space must be included in any new developments in the village. The amount of residents in Jurby village who have access to at least one vehicle, is comparable to the overall picture in the Island as a whole:

	Households with access to at least one car	1 car	2 cars	3 cars	4 cars +
Jurby Village	77%	52%	20%	3.7%	0.7%
Jurby Parish	84%	54%	24%	4.7%	1.7%
I.O.M.	77%	48%	23%	4.6%	1.3%

2.21 It is therefore proposed, due to Jurby's relative isolation from other major centres, that the car parking requirement is raised to 2 vehicle spaces per dwelling unit. Whilst these will be encouraged to be provided behind the building line, this will not be mandatory in every case - to permit flexibility and imagination in layout design.

2.22 Despite a relatively high level of car ownership, the 'bus service to and from the village runs regularly and frequently.

2.23 Most people in the village, however travel to work by car or van - either as a driver of passenger (68%): 6% travel by 'bus perhaps minibus or coach, and 11% walk to work - illustrating perhaps how important the industrial estate is as a source of local employment.

2.24 Place of Employment

Over half the employed residents of Jurby village who have stated a specific place of work are employed in either Jurby or Ramsey - 48 and 49 persons respectively: 28 persons work in Douglas (16%).

2.25 Similarly, over half the people who are employed in the parish of Jurby reside in either Ramsey (37%) or Jurby (26%): 7% live in Lezayre and 6.5% live in Andreas: in 1991 Jurby parish provided employment for 212 people.

2.26 DENSITY

The Northwestern Sector Plan (E) recommends that future residential development occurs in Jurby at a medium density of 8 dwellings per acre. The Threshold estate is a fine example of how this density can be achieved whilst maintaining adequate garden and parking space within the curtilage of each dwelling and sufficient circulation and open space around the plots. The density of existing housing developments varies considerably within the village:-

Area	No. Dwellings	Acreage	Dwellings/acre
The Bretney	64	5.8	11.0
Snaefell View	48	6.3	11.0
The Threshold	20	1.8	7.6
Yn-Attin-Vooar	4	0.9	0.4

2.27 LOW DENSITY HOUSING IN PARKLAND

It has been suggested in the North Western Sector (E) Plan that the estate of Ballamoar Castle would be appropriate for the development of Low Density Housing in Parkland, as defined in Planning Circular 8/89. Such development would go some way towards satisfying an ever-increasing demand for large dwellings in the countryside, set in their own grounds. Ballamoar Castle has the added advantage of being in close proximity to an airstrip. Such a designation is suggested in the knowledge that the adjacent airfield is likely to be used for an increasing number of activities, some more noisy than others. Whilst the potential developers and occupants of any such housing at Ballamoar should be aware of any uses of the airfield, it is not considered that such uses would be sufficiently unneighbourly as to adversely affect the amenities of the housing due to the distance between areas and the existing trees.

2.28 In the past this proposal has not been received enthusiastically, mainly due to concern at the possibility of badly sited and as such, highly conspicuous and unsympathetic development which would be detrimental the wider landscape and the possibility of damage to the surrounding designated woodland - one of relatively few areas of established broadleaved woodland on the Island.

2.29 It is suggested that both of these concerns can be overcome by a carefully written brief, tightly restricting the area in which such development may occur and strict conditions over the type of development which will be permitted preferably acknowledging the style and dignity of Ballamoar Castle

itself and preserving the amenities of both the Castle itself and the surrounding countryside as viewed by the public.

2.30 RECOMMENDATIONS

FURTHER RESIDENTIAL DEVELOPMENT IN JURBY WILL BE RESTRICTED TO THOSE AREAS DEFINED IN FIGURES 2 AND 3.

2.31 NO DEVELOPMENT WILL BE PERMITTED IN THE AREA TO THE SOUTH EAST OF THE BRETNEY HOUSING ESTATE (AREA 2 ON FIGURE 2) UNTIL SUCH TIMES AS DEVELOPMENT OF THE EX-ARMY CAMP (AREA 1) HAS BEEN SUBSTANTIALLY COMPLETED TO THE SATISFACTION OF THE DEPARTMENT.

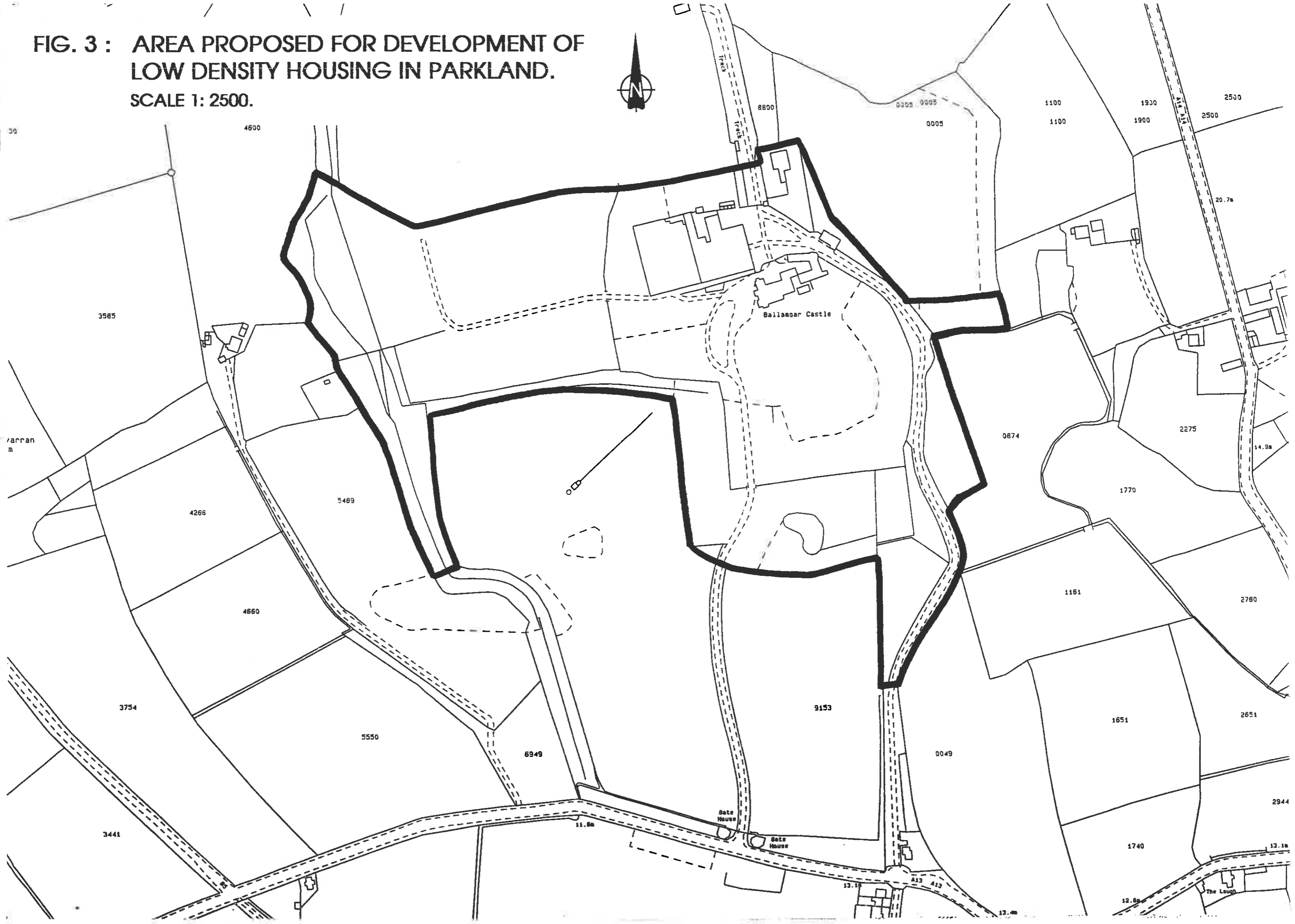
2.32 WHEN AREA 2 IS CONSIDERED APPROPRIATE FOR DEVELOPMENT, SUCH DEVELOPMENT MUST BE PHASED TO COMMENCE FROM THE WESTERN END PROGRESSING TO THE EAST IN SUBSEQUENT PHASES. DEVELOPMENT IN THIS AREA SHALL ACKNOWLEDGE THE STATUS OF THE AREA AS THE PERIPHERY OF THE VILLAGE AND SHALL CONTAIN APPROPRIATELY SUBSTANTIAL AREAS OF LANDSCAPING AND DEVELOPMENT SHALL BECOME PROGRESSIVELY LESS DENSE APPROACHING THE EASTERN AND NORTHERN BOUNDARIES.

2.33 PROPOSALS FOR THE DEVELOPMENT OF ANY PART OF THE EX-CAMP WILL ONLY BE CONSIDERED WHERE IT IS DEMONSTRATED THAT THEY FIT INTO AN AGREED, OVERALL, PHASED PLAN FOR DEVELOPMENT OF THE CAMP AS A WHOLE. EACH PHASE MUST BE SUBSTANTIALLY COMPLETED TO THE SATISFACTION OF THE DEPARTMENT BEFORE DEVELOPMENT WILL BE PERMITTED TO COMMENCE ON SUBSEQUENT PHASES, AT THE DISCRETION OF THE DEPARTMENT. ATTENTION MUST ALSO BE PAID TO THE AVAILABILITY OR OTHERWISE OF SERVICES AND INFRASTRUCTURE (SEE SECTION 10).

2.34 THE FOLLOWING DESIGN CRITERIA WILL BE APPLIED TO THE DEVELOPMENT OF THE EX-CAMP:

- i. THE OVERALL DENSITY OF EACH PHASE SHALL NOT EXCEED 8 DWELLINGS PER ACRE.
- ii. EACH DWELLING MUST BE PROVIDED WITH A MINIMUM OF TWO PARKING SPACES: WHERE POSSIBLE THESE

**FIG. 3 : AREA PROPOSED FOR DEVELOPMENT OF
LOW DENSITY HOUSING IN PARKLAND.
SCALE 1: 2500.**



SHOULD BE PROVIDED BEHIND THE BUILDING LINE ALTHOUGH THIS WILL NOT BE REQUIRED IN ALL CASES.

- iii. APPROPRIATE FOOTPATH ACCESSES MUST BE PROVIDED WITHIN THE LAYOUT TO LINK OUTLYING AREAS WITH THE VILLAGE CENTRE AND MAIN PUBLIC FACILITIES - SCHOOL, SHOPS, PUBLIC HOUSE ETC.
- iv. ADEQUATE PROVISION IS MADE WITHIN THE LAYOUT FOR PUBLIC OPEN SPACE AND IT IS RECOMMENDED THAT A SINGLE, SUBSTANTIAL AREA IS RETAINED FOR INFORMAL RECREATION IN ADDITION TO FACILITIES AVAILABLE AT THE SCHOOL (THE APPROXIMATE AREA OF A FOOTBALL FIELD) WHERE IT IS ACCESSIBLE TO MOST PARTS OF THE VILLAGE. (IT HAS BEEN SUGGESTED THAT THE AREA TO THE SOUTHWEST OF THE BRETNEY ESTATE SHOULD BE DEDICATED FORMALLY TO THIS PURPOSE: IF AREA 2 IS EVER DEVELOPED THIS WILL BE THE CENTRE OF THE VILLAGE APPROXIMATELY).
- v. DETAILS OF WALLING AND BOUNDARY TREATMENT SHALL BE INCLUDED IN ANY AGREED LAYOUT SUCH THAT THERE IS CONTINUITY WITHIN EACH AREA OR PHASE OF DEVELOPMENT.
- vi. THE LANDSCAPING BOTH WITHIN AND SURROUNDING EACH AREA MUST BE AN INTEGRAL PART OF EACH PHASE - DETAILS MUST BE INCLUDED IN THE PROPOSALS FOR DEVELOPMENT AND IMPLEMENTED AS SOON AS THE DEVELOPMENT IS COMPLETED.
- vii. THE FOLLOWING USES/DEVELOPMENTS WILL BE CONSIDERED AS COMPLEMENTARY TO THE DEVELOPMENT OF A RESIDENTIAL AREA AND WILL BE ENCOURAGED WITHIN THE REDEVELOPMENT OF THE EX-ARMY CAMP:
 - i. SHOP UNITS (SEE ALSO SECTION 4). (ALTHOUGH TO PROMOTE THE

RESIDENTIAL AREA AND AS SUCH IF THE OPPORTUNITY SHOULD ARISE AT SOME TIME IN THE FUTURE FOR RELOCATION TO THE INDUSTRIAL ESTATE THEN THE DEPARTMENT WOULD ENCOURAGE THIS.

- ii. IT HAS BEEN ACKNOWLEDGED THAT A PETROL FILLING FACILITY WOULD BE A WELCOME FACILITY IN THE VILLAGE - FOR RESIDENTS AND VISITORS ALIKE. PLANNING PERMISSION WAS GRANTED IN PRINCIPLE IN 1989 FOR AN EXTENSION OF THE EXISTING CAR SALES OUTLET AT THE CORNER OF THE A10 AND B3 HIGHWAYS. SUCH AN EXTENSION OF THE SITE INCLUDED THE PROVISION OF A PETROL FILLING FACILITY, CAR WASH, NEW AREA OF CAR PARKING AND A NEW EGRESS FACILITY COMING TO THE SOUTH OF THE ADJACENT PROPERTY "PALM COURT". THIS APPROVAL HAS NOW EXPIRED WITHOUT ANY DETAILED APPLICATION EVER HAVING BEEN SUBMITTED OR APPROVED. IT IS IMPORTANT THAT IF A FILLING STATION/CAR WASH ETC. IS TO GO AHEAD ON THIS SITE THAT SUCH A FACILITY HAS PROPER ACCESS, ADEQUATE PARKING FACILITIES AND IS ACCEPTABLE IN APPEARANCE GIVEN ITS EXPOSED RURAL LOCATION. IT IS SUGGESTED THEREFORE THAT IF THE ABOVE FACILITY IS TO BE PURSUED AT THIS SITE THEN THE SITE AS A WHOLE - INCLUDING "PALM COURT" MUST BE TAKEN AS A WHOLE AND IT SHOULD BE DEMONSTRATED TO THE DEPARTMENT HOW THE SITE AS A WHOLE WILL FUNCTION AND APPEAR. IT IS SUGGESTED, HOWEVER THAT THIS INCREMENTAL CHIPPING AWAY OF THE EX-ARMY CAMP FOR VARIOUS DEVELOPMENTS IS NOT DEMONSTRATIVE OF GOOD PLANNING PRACTICE. AS SUCH IT IS SUGGESTED THAT THIS SITE MAY NOT BE THE OPTIMUM LOCATION FOR WHAT COULD BE A WELL USED FACILITY. IT IS PROPOSED THAT IF PLANS FOR A PETROL FILLING/CAR WASH FACILITY ARE NOT PURSUED AT THE EXISTING CAR SALES OUTLET THEN ALTERNATIVE PROPOSALS MAY BE ACCEPTED FOR A NEW FACILITY IN THE VICINITY OF THE JURBY HOTEL OR WITHIN THE INDUSTRIAL ESTATE. THIS WOULD BE NEARER THE AIRFIELD FOR USE BY AIRFIELD-RELATED VISITORS AND PEOPLE WORKING AT THE INDUSTRIAL ESTATE AND NEARER TO THE

VIABILITY OF THE 'RETAIL CORE', SHOP USES SHOULD BE RESTRICTED TO THAT AREA, NOT SCATTERED AROUND THE RESIDENTIAL AREA.

- ii. DENTAL/GENERAL HEALTH/POST-NATAL CLINICS.
- iii. NURSERY SCHOOL.
- iv. POLICE STATION WITH ASSOCIATED LIVING ACCOMMODATION.
- v. PLAY AREAS/OPEN SPACE/RECREATION FACILITIES.
- vi. COMMUNITY-RELATED FACILITIES. (CHURCH?)

PROPOSALS FOR EACH OF THE ABOVE WILL BE CONSIDERED ON THEIR OWN MERITS AND IN RELATION TO THEIR IMPACT ON SURROUNDING BUILDINGS AND PROPERTIES IN TERMS OF NOISE, LITTER, TRAFFIC GENERATION, PARKING ETC.

2.35

THE RELOCATION OF WHAT ARE PERCEIVED TO BE NON-CONFORMING OR INAPPROPRIATELY LOCATED LAND USES WILL BE ENCOURAGED FROM THE RESIDENTIAL AREA AND FROM SPECIFIC SITES WITHIN THAT AREA, NAMELY:

- i. BRIAN WALMSLEY JOINERY - WHILST THIS IS PERCEIVED AS A NON-CONFORMING USE WITHIN AN AREA THAT IS TO BE ZONED FOR PREDOMINANTLY RESIDENTIAL USE, IT IS ACKNOWLEDGED THAT A CONSIDERABLE AMOUNT OF RESOURCES HAVE BEEN SPENT ON REFURBISHING THIS BUILDING. IT WOULD THEREFORE BE UNREASONABLE TO INSIST AT THIS STAGE UPON RELOCATION OF PARTICULAR BUSINESS ELSEWHERE TO WHAT MAY BE PERCEIVED AS MORE APPROPRIATE PREMISES (I.E. ON THE INDUSTRIAL ESTATE). HOWEVER, IT SHOULD BE NOTED THAT A JOINERY OUTLET IS NORMALLY NOT THE TYPE OF PREMISES APPROPRIATE IN A

EXISTING RETAIL OUTLETS.

iii. JURBY AUTO CLASSICS.

THE SITES CURRENTLY OCCUPIED BY THESE OUTLETS WHERE THE EXISTING USE IS RELOCATED WILL BE USED FOR PURPOSES ANCILLARY TO PREDOMINANTLY RESIDENTIAL USE (SEE 2.34 vii).

2.36 THE ESTATE OF BALLAMOAR CASTLE IS CONSIDERED TO CONTAIN AREAS WHICH MAY BE DEVELOPED FOR INDIVIDUAL, SUBSTANTIAL DWELLINGS, SET IN THEIR OWN GROUNDS AND DESIGNED TO A HIGH STANDARD, POSSIBLY REFLECTING THE IMPRESSIVE APPEARANCE OF BALLAMOAR CASTLE ITSELF OR ITS OUTBUILDINGS. EACH DWELLING MUST BE SET IN AT LEAST ONE ACRE OF ITS OWN GROUNDS. DEVELOPMENT OF THIS AREA MUST TAKE PLACE AS PART OF AN OVERALL MASTER PLAN DRAWN UP TO THE SATISFACTION OF THE DEPARTMENT, THE OWNER OF BALLAMOAR CASTLE AND THE DEPARTMENT OF AGRICULTURE, FISHERIES AND FORESTRY. THE DEVELOPMENT MUST NOT AFFECT THE AMENITIES OF EITHER BALLAMOAR CASTLE AND ITS OUTBUILDINGS OR THE SURROUNDING AREA AND MUST COMPLY WITH THE FOLLOWING CRITERIA:

i. NO DEVELOPMENT WILL BE PERMITTED WHERE IT IS CONSIDERED BY THE D.A.F.F. FORESTRY OFFICER AND THE DEPARTMENT, LIKELY TO RESULT IN THE FELLING, DAMAGE OR LOPPING OF ANY TREE. IT IS ADVISED THAT, TO ENSURE THE ABOVE, NO DEVELOPMENT SHALL COME WITHIN 12M OF ANY TREE.

ii. NO DEVELOPMENT WILL BE PERMITTED WHERE THIS WOULD BE VISIBLE FROM THE SURROUNDING AREA.

2.37 THE DEVELOPMENT OF LOW DENSITY HOUSING SHOULD OCCUR WITHIN THE ESTATE IN THE VICINITY OF BALLAMOAR CASTLE AND SHALL ACCORD WITH THE REQUIREMENTS AND INTENTIONS OF PLANNING CIRCULAR 8/89.

2.38 NO DEVELOPMENT WILL BE PERMITTED OUTSIDE THE DESIGNATED AREAS, EXCEPT THAT DEVELOPMENT WHICH ACCORDS WITH THE REQUIREMENTS OF PLANNING CIRCULARS 1/88, 3/88 AND 3/89 AS ATTACHED.

3.0 AIRFIELD

3.1 This Section will consider the future of the airfield as a whole, for industrial purposes, aviation and leisure and sporting activities.

3.2 The area zoned for "airfield" on the 1982 Development Plan is split into three parts:

- a) the main area where the runways and control tower are located (272 acres).
- b) the ex-army camp, on the northern side of the A14 (33 acres).
- c) the runway extension to the northeast of the main airfield (31 acres).

3.3. The main airfield

This contains an area at the northern end (approximately 34 acres) being used as a predominantly industrial estate owned by D.L.G.E. Within the remainder of the airfield are two runways: runway 16/34 runs northwest to southeast, the main runway, 08/26 extends 1200 m from southwest to northeast and is extended by a further 240m to the northeast on the other side of the A14.

3.4 The future of the airfield will depend mainly upon whether Jurby is retained as the Island's second airport. It is proposed that this should be the case, retained at least as a crisis contingency airfield for a number of reasons:

- a) as any population grows wealthier over time, the number of privately-owned aircraft increases. There eventually comes a point where a busy scheduled airport and a busy general aviation environment start to conflict. The answer is to aim for a well-regulated scheduled airport with a separate general aviation airfield operating in a more relaxed fashion elsewhere.

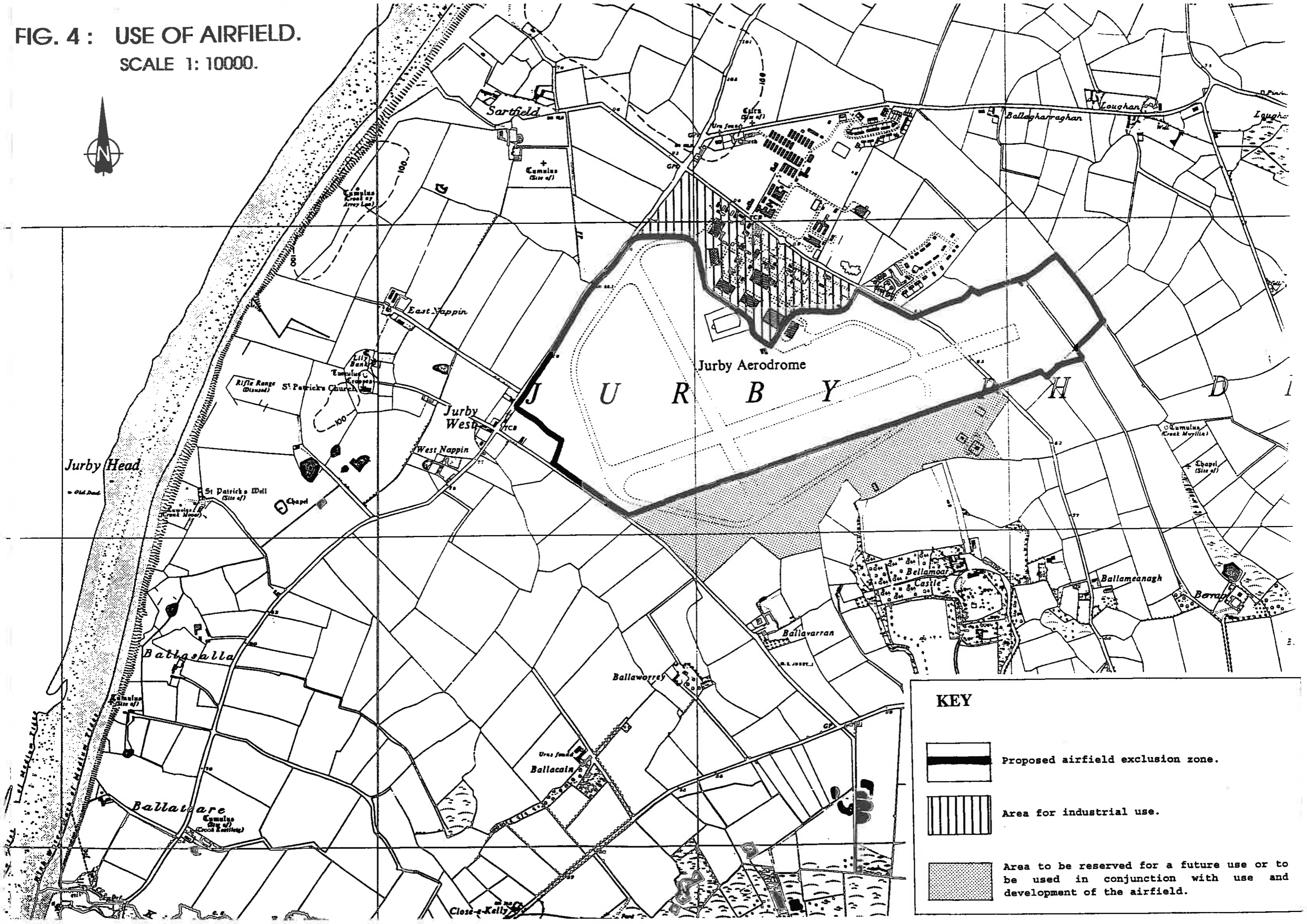
There are a considerable number of aviation-related leisure activities currently active at Jurby - parasailing/parachuting, microlytes, gliders, model aircraft flying, flying lessons, land yachting all currently goes on at Jurby, in addition to the annual aircraft exhibition on "Jurby Day". It would, however, be unrealistic to consider Jurby as anything more, at this time, than a limited standby facility for Ronaldsway.

b) the airfield, runways etc. exist. As there seems to be no over-riding demand for land in the immediate vicinity it would seem inappropriate to spend considerable resources on removing the runways when the future use of the airfield is uncertain. It would appear to be a national objective that aviation use is increased in general and that Jurby is retained, at least as an emergency airstrip.




c) there is already a considerable number of leisure activities which utilise the airstrip as it is, mostly without undue damage to the runway surfaces. All of these activities must comply with airfield safety regulations and should not conflict amongst themselves in their use of the airfield. This is generally ensured by the Jurby Users' Association. To remove the runways would be a costly exercise without any real motive and would deprive many sporting and leisure clubs of a facility which can be viewed as a national sporting and leisure asset.

3.5 The runways are in varying states of disrepair: the extended area of runway 08/26 is not in good condition, due mainly to the uncontrolled proliferation of weeds, lack of regular maintenance and the adverse effect of sheep and bird droppings. The main

FIG. 4 : USE OF AIRFIELD.
SCALE 1: 10000.



KEY

-  Proposed airfield exclusion zone.
-  Area for industrial use.
-  Area to be reserved for a future use or to be used in conjunction with use and development of the airfield.

runway is in a better condition: in its present state, with minimal patching and repair, it could last for some years yet as an emergency-only airstrip. There is currently no instrument landing system at Jurby, navigational equipment, radios or landing lights so the number of aircraft which could use Jurby at present is limited: RAF Hercules transports can and do use the strip, even without lights. Increased usage by a wider variety of aircraft would involve investment in the refurbishment of the control tower and the provision of additional equipment.

3.6 Even if Jurby is to be retained as an airfield, the area zoned for "airfield" uses on the 1982 Plan can be greatly reduced to the area defined in fig 4: the main area can be "trimmed" and the area to the north of the A14, once occupied by the army is suggested to be rezoned for predominantly residential (see para. 2.4). As the area of runway extension to the northwest is greenfield currently used for grazing when not being used as a runway, and the area is not within the built-up area of the village, it is suggested that this area should remain as a runway extension. It should be noted, however that this area will require maintenance, at least, to ensure that the runway is kept free from weeds and sheep and bird droppings. The area to the South it is suggested should be rezoned from airfield to a special reserved zone see para. 5.4

3.7 It is generally recognised that the sporting/leisure use of the airfield is welcome, organised and supervised such that it does not do undue damage to the runways. In order to encourage this, the plan should identify what additional facilities would be welcomed by the users Association on behalf of their members: for example, additional toilets (nearer the airfield itself rather than in the middle of the industrial area), telephone kiosk(s), replacement fencing etc.

3.8 RECOMMENDATIONS

THE AIRFIELD AT JURBY SHALL BE RETAINED FOR AVIATION PURPOSES AT LEAST ON A CRISIS CONTINGENCY BASIS. AS A LIMITED STANDY FACILITY FOR RONALDSWAY. ANY PROPOSED DEVELOPMENTS WHICH ARE SEEN TO PREJUDICE THIS USE WILL NOT BE PERMITTED.

3.9 THE AIRFIELD AND ASSOCIATED EXCLUSION ZONE WILL BE LIMITED TO THAT AREA AS DEFINED IN FIGURE 4. WITHIN THIS AREA NO DEVELOPMENT WILL BE PERMITTED WHERE, BY VIRTUE OF ITS SIZE, HEIGHT, LOCATION OR THE NATURE OF ITS USE, IT WILL PREJUDICE THE USE OF THE AREA AS AN AIRFIELD IN THE VIEW OF THE D.L.G.E. OR THE AIRPORT AUTHORITY. THIS REMOVES AN AREA TO THE SOUTH EAST OF THE AIRFIELD FROM THE EXCLUSION ZONE. THIS AREA MAY BE CONSIDERED AS SUITABLE FOR DEVELOPMENT EITHER FOR A SPECIFIC NEW USE OR IN CONJUNCTION WITH THE AVIATION OR RECREATIONAL USE AND DEVELOPMENT OF THE AIRFIELD. THE INTRODUCTION OF A NEW ALTERNATIVE USE WOULD, IT IS CONSIDERED BE PREMATURE AT THIS TIME, GIVEN THE AMOUNT OF LAND AVAILABLE FOR DEVELOPMENT WITHIN THE VILLAGE. WHATEVER USE IS PROPOSED, HOWEVER, MUST ACKNOWLEDGE AND REINFORCE THE EXISTENCE OF SUBSTANTIAL WOODLAND TO THE SOUTH AND MUST ALSO ACKNOWLEDGE AND RESPECT THE POSSIBLE DEVELOPMENT OF LOW DENSITY HOUSING IN PARKLAND WITHIN THE BALLAMOAR ESTATE. USE OF THE LAND MUST ALSO CLEARLY HAVE REGARD TO THE PROXIMITY OF THE AIRFIELD.

3.10 THE CONTINUED AND INCREASED USE OF THE AIRFIELD FOR LEISURE AND SPORTING EVENTS WILL BE ENCOURAGED ON AN ORGANISED BASIS, SUBJECT TO 3.9 ABOVE. FURTHERMORE, ENCOURAGEMENT WILL BE GIVEN TO THE PROVISION OF THOSE FACILITIES WHICH ARE IDENTIFIED AS LACKING FOR THE ENJOYMENT OF THE AIRFIELD AS A LEISURE FACILITY - ADDITIONAL PUBLIC TOILETS NEARER THE AIRFIELD PROPER, A TELEPHONE FACILITY, ADEQUATE FENCING, ETC. THE DEPARTMENT WILL HOWEVER ENCOURAGE THE PROVISION OF PROPERLY DESIGNED, PERMANENT FACILITIES RATHER THAN SHORT TERM PORTACABIN-TYPE STRUCTURES.

3.11 INDUSTRY

The industrial estate lies at the northwestern corner of the airfield and currently accommodates around 40 buildings of varying ages, sizes, designs and uses. Planning approval has also been granted in principle for the development of a factory unit in the area between the north western end of the estate and the A10 highway (P.A. 89/1937) although this approval has now expired. Around half of the existing buildings/plots are used for industrial purposes and a smaller number for purely retail purposes. The remainder are either vacant or being used for storage. Many of the retail outlets are unique to the Island and act as an attraction for the village for residents and tourists alike.

3.12 The estate is owned and managed by the D.L.G.E. and each building is leased out by them.

3.13 Development within the industrial estate tends to occur wherever there is an unoccupied base or plot. At the moment the estate is well used, both by tourists and people visiting the various second-hand and craft shops within the estate and also by the various industrial operators who have premises on the site - many of whom involve the use of heavy wagons for deliveries. There is, as a result of this mix of industrial and retail/commercial uses a conflict between different types of traffic - pedestrian and vehicular exacerbated by a lack of clear signposting.

3.14 It is proposed to formulate a phased programme of redevelopment of the industrial estate, incorporating improvements in access and traffic circulation, segregation of conflicting uses and redevelopment of the units themselves where appropriate. It can be seen from figure 5 that the retail-oriented uses tend to be located towards the northern end of the estate. It is suggested, therefore to reinforce this by constructing a number of new units in the vicinity of hangar 229.

3.15 This system of new build and demolition of substandard units can then be applied elsewhere on the site with a general view towards encouraging heavier, industrial uses and associated traffic towards the southern and eastern areas of the estate. The site at the northwestern corner of the industrial area should, at this stage be reserved for the development of a single prestigious industrial building, due to its proximity to the coastal highway and the need to renovate and redevelop existing substandard and unsightly units within the industrial estate. Development of this and numerous smaller units may be considered if and when the industrial estate has become completely redevelopment and there are no opportunities for new development within the estate. Development of this site, in either case must acknowledge and reinforce the existing tree planting which has been undertaken already close to the two highways to the northwest and northeast of the site.

3.16 It should be noted that most of the units which are perceived as unattractive and substandard are so due to inadequate funding for maintenance in past years. It is not proposed to replace buildings which are structurally sound and of a size and layout suitable for use/ reuse. The recent refurbishment of hangar 266 by Island Aggregates shows what can be achieved. As Jurby is relatively isolated and does not comprise traditional or any particular style of building within the village, it is suggested that there should be no restrictive design criteria to guide the design and appearance of replacement buildings, (however, bearing in mind that the buildings must be of good quality and robust), thus encouraging innovation and imagination, within reason of design, finish and appearance of new buildings where this would not be conspicuous from a much wider area.

3.17 It is acknowledged that the various second-hand shops are an attraction for the village, as are the various craft

and small-scale manufacturing outlets. It is essential that the interests of these small scale operations are protected where these are economically viable in the event that a large-scale redevelopment plan is ever proposed for the area, as has been suggested in the past. It shall be a prerequisite of any redevelopment proposal, therefore that adequate opportunity is given to existing businesses to relocate if they so wish and where these are economically viable.

3.18 In the past the various operations located at Jurby have been attracted there for a variety of reasons but predominantly due to low rental charges, but rents are being increased steadily to almost competitive rates. In turn, the various activities provide Jurby with investment in its services, shops, public house, as well as providing opportunities for employment. (46 local residents work within Jurby parish 1991 Census). The estate, furthermore, provides premises for activities which are not particularly welcome elsewhere due to the nature of the operation itself and the resulting heavy traffic. It is important therefore, for all the above reasons that the existing operations, where these are viable enterprises, are given the opportunity to retain their premises and are protected if any redevelopment plans were to be proposed for the industrial estate.

3.19 Furthermore, there is a small number of businesses which currently operate outwith the industrial estate some of which may be better relocated there, namely Brian Walmsley Joinery (see also paras 2.2 and 2.35).

3.20 One of the industrial estate's assets is the belt of green open space at the entrance to the estate. It is recommended that this area is protected from development and if practicable, the belt should be extended further on either side. If possible, it would improve the appearance of the area to relocate the public toilets currently at the entrance to the estate to a more discreet position within the estate.

3.21 RECOMMENDATIONS

THE AREA CURRENTLY OCCUPIED BY THE INDUSTRIAL ESTATE - APPROXIMATELY 39 ACRES AT THE NORTHERN END OF THE AIRFIELD - INCORPORATING THE 4.5 ACRES PERMITTED IN PRINCIPLE SHALL BE REZONED FROM "AIRFIELD" TO "MIXED USES" USE. THIS ZONE WILL INCORPORATE A VARIETY OF USES - BOTH LIGHT AND HEAVY INDUSTRY, RETAILING AS DEFINED IN PARAS. 4.8 - 4.12, STORAGE, OFFICE ACCOMMODATION AS DEFINED IN PARAS 5.4-5.9 AND PURPOSES ANCILLARY TO THE USE OF THE AIRFIELD FOR AVIATION-RELATED, SPORTING OR LEISURE PURPOSES.

3.22 INDUSTRIAL USES CURRENTLY OPERATING OUTSIDE THE INDUSTRIAL ESTATE WILL BE ENCOURAGED WHERE POSSIBLE TO RELOCATE WITHIN THE ESTATE. NO INDUSTRIAL DEVELOPMENTS WILL BE PERMITTED OUTSIDE THE INDUSTRIAL ESTATE.

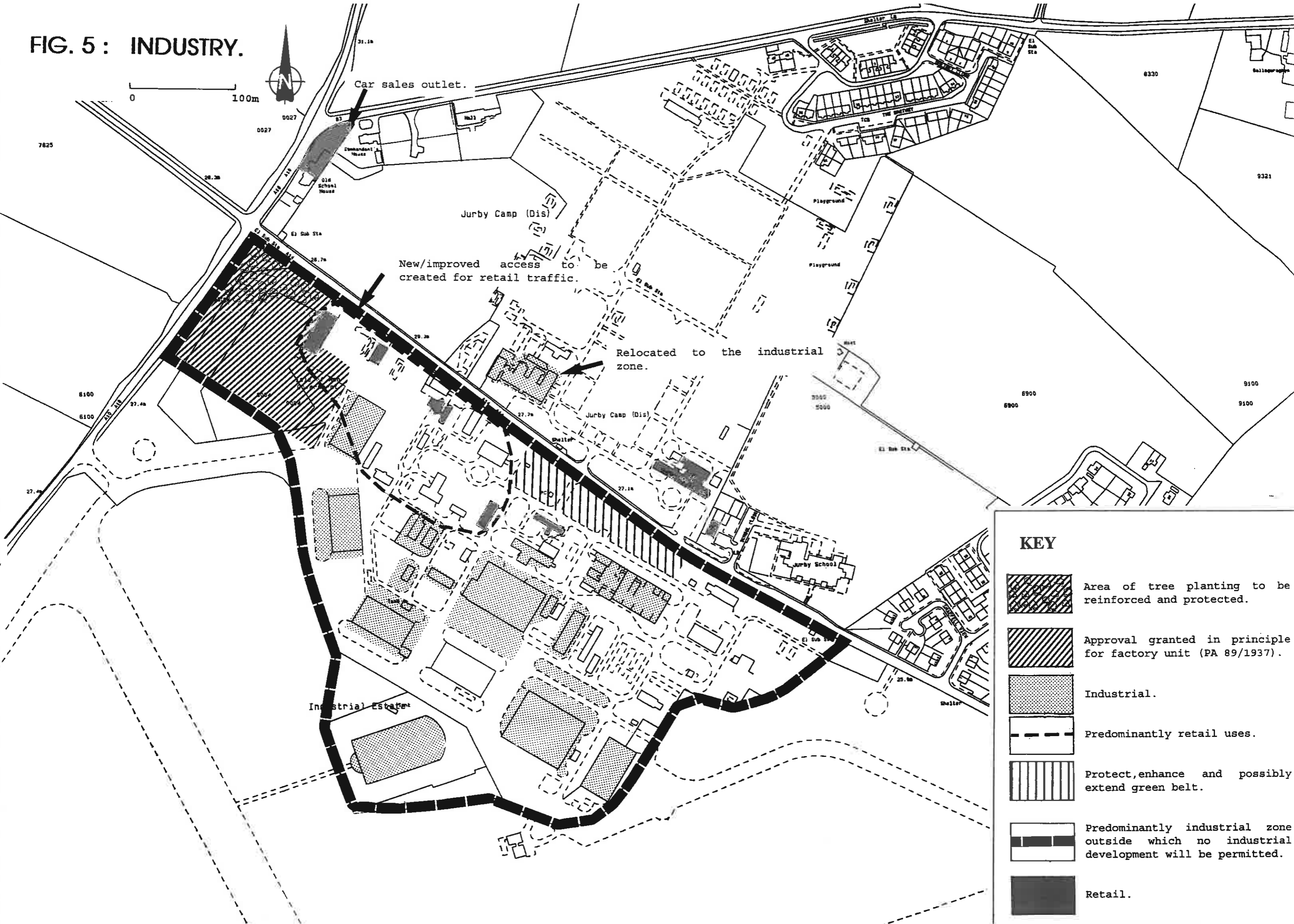
3.23 WITHIN THE ESTATE RETAIL-ORIENTED USES (AS DEFINED IN PARAGRAPHS 4.5-4.9) WILL BE ENCOURAGED TO (RE)LOCATE TOWARDS THE NORTHERN END - THE HEAVIER INDUSTRIAL OPERATIONS WILL BE ENCOURAGED TOWARDS THE PERIPHERY AND THE SOUTHERN END OF THE ESTATE. SEPARATE ACCESSES WILL BE PROVIDED FOR RETAIL AND HEAVIER INDUSTRIAL OPERATIONS. INDUSTRIAL TRAFFIC WILL BE ENCOURAGED TO CONTINUE UTILISING THE EXISTING ACCESS.

IT MAY BE APPROPRIATE TO INTRODUCE A SECOND ACCESS FOR HEAVIER INDUSTRIAL TRAFFIC TO AND FROM THE INDUSTRIAL ESTATE OPPOSITE SCHOOL CLOSE.



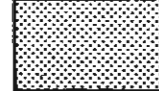




3.24 A PROGRAMME OF NEW BUILD IN CONJUNCTION WITH THE REMOVAL OF SUBSTANDARD AND UNSIGHTLY STRUCTURES SHALL BE FORMULATED, INCORPORATING AREAS OF LANDSCAPING AND CAR PARKING. IT IS SUGGESTED THAT PROVISION SHOULD BE MADE, AS A PRIORITY, FOR THE RELOCATION OF NON-CONFORMING USES CURRENTLY OPERATING OUTSIDE THE ESTATE (PARA. 2.35, 3.20, 4.5, 4.12).

3.25 IT IS RECOGNISED THAT THE VARIETY OF RETAIL USES CURRENTLY OPERATING ON THE INDUSTRIAL ESTATE IS AN ATTRACTION OF THE VILLAGE AND SHOULD BE PROTECTED AS SUCH. IT SHALL BE A PREREQUISITE

FIG. 5 : INDUSTRY.



KEY

- 
Area of tree planting to be reinforced and protected.
- 
Approval granted in principle for factory unit (PA 89/1937).
- 
Industrial.
- 
Predominantly retail uses.
- 
Protect, enhance and possibly extend green belt.
- 
Predominantly industrial zone outside which no industrial development will be permitted.
- 
Retail.

THEREFORE IN ANY REDEVELOPMENT PROPOSAL FOR THE INDUSTRIAL ESTATE THAT OPPORTUNITY IS PROVIDED FOR THE RELOCATION OF THESE OPERATIONS WHERE THEY SO WISH AND WHERE THEY ARE ECONOMICALLY VIABLE.

3.26 IN THE CASE OF THE SITE OF THE FORMER AIRSHIPS HANGAR, THIS SITE SHOULD NOT BE CONSIDERED AS APPROPRIATE FOR GENERAL INDUSTRIAL DEVELOPMENT SO THAT EFFORT AND RESOURCES ARE DIRECTED TO THE EXISTING MAIN INDUSTRIAL ESTATE WHERE IT IS NEEDED MORE. IF, HOWEVER A SPECIALISED USE OR DEVELOPMENT WERE PROPOSED WHICH WAS BEST LOCATED HERE, ON THE AIRFIELD THIS TYPE OF USE OR DEVELOPMENT MAY BE CONSIDERED APPROPRIATE SUBJECT OF COURSE TO THE RESTRICTIONS IMPOSED BY THE AIRFIELD EXCLUSION ZONE. ALTERNATIVELY, THE SITE MAY BE USED OR DEVELOPED FOR PURPOSES ANCILLARY TO THE USE OF THE AIRFIELD FOR SPORTS AND LEISURE PURSUITS.

4.0 Retail

4.1 Only one shop operates in Jurby village - that is the general store adjacent to the school. This acts as post office, off-licence, grocer's and newsagent's. There is also one public house (the Jurby Airport Hotel) a car sales/repair outlet (see para 2.35, 3.20 and 3.25) and various assorted outlets within the industrial estate which are concentrated around the north western end of the industrial estate (see para 3.14, 3.15, 3.18, 3.19, 3.22-3.26).

4.2 The Sector Plan recommends that no major retail development should take place outside Kirk Michael but that retail uses in Jurby would be encouraged within the context of its own plan, where possible basing new uses on existing buildings to encourage their refurbishment.

4.3 There are, however very few buildings within Jurby village which are both suitable for retail uses and worthy of refurbishment: most of the industrial units are slowly being replaced although one or two are being refurbished; the Jurby Hotel adjacent joinery outlet, former café and former light engineering outlet are accommodated in arguably vernacular structures and almost all of the remaining buildings in the village are houses.

4.4 It may well be that Jurby would benefit from more retail units to serve the village as it is relatively remote and already has a sizeable population within walking distance. However, such provision tends to be self-regulating. In view of the previous comments concerning buildings suitable for refurbishment, it may be more appropriate to encourage the provision of new retail units in any future schemes for residential development within the village, or, alternatively to encourage the development of a retail "core" based upon the existing general store and Jurby hotel, which as well as being centrally positioned in the village are also the focus of village community facilities, being

adjacent to the school, and between bus stops.

4.5 ISSUES, POLICIES AND RECOMMENDATIONS

NO MAJOR RETAIL USES WILL BE PERMITTED IN JURBY WHERE THIS WOULD CONFLICT WITH THE DEPARTMENT'S GENERAL POLICY TO LOCATE THESE WITHIN ESTABLISHED TOWN CENTRES, AS IDENTIFIED IN SECTOR PLANS B AND E FOR THE NORTH EAST AND NORTH WEST RESPECTIVELY.

4.6 SMALL-SCALE LOCAL SHOPS HOWEVER WILL BE ENCOURAGED IN THE VICINITY OF THE EXISTING SHOP AND PUBLIC HOUSE ALONG WITH THE EXPANSION OF EXISTING OUTLETS WHERE THEY WILL SERVE THE NEEDS OF RESIDENTS AND VISITORS ALIKE, SUBJECT TO 4.8 BELOW.

4.7 ANY NEW RETAIL PREMISES SHALL ONLY BE PERMITTED WHERE IT IS DEMONSTRATED THAT SUFFICIENT SPACE IS AVAILABLE OFF THE HIGHWAY FOR PARKING OF CUSTOMERS' AND STAFF VEHICLES AND WHERE ADEQUATE, SPACE IS AVAILABLE FOR SERVICE AND DELIVERY VEHICLES.

4.8 THE VARIOUS SECOND-HAND, CRAFT AND ANTIQUE SHOPS SITUATED ON THE INDUSTRIAL ESTATE ARE GENERALLY ACKNOWLEDGED AS AN ATTRACTION FOR THE VILLAGE. AS SUCH THIS TYPE OF ACTIVITY SHOULD BE PROTECTED WHERE IT IS ECONOMICALLY VIABLE AND SUFFICIENT PROVISION FOR SUCH RELOCATION AND ACCOMMODATION SHALL BE A FUNDAMENTAL PART OF ANY REDEVELOPMENT STRATEGY PROPOSED FOR THE INDUSTRIAL ESTATE.

4.9 ANY NEW RETAIL UNITS OR REPLACEMENT RETAIL UNITS ALLIED TO THE INDUSTRIAL ESTATE SHALL BE LOCATED TOWARDS THE NORTH WESTERN CORNER OF THE INDUSTRIAL ESTATE WHERE THERE IS AN EXISTING CORE OF RETAIL ACTIVITY.

5.0 OFFICES

5.1 There are currently only a few small office premises established in Jurby and these are all associated with existing premises which operate in the village-joinery outlets, building firms, etc.

5.2 Jurby is one of the few rural villages where major office development is permitted in its Sector Plan where operations are considered appropriate for the redevelopment of Jurby and those considered compatible with the concept of a business park. (Significant office developments are considered to be those in excess of 500 sq.m. nett).

5.3 It is felt that major new office developments are unlikely to be attracted to Jurby in its present state without some significant redevelopment of the village and improvement in its appearance. Jurby is physically isolated from many supporting facilities (cafes, shops, banks etc.) and has a limited pool of labour in the immediate vicinity. With this in mind, it is felt that any major office development in the village, whilst not detrimental to the village itself may contradict the Department's general policy to restrict new office developments to those areas already zoned for such use in established towns.

5.4 Therefore, at the present time, it is felt that Jurby is not an appropriate location for the development of a business science park due to its appearance and its relative isolation from major centres of employment and commercial activity. However, in order that future opportunities are not prejudiced for Jurby, it is suggested that the southern area of airfield no longer required for aircraft/airfield-related purposes should not be rezoned to a specific use class but rather, it should be retained as an area for future opportunity - opportunity which would not contravene the policies of the Sector Plans in the interests of established centres. If this is accepted then the area should

not simply be left unmaintained and unattended. All unsightly and dangerous structures should be removed, access restricted as appropriate and a minimal scheme of planting appropriate to its position in proximity to the airfield, undertaken. Such a scheme will enhance the general area and be designed so not to prejudice any future development of the area.

5.5 Notwithstanding the above, it is felt therefore, that new office developments in Jurby should be limited to those on a small, local scale only and those associated with operations already established in the village. Furthermore, consideration will be given to small-scale proposals which would result in employment opportunities, especially for local residents, and where the business can be carried out outside the major urban areas with a minimal number of callers and where visitors' vehicles will not create a parking problem.

5.6 The Sector Plan recommends that new office developments should complement the appearance and character of the rest of the village and where desirable, preference will be given to the sympathetic conversion of existing buildings or groups of buildings.

5.7 It is considered, however, that there are few, if any buildings which are worth preserving and as such, the village may benefit more from the development of new, properly designed units, encompassing adequate access, parking facilities. As there is a range of building types already in existence, perhaps there is scope for flexibility and variation in the design and appearance of new units.

5.8 ISSUES, POLICIES AND RECOMMENDATIONS

NOTWITHSTANDING PARAGRAPH 5.4 ABOVE, NO SIGNIFICANT NEW OFFICE DEVELOPMENTS WILL BE PERMITTED IN JURBY EXCEPT WHERE THEY ARE ASSOCIATED WITH OPERATIONS ALREADY ESTABLISHED IN THE VILLAGE.

5.9 SMALLER-SCALE OPERATIONS MAY BE PERMITTED WHERE THEY:

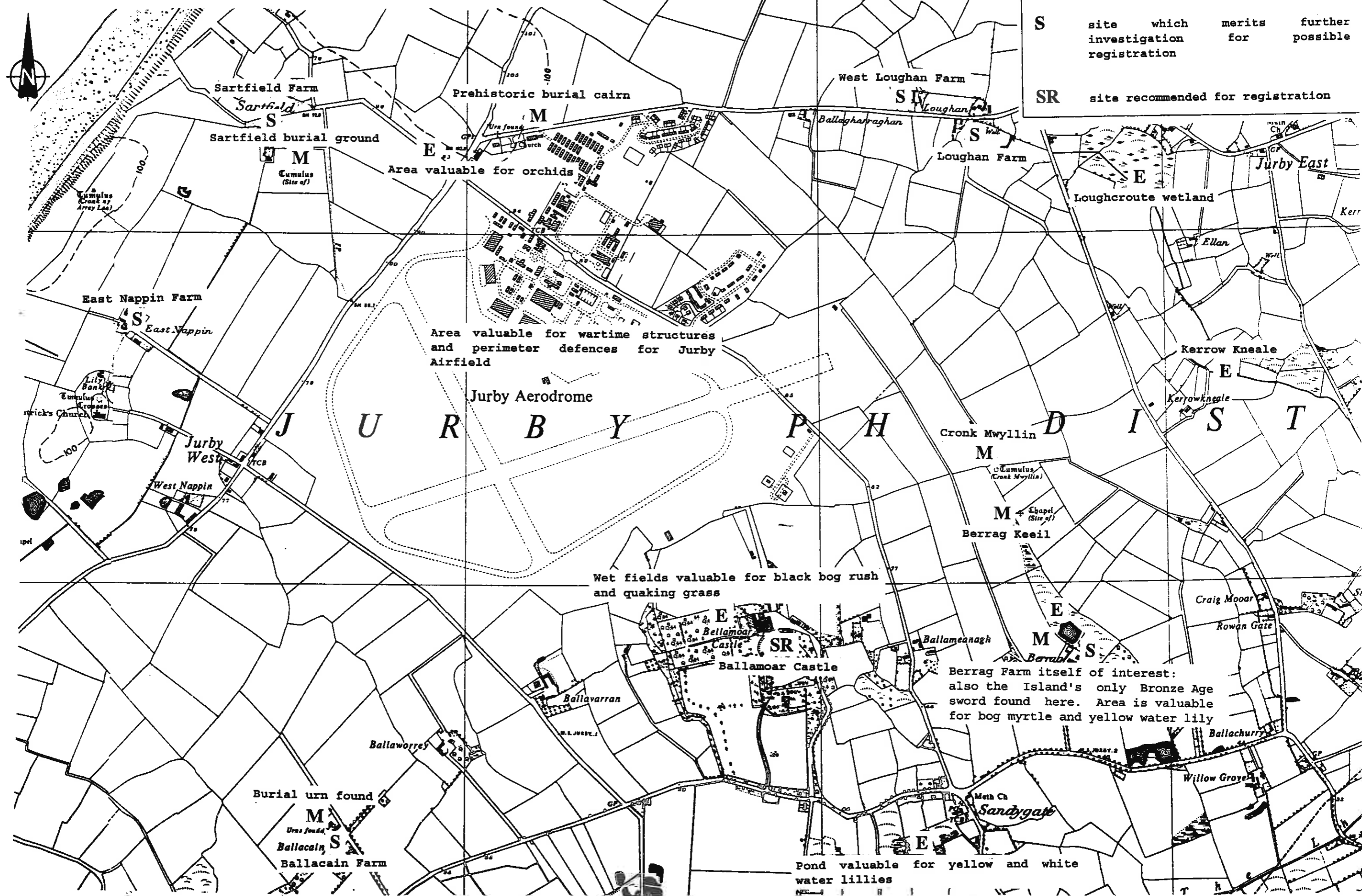
- i) WOULD REPRESENT OPPORTUNITIES FOR EMPLOYMENT ESPECIALLY FOR LOCAL PEOPLE, OR
- ii) WOULD OPERATE IN CONJUNCTION WITH A BUSINESS OR PREMISES ALREADY ESTABLISHED IN THE VILLAGE, AND IN BOTH CASES WHERE
- iii) THEY CAN BE CARRIED OUT WITHOUT UNDUE IMPACT UPON NEIGHBOURING PREMISES AND ACTIVITIES. IN THIS RESPECT ADEQUATE PARKING PROVISION MUST BE DEMONSTRATED TO ACCOMMODATE VEHICLES GENERATED BY THE USE OF THE PREMISES AS OFFICES.

5.10 WITHIN THE INDUSTRIAL ESTATE THE DEPARTMENT WILL EXERCISE FLEXIBILITY IN THE DESIGN AND APPEARANCE OF NEW UNITS RATHER THAN REQUIRING THAT NEW UNITS ARE DESIGNED IN ACCORDANCE WITH EXISTING NEIGHBOURING PREMISES (SEE ALSO 3.17).

5.11 THE SOUTHERN AREA OF AIRFIELD WHICH IS NO LONGER NEEDED FOR AIRCRAFT/AIRFIELD RELATED USES NOT BE REZONED TO A SPECIFIC PURPOSE BUT SHALL BE RETAINED FOR FUTURE USE WHERE SUCH A USE WOULD NOT BE CONTRARY TO THE POLICIES AND OBJECTIVES OF SECTOR PLANS B AND E AND CONTRARY TO THE INTERESTS OF ESTABLISHED CENTRES (RAMSEY AND KIRK MICHAEL). THIS AREA MAY ALSO BE USED IN CONJUNCTION WITH THE AVIATION OR RECREATIONAL USE OF THE AIRFIELD. WHATEVER USE THE AREA IS PUT TO MUST ACKNOWLEDGE AND REINFORCE THE EXISTING WOODLAND TO THE SOUTH AND MUST ACKNOWLEDGE BOTH THE POSSIBILITY OF LOW DENSITY HOUSING DEVELOPMENT IN PARKLAND TO THE SOUTH AND THE PROXIMITY OF THE AIRFIELD TO THE NORTH.

**FIG. 6: SITES OF ECOLOGICAL, ARCHAEOLOGICAL AND HISTORICAL INTEREST
SCALE 1: 10000.**

KEY	
M	site of archaeological interest
E	site of ecological interest
S	site which merits further investigation for possible registration
SR	site recommended for registration



6.0 TOURISM

6.1 At present, the main attraction of Jurby to tourists is provided by:-

- i) range of second-hand, curiosity and craft outlets accommodated on the Industrial estate,
- ii) the variety of motor vehicle and aviation-related events staged on the airfield,
- iii) the wider rural setting of the village and the coastline and Jurby Church.

6.2 Despite the unsightliness of some parts of the village, Jurby is not largely visible beyond a mile's radius of the industrial estate due to the height and position of the roadside hedges. The conspicuousness of the village from a much wider distance - from Maughold Head, the Mountain Road and Snaefell was due previously entirely to the visibility of the AAC hangar which has since been demolished.

6.3 Despite the above attractions, there is nothing to encourage visitors to stay longer in the village. For example, there is no cafe or eating place and only one set of public toilets within the industrial estate. It has been suggested that Jurby should have an aviation museum possibly incorporating the variety of wartime memorabilia which is on sale and display within the industrial estate, and providing an opportunity to interpret the variety of war-time structures, many of which still remain, which were installed during the war.

6.4 ISSUES, POLICIES AND RECOMMENDATIONS

THE RURAL AREA AND COASTLINE WHICH FORM THE HINTERLAND TO THE VILLAGE SHALL CONTINUE TO BE PROTECTED FROM UNSYMPATHETIC DEVELOPMENT BY THE DESIGNATION OF THE AREA AS HIGH LANDSCAPE VALUE AND SCENIC SIGNIFICANCE AND BY THE APPLICATION OF PLANNING CIRCULARS 1/88, 3/88 AND 3/89 AND BY THE CONSIDERATION OF THE RELEVANT SECTOR PLANS B & E (PLANNING CIRCULARS

10/91 AND 11/91 RESPECTIVELY).

6.5 THE PRESENCE OF SECOND-HAND, CRAFT AND CURIOSITY SHOPS ON THE INDUSTRIAL ESTATE ARE ACKNOWLEDGED AS A TOURIST ATTRACTION AND SHOULD BE PROTECTED WHERE THESE ARE ECONOMICALLY VIABLE IN ANY REDEVELOPMENT PROPOSALS FOR THE INDUSTRIAL ESTATE.

6.6 THE DEPARTMENT WILL ACTIVELY ENCOURAGE TOURIST-ORIENTATED PROPOSALS FOR THE FOLLOWING FACILITIES WITHIN THE VILLAGE, PARTICULARLY WITHIN THE INDUSTRIAL ESTATE:

- i) A CAFE/REFRESHMENTS FACILITY
- ii) NEW TOILET FACILITIES
- iii) A MILITARY/AVIATION MUSEUM
- iv) A PETROL FILLING STATION (SEE 3.20, 4.5,) (THOUGH NOT NECESSARY WITHIN THE INDUSTRIAL ESTATE)

(IT HAS ALSO BEEN SUGGESTED THAT THERE OUGHT TO BE A TELEPHONE BOX ON THE INDUSTRIAL ESTATE).

7.0 RURAL LANDSCAPE

7.1 Jurby is characterised by an exposed, relatively sparse landscape in which groups of buildings are widely spaced with little in the way of natural tree and shrub growth. This lack of natural landscaping is due partly to the poor indigenous soil and also due to the exposed nature of the landscape. Planting that has been introduced to Jurby in the past has been on the basis of establishing plots of mixed broadleaved varieties and conifers with the conifers acting as "nurse specimens" for the hardwoods. The level of exposure has resulted in a die-back of broadleaved trees where growth has extended above the level of the adjacent protecting conifers.

7.2 A degree of protection is afforded both on a visual basis and against prevailing winds, by the high, sturdy hedges which run alongside many of the roads within and around the village. It is essential to maintain this level of protection and to safeguard the various natural habitats which may be established in existing hedges.

7.3 A number of planting schemes have been initiated within the village: one, in the corner of the industrial estate on the Southern Section of the crossroads of the A10 and A14 highways, where a number of conifers have been introduced, also, alongside the B3 highway in the Bretney adjacent to the 'bus shelter conifers have been planted providing a modest but attractive screen of the housing from the highway.

7.4 The underlying geology of almost all of Jurby parish consists of a platform of boulder clay, cut by drainage channels flowing out of wet hollows towards the Lhen Trench, in this respect it was attractive as an occupation site to the Island's early inhabitants - borne out by scattered finds of worked flints. The wetter areas to the east of the airfield to either side of the Summerhill Road were also attractive to early inhabitants as a food resource and have likewise produced evidence of this in the form of flint scatters.

7.5 There is a designated Ancient Monument in field 2247 north of the village hall. This demarcates the site of a prehistoric burial cairn (SC 361933) which is now completely ploughed down although a concentration of stones was still apparent in 1955. Despite the site's erosion through the agricultural use of the field there is still the possibility that further finds may be made and the slight deviation in the adjacent road may be significant. At a site around 100m to the west (SC 360992) a prehistoric burial urn was recovered from the hedge. These two finds suggest a concentration of activity and as such it is vital that any development in this area or in the areas mentioned previously acknowledges the importance of the site and is encouraged to consult Manx National Heritage accordingly. It is likely that the following condition will be attached to any planning permission granted in the above area of interest:

Manx National Heritage must be informed of the date when building work is to commence and given adequate opportunity to inspect the site from the commencement of earth movement and during the excavation of all trenches (including service trenches) as deemed necessary and investigating any archaeological features exposed, to the satisfaction of the Committee.

NOTE: The applicant's attention is drawn to the contents of the Manx Museum and National Trust Act 1959/1986.

Ecology

7.6 The study area and wider outlying areas are the source of considerable ecological interest. The West Nappin pools are a designated site of Ecological Importance as detailed in the 1975 NCC/ITE Report Nature Conservation in the Isle of Man and is recognised in the N.W. Sector Plan (Planning Circular 11/91 para. 14.4). The following areas are not formally protected but are of value:

- i. the area of rough ground stretching north west from the Berrag Farm complex is of value for bog myrtle. The Berrag pond contains Yellow Water Lily.
- ii. the pond behind Sandygate P.O. for both Yellow and White Water Lilies.
- iii. the Pollies wetland area.
- iv. the coastal hills are of general botanical interest, in particular the Wild Pansies on Jurby Head.
- v. Jurby Airfield for Musk Thistle and Sea Buckthorn (possibly planted in wartime and rare on the Island).
- vi. the Jurby roadside hedgerows are particularly noted for harebells of a type peculiar to the Island and for flax.
- vii. the hedges lining the Sartfield entrance road contain orchids.
- viii. the wet fields to the west of Ballamoar Castle for Black Bogrush and are also the Manx stronghold for Quaking Grass.
- ix. the wetland at Kerrowkneale is of ecological and archaeological interest.

7.7 As such the value of the above areas for ecology must be addressed as a priority in any proposal for development in the area.

The Built Environment

7.8 There are currently no Registered Buildings in the study area or indeed within the parish of Jurby. Manx National Heritage has, however suggested that Ballamoar Castle, including subordinate outbuildings and the lodge be considered.

7.9 The present mansion house was built in 1905 but this stands on the site of an older and much more modest house which was for centuries the home of a

northside family, the Christians, who have been an integral part of Manx history. That dwelling was simply known as Ballamoar. The Christian family produced Deemsters and other top-ranking officials from Medieval times onward. The last of them to live in Ballamoar was William Christian, Receiver General of the Island who married Ann, daughter of Deemster Mylrea in 1706, and died in 1757. Their daughter married Richard Moor of Pulrose and his daughter Margaret, who inherited Ballamoar, married Robert Farrant, who became the first Farrant of Ballamoar and died there in 1820. In 1822 their son, William married Susannah E. Curphey, the heiress of Ballakillingan, Lezayre, and he is the man who has left his mark most indelibly on the estate, for he travelled widely.

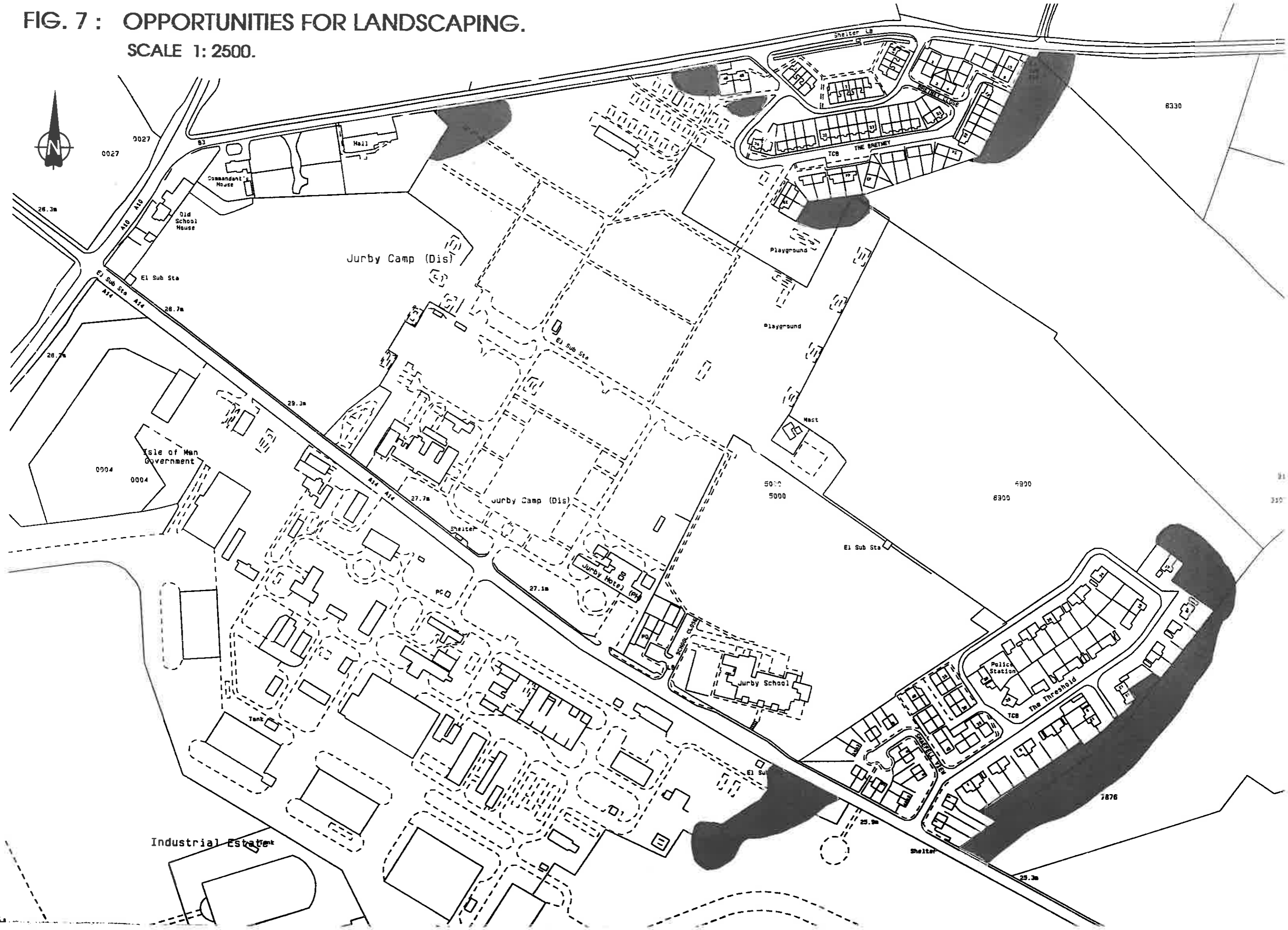
7.10 From 1896 William Farrant made it his chief hobby to bring to Ballamoar and plant there specimens of rare and beautiful trees, shrubs and other plants from foreign parts. The Ballamoar estate is renowned for its remarkable number and variety of species of trees, including the rare Himalayan Falconer's rhododendron, of which the Ballamoar specimen is said to be the largest in Europe. The estate is identified on the 1982 Development Plan as an area of woodland and as such all the trees are deemed Registered.

7.11 In 1900 Ballamoar was owned by Alfred George Curphey and it was he who had the old farmhouse demolished and the present mansion house built in the Gothic style by Messrs. Kelly Brothers. In 1908 he sold it to Baron Francois Rom a wealthy Belgian manufacturer but during the 1914-18 war Baron Rom had most his property destroyed by the Germans and was forced to sell Ballamoar.

7.12 It was then purchased by John Duncan Blackwell and since then has had several owners, including the remarkable Dr. Cannon who introduced himself as Dr. Sir Alexander Cannon, Kushog Yogi of Tibet, KGCG, MD, DPM, MA (Cantab.), Ph.D., FRGS. Accused (unjustly) of being a spy it was felt

FIG. 7 : OPPORTUNITIES FOR LANDSCAPING.

SCALE 1: 2500.



- he was living too close to the RAF airfield at Jurby and was obliged to sell Ballamoar - after having renamed it Ballamoar Castle - soon after buying it in 1939.
- 7.13 It was purchased by the Shimwell family in 1953 and has remained in their possession ever since.
- 7.14 Ballamoar Castle itself is sited on a terrace at the top of a long gentle slope. There is a magnificent sweep of lawns, forming an ideal setting for the display of rare trees - beyond the lawns stretch wilder woodlands and small streams carpeted in spring with bluebells and wild flowers. The grounds cover an area of about 50 acres altogether. There are also walled flower and vegetable gardens sited behind the house.
- 7.15 Ranged around the house are stables and a coach house (now a garage) a laundry and a workshop and beyond the yard is the entrance to the walled garden.
- 7.16 Manx National Heritage has also recommended an investigation into the justification of Registering a number of outlying farms, many of which are depicted on the 1968 map series, namely Ballacain, East Nappin, Sartfield, Bretney and Berrag Farms. Whilst lying outside the study area, the Department would support this proposal and would add that Loughan and West Loughan may be of interest.
- 7.17 It is suggested that Jurby's collection of remaining wartime structures are the only complete Second World War defences on any airfield in the British Isles. The control tower, perimeter defences, air raid shelters and Nissen huts should be considered as a valuable asset and should therefore be protected, where reasonable from detrimental development and, where feasible should be positively interpreted as part of a wider scale scheme for Jurby and its military history (see para. 6.3).

7.18 RECOMMENDATIONS - RURAL LANDSCAPING

ALL NEW DEVELOPMENTS IN THE STUDY AREA SHALL BE ACCOMPANIED BY LANDSCAPING PROPOSALS BOTH TO CONTRIBUTE TO THE APPEARANCE OF THE VILLAGE AND TO AFFORD PROTECTION FROM THE OTHERWISE EXPOSED NATURE OF THE AREA.

7.19 ENCOURAGEMENT WILL BE GIVEN TO ANY LANDSCAPING SCHEMES (NOT NECESSARILY TREE PLANTING - IN SOME AREAS CLOSE TO THE AIRFIELD THIS MAY NOT BE APPROPRIATE) WITHIN THE VILLAGE, PARTICULARLY IN THOSE AREAS IDENTIFIED IN FIGURE 7, IN CONJUNCTION WITH ADVICE FROM D.A.F.F. ON THE NATURE, DENSITY, SITING AND VARIETY OF PLANTING (ANY PLANTING WITHIN THE AIRFIELD SHOULD BE IN ACCORDANCE WITH RECOMMENDATIONS FROM THE AIRPORTS DIVISION).

7.20 EVERY EFFORT WILL BE MADE TO PROTECT AND ENHANCE THE EXISTING HEDGEROWS ADJACENT TO HIGHWAYS SURROUNDING THE VILLAGE. INTRUSION THEREIN SHOULD BE MINIMISED AND WHERE ACCESS IS REQUIRED THIS SHALL BE PROVIDED FROM EXISTING OPENINGS, WHERE PRACTICAL.

7.21 RECOMMENDATIONS - BUILT ENVIRONMENT

BALLAMOAR CASTLE, ITS SUBORDINATE OUTBUILDINGS AND THE LODGE SHALL BE GIVEN REGISTERED BUILDING STATUS UNDER THE POWERS OF THE 1991 TOWN AND COUNTRY PLANNING (REGISTERED BUILDINGS) ACT.

7.22 DETAILED STUDY SHOULD BE UNDERTAKEN AT THE EARLIEST OPPORTUNITY TO INVESTIGATE THE JUSTIFICATION FOR THE REGISTRATION OF ORIGINAL, TRADITIONAL FARMBUILDINGS IN THE AREA, NOTABLY

- BALLACAIN
- BERRAG
- BRETNEY
- EAST NAPPIN
- LOUGHAN
- SARTFIELD AND
- WEST LOUGHAN FARMS

7.23 THE ARCHAEOLOGICAL AND ECOLOGICAL IMPORTANCE OF THE AREAS AND SITES IDENTIFIED IN PARAS. 7.5 AND 7.6 SHALL BE ACKNOWLEDGED AS A PRIMARY CONCERN IN ANY PROPOSALS FOR DEVELOPMENT.

7.24 IT IS LIKELY THAT IN AREAS OF ARCHAEOLOGICAL IMPORTANCE THE FOLLOWING CONDITION WILL BE ATTACHED TO ANY PLANNING APPROVAL WHICH IS GRANTED:

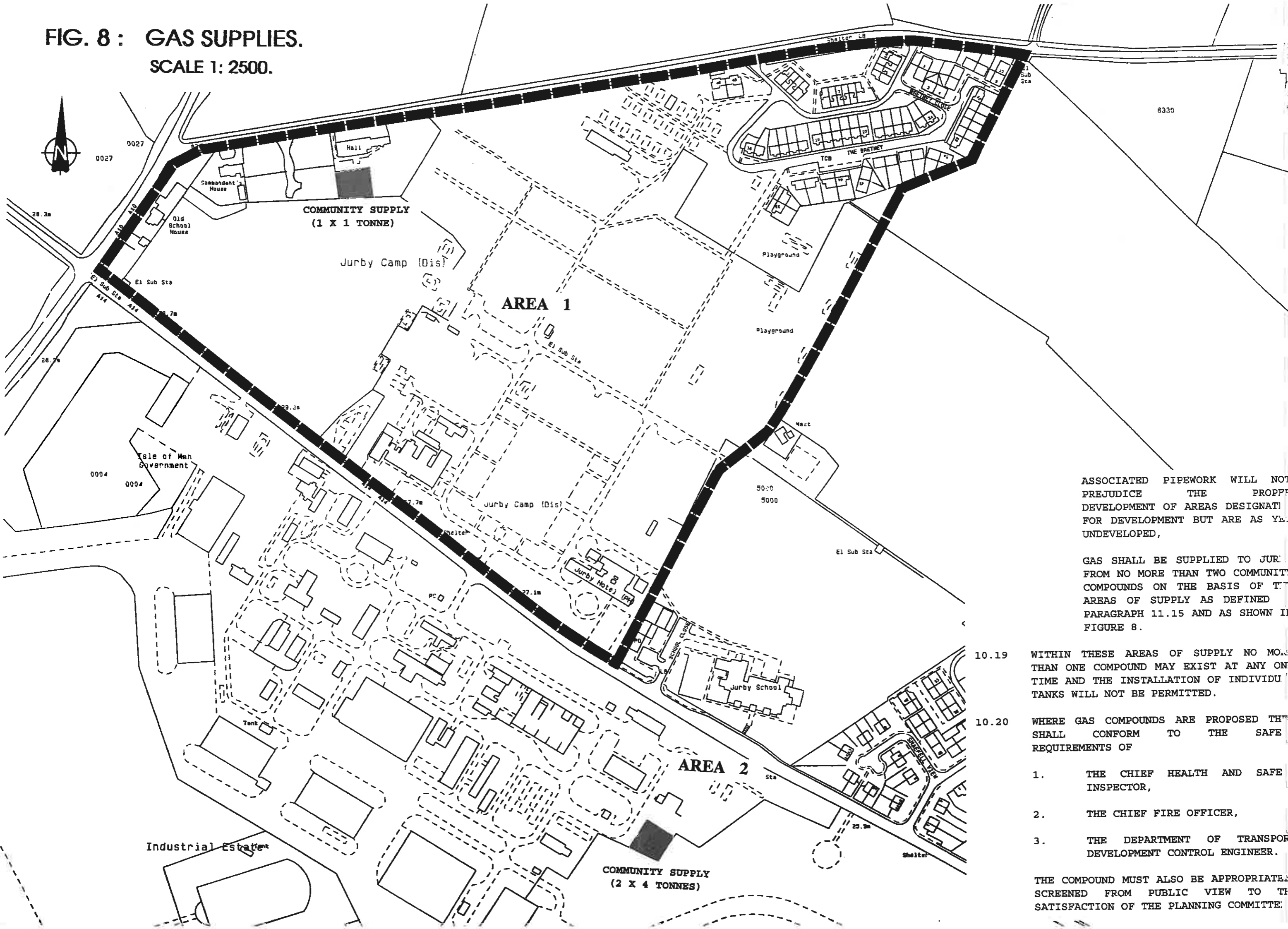
The Manx Museum and National Trust must be informed of the date when building work is to commence and given adequate opportunity to inspect the site from the commencement of earth movement and during the excavation of all trenches (including service trenches) as deemed necessary and investigating any archaeological features exposed, to the satisfaction of the Committee.

NOTE: The applicant's attention is drawn to the contents of the Manx Museum and National Trust Act 1959/1986.

7.25 WHERE PRACTICABLE, DEVELOPMENT PROPOSALS SHOULD INCLUDE SITE SURVEYS AND INVESTIGATIONS TO LOCATE POSSIBLE WARTIME DEFENCE STRUCTURES. WHERE THESE ARE FOUND TO EXIST EVERY EFFORT SHOULD BE MADE TO PROTECT THE STRUCTURE AND, WHERE POSSIBLE TO POSITIVELY INTERPRET THE STRUCTURE FOR PUBLIC BENEFIT.

FIG. 8 : GAS SUPPLIES.

SCALE 1: 2500.



ASSOCIATED PIPEWORK WILL NOT PREJUDICE THE PROPER DEVELOPMENT OF AREAS DESIGNATED FOR DEVELOPMENT BUT ARE AS YET UNDEVELOPED,

GAS SHALL BE SUPPLIED TO JURBY FROM NO MORE THAN TWO COMMUNITY COMPOUNDS ON THE BASIS OF THE AREAS OF SUPPLY AS DEFINED IN PARAGRAPH 11.15 AND AS SHOWN IN FIGURE 8.

10.19 WITHIN THESE AREAS OF SUPPLY NO MORE THAN ONE COMPOUND MAY EXIST AT ANY ONE TIME AND THE INSTALLATION OF INDIVIDUAL TANKS WILL NOT BE PERMITTED.

10.20 WHERE GAS COMPOUNDS ARE PROPOSED THEY SHALL CONFORM TO THE SAFE REQUIREMENTS OF

1. THE CHIEF HEALTH AND SAFETY INSPECTOR,
2. THE CHIEF FIRE OFFICER,
3. THE DEPARTMENT OF TRANSPORT DEVELOPMENT CONTROL ENGINEER.

THE COMPOUND MUST ALSO BE APPROPRIATELY SCREENED FROM PUBLIC VIEW TO THE SATISFACTION OF THE PLANNING COMMITTEE.