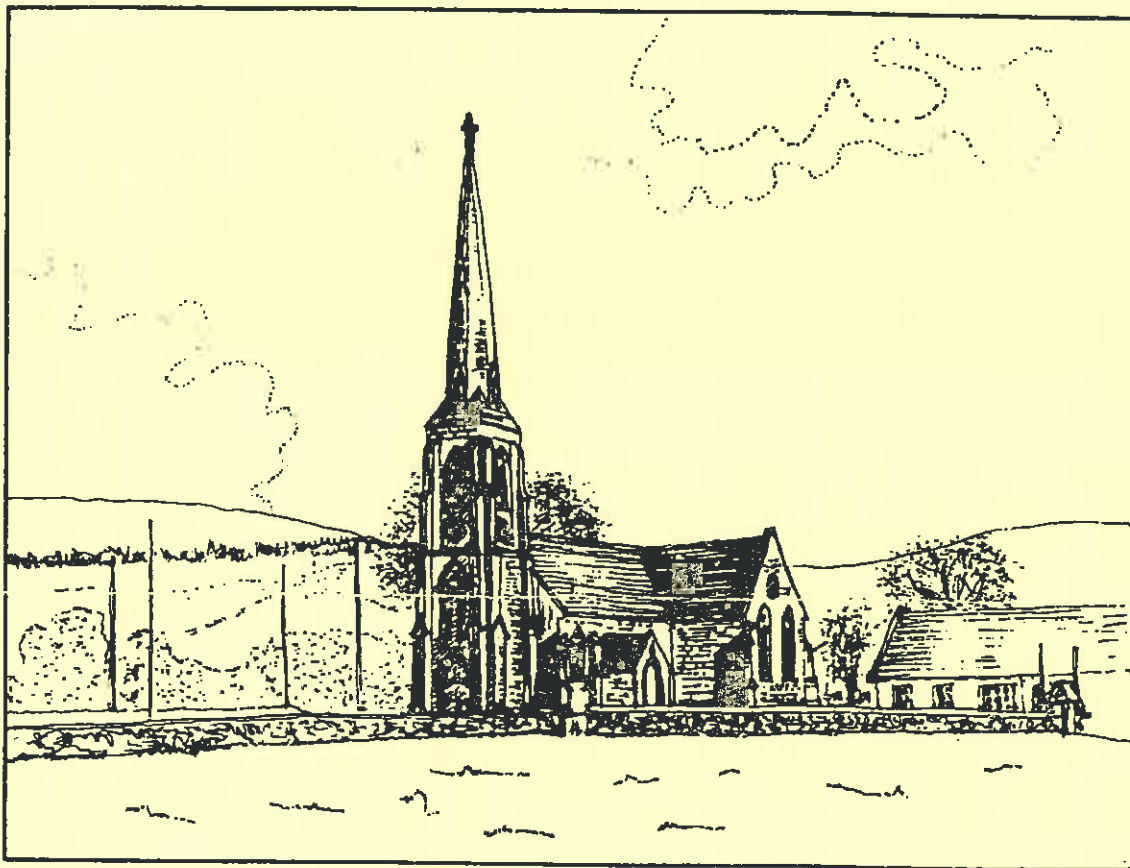


Planning Circular 6/99

THE ST. JOHN'S LOCAL PLAN

WRITTEN STATEMENT
for consideration with the accompanying Planning Scheme Order



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

The Planning & Building Control Division,
Murray House,
Mount Havelock,
Douglas,

IM1 2SF

JULY 1999

THE ISLE OF MAN PLANNING SCHEME (ST. JOHN'S LOCAL PLAN) ORDER 1999
WAS APPROVED BY TYNWALD ON 14TH JULY, 1999 AND CAME INTO EFFECT ON
1ST AUGUST, 1999



Statutory Document No. 247/99

THE TOWN AND COUNTRY PLANNING ACTS 1934 TO 1991

THE ISLE OF MAN PLANNING SCHEME (ST JOHN'S LOCAL PLAN) ORDER 1999

Approved by Tynwald: 1999

Coming into operation: 1st August 1999

In exercise of the powers conferred on the Department of Local Government and the Environment by sections 6 and 6A of the Town and Country Planning Act 1934(a) and of all other enabling powers, and after complying with the requirements of the Town and Country Planning (Order Procedure) Regulations 1996(b), the following Order is hereby made:-

Citation, commencement and interpretation

1. (1) This Order may be cited as the Isle of Man Planning Scheme (St John's Local Plan) Order 1999, and, subject to section 14 of the Act, shall come into operation on the 1st August, 1999

(2) In this Order -

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

“the plan” means the plan hereto annexed and marked “ISLE OF MAN PLANNING SCHEME (ST JOHN'S LOCAL PLAN) ORDER 1999”

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

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

-
- (a) XIV p.163
(b) S.D. 546/96
(c) G.C. 140/82

Price 45p

Matters for consideration on applications for planning approval

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

Made this 7th day of June 1999



Minister for Local Government and the Environment

EXPLANATORY NOTE

(This note is not part of the Order)

This Order introduces a new land use zoning map for St John's and replaces the zonings identified for this area in the 1982 Development Plan.

The site specific policies which would be applied to these zones are set out in a Written Statement, which, whilst not part of the Order, would be published by the Department in a Planning Circular to be read in conjunction with the new zoning map.

THE ST. JOHN'S LOCAL PLAN

WRITTEN STATEMENT

**to be read in conjunction with the Isle of Man Planning
Scheme (St. John's Local Plan) Order 1999**

Preface

This is the Written Statement and Planning Scheme Order relating to the St. John's Local Plan. The first document was issued in the form of an Issues and Options document in October 1995 after which the responses received were analysed by the Department. The responses made shaped the first draft of the local plan which was issued in September 1997. Views were again submitted and the Department produced a revised draft which was the subject of a Public Inquiry in the Tynwald Exhibition Hall in the village on 26th and 27th January, 1999 where local people, Government Departments, Manx National Heritage and the local authorities gave evidence to the Independent Inspector appointed to hear the Inquiry.

The Inspector reported back to the Department in February, 1999 and the Department was pleased to note that all of its recommended policies and proposals had been accepted. The Department then undertook the statutory process for consideration of claims from those who felt they would be injuriously affected by the provisions of the Scheme Order.

The Department then produced this final document which, accompanied by the Planning Scheme Order, represents its views on the future of the village in land use planning terms. The Scheme Order was adopted by Tynwald on 14th July, 1999 and came into effect on 1st August, 1999: this Written Statement whilst not considered by Tynwald for approval provides guidance to be considered in association with the Scheme Order.

***IF ANYONE HAS ANY QUERIES REGARDING THE PLAN OR REQUIRES
FURTHER INFORMATION OR ADDITIONAL COPIES OF THIS
DOCUMENT, PLEASE CONTACT:-***

*The Planning and Building Control Division
Department of Local Government and the Environment
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ST. JOHN'S LOCAL PLAN

WRITTEN STATEMENT

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Isle of Man Planning Scheme (St. John's Local Plan) Order
1999

Foreword

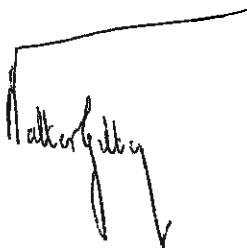
I am pleased to introduce the St. John's Local Plan which represents several years of discussion, consideration and debate on the future of the village in terms of land use planning.

The production of this Local Plan involved close liaison with the residents and particularly the local authorities, the latter having played an important part in the formulation of the plan and its passage through to the public inquiry. It was heartening to witness the strong support for the Local Plan given by the two local authorities at the public inquiry.

The Local Plan focuses upon the historical and constitutional importance of the village and has accordingly included policies which control development so that these important aspects are not lost or undermined. It is interesting to note the nomination of the village for designation as a World Heritage Site by UNESCO and it is hoped that the St. John's Local Plan will provide a positive step in this direction.

The plan also seeks to provide opportunities for measured growth of housing for local need and for the relevant infrastructure to accommodate this growth - e.g. the plan makes provision for the development of a new school.

The St. John's Local Plan has achieved a balance between providing development opportunities where these are needed and at the same time preserving the existing character of the area and supporting and enhancing the important historical and constitutional position which the village commands.

A handwritten signature in black ink, appearing to read 'W.A. Gilbey', written over a horizontal line that extends to the left.

Hon. W.A. Gilbey MHK
Minister, Department of Local Government and the Environment

1. INTRODUCTION

Background to the local plan

- 1.1 The Island Strategic Plan - Western Sector (D) (Planning Circular 8/91) acknowledges the essentially rural character of the western part of the Island together with its villages and hamlets and includes St. John's in the list of principal settlements for further study (paragraph 1.8). The Planning Division initiated a public consultation programme for the St. John's Local Plan in January 1995 in recognition of this recommendation. This comprised the distribution of information leaflets to local residents, local amenity groups, the Parish Commissioners and Government Departments confirming that a local plan was being prepared and inviting comments on general issues of concern in St. John's. Amongst some of the key issues identified for further examination were the designation of part of the local plan area as a Conservation Area, the Tynwald Mills Centre, a landscape improvement programme and the possible identification of some limited areas for future growth.
- 1.2 Following the completion of a preliminary survey of the local plan area and a review of the responses received to the initial public consultation, the Office of Planning prepared an Issues and Options document which was subsequently published and circulated for public comment in October 1995. This document provided a summary of identified issues, highlighted limited development opportunities and incorporated a possible series of policies, proposals and recommendations principally based on the findings of the survey and an analysis of the responses received to the initial public consultations.
- 1.3 The Department then issued a draft local plan in September, 1997 and comments from the public and Government departments were requested. A public inquiry was held in the Tynwald Exhibition Hall on 26th and 27th January, 1999 where local people and representatives of Government attended the meeting and gave evidence. The Office of Planning received the report of the person appointed to hear the Inquiry and incorporated final amendments and made modifications to the local plan as was deemed appropriate based on this report. This document formed the basis of submissions made to the Department from those persons who deemed themselves to be injuriously affected by the provisions of the draft Written Statement and associated Scheme Order. This process was dealt with and this latest document entitled **The St. John's Local Plan Written Statement** represents the final conclusions of the Department in respect of the future of St. John's in land use planning terms. The Isle of Man Planning Scheme (St. John's Local Plan) Order 1999 was placed before Tynwald on 14th July, 1999 and was approved, coming into effect on 1st August, 1999. This Written Statement was not before Tynwald but provides guidance to be read in conjunction with the Scheme Order.

The local plan area

- 1.4 St. John's is located in the central, western part of the Island as illustrated on Map 2 (Appendix B). The approximate boundaries of the local plan area are broadly defined by Struan Barrule and the River Neb in the west and north west respectively, the Poortown Road (A20) in the north and the Curragh Road (A3) in the east and south east. The precise limits of the local plan area are defined on Map 3 (Appendix C).

Planning history of the local plan area

- 1.5 The only statutory planning document which refers to St. John's is the Isle of Man Planning Scheme (Development Plan) Order 1982. In 1991 the Department of Local Government and the Environment produced a series of five Sector Plans - A to E - relating to those areas of the Island for which local plans had not already been adopted. These Sector Plans were adopted by the Department but were not placed before Tynwald: the Sector Plans were intended to have a life of five years which expired in 1996. The Sector Plans were not withdrawn by the Department and continue to have some relevance, albeit limited due to their age, to current decision-making.
- 1.6 The Sector Plans, amongst other policies and recommendations, established a requirement for the Department to undertake a series of local studies for a number of villages and hamlets within each Sector Plan area. The Western Sector Plan (D) (Planning Circular 9/91) recommended that a study is undertaken for a number of settlements, one of which is St. John's (paragraph 5.7). The St. John's Local Plan represents the second of these village studies to be carried out by the Department (the first of which was the Foxdale Local Plan).

Isle of Man Planning (Development Plan) Order 1982

- 1.7 Within the Development Plan, the entire local plan area is designated an Area of High Landscape Value and Scenic Significance. The most significant zonings are represented by the Ancient Monument and Site of Archaeological Interest designations for the Tynwald Hill area. This and other designations are illustrated in Map 4 (Appendix D), which constitutes an enlargement of the relevant extract from the Isle of Man Development Plan 1982.

Island Strategic Plan - Western Sector Plan (D) (Planning Circular 8/91)

- 1.8 Map 5 (Appendix E) provides details of the designations for the local plan area incorporated in the Island Strategic Plan Western Sector (D). The majority of the land use designations are similar to those included in the 1982 Development Plan.

The historical importance of St. John's

- 1.9 St. John's is arguably the Island's most historically important settlement and is home to the focus of the Tynwald ceremony every year on July 5th. The centre of the village is clearly Tynwald Hill and the assembly field or fair field. Traditionally, although this may be simply folklore, the Hill is said to be made from soil taken from each of the Island's seventeen parishes, with that of German parish as the base. Only one historian, Callow, apparently gives a date to this, 1577, and that may well indicate when the mound was restored or rebuilt. The present broad avenue connecting the Church and Hill was carried out by a Manx firm, Messrs Kelly and Craine, after the new Church was consecrated in 1849, this Church being a replacement for an earlier building which itself was a structure built on the site of an earlier church.
- 1.10 To the west of Tynwald Hill is a large stone cist or stone tomb known locally as the Giant's Grave. This present structure was a restoration of the previous cist which collapsed after the rain and frost of 1953. The cist dates to the Bronze Age and is about 3500 years old. The name Giant's Grave is thought to acknowledge the burial place of those involved in battles in the neighbourhood fought in the early part of the thirteenth century.
- 1.11 The historical and archaeological significance of St. John's is not confined to the Hill and Church area. Ballacraigne farmyard covers part of the site of an ancient burial ground. At one time when repairs were being undertaken to the old cowhouse (next to the road) graves were uncovered and in one which was accidentally opened, an intact skeleton head was found. These graves are now beneath a concrete floor.
- 1.12 Aside from the village's historical importance, the area was supported by a number of mills, corn at Ballnahowin until late in the nineteenth century, dyeing and woollen manufacturing at Ballig for perhaps as many as three hundred years and flax processing to the west of the village in the bend of the Neb to the north of the Patrick Road. In 1846 a new woollen mill was erected by Mr. John Moore, this being Tynwald Mill, (Registered Building number 83). Mr. Moore's grandson went on to erect more modern woollen mills in 1920, now accommodating the Tynwald Mills Centre.
- 1.13 Mullen-e-Cleigh or Cloie is the name of a cornmill on the opposite side of

the Hope Road/Station Road from the football and cricket fields. The mill itself was once a thriving cornmill but was latterly used as a garage and is now unused. Mullen-e-Cloie is referred to as the Mill of Balyhig in 1515 and is usually thought to refer to the Stepping Stones further towards Struan Barrule. The old outhouse was known as the old Courthouse and was once used for the Vicar General's Courts in 1794.

- 1.14 Since the 1920's the village of St. John's remained relatively scattered and informal and did not see any large scale development until the 1970's with the emergence of Balladoyne estate developed by the Kelly brothers and Tynwald Close and Slieau Whallian Park both developed by the Local Government Board. Since the 1970's the village has seen little change with the exception of three significantly sized plots between "Villa Dhrine" and "Sunnyhill", approved in 1989.
- 1.15 St. John's today contains 254 households and accommodates a population of approximately 645 persons. The village has a busy mart, its own successful school, a small number of shops, restaurants and public houses and is generally a pleasant place in which to live and to visit.

The Principal Objectives of the Local Plan

- 1.16 Where appropriate, local plans are generally intended to apply national and local planning policies. In addition, local plans strive to ensure the correct balance between stimulating and encouraging development and identifying those areas which should be protected from further development in the interests of preserving the rural environment. In light of these considerations, the following are considered the principal objectives for the St. John's Local Plan:-

- to examine and establish the special needs of the village community and provide the opportunity to meet those needs through appropriate land use designations together with the implementation of an effective series of policies, proposals and recommendations,
- to identify those parts of the village which require special protection from development, including those areas of importance for conservation of the landscape, its wildlife and natural resources,
- to identify those parts of the village which would benefit from environmental enhancement,
- to identify those parts of the village which may be suitable for further development and generally establish how such development should occur.

1.17 These principles will be addressed through the application of a series of **policies, proposals and recommendations**. These are defined as follows:

Policies are statements of attitude or intention towards existing or postulated situations which require action. These are of two types:

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

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

RESIDENTIAL

Background

- 2.1 The importance of retaining the rural character of the western part of the Island is recognised in the 1991 Western Sector (D) Plan. The Sector Plan acknowledges that this part of the Island does not present the opportunity for major new development, but that potential does exist for a degree of infill development. This general evaluation is considered particularly appropriate for St. John's. These conclusions are also shared by the Independent Inspector who was appointed to hear the Public Inquiry on 26th and 27th January, 1999.
- 2.2 The 1982 Development Plan identified three areas within St. John's which were appropriate for residential development; a small area to the north of Peel Road to the rear of Brackenhill and Sunnyhill and to the east of Villa Dhrine, a second area to the west of Balladoyne and a third area at the Hope which has subsequently been developed as Slieau Whallian Park. The specific boundaries of these areas are identified on Map 4 (Appendix D). The 1991 Western Sector (D) Plan applied a broader residential land use designation which included existing developed areas together with contiguous vacant land where possible additional residential development could be considered appropriate. The extent of these areas is illustrated in Map 5 (Appendix E).
- 2.3 The Office of Planning has reviewed the areas previously designated for possible further residential development as part of its initial evaluation of the local plan area together with other areas suggested in some of the responses received to the public consultation programme undertaken in January 1995. The responses received confirmed the Office of Planning's view that *any large scale new residential development would be inappropriate for the area*, and this includes any further housing adjacent to Slieau Whallian Park or the infilling of any of the open space sites south of the Peel Road directly west of the Ballacraire cross roads. However, the principle of infill development is considered reasonable for the village but should be limited to within those areas which are designated as areas of predominantly residential use. In addition, both the German and Patrick Commissioners have confirmed the need to identify a site for sheltered housing in St. John's. Illustration 1 (Appendix H) provides details of the population structure for the village in 1991 highlighting the fact that only 16% of the local residents were of pensionable age. The Commissioners believe that this population structure has not altered significantly since 1991 and consider it important to provide housing for this sector of the community to avoid the necessity for elderly persons to leave the village for suitable and affordable accommodation.
- 2.4 In light of the above considerations, four sites were suggested in the Issues

and Options for infill residential development. These comprised an area to the west of Balladoyne, part of the land opposite the Farmer's Arms, land to the north of Mullen-e-Cloie and part of the land north of the Peel Road detailed in paragraph 2.2. above. These areas, numbered 1,3,4 and 5 respectively in the Issues and Options document, amounted to approximately 8 dwellings and 14 sheltered housing units only for St. John's.

- 2.5 In addition, the Issues and Options document incorporated a proposal to establish a Civic Amenity site located to the north of the Department of Agriculture, Fisheries and Forestry's depot with direct access from the Curragh Road. This would establish a facility for local residents to dispose of old household goods and other domestic items and deposit recyclable materials such as glass and cans etc. This has been the subject of a planning approval (PA 96/0230) and is operational.
- 2.6 The responses received to the residential proposals in the Issues and Options document were generally supported with reservations being expressed only to the site adjacent to Balladoyne and specifically to the suggested vehicular access for the development area through Balladoyne estate. In light of the comments received, the Office of Planning has undertaken a further evaluation of the identified sites and the final recommendations for inclusion in this draft local plan are set out below. The Inspector appointed to hear the Inquiry has supported this stance *against* large scale new development and has supported all of the proposed development areas contained hereafter.

Proposed development areas

AREA 1: THE AREA SOUTH OF PEEL ROAD TO THE WEST OF BALLADOYNE ESTATE

- 2.7 This area represents part of the site designated for residential development in the 1982 Development Plan (Appendix D) which was also zoned for residential use in the 1991 Sector Plan (Appendix E). The Issues and Options document suggested that low density housing could be sited within this smaller area with a minimal impact on the amenities of adjoining residents and without compromising the visual setting of Tynwald Hill. Following consultation with the Department of Transport, vehicular access to this area was recommended through the adjoining Balladoyne estate.
- 2.8 Responses to this proposal were received from many of the residents of the Balladoyne estate who opposed the development for a number of reasons principally on the grounds that the existing estate road was not suitable for any additional traffic. In addition, it was felt that the use of this road for construction vehicles would be detrimental to the amenities of the residents. In light of these representations, the Office of Planning has further reviewed the proposals and in particular the suggested vehicular access arrangements.

- 2.9 The Office of Planning continues to believe that low density residential development is reasonable for this area which has twice previously been designated for residential development. Furthermore, this area could be satisfactorily developed without causing a detrimental impact on the amenities of the surrounding area. The Department of Transport has confirmed that the existing Balladoyne estate road could, in traffic terms, satisfactorily accommodate a maximum of 20 additional units. However, the area to the west which has been identified as being suitable for further residential development could clearly not accommodate this number of units. Whilst the Office of Planning continues to believe that this area is suitable for the development of a *limited* number of dwellings, after building works are completed permanent access should be established through the Balladoyne estate. It is considered that construction traffic associated with the development *should not* pass through the Balladoyne estate. The roadways within Balladoyne are not suitable for construction vehicles and the amenities of the existing residents would be significantly damaged if this were to occur. In addition to the above, it is also proposed to de-zone from residential use to open space the adjoining field that fronts directly onto the Peel Road. (see Appendix A. Map 1) This is on the basis that the Department feels that the field currently contributes significantly as a breathing space in the roadside and were this to be developed, in any part, this positive contribution would be lost.
- 2.10 The Public Inquiry heard from Manx National Heritage that the development site, in particular field 0071 (the field to immediately west of numbers 8 and 9, Balladoyne estate) should not be accepted due to the presence of a mediaeval chapel and crop marks. The Inspector did not accept that the development of the field should be resisted on this basis and suggested that the site should continue to be included for development but with some provision in the development brief to allow for any archaeological finds to be properly dealt with. The Department concurs with this recommendation. In light of the above, the following policy is considered appropriate for **Development Area 1**:

POLICY : RES/P/1

2.11 RESIDENTIAL DEVELOPMENT SHALL BE PERMITTED WITHIN DEVELOPMENT AREA 1 IN ACCORDANCE WITH THE FOLLOWING DEVELOPMENT BRIEF.

Development Brief

- a. **The maximum number of units which may be developed on this site is six (6).**

- b. All dwellings shall be single storey (dormer accommodation will not be permitted).
- c. No detailed application for development of any dwelling will be approved until such time as a detailed application for the installation of roads and sewers together with the indication of plots and landscaping, has been approved by the Planning Committee.
- d. The application for the development of the site must include an indication of the temporary route to be used by construction traffic and such route must not be through the Balladoyne estate. Such a temporary route must be removed and the site made good when construction works are completed.
- e. Permanent access to the site after the development is completed may be taken through the Balladoyne estate.
- f. No development may commence until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved by the Department. Such a scheme must be included as part of any detailed application for consideration and the applicant is strongly recommended to consult Manx National Heritage in this respect.
- g. Whilst field 9378 (that immediately behind Balladoyne Farmhouse) has been included within the development area, this land may only be used or developed in association with the existing adjacent properties (Balladoyne Farmhouse, "Allo" and 11, Balladoyne Estate and the building known as the Methodist Church) and may not be used for the erection of any new dwellings.

AREA 2: AREA TO THE SOUTH OF THE CAR PARK OPPOSITE FARMER'S ARMS (REFERRED TO AS AREA 3 IN THE ISSUES AND OPTIONS DOCUMENT)

- 2.12. This site has been identified by the German Commissioners as suitable for the provision of sheltered housing. Indeed planning approval has already been granted for a scheme of sheltered housing units on this site (PA 97/0853 and 98/0050) and works have recently commenced on site in this respect.

AREA 4: LAND TO THE NORTH OF PEEL ROAD (REFERRED TO AS AREA 5 IN THE ISSUES AND OPTIONS DOCUMENT)

2.13 Although not designated for residential use in the 1991 Sector Plan, this area was proposed for residential development in the 1982 Development Plan. A planning application for three dwellings was granted on appeal (PA 89/0326) and, to date, one dwelling has been completed. Planning approval has been granted for detailed approval for the second and third dwellings. The Issues and Options document acknowledged the fact that approval had been granted on appeal for three dwellings, but confirmed that the Office of Planning was of the opinion that no further dwellings should be approved in this general area as it would encroach into the important adjoining areas of surrounding open space. The draft local plan reconfirms this position.

AREA 5: LAND EAST OF FARMER'S ARMS

2.14 As an alternative to the proposed new school proposed for this area in paragraph 7.6, it is considered that a modest sheltered housing scheme would be acceptable on the basis that any development is sited in the north eastern section and no part of the development is sited on the former railway line. It should be noted however, that this is now the preferred site for the development of the new primary school.

AREA 6: LAND SOUTH OF EXISTING SCHOOL

2.15 It is now likely that proposals for the development of a new primary school are to be pursued on the car park site (see paragraph 2.14 above) and as such the future of the land to the immediate south of the existing school should be considered as this will probably not now be required to be reserved for educational purposes (see paragraphs 7.3 and 7.7.). It is considered that the site would be capable of accommodating two dwellings as an acceptable form of infill development with vehicular access provided from Station Road.

AREA 3: LAND TO THE NORTH OF MULLEN-E-CLOIE (REFERRED TO AS AREA 4 IN THE ISSUES AND OPTIONS DOCUMENT)

2.16 The Issues and Options document confirmed that this area is part of a broader area zoned predominantly residential in the 1991 Western Sector (D) Plan. The field directly adjoining the river is not considered suitable for development as it is low lying and susceptible to flooding. Responses have been mixed to the suggestion in the Issues and Options document that the land directly fronting the Hope Road could accommodate a single dwelling. Some objectors have expressed concern regarding the loss of existing open space views as seen from the Hope Road, while others

confirming that a single dwelling along the Hope Road frontage would not be objectionable.

- 2.17 The Office of Planning has further reviewed the appropriateness of any development on this particular site and after careful consideration recommends that no development be permitted on this site.

SUMMARY

- 2.18 It is considered essential in St. John's to limit the future residential development opportunities to carefully selected infill sites in order to preserve the rural character of the village. The sites selected are considered an acceptable balance between preserving the rural character of the local plan area and providing some reasonable development to occur taking into account the community needs and provisions of previous plans. In addition to the infill sites selected for further residential development, it is recognised that other opportunities may exist for additional residential development within existing developed areas either in the form of additions to existing dwellings or the erection of new dwellings. The appropriateness of such development should be judged on individual merit and backland development should generally be avoided.
- 2.19 In addition to the policies and development briefs for development areas 1, 2, 4, 5 and 6, the following residential policies are considered appropriate for St. John's.

POLICY : RES/P/5

- 2.20 WITH THE EXCEPTION OF APPROPRIATE EXTENSIONS AND ALTERATIONS TO EXISTING PROPERTY WHICH WILL GENERALLY BE ACCEPTABLE, OUTSIDE OF DEVELOPMENT AREAS 1, 2, 4, 5 AND 6 NEW RESIDENTIAL DEVELOPMENT WILL ONLY BE APPROVED WHERE THIS COMPLIES WITH PLANNING CIRCULARS 1/88, 3/88 AND 3/89.**

POLICY : RES/P/6

- 2.21 NO RESIDENTIAL DEVELOPMENT WILL BE PERMITTED WHERE THIS WOULD ADVERSELY AFFECT THE EXISTING HISTORIC SETTING OF TYNWALD HILL AND ITS ASSOCIATED OPEN SPACES.**

OPEN SPACE AND RECREATION

Preservation of the rural character of St. John's

- 3.1 The village of St. John's is, in itself of significant historical interest and in addition is of great importance to the history of the Island as a whole. The preservation of the open space and rural landscape qualities of the village is considered of paramount importance, particularly in maintaining the visual integrity and open space setting of Tynwald Hill. In this regard, it is proposed that no areas of open space be released for future development where these contribute to the setting of Tynwald Hill, the Church or the assembly field. Indeed, it is proposed to increase the amount of Open Space in the immediate vicinity of the Fair Field by redesignating the roadside field, 9376 (that between "Westville" and Balladoyne Farmhouse) from Predominantly Residential to Open Space as it is felt that this open field contributes significantly to the amenities of the village by being open and affording views of Slieau Whallian in the background. Also, the Department considers that the small field between Mullen-e-cloie and the Slieau Whallian back road (Area 3) represents a welcome break in development at this point and as such has removed this piece of land from Residential designation and has rezoned this to Open Space.

Environmental and landscape improvements.

- 3.2 The Issues and Options document highlighted key sites which would benefit from environmental and landscape improvements. The principle of environmental enhancement received considerable support and details of the individual sites initially recommended in the Issues and Options document, together with additional areas suggested by respondents, are set out in paragraph 3.9 below and identified on the proposals map (Map 1 - Appendix A). It is also considered that the visual amenities of the area would benefit significantly from the undergrounding of all overhead wires together with an improvement in the quality of existing signage and street furniture.
- 3.3 The car park opposite the Farmer's Arms was identified as requiring some attention. This area is presently used for parking for the Mart and the Farmer's Arms and has a generally unkempt appearance which would benefit significantly from a landscaping programme with levelling and resurfacing of the parking area. In general terms this area is not considered suitable for residential development. The Drainage Section of the Department of Transport has indicated a need to preserve the former railway track for the Iris Project and this track also forms part of the important long distance footpath to Peel.

The Arboretum and the former sand pit site

3.4 The Issues and Options document highlighted the importance of the Arboretum as an integral part of Tynwald Hill and confirmed that the development of this area as the Tynwald National Park is now complete with no further large scale planting envisaged. Responses received to the Issues and Options document endorsed the recommendation of enhancing the open space setting of Tynwald Hill by extending the Park to include the former sand pit site to the immediate west. This site is largely now in the ownership of the Department of Local Government and the Environment and offers great opportunities for furthering ecological and archaeological interests. Any proposals must however, acknowledge the great sensitivity of the site itself and of course its proximity to Tynwald Hill. The Department of Agriculture, Fisheries and Forestry and the Tynwald Ceremony Arrangements Committee both support the concept of leaving the site as it is, as an area of naturally regenerated woodland of value to wildlife. A planning application has been submitted in this respect (PA 98/2056).

Recreation

3.5 The principal recreation area for St. John's is located to the south of the village centre and incorporates adjoining football and cricket fields. These facilities are considered important to the village community and no changes are proposed to either of these areas. The Department is aware, however of a proposal on behalf of an organisation attempting to promote St. John's as a special Millennium site, which involves the development of the new school for the village not in the area identified previously at the rear of the car park opposite the Farmer's Arms, but across the former railway line at the rear of the area currently used for the football and cricket pitches. The concept of the location of the new school is dealt with later under **Section 7 - Education** however, as far as the proposal affects the provision of recreational facilities, the Department would not generally oppose this scheme provided that the existing recreational facilities available on the site are not removed or prejudiced. The Millennium scheme also proposed the creation of more, community-based recreational facilities in this area as a focal point within the village, facilities such as a bowling green, tennis courts etc and the Department would have no objection to these facilities being provided within this site.

SUMMARY

3.6 It is considered that the above provisions, together with restricting any further new development to limited sites identified in the local plan, will ensure that the open rural character of the area is not compromised. In the light of the above, the following policies, proposal and recommendations are considered appropriate for St. John's.

POLICY: OS/P/1

- 3.7 OTHER THAN THOSE AREAS SPECIFICALLY DESIGNATED FOR DEVELOPMENT OR ZONED PREDOMINANTLY RESIDENTIAL ON THE PROPOSALS MAP, NO AREAS OF OPEN SPACE SHALL BE DEVELOPED.**

POLICY: OS/P/2

- 3.8 NO NEW DEVELOPMENT SHALL BE PERMITTED WHICH WOULD ADVERSELY AFFECT THE SOUTHERLY OPEN COUNTRYSIDE VIEWS FROM PEEL ROAD.**

RECOMMENDATION : OS/R/1

- 3.9 IN ORDER TO IMPROVE THE VISUAL AMENITIES OF THE AREA, IT IS RECOMMENDED THAT ENVIRONMENTAL AND LANDSCAPE IMPROVEMENTS BE UNDERTAKEN FOR THE FOLLOWING AREAS WHICH ARE IDENTIFIED ON PROPOSALS MAP (MAP 1 - APPENDIX A).**

A THE DEPARTMENT OF TRANSPORT DEPOT AT TYNWALD MILLS

- REMOVAL OF THE EXISTING CONCRETE BASES AND THE INTRODUCTION OF SCREEN PLANTING ALONG THE BOUNDARIES OF THE RIVER EDGE. THE DEPARTMENT OF TRANSPORT HAS SUGGESTED THAT PART OF THIS AREA SHOULD BE USED FOR COACH PARKING. ANY PROPOSAL FOR SUCH A FACILITY MUST BE CAREFULLY CONSIDERED IN THE LIGHT OF LOCAL COMMENTS AND TRAFFIC IMPLICATIONS, AND SHOULD INCLUDE FOR CONSIDERATION A NEW BRIDGE OVER THE RIVER NEB PROVIDING PEDESTRIAN ACCESS ONTO THE PUBLIC ROAD.**

B TYNWALD INN

- A RATIONALISED PARKING AND ACCESS SCHEME SHOULD BE INCORPORATED WITH EXTENSIVE TREE AND SHRUB PLANTING ALONG THE ROAD FRONTAGE.**

C THE DEPARTMENT OF TRANSPORT YARD

- PROVISION SHOULD BE MADE FOR A SCREEN PLANTING REGIME TO PROTECT THE ADJOINING COUNTRYSIDE AND PRESENT A SOFT EDGE TO THE VILLAGE.

D THE GAS INSTALLATION BY HOPE CROSS ROADS

- ADDITIONAL SCREEN PLANTING SHOULD BE PROVIDED.

E THE CAR PARK OPPOSITE THE FARMER'S ARMS

- AS A MATTER OF PRIORITY, THE EXISTING CAR PARKING AREA SHOULD BE LEVELLED AND PLANTING PROVIDED ALONG THE EXISTING BOUNDARIES, PARTICULARLY ON THE STATION ROAD FRONTAGE.

RECOMMENDATION: OS/R/2

3.10 IN ORDER TO ENHANCE THE VISUAL AMENITIES OF ST. JOHN'S, IT IS RECOMMENDED THAT FURTHER CONSIDERATION BE GIVEN TO THE UNDERGROUNDING OF ALL OVERHEAD WIRES.

RECOMMENDATION : OS/R/3

3.11 CONSIDERATION SHOULD BE GIVEN TO INTRODUCING A UNIFIED DESIGN WITHIN THE VILLAGE, FOR SIGNS AND STREET FURNITURE.

TYNWALD

Tynwald Hill

- 4.1 Tynwald Hill is of **national** importance and the annual ceremony attracts many visitors every year from all parts of the world. The need to protect the open space and rural character of the village, and in particular the setting of Tynwald Hill, is essential and has been highlighted in section 3 above. The importance of this part of the Island is not just confined to the Hill itself but extends to all of the fair field, the Church and surroundings and to the western side of the Hill where there are archaeological finds of significance interest and importance. Department of Agriculture, Fisheries and Forestry has also created a fine arboretum which provides a valuable facility for local people and tourists alike whilst at the same time providing an attractive setting and backdrop to the Hill and the assembly field.

Tynwald Heritage Centre

- 4.2 The need for a Heritage Centre in St. John's has been identified in the Civic Trust report on St. John's entitled "Heritage and Progress" and subsequently included as a recommendation for review in the Issues and Options document. Tynwald acknowledged this need in the Manx Heritage Foundation Act 1982 which encouraged the Manx Heritage Foundation to provide this facility in what is currently St. John's Primary School, if and when a new primary school was provided elsewhere and the existing building became redundant for these purposes. Support has been received to this recommendation with the preferred option being the conversion of the existing school building. If extensions are built to the existing school in place of a new school complex, it is recommended that an alternative building within close proximity to Tynwald Hill, preferably within the Conservation Area, be converted for use as a Heritage Centre. It is felt in the interests of preserving the historic setting of the area that such a facility is provided in an existing building rather than a new building.

Summary

- 4.3 The historical and cultural importance of St. John's as a whole and the Tynwald precinct in particular, to the Island must not be underestimated and every effort must be taken to ensure that the setting and the value of the area is not undermined by insensitive or inappropriate development. As such, the following policies and proposal are considered appropriate for the village:

POLICY : TYNWALD/P/1

- 4.4 IN LIGHT OF THE NATIONAL SIGNIFICANCE OF THE TYNWALD HILL ANCIENT MONUMENT, NO DEVELOPMENT SHALL BE PERMITTED WHICH WOULD PREJUDICE EITHER THE SETTING OF THIS GENERAL AREA OR THE OPERATIONS OF THE ANNUAL CEREMONY.

POLICY: TYNWALD/P/2

- 4.5 THE DEPARTMENT WOULD SUPPORT THE PRINCIPLE FOR ESTABLISHING A TYNWALD HERITAGE CENTRE AND A TRANSPORT MUSEUM WITHIN THE STUDY AREA. IN BOTH CASES CARE SHOULD BE TAKEN TO SELECT A SITE WHICH CAN BE APPROPRIATELY ACCESSED AND WHERE ADEQUATE CAR PARKING IS AVAILABLE. ANY NEW BUILDING MUST BE DESIGNED SO AS TO FIT IN WITH ITS SURROUNDINGS.

PROPOSAL : TYNWALD/PR/1

- 4.6 IT IS PROPOSED THAT CONSIDERATION BE GIVEN TO ESTABLISHING A TYNWALD HERITAGE CENTRE WITHIN THE DESIGNATED CONSERVATION AREA IN CLOSE PROXIMITY TO TYNWALD HILL. THE PREFERRED OPTION FOR A NEW CENTRE IS THE RENOVATION AND CONVERSION OF THE EXISTING SCHOOL BUILDING IF AND WHEN A NEW SCHOOL COMPLEX IS DEVELOPED.

TOURISM

Existing Facilities and Attractions

- 5.1 In addition to Tynwald Hill which is unique and provides a significant attraction for visitors to the Island, St. John's has several other attractions of interest to both locals and visitors including the Tynwald Mills Centre, buildings of historic interest, including some associated with the former railway, and existing footpaths through the village and surrounding open countryside. It is recommended that these attractions and areas of interest be incorporated in a tourist guide specifically detailing the areas of interest together with designated walks and scenic viewpoints. Use should be made of appropriate signs to identify clearly designated walks and scenic viewpoints. The Office of Planning has also been asked to consider a Transport Museum as St. John's was formerly a meeting point for two railway lines and was the starting point for the original TT races before the modern day circuit was established.
- 5.2 Within St. John's there are several retail, restaurant and public house facilities serving the needs of local residents and visitors and it is considered important to improve these facilities wherever possible. In addition, there are only limited facilities which provide registered accommodation specifically for visitors and it is recommended that encouragement be given to the conversion of existing residential properties into registered tourist accommodation. It should be noted that any proposal for the provision of bed and breakfast accommodation within an existing house will not normally require planning approval provided that the majority of the dwelling remains as a private residence.

Summary

- 5.3 The above broad considerations confirm the importance of tourism to St. John's and in order to promote and enhance tourism within the village, the following policy and recommendations are considered appropriate for St. John's.

RECOMMENDATION: T/R/1

- 5.4 **IN LIGHT OF THE IMPORTANCE OF ST. JOHN'S AS A TOURIST CENTRE, ENCOURAGEMENT WILL BE GIVEN TO THE CONVERSION OF EXISTING PROPERTIES WITHIN THE VILLAGE INTO REGISTERED TOURIST ACCOMMODATION.**

RECOMMENDATION: T/R/2

- 5.5 IT IS RECOMMENDED THAT, IN CONSULTATION WITH THE LOCAL COMMISSIONERS, THE DEPARTMENT OF TOURISM, THE DEPARTMENT OF TRANSPORT AND THE DEPARTMENT OF AGRICULTURE, FISHERIES AND FORESTRY PREPARE A TOURIST GUIDE HIGHLIGHTING DESIGNATED WALKS IN THE VILLAGE, PLACES OF INTEREST AND SCENIC VIEWPOINTS.**

POLICY: T/P/1

- 5.6 THE DEPARTMENT WOULD SUPPORT THE PRINCIPLE FOR ESTABLISHING TRANSPORT MUSEUM WITHIN THE STUDY AREA. CARE SHOULD BE TAKEN TO SELECT A SITE WHICH CAN BE APPROPRIATELY ACCESSED AND WHERE ADEQUATE CAR PARKING IS AVAILABLE. ANY NEW BUILDING MUST BE DESIGNED SO AS TO FIT IN WITH ITS SURROUNDINGS**

COMMERCIAL - RETAIL AND OFFICES

Existing policy (retail development)

- 6.1 Policy W/R/P1 of the 1991 Western Sector Plan (D) restates the adopted policy of Tynwald for this area where it states **"IN ACCORDANCE WITH THE ADOPTED POLICY OF TYNWALD, NO RETAIL DEVELOPMENTS WILL BE PERMITTED OUTSIDE THE TOWN OF PEEL AS DEFINED IN THE LOCAL PLAN WITH THE EXCEPTION OF RETAIL PROVISION WHICH IS APPROPRIATE BOTH IN TERMS OF SCALE AND CHARACTER TO THE ENVIRONMENT OF THE VILLAGE OR VILLAGES WHICH IT WOULD SERVE. WHERE POSSIBLE NEW RETAIL USES SHOULD BE BASED UPON EXISTING BUILDINGS IN ORDER TO ENCOURAGE THEIR REFURBISHMENT"**. Policy W/R/P2 of the 1991 Sector Plan specifically provides for tourist related retail outlets subject to their scale, character and location.
- 6.2 Section 5 above highlighted the need to encourage the further provision of tourist facilities within the village and the need to provide a reasonable level of commercial facilities for the village residents. In light of this consideration, the draft local plan includes policies which are intended to encourage the provision of these facilities.

Tynwald Mills Centre

- 6.3 Responses received to the Issues and Options regarding the Tynwald Mills Centre confirmed the importance of the existing services available in this area to both local people and tourists alike. However, responses, including one from the Department of Transport have also expressed the view that no additional development should take place on the grounds that further development would exacerbate existing traffic problems which could ultimately lead to a need to widen the existing roads in the area. This is considered undesirable as it would alter the existing rural character of the area. Also, the provision of further retail facilities in this area would contravene the Department and Tynwald's general policy against out of town retailing. These are all conclusions supported by the Inspector appointed to hear the public inquiry. Support has, however, been received to the principle of renovations to the old mill building. However, the use of the building must be compatible with the area and not contrary to the prevailing policies and land use zones. The suggestion of a designated footpath link between Tynwald Mills Centre and the Arboretum has also received support and, land ownership permitting, it is recommended that this be implemented by the Department of Transport. However, bearing in mind the agricultural nature of

the land between the Arboretum and Tynwald Mills, care will need to be taken in the siting of any footpath link in order to prevent disturbance to animals using the fields and in particular to sheep during the lambing season. Again, this suggestion was supported by the Inspector following the public inquiry.

Summary

- 6.4 The provision of adequate commercial services and facilities to meet the needs of the local community and tourists is considered important to the future of the village. However, the provision of new or additional facilities must be balanced against the need to preserve the rural character of the area and, in this regard, any further development should comply with established policy. In light of the above, the following commercial policies and proposals are considered appropriate for St. John's.

POLICY: C/P/1

- 6.5 IN ACCORDANCE WITH THE ADOPTED POLICY OF TYNWALD, NO NEW RETAIL DEVELOPMENTS WILL BE PERMITTED IN ST. JOHN'S WITH THE EXCEPTION OF RETAIL PROVISION WHICH IS APPROPRIATE BOTH IN TERMS OF SCALE AND CHARACTER, TO THE ENVIRONMENT OF THE VILLAGE. WHERE PRACTICABLE, NEW RETAIL USES SHOULD BE BASED UPON EXISTING BUILDINGS IN ORDER TO ENCOURAGE THEIR REFURBISHMENT. THIS POLICY IS IN KEEPING WITH PLANNING POLICY W/R/P1 AS DEFINED IN PARAGRAPH 2.3 OF THE WESTERN SECTOR PLAN (D) 1991. WHERE POSSIBLE, OFF STREET PARKING SHOULD BE PROVIDED TO CATER FOR STAFF, VISITORS AND DELIVERY VEHICLES.**

POLICY: C/P/2

- 6.6 IN ORDER TO IMPROVE THE EXISTING FACILITIES IN ST. JOHN'S AND IN PARTICULAR THE TYNWALD HILL AREA, IMPROVEMENTS TO EXISTING RETAIL AND RESTAURANT BUILDINGS WILL BE ENCOURAGED. WHERE FACILITIES ARE TO BE EXTENDED, SOME PROVISION FOR PARKING SHOULD BE PROVIDED.**

POLICY: C/P/3

- 6.7 APART FROM MINOR ALTERATIONS TO AND RENOVATIONS OF EXISTING BUILDINGS TO**

TOURIST/CRAFT USES, NO FURTHER BUILDINGS SHALL BE PERMITTED AT THE TYNWALD MILLS CENTRE.

PROPOSAL: C/PR/1

6.8 IT IS PROPOSED THAT THE DEPARTMENT OF TRANSPORT GIVES CONSIDERATION TO ESTABLISHING A FOOTPATH LINK BETWEEN TYNWALD HILL AND THE TYNWALD MILLS CENTRE. THIS MUST BE IN CLOSE CONSULTATION WITH THE RELEVANT LAND OWNERS AND ADEQUATE PROTECTION PROVIDED WHERE THE FOOTPATH PASSES THROUGH AREAS WHERE LIVESTOCK ARE KEPT.

INDUSTRY

Existing Industrial Uses

- 7.1 The 1991 Western Sector (D) Plan does not encourage the development of major new industrial development where it states **"THE RURAL CHARACTER OF THIS SECTOR OF THE ISLAND IS SUCH AS TO DICTATE AGAINST ANY NEW MAJOR INDUSTRIAL AREAS"** (paragraph 6.3) Within villages the Sector Plan allows small scale industrial uses together with craft workshops on the basis that these activities generate employment opportunities for the rural area and provide places of interest to tourists.
- 7.2 The established principal industrial uses within the local plan area are represented by the Department of Agriculture, Fisheries and Forestry's depot on the Hope Road and the sewage treatment works sited north west of the Farmer's Arms. Over recent years the Department of Agriculture, Fisheries and Forestry's activities have been concentrated at the St. John's depot and, whilst no further centralisation is considered desirable at present, the Department is of the view that in the long term there will probably arise a need to expand further the timber processing as the Island's plantations become more productive. In this regard, any proposals to extend the existing facilities at the depot will need to be carefully evaluated in order to ensure the minimum impact of the amenities of the area. Furthermore, the proposed designation of the Department of Agriculture, Fisheries and Forestry sawmill should be so annotated within wider sites zoned for **"Government or Service Department Purposes"** in accordance with the category of land use described in the 1982 Development Plan Order. In addition to the above, there are other small scale privately operated industrial businesses currently operating as established uses which provide employment for the village and any proposals either to intensify or extend these operations should be carefully evaluated against the potential impact on the amenity of local residents.
- 7.3 It is considered important to the preservation of the rural and historic character of St. John's that the establishment of further new industrial activities in the area is restricted to small scale operations which accord with the policies for this general. Consequently, industrial uses will only be supported where the use provides direct additional local employment to the area or consists of small craft workshops providing a point of interest to tourists. The use of redundant buildings for such uses will be encouraged. Notwithstanding this provision, no further industrial development will be permitted which would adversely impact the amenities of the surrounding area in terms of noise, smell, traffic or parking problems.

Summary

7.4 In light of the above, the following policies and proposal are considered appropriate for St. John's.

POLICY: I/P/1

7.5 THE RURAL AND HISTORICALLY IMPORTANCE CHARACTER OF THIS PART OF THE ISLAND IS SUCH THAT NO NEW MAJOR INDUSTRIAL DEVELOPMENT SHOULD BE PERMITTED WITHIN THE LOCAL PLAN AREA.

POLICY: I/P/2

7.6 IN ORDER TO PROVIDE ADDITIONAL LOCAL EMPLOYMENT AND ESTABLISH POINTS OF INTEREST FOR TOURISTS, SMALL CRAFT WORKSHOPS AND SMALL SCALE INDUSTRIAL OPERATIONS WHICH DO NOT ADVERSELY IMPACT LOCAL RESIDENTIAL AMENITY WILL BE PERMITTED. THE USE OF REDUNDANT BUILDINGS FOR SUCH ACTIVITIES WILL BE ENCOURAGED IN KEEPING WITH PLANNING POLICY W/I/P3, AS DEFINED IN PARAGRAPH 6.5 OF THE WESTERN SECTOR PLAN(D) 1991. ADEQUATE PARKING FOR STAFF, CUSTOMERS AND DELIVERIES MUST BE PROVIDED.

PROPOSAL: I/PR/1

7.7 IT IS PROPOSED THAT THE DEPARTMENT OF TRANSPORT GIVES CONSIDERATION TO PREPARING AND IMPLEMENTING A COMPREHENSIVE LANDSCAPING SCHEME FOR THE DEPOT ADJACENT TO THE EXISTING CAR PARK SITED WEST OF TYNWALD HILL INN.

EDUCATION

Additions to Existing School/Proposed New School

- 8.1 The Issues and Options document confirmed that the Department of Education has stated its intention to develop a new school complex and identified the site opposite the Farmer's Arms for this development. Many residents in the area consider that the existing school should be extended to provide the additional space required, although a new school complex would afford the opportunity to address, and perhaps resolve, the present traffic and parking problems associated with the existing school. The Patrick Commissioners are of the opinion that the existing building should be extended to the south and vehicular access provided to this extended area directly off Station Road.
- 8.2 The site identified by the Department of Education is situated at the eastern end of the car park opposite the Farmer's Arms with the site as a whole also providing important car parking facilities for the Mart and the Farmer's Arms. If a new school is to be provided, the Office of Planning and the Department of Education have agreed that adequate space exists in the area currently occupied by the car park opposite the Farmer's Arms and adjoining open space land to the east. A new vehicular access would be provided off Station Road with school car parking provided in the western part of the development area. It is understood that proposals are to proceed for a new primary school on this site
- 8.3 Notwithstanding the above, in view of the strong local support received for extensions to the existing building, it is considered prudent to include provisions in the draft local plan for extensions to the existing school should the development of a new school not proceed. Accordingly land has been allocated specifically for this purpose in the draft local plan and identified as development Area 6 on the proposals map (Appendix A). Should a new school complex be built, an acceptable alternative use for this area would be the development of two dwellings.
- 8.4 If the new school is built, the existing school will clearly become redundant in terms of purposes of primary education and some consideration should be given to what use this building could be put. The building is attractive and distinctive and no use should be permitted which would result in an adverse impact on the appearance or character of the building: this was of particular concern to the Inspector appointed to hear the public inquiry. Tynwald identified in 1982 that a Centre for Culture and Heritage should be established in St. John's and suggested that the Manx Heritage Foundation utilise this building for such purposes. This was encapsulated in the Manx Heritage Foundation Act 1982 which requires that if and when the school building becomes redundant for the purposes of education it should be conveyed to the Government Property Trustees (now the Department of Local Government and

the Environment) and leased to the Manx Heritage Foundation for purposes to further Manx culture and heritage. Whilst this would be acceptable, adequate provision should be included for visitor and staff car parking without detracting from the appearance of the building. Alternative uses may be acceptable if this use is not taken up and each will be considered on its merits with particular attention being paid to the retention and enhancement of the existing building.

- 8.5 It has come to the Department's attention at a late date in the formulation of the local plan that an organisation which is promoting St. John's as a special Millennium site has formulated a proposal for the village which has some repercussions on what should be provided for in the local plan. Most of the recommendations of the proposal are already promoted in the local plan in terms of proposals for additional landscaping, increased and enhanced footpath links within the area and an emphasis on the improved presentation of the village in accordance with the historic and strategic importance of the village. One significant element of the Millennium proposals is to consider the erection of a new school not on the site as identified as Area 6 but across the former railway line on part of the field which is currently used for the football and cricket pitches. This has been identified as Area 7.
- 8.6 Whilst the Department would prefer that the new School is developed on the existing car park site so that this may be tidied up and landscaped, the Department would have no objection to the erection of the new school on the eastern part of Area 7.

Summary

- 8.7 It is considered important to make adequate provisions for all of the above development alternatives and whichever site is selected, special attention will need to be given to details of traffic, parking and landscaping.
- 8.8 In light of the above, the following policies are considered appropriate for Development Areas 5, 6 and 7:

POLICY: E/P/1. Development Area 5

- 8.9 **THE DEVELOPMENT OF A NEW SCHOOL COMPLEX SHALL BE PERMITTED IN DEVELOPMENT AREA 5 SUBJECT TO THE FOLLOWING DEVELOPMENT BRIEF. IF A NEW SCHOOL IS NOT DEVELOPED, AN ACCEPTABLE ALTERNATIVE USE FOR THE AREA MAY BE A MODEST SHELTERED HOUSING SCHEME AND ANY DEVELOPMENT ASSOCIATED WITH PUBLIC OPEN SPACE.**

Development Brief

- a. The use of this development area shall be limited to the siting of a new school and associated activities or if a new school is not to be developed here, a modest sheltered housing scheme would be an acceptable form of development (see paragraph 2.20).
- b. Prior to the submission of any application for development, consultation shall be undertaken with the Department of Transport in order to satisfactory provide for parking and traffic movements associated with the proposed new school.
- c. All existing trees shall be retained where practicable.
- d. Any new school complex should include provisions for a nursery.
- e. Use of the facilities included within the new school should be made available for use by the local community outside normal school operating hours.
- f. No part of any proposed development shall encroach upon the route of the former railway line.

POLICY: E/P/2 Development Area 6

8.10 ADDITIONS TO THE EXISTING SCHOOL SHALL BE PERMITTED WITHIN DEVELOPMENT AREA 6 SUBJECT TO THE FOLLOWING DEVELOPMENT BRIEF. SHOULD THIS AREA NOT BE DEVELOPED FOR THE EXTENSION TO THE EXISTING SCHOOL, THE SITE MAY BE CONSIDERED SUITABLE FOR THE DEVELOPMENT OF TWO DWELLINGS (SEE PARAGRAPH 2.21 ABOVE).

Development Brief

- a. Vehicular access to the site shall be provided from Station Road.
- b. Any future development proposals shall include a comprehensive landscaping programme for the boundaries of the proposed development area.

POLICY: E/P/3 Area 7: Land at the Playing Field, off Station Road

8.11 DEVELOPMENT OF A NEW SCHOOL WILL BE ACCEPTABLE ON PART OF THIS SITE SUBJECT TO THE FOLLOWING DEVELOPMENT BRIEF:

Development Brief

- a. The use of this development area shall be limited to the siting of a new school and associated activities: if a new school is not to be developed here, the site will continue to be zoned as Recreation (Playing Field).
- b. Prior to the submission of any application for development, consultation shall be undertaken with the Department of Transport in order to satisfactorily provide for parking and traffic movements associated with the proposed new school. The school shall be sited in the eastern section of the site with appropriate boundary treatment to separate the school curtilage from that of other activities and land uses in this area.
- c. Any future development proposals shall include a comprehensive landscaping programme in order to improve the visual amenities of the area and all existing trees shall be retained where practicable.
- d. Any new school complex should include provisions for a nursery.
- e. Use of the facilities included within the new school should be made available for use by the local community outside normal school operating hours.
- f. No part of any proposed development shall encroach upon the route of the former railway line.

8.12 IF THE NEW SCHOOL IS DEVELOPED AND THE EXISTING SCHOOL BUILDING BECOMES REDUNDANT FOR PURPOSES OF PRIMARY EDUCATION, ALTERNATIVE USES, INCLUDING USE AS A CULTURE AND HERITAGE CENTRE OF THE BUILDING AND THE SITE MAY BE ACCEPTABLE IF IT CAN BE DEMONSTRATED THAT THE NEW USE WOULD NOT RESULT IN AN ADVERSE IMPACT ON THE APPEARANCE OF THE BUILDING, THAT THE

NEW USE WOULD BE COMPATIBLE WITH SURROUNDING LAND USES IN TERMS OF CAR PARKING, ACCESS, TRAFFIC MOVEMENTS ETC. PARTICULAR ATTENTION WILL BE PAID TO THE PROVISION OF CAR PARKING IN TERMS BOTH OF NUMBERS PROVIDED AND THE VISUAL IMPACT OF SUCH CAR PARKING.

TRAFFIC, PARKING AND PEDESTRIANS

Existing Traffic and Parking Problems

- 9.1 The village of St. John's provides two focal points for three principal traffic routes. At Tynwald Hill, Station Road (A30) and the Glen Mooar Road intersect with the Peel Road (A1) and Ballacraigne is the location for the cross roads between the Peel Road and the Curragh Road (A3). In addition, the Patrick Road enters the village in the south west and the Poortown Road defines the northern boundary of the local plan area.
- 9.2 Traffic flows along most of these routes are in the main non conflicting apart from the area centred around the Station Road and Peel Road junction. This area experiences difficulties during weekdays when parents park on or near the junction in order to drop off and pick up their children from the local primary school. Parking along Station Road particularly causes traffic movement problems due to the narrowness of the highway and parking occurring on both sides of the road. It is hoped that these traffic and parking problems will be eased with the development of either a new school complex or additions to the existing premises as detailed in Section 8 above.
- 9.3 The Tynwald ceremony represents the single most important event for St. John's and the Isle of Man and it is considered essential that adequate car parking provision is retained within the Tynwald Hill area to service this occasion. However, this should not result in extensive areas being sterilised and lying idle for most of the year. The draft local plan recommends the retention of the main existing car parks in the area, particularly the parking area south west of Tynwald Hill Inn and the Arboretum car park. Although the car parking area opposite the Farmer's Arms will ultimately be reduced in area if the development of the school on part of the site is undertaken, it is considered that sufficient capacity exists within the other existing car parking areas used on the ceremony day to accommodate adequately the vehicles associated with the event.
- 9.4 On site parking and traffic movement have over recent years been major problems at the Tynwald Mills complex particularly during weekends and summer months. The recent opening of the new car park has eased the parking problems and, in addition, provision now exists for overflow parking in the adjoining Meadow Field. Notwithstanding these recent improvements, it is not considered appropriate to allow any further new development at Tynwald Mills on the grounds that an further intensification in use of the complex will exacerbate traffic movement problems on the narrow access roads to the complex which could ultimately lead to a need to widen these roads. Further development would also go beyond the original theme for the centre of utilising the existing mill buildings. It is considered that this would be undesirable as it

would alter the existing rural character of this area. The restriction on the further growth in the Tynwald Mills complex is addressed in paragraph 6.3 and future control incorporated as policy C/P/3.

- 9.5 The Department of Transport has suggested that part of the depot at Tynwald Mills should be used for coach parking. The Office of Planning acknowledges that this proposal may assist in alleviating the existing parking problems at Tynwald Mills by removing coaches from the narrow roads serving the Tynwald Mills complex. However, it is understood that there is strong local feeling both for and against this proposal and any application for the creation of a coach park here should be carefully considered as should the proposal to provide for pedestrian access onto the public road via a new bridge over the River Neb.

Footpath System

- 9.6 Responses to the initial public participation programme included recommendations to establish a network of footpaths throughout St. John's, specifically linking the Arboretum with the Department of Agriculture, Fisheries and Forestry's Ornamental Gardens as well as Tynwald Mills. The link with Tynwald Mills would be of particular benefit as it would obviate the need for pedestrians to use the narrow Glen Mooar Road. Land ownership would need to be resolved as part of any proposals to establish this footpath. This specific footpath link is considered in Section 6 above and incorporated in the draft local plan as proposal C/PR/1. However, there will be obvious problems where pedestrians and livestock are brought into contact and adequate appropriate measures should be taken to address this. Responsibility for the establishment of footpaths lies with the Department of Transport who should be consulted in this instance.

Summary

- 9.7 In light of the above, the following policy and proposals are considered appropriate for St. John's.

POLICY: TPP/P/1

- 9.8 OTHER THAN THE DEVELOPMENT OF A NEW SCHOOL COMPLEX ON PART OF THE EXISTING CAR PARK OPPOSITE THE FARMER'S ARMS, NO DEVELOPMENT SHALL BE PERMITTED ON ANY OF THE OTHER EXISTING CAR PARKS IN ST. JOHN'S. THIS IS IN ORDER TO ENSURE THAT ADEQUATE CAR PARKING PROVISION IS RETAINED FOR THE ANNUAL TYNWALD CEREMONY, EXCEPT WHERE REPLACEMENT CAR PARKING IS PROVIDED ELSEWHERE.**

POLICY: TPP/P/2

9.9 THE HIGHWAY NETWORK WHICH SERVES THE IMMEDIATE AREA SURROUNDING TYNWALD HILL AND GIVING ACCESS TO THE TYNWALD MILLS COMPLEX SHOULD RETAIN ITS PRESENT NATURAL CHARACTER. THERE WILL BE A PRESUMPTION AGAINST ANY MAJOR WORKS WHICH WOULD ALTER THE WIDTHS, GRADIENTS AND VISUAL IMPACT WITH A RESULTANT ADVSERSE IMPACT ON THE VISUAL CHARACTER OR APPEARANCE OF THE AREA.

PROPOSAL: TPP/PR/1

9.10 IT IS PROPOSED THAT THE DEPARTMENT OF TRANSPORT GIVES CONSIDERATION TO ESTABLISHING A FOOTPATH NETWORK WITHIN ST. JOHN'S LINKING THE TYNWALD HILL/ARBORETUM AREA WITH TYNWALD MILLS AND THE FORESTRY ORNAMENTAL GARDENS.

PROPOSAL: TPP/PR/2

9.11 IT IS PROPOSED THAT THE EXISTING CAR PARKING AREA OPPOSITE THE FARMER'S ARMS IS REGRADED AND LANDSCAPED.

RECOMMENDATION: TPP/R/1

9.12 ATTENTION SHOULD BE PAID TO THE VARIOUS HIGHWAY STANDARDS AND POLICIES AS SET OUT IN THE DEPARTMENT OF TRANSPORT DOCUMENT ENTITLED "MANX ROADS".

CONSERVATION, REGISTERED BUILDINGS AND ARCHAEOLOGY

Conservation

- 10.1 The preservation of the historic setting of Tynwald Hill and its environs is considered of prime importance to the Island's heritage. In recognition of this, a report was undertaken by the Civic Trust entitled "St. John's - Isle of Man, Heritage and Progress". This report emphasises the historic importance of the area and includes a series of recommendations to improve the setting of Tynwald Hill most of which are included in the draft local plan. Manx National Heritage has similarly emphasised the value of this area to the Island's cultural heritage and confirmed that it has been requested by the Council of Ministers to address the feasibility of presenting the "Tynwald Precinct" and its archaeological and cultural associations for consideration as a UNESCO "World Heritage Site". It should be noted that for these purposes the "Precinct" may represent a significant area surrounding the Hill and Fair Field themselves.
- 10.2 Policy W/RB/P2 of the 1991 Sector Plan recommends that the area of St. John's in the proximity of Tynwald Hill be considered for Conservation Area designation in view of its special importance. The Issues and Options document accordingly recommended that Tynwald Hill and the surrounding area be designated a Conservation Area under the provisions of the 1991 Town and Country Planning Act. The protection afforded by this designation is considered of fundamental importance to the future of Tynwald Hill and its environs (which may include a significant amount of the surrounding area) as well as assisting in achieving the ultimate goal of establishing World Heritage Status for the area. Strong local support has also been received to this recommendation and the draft local plan therefore confirms the proposal to designate a Conservation Area, the boundaries for which are detailed on the proposals map (Appendix A) although it should be noted that the German Commissioners have recommended that the small triangle to the north west of "Thie ny Struan" in the north west of the study area and the property known as "Riverside" and its curtilage, be included in the proposed Conservation Area and this should be considered at the appropriate time. The appropriateness of the designation of a Conservation Area within St. John's will be pursued through the normal procedures under the 1991 Town and Country Planning Act.

Registered Buildings

- 10.3 Several buildings have been identified as of particular architectural, social or historic interest; the Mill House and Mill Building (suggested to have

been formerly a court house) at Mullen-e-Cloie, Westville, Glenmoar, the Farmer's Arms and the Ballacraigne Hotel (now a retail unit). However, on closer inspection, with the exception of the Ballacraigne Hotel, none of these buildings are considered of sufficient merit in its own right to warrant Registration and their interest and importance relates more to their position within the village in relation to Tynwald Hill. In this respect, it is considered more appropriate to include these buildings within the Conservation Area as a whole. The appropriateness of Registering any of these buildings should be pursued through normal Registration procedure under the Town and Country Planning Act 1991.

Archaeology

- 10.4 Manx National Heritage has expressed the view that St. John's was historically perceived as standing at the centre of the Isle of Man and this consideration was integral in its selection as the meeting place for Tynwald which is the oldest continuous parliament to survive in the world. St. John's was certainly in use as a Tynwald meeting site by approximately 1000AD, together with a number of sites around the Island which have since fallen into disuse. At that time, the low sand and gravel plateau on which the village now stands was extensively used as a cemetery, admitting both pagan and Christian burials with at least two chapels in close proximity. Unfortunately, no evidence survives to prove whether they were exactly contemporaneous. By 1000AD the area was already steeped in tradition with a Bronze Age burial mound immediately behind the parliament mound, which itself is thought to overlie another burial of unspecified date. Manx National Heritage is of the view that the unusual concentration of archaeological remains, combined with the unbroken survival of the Manx Parliamentary tradition, have invested the Tynwald site with unparalleled worth.
- 10.5 As this area is regarded as of major archaeological significance over a long period of time, Manx National Heritage considers that the archaeological constraints should be considered as part of the overall policies controlling any future development in the area. The potential for discoveries by widespread evidence for burials is regarded as extremely high. In light of the above, it is recommended that consultation with Manx National Heritage should be undertaken prior to any development requiring ground works within the Tynwald Hill Conservation Area, including the laying of services, relaying paths and the provision of public utilities. In addition, Manx National Heritage has requested notification well in advance if any opportunity arises for access to the ground beneath the church so that its predecessors can be investigated.
- 10.6 Manx National Heritage has also confirmed the archaeological importance of other adjoining areas. In particular it highlights the fact that the area of

Christian burials with Norse graveyards extends well beyond the Fair Field into areas across the main road. In addition, there are further burials near Balladoyne Keeill and at the Ballacraigne cross-roads. Furthermore, the Giant's Grave west of the Tynwald Hill was a major prehistoric burial and ritual site and it is not impossible that related features survive to the immediate west of the exposed/restored cist. Taken together with the discoveries of further pagan Viking graves west and south west of Tynwald Hill during the working of the sand pits, there is a need to protect the remainder of the sandy plateau which forms the Tynwald Inn car park from further development. Details of important archaeological sites are provided on Map 6, (Appendix F).

- 10.7 The preservation of the Tynwald Hill setting and its environs together with the archaeology and important historic buildings are considered important to the Island's heritage and in light of the above, the following policies, proposal and recommendation are considered appropriate for St. John's.

POLICY: RAC/P/1

- 10.8 IN THE INTERESTS OF PROTECTING THE INTEGRITY OF TYNWALD HILL, NO DEVELOPMENT WILL BE PERMITTED THAT WOULD HAVE AN ADVERSE IMPACT UPON ITS HISTORIC SETTING AND ITS ASSOCIATED AREAS OR WHICH WOULD DISTURB OR OTHERWISE ADVERSELY AFFECT ANY KNOWN OR AS YET UNKNOWN ARCHAEOLOGICAL SITES IN THE STUDY AREA.**

POLICY: RAC/P/2

- 10.9 PERSONS WISHING TO UNDERTAKE DEVELOPMENT IN THE IMMEDIATE VICINITY OF TYNWALD HILL MUST CONSULT MANX NATIONAL HERITAGE PRIOR TO THE SUBMISSION OF ANY PLANNING APPLICATION.**

PROPOSAL: RAC/PR/1

- 10.10 ENCOURAGEMENT WILL BE GIVEN TO MANX NATIONAL HERITAGE IN FURTHERING GOVERNMENT POLICY THAT TYNWALD HILL AND ITS ENVIRONS BE ESTABLISHED AS A WORLD HERITAGE SITE BY UNESCO IN RECOGNITION OF ITS INTERNATIONAL CULTURAL AND HISTORICAL SIGNIFICANCE.**

RECOMMENDATION: RAC/R/1

10.11 ENCOURAGEMENT WILL BE GIVEN TO MANX NATIONAL HERITAGE IN FURTHERING GOVERNMENT POLICY THAT TYNWALD HILL AND ITS ENVIRONS BE ESTABLISHED AS A WORLD HERITAGE SITE BY UNESCO IN RECOGNITION OF ITS INTERNATIONAL CULTURAL AND HISTORIC SIGNIFICANCE.

NATURE CONSERVATION

Background

11.1 One of the main objectives of the St. John's Local Plan is to ensure effective conservation of the landscape, its wildlife and natural resources while making reasonable provision for development where considered appropriate. The Government's general policy on nature conservation is set out in the Wildlife Act 1990. This Act empowers the Department of Agriculture, Fisheries and Forestry to designate Areas of Special Scientific Interest (ASSI's), Areas of Special Protection for birds and Areas of Special Protection for animals and plants.

a. Species Protection.

11.2 The Wildlife Act 1990 places restrictions on the killing, taking, keeping and sale of wild birds and their eggs and of other animals and plants listed in the Schedule to the Act. In addition, the Isle of Man is signatory to the Agreement on the Conservation of Bats in Europe which seeks to protect habitats, including feeding grounds. Bat roost sites and sites which they use for shelter and protection are specifically protected under Schedule 5 of the Wildlife Act. In compliance with legislative requirements, consultation must be undertaken with the Department of Agriculture, Fisheries and Forestry on all proposals to alter buildings and other sites which bats are known to use as roost sites.

11.3 The local plan will seek to protect sites containing plants specifically protected under Schedule 7 of the Wildlife Act. Within the local plan area there are likely to be orchids. In addition the following notable species of flora and fauna are present in the local plan area:

1. the peat bog at Port y Candiss has white Sedge (*Carex curta*) which is very rare on the Island.
2. the woodland within grid square SC 282 814 has clumps of great tussock sedge (*Carex paniculata*) which is rare on the Island.
3. the north east corner of the curtilage of the Farmer's Arms is known to support one of the Island's few colonies of white deadnettle (*Lamium album*).

b. Site Protection.

11.4 The Department of Agriculture, Fisheries and Forestry has undertaken an ecological habitat survey of the whole Island including the area covered in

this local plan. The Phase I Habitat Survey undertaken 1991-4 produced 16 written notes for 10 areas of ecological interest within the local plan area, three of which are of high ecological value and seven are of medium ecological value.

11.5 The Manx Nature Conservation Trust is steering a group (including various nature conservation interest groups and Government Departments) which is developing a system of Wildlife Site designation. These are sites which may not qualify under the Wildlife Act but nevertheless have an intrinsic ecological interest. It is hoped that landowners will continue to voluntarily conserve and sympathetically manage these once they are notified of the value of the site in their possession. The following sites are recommended in the local plan for identification as Wildlife Sites:-

- 1.the woodland, curragh and wetland complex between the disused railway line and the Curragh Road.
- 2.the river corridors from Ballig Plantation to just north of the sand pit and from the Department of Agriculture, Fisheries and Forestry's ornamental gardens to the Patrick Road.

11.6 In addition to the above, it is consider important that "green" or "wildlife" corridors are afforded protection in the local plan. These are defined as linear features of semi-natural vegetation and provide an important resource for wildlife allowing the movement of flora and fauna and providing important educational and recreational resources. The following corridors have therefore been identified and recommended for protection within the local plan area.

- 1.the two river corridors, recommended as Wildlife Sites outlined in paragraph 11.5 above.
- 2.the disused railway line from the Curragh Road to the car park opposite Farmer's Arms.
- 3.the disused branch of the Foxdale railway line from Slieau Whallian Plantation to the south of the school.

c. Habitat Protection

11.7 The Isle of Man is signatory to the Ramsar Convention on Wetlands of International importance especially as Waterfowl Habitat. This requires the Government to conserve wetlands generally and sites designated under the Convention ("Ramsar Sites") in particular. Whilst there are no wetlands of international importance in St. John's, three small but significant areas of curragh wetland are present within the study area and are identified on Map 7 (Appendix G). The draft local plan recognises these areas and

includes provision for their protection.

d. Encouraging Management

11.8 Section 30 of the Wildlife Act 1990 permits the Department of Agriculture, Fisheries and Forestry to enter into management agreements for the purpose of conserving or enhancing the natural beauty of any land, conserving the flora or geological or physiographic features, or to promote its enjoyment by the public.

e. Opportunities for Enhancement

11.9 The draft local plan also recognises that opportunities exists for appropriate enhancement to the value of sites for nature conservation and their use for education and recreation. This could entail the restoration of features that have been lost or the creation of new features appropriate for the situation.

f. Woodland Protection

11.10 The Tree Preservation Act 1993 makes the provision for the protection of trees, facilitates the Registration of specific trees and makes it an offence to fell, uproot or intentionally destroy a tree without a licence granted by the Department of Agriculture, Fisheries and Forestry. Significant areas of woodland within the study area were Registered through the 1982 Development Plan Order and the vast majority of the woodland which has been previously identified as Woodland should now, for clarity be annotated as **Registered Woodland**. The one exception to this is the small area of woodland situated next to Area 3 which was not previously identified as Woodland and as such is not Registered.

Summary

11.11 Nature conservation is considered an important element in the preservation of the rural qualities of St. John's and in light of the above, that the following policies, and recommendations are considered appropriate for St. John's.

POLICY: NC/P/1

11.12 CONSULTATION MUST BE UNDERTAKEN WITH THE DEPARTMENT OF AGRICULTURE, FISHERIES AND FORESTRY ON ALL PROPOSALS TO ALTER BUILDINGS

WITHIN THE LOCAL PLAN AREA WHICH BATS ARE KNOWN TO USE AS ROOST SITES.

POLICY: NC/P/2

11.13 IN ORDER TO PRESERVE THOSE WILDLIFE SITES IDENTIFIED IN PARAGRAPH 11.5 OF THE LOCAL PLAN, THERE WILL BE A GENERAL PRESUMPTION AGAINST ANY DEVELOPMENT WHICH WOULD HAVE AN ADVERSE IMPACT OR EFFECT THEREON OR UPON ANY SITE WHICH IS SUBSEQUENTLY IDENTIFIED AS OF INTEREST TO NATURE CONSERVATION, BY DEPARTMENT OF AGRICULTURE, FISHERIES AND FORESTRY OR THE MANX WILDLIFE SITES STEERING GROUP OR ANY OTHER STATUTORY AGENCIES WITH RESPONSIBILITY FOR WILDLIFE AND NATURAL SITE CONSERVATION ON THE ISLE OF MAN.

POLICY NC:/P/3

11.14 NO DEVELOPMENT WILL BE PERMITTED WHICH WOULD HAVE AN ADVERSE IMPACT ON THE "GREEN" AND "WILDLIFE" CORRIDORS IDENTIFIED IN PARAGRAPH 11.6 OF THE LOCAL PLAN.

POLICY: NC/P/4

11.15 NO DEVELOPMENT WILL BE PERMITTED WHICH WOULD HAVE AN ADVERSE IMPACT ON ANY OF THE WETLAND SITES IDENTIFIED IN PARAGRAPH 11.7 OF THE LOCAL PLAN.

Appendices

A - Population Illustrations

B - Location Plan

C - Local Plan Study Area

D - 1982 Development Plan Order

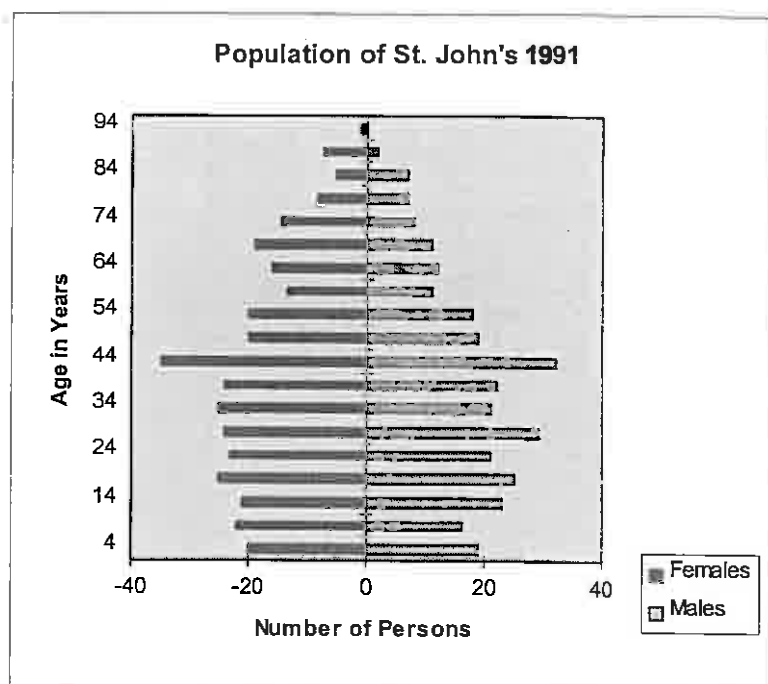
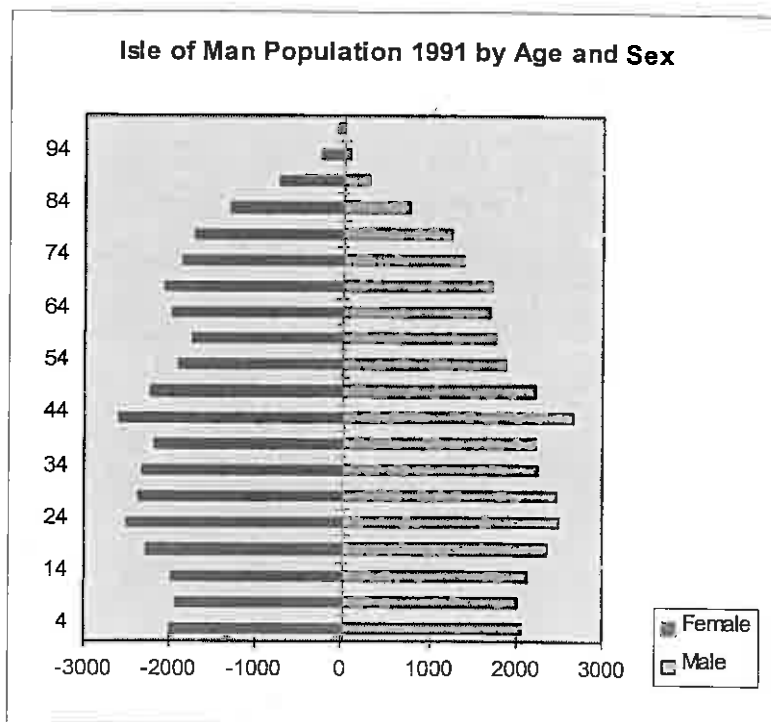
E - 1991 Sector (D) Plan

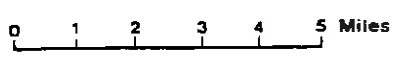
F - Archaeology

G - Nature Conservation



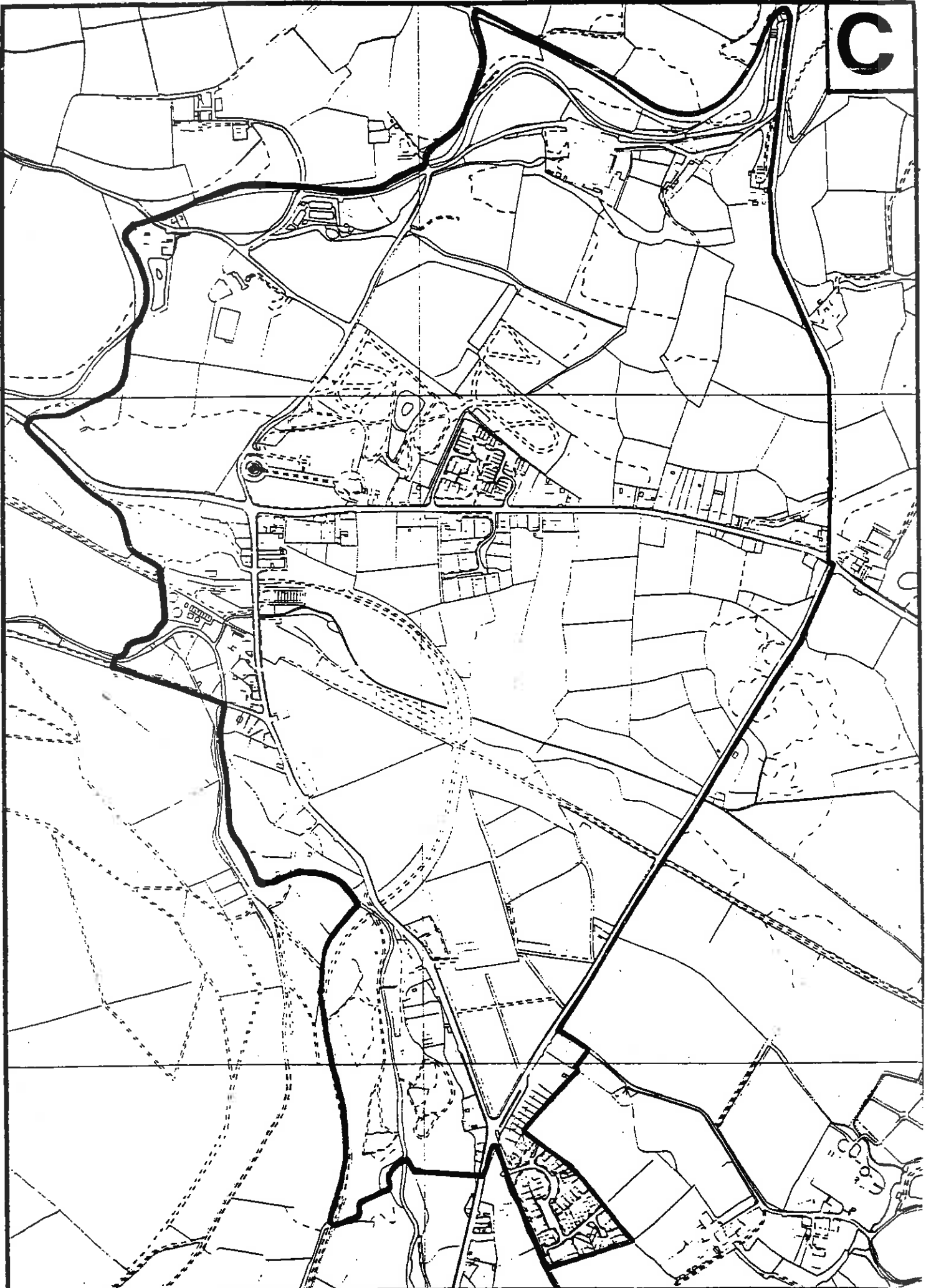
A. Illustration of the Population Structure



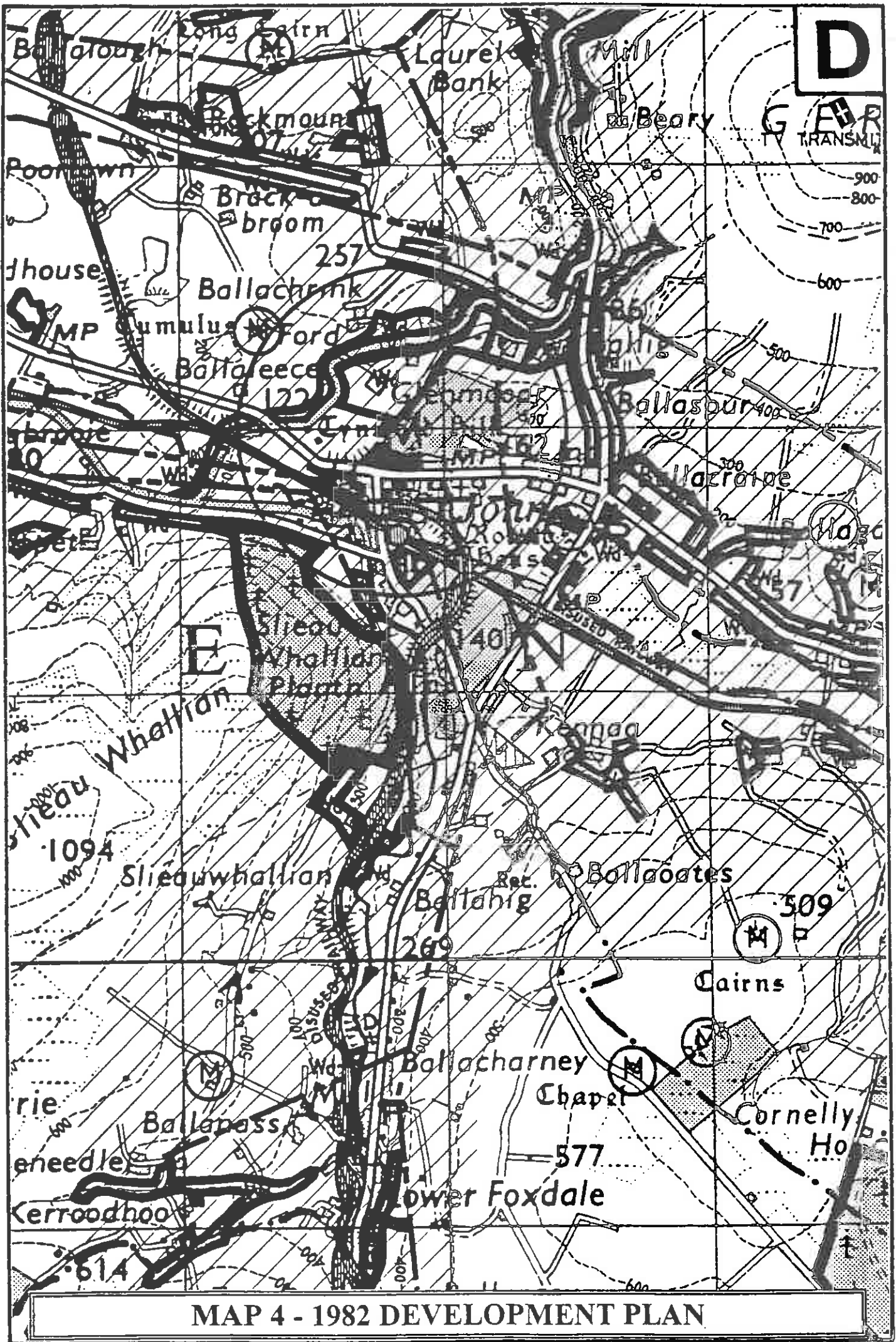


MAP 2 - LOCATION PLAN

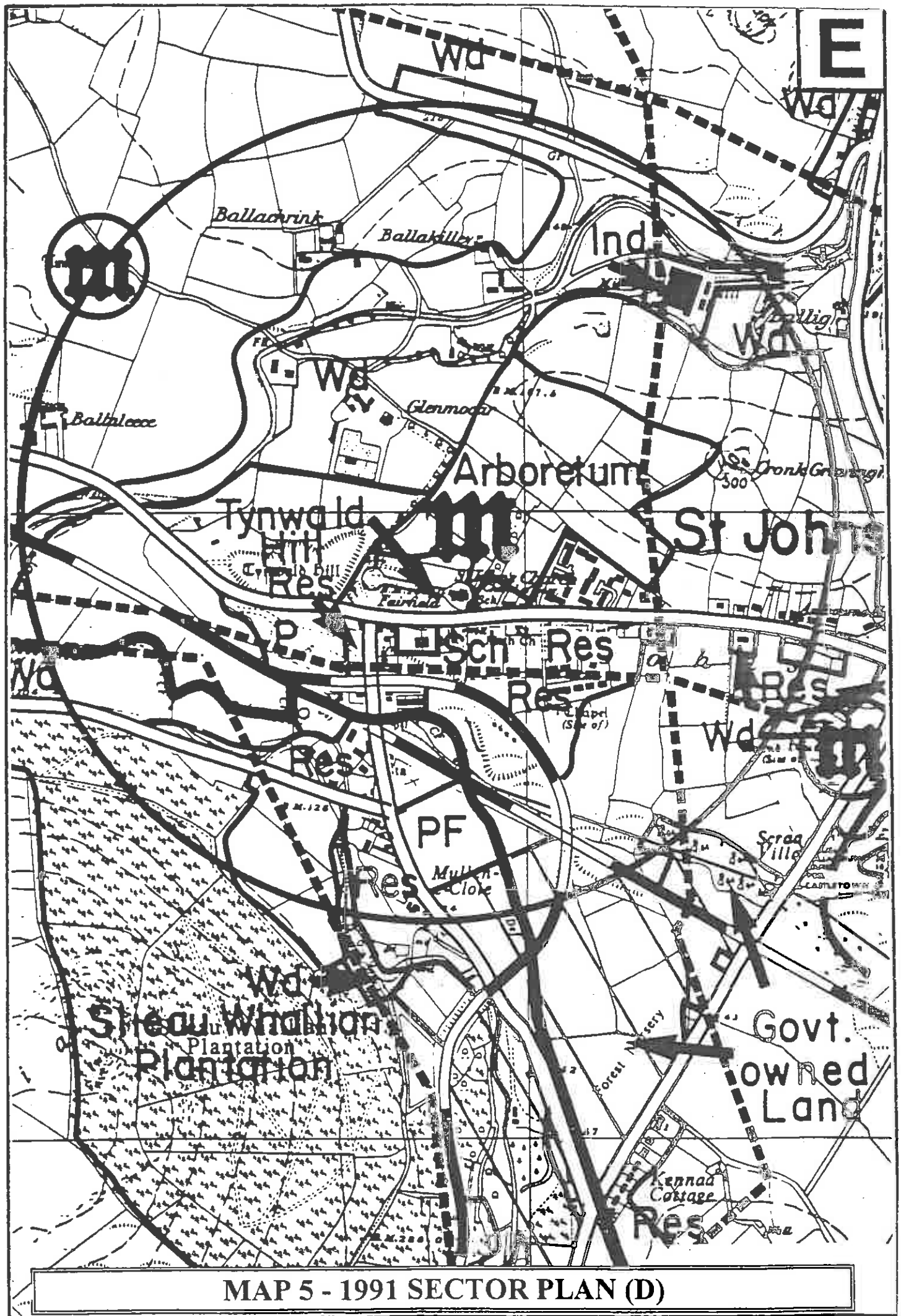
C



MAP 3 - ST. JOHN'S LOCAL PLAN AREA



MAP 4 - 1982 DEVELOPMENT PLAN



MAP 5 - 1991 SECTOR PLAN (D)

F

TYNWALD HILL

BRONZE AGE BURIAL

NORSE PAGAN BURIALS

LINTEL GRAVE CEMETERY

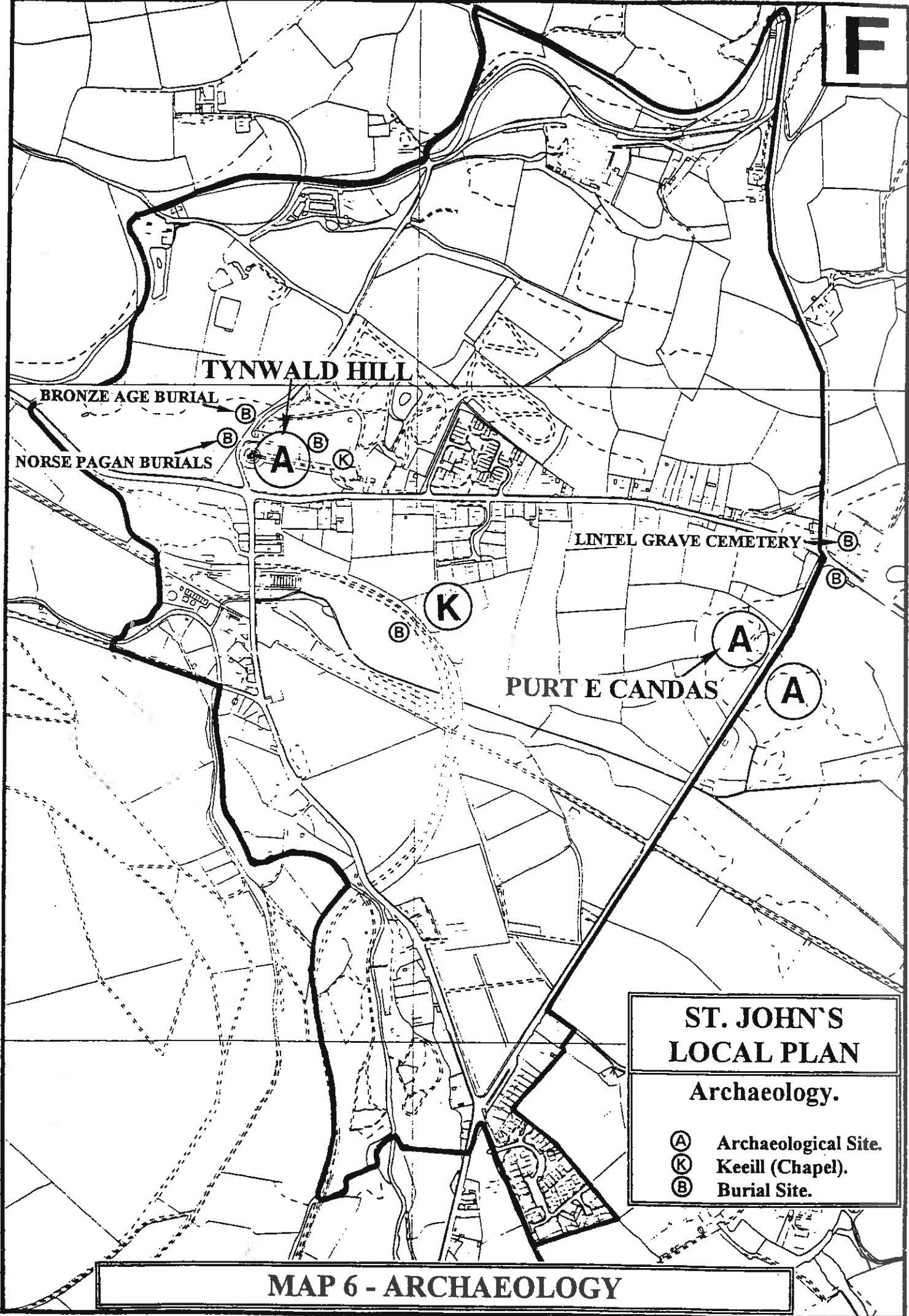
PURT E CANDAS

**ST. JOHN'S
LOCAL PLAN**

Archaeology.

- (A) Archaeological Site.
- (K) Keill (Chapel).
- (B) Burial Site.

MAP 6 - ARCHAEOLOGY






G

Protected
River
Corridor

Protected River
Corridor

Port y Candiss
(PROPOSED A.S.S.I.)

	AREAS OF WOODLAND PROTECTION.
	WILDLIFE/HABITAT SITES.
	WETLAND.

MAP 7 - NATURE CONSERVATION

