

**Department of Local Government
and the Environment**



**West Ramsey
Development Framework**

March 2004



1.0 INTRODUCTION

- 1.1 This document and the accompanying key diagram have been prepared by the Department to further develop the proposals for the West Ramsey area within the Ramsey Local Plan. It is the result of a comprehensive consultation process that began with the publication of the West Ramsey Development Framework consultation draft document in January 2003. Various representations were received in response to the consultation draft version and resulted in further meetings and discussions with relevant parties. This document has been amended from the consultation draft as a result of this extensive consultation process.
- 1.2 It is envisaged that the development of West Ramsey will provide the town with a range of opportunities for new homes, jobs and services for new and existing residents. It is important that any development is planned, phased and co-ordinated to ensure that it results in a high quality environment that makes a positive contribution to the town.
- 1.3 This Development Framework will constitute supplementary planning guidance which is in accordance with the Ramsey Local Plan and to which the Department will have regard in the determination of planning applications submitted in relation to the West Ramsey area.

2.0 BACKGROUND

- 2.1 The Ramsey Local Plan was approved by Tynwald in November 1998 and came into operation on the 1st December 1998. The Local Plan allocates extensive areas for residential, industrial, and open space use. The Written Statement which supports the Local Plan (Planning Circular 2/99) requires that the "*development of this land should be undertaken only in accordance with an approved scheme for the whole area*" (see paragraphs 3.8, 3.9, 4.12 and 4.13 of the Circular, which are set out in appendix 1 of this document).
- 2.2 Before this development can take place an overall Development Framework needs to be in place to ensure that there is appropriate infrastructure, that proper regard to is had to interests of acknowledged importance and that the nature of the development is tailored to meet the needs of Ramsey.
- 2.3 Beyond the Town boundary to the west, in the Parish of Lezayre, there is further land zoned for development on the 1982 Development Plan. This development is not expected to take place before that within Ramsey, but the Development Framework has been prepared so as to be capable of accommodating, if necessary, further development to the west in the long term.

3.0 OVERALL CONCEPT

- 3.1 The proposals within the Ramsey Local Plan for the West Ramsey area provide a unique opportunity to create a new neighbourhood for Ramsey. The natural characteristics of the

area and its proximity to the town centre, the Sulby River and the rural land to the west offer an opportunity to create a quality environment for those who live and work in the area. The Development Framework seeks to identify the key elements of the existing landscape. By incorporating them and creating new structural landscape features, including open spaces and woodland planting, the intention is to provide a strong landscape structure in which to site the various elements of the neighbourhood.

- 3.2 The towns and villages of the Island have developed their own sense of place over many years. It is particularly important in a major development such as West Ramsey to identify those elements that can help create such a sense of place. This Development Framework aims to identify these elements including river corridors, tree belts, areas of salt marsh and notable buildings.

4.0 LAND USES

- 4.1 Whilst the land use zoning with the Development Framework essentially reflects those within the Ramsey Local Plan the very broad nature of the Ramsey Local Plan zoning has been refined in order to accommodate:

4.1.1 Business park uses within the land zoned for light industrial use at Ballachrink.

4.1.2 A neighbourhood centre to service the residential uses adjoining Gardeners Lane.

- 4.2 It is also appropriate for the Development Framework to provide guidance on the design of residential layouts by prescribing housing densities in response to topography, flood protection and housing need.

5.0 HOUSING

- 5.1 The Ramsey Local Plan identifies two zones that are suitable for partial or complete residential development:

5.1.1 Poylldooey/Ballachrink (notated "D" in the Ramsey Local Plan and "2" & "3" on the key diagram). This area is approximately 11 hectares in size.

5.1.2 Gardeners Lane/Milntown Farm (notated "E" in the Ramsey Local Plan and "4", "5" & "6" on the key diagram). This area is approximately 13 hectares in size. In accordance with the Ramsey Local Plan approximately 3 hectares should be used for light industrial purposes.

- 5.2 Having regard to the nature of the land, housing need, flood risk, the protection of the various interests of the Sulby River and the location of the land relative to other facilities within the Town, it is appropriate to refine the use of these zones as follows:

5.2.1 Within the Poylldooey/Ballachrink area, the land between the new distributor road and the Poylldooey Nature Reserve (as notated "3" on the key diagram)

should be developed for low density housing (12-15 dwellings per hectare). This could provide in the order of 60 to 75 homes but is dependant on the requirements of any flood protection and drainage measures (see sections 15 & 16 of this document).

- 5.2.2 Within the Poylldooey/Balachrink area the land south of the new distributor road (as notated "2" on the key diagram) should be developed for medium/high density (15-30 dwellings per hectare). This could provide in the order of 75 to 150 homes.
- 5.2.3 Between Gardeners Lane and Glen Auldyn River (as notated "4" on the key diagram) the land should be developed for a neighbourhood centre to service the needs of the overall development of West Ramsey. The neighbourhood centre could include uses such shops, nursery/crèche facilities, meeting hall, public house. During the consultation process interest in the provision of new community facilities for churches within Ramsey has been highlighted. Land within this area that is not needed for neighbourhood centre uses should be developed for medium/high density housing (15-30 dwellings per hectare).
- 5.2.4 To the west of the Glen Auldyn River and south of the new distributor road (as notated "5" on the key diagram) the land should be developed for medium/high density housing and, if there is sufficient demand, light industrial uses. This could provide in the order of 45 to 90 homes.
- 5.2.5 To the west of the Glen Auldyn River and north of the new distributor road (as notated "6" on the key diagram) the land should be developed for low density housing (12-15 dwellings per hectare). This could provide in the order of 70 to 90 homes.
- 5.2.6 All development within these areas is dependent on the requirements of any flood protection and drainage measures (see sections 15 & 16 of this document).
- 5.3 Given the wider housing need in Ramsey it is considered that provision should be included within the areas of medium/high density housing for a range of affordable housing in accordance with the housing policies contained in the Draft Strategic Plan published by the Department in July 2001. The exact number, type and location of affordable housing will be the subject of detailed discussion in the context of the planning applications submitted for the various areas.
- 5.4 The residential layout and design of new houses should create an appropriate sense of place. All planning applications will be required to be accompanied by a Design Statement to demonstrate how the application addresses the key elements of the Development Framework and will assist in a creating a sense of place. The design of new houses should help to establish a specific local character and, where appropriate, take account of the style of the existing buildings within the area. Buildings that could be used for inspiration include Greenlands, Poylldooey House, the Milntown Gatekeeper's Cottage and traditional buildings in Glen Auldyn.

- 5.5 The layout and design of the residential areas within the West Ramsey area should, where possible, result in energy efficient layout. It is considered that this can potentially be best achieved through the appropriate use of passive solar gain. Applicants and developers are advised to discuss the implications of with the Department as part of any submitted planning applications.
- 5.6 The land in the Parish of Lezayre beyond the Town boundary (as notated "7" on the key diagram) that is zoned on the 1982 Development Plan will, in the long term, form the edge of the Ramsey. The long term development of this area should result in the creation of an attractive landscaped transition between the countryside and the urban area.
- 5.7 The design of all new housing areas must include adequate open space provision (as indicated in the Ramsey Local Plan and clarified in section 10 of this document) and incorporate features that seek to reduce opportunities for criminal and anti-social behaviour (see appendix 2 of this document).

6.0 LEZAYRE ROAD ESTATE

- 6.1 The Department and Ramsey Town Commissioners are working on detailed designs for the redevelopment of the Lezayre Road Estate (notated "8" on the key diagram), which falls within an area of Predominantly Residential Use under the Ramsey Local Plan. The Development Framework identifies the opportunity to improve access to the area and reduce conflict between vehicles servicing residential and industrial properties in the area by providing a link road from the estate to the new distributor road. This link road is discussed more specifically in section 13 of this document.

7.0 INDUSTRY

- 7.1 Within the Ramsey Local Plan there are several zones within the West Ramsey area that are identified for industrial use:
- 7.1.1 Poylldooey/Ballachrink (notated "B" on the Ramsey Local Plan and "1" on the key diagram of this document) – Within this area the land south of the new distributor road should be used for light industrial purposes. The land to the north of the new distributor road, if there is sufficient demand, could be used for business park uses. In any case, the siting of new buildings close to the Sulby River and the Poylldooey Nature Trails will demand sensitive design of both the buildings and the spaces around them.
- 7.1.2 Gardeners Lane/Milntown Farm (notated "C" on the Ramsey Local Plan and "4", "5" & "6" on the key diagram of this document) – The Ramsey Local Plan indicates that there should be approximately 3 hectares of land reserved for industrial purposes as part of a scheme for the whole area. This use should only be taken up if there is a need for light industrial development and no development opportunities remain on the Poylldooey/Ballachrink land. If light industrial

development is required on it should be accommodated within the eastern extent of the zoning.

7.1.3 Gladstone Park (notated "9" on the key diagram) – Whilst this is an area of established industrial use there are two potential changes in relation to the Development Framework. Firstly, the provision of a link road from the Lezayre Estate to the new distributor road, which is discussed more specifically in section 13 of this document. Secondly, the potential of the former Mannin Circuits factory site to be developed for residential purposes. Such redevelopment for residential purposes will be dependent on whether the site is deemed to be no longer required for industrial purposes, the design of the link road and the availability of other land for industrial development.

7.1.4 Milntown Power Station (notated "10" on the key diagram) – At present it is understood that there are no plans for the closure of the power station. However, should the power station become redundant this land should be developed for light industrial purposes and designed so as to have regard to the proximity of the existing Lezayre Park housing estate, the potential amenity value of the Glen Auldyn River and other developments within the West Ramsey area.

7.2 All industrial development should be sited and designed so as to provide generous landscaped space alongside the rivers and the former railway lines, and be separated from adjacent residential areas by both space and appropriate screen planting.

8.0 CIVIC AMENITY SITE

8.1 The Department has identified the need for a civic amenity site to serve the north of the Island. Therefore, provision should preferably be made for a civic amenity site on the land between Gardeners Lane and Glen Auldyn River (as notated "4" on the key diagram). Should this area prove not to be suitable for a civic amenity site provision should be sought for the location of one elsewhere within the West Ramsey area.

9.0 EDUCATION

9.1 The existing level of provision within Ramsey is considered to be appropriate to meet the educational needs arising from the housing within the West Ramsey area. Should there be a need for nursery/crèche facilities within the West Ramsey area these should be located within the neighbourhood centre.

10.0 OPEN SPACE

10.1 The Ramsey Local Plan states that there should be generous landscaped space alongside the rivers and former railway line and around Poylldooey House, and that there should be a minimum of 2 hectares of land for use as recreation/play area on the land west of Gardeners Lane (notated "4" on the key diagram). In addition to this there should be provided within the new residential areas within the West Ramsey area toddler play space

and children kick around areas in accordance with the standards set out in Appendix 4 of the Draft Strategic Plan published by the Department in July 2001.

11.0 NATURE CONSERVATION

11.1 Within the Development Framework area there are several sites or features of particular ecological or nature conservation interest including semi-improved habitats consisting of semi-improved grassland and field boundaries with mature trees and hedges, bats that make use of the trees along the field boundaries and the river margins for movement, feeding and roosting, an area of salt marsh associated with the Sulby River and the Poylldooey Nature Trails.

11.2 Whilst it is inevitable that the existing ecology will be affected by the development of the West Ramsey, such development should be designed to comply with the following criteria:

11.2.1 All planning applications should be accompanied by accurate tree surveys. There will be a presumption in favour of retaining and protecting all existing trees. Accordingly, existing trees should be retained where possible and incorporated into any appropriate landscaping schemes.

11.2.2 The area of salt marsh should not be disturbed and drainage arrangements should not adversely affect the hydrological context of either the salt marsh or the other areas of ecological interest adjoining the rivers within the West Ramsey area.

11.2.3 The Poylldooey Nature Trails should be suitably protected from detrimental impacts of any new development by means of distance and screening.

11.2.4 The Sulby and Glen Auldyn rivers must be suitably protected from detrimental impacts of any new development in accordance with the advice of the Department of Agriculture, Fisheries and Forestry's Freshwater Fisheries section.

12.0 ARCHAEOLOGICAL INTEREST

12.1 The West Ramsey area is understood to potentially contain sites of archaeological interest. Accordingly, all planning applications should include an archaeological assessment of the particular area, including an appropriate method statement. Where necessary planning approvals will be appropriately conditioned to ensure that sites of archaeological interest are suitably investigated and recorded during any construction phase.

13.0 HIGHWAYS

13.1 At present there is vehicular access to the West Ramsey area from Poylldooey Road (off Station Road and from Gardeners Lane. In the Ramsey Local Plan it is stated that there should be an examination of the feasibility of providing a second crossing of the Sulby

River. The Highway Authority has advised that such a crossing is not required to enable the development of the West Ramsey area. Therefore, it is not a requirement of the Development Framework for a second crossing of the Sulby River to be constructed in association with the overall development of the West Ramsey area.

- 13.2 As indicated on the key diagram a new distributor road linking the Poylldooey Road to Gardeners Lane should be constructed. The route of the distributor road on the key diagram is for illustrative purposes only and the exact route will be determined by a number of factors, including flood protection, drainage and access. There should not be direct individual accesses onto this distributor road and it should be designed to restrict vehicle speeds in what will become a predominantly residential area.
- 13.3 Gardeners Lane should be suitably improved between the former railway line and the junction with the new distributor road. The existing roadside trees should, where possible, be retained and incorporated into a central reservation. North of the new distributor road the attractive rural character of Gardeners Lane should be retained.
- 13.4 A new access road should be constructed from the new distributor road to the Lezayre Estate. This access road should be to the east of the former Mannin Circuit as shown on the key diagram linking into the distributor road, the existing Poylldooey Road and the redevelopment of the Lezayre Estate. Provision of a new link between the Poylldooey/Balachrink land (notated "1" on the key diagram of this document) and the existing Gladstone Park area (notated "9" on the key diagram of this document) should be also considered. The design of the distributor road and any associated access road should be discussed with the Department of Transport prior to its submission as part of any planning application.
- 13.5 The former railway line is informally used as a public footpath between Station Road and Gardeners Lane but is blocked further west where it adjoins the power station. When possible the full length of the railway line from Station Road to the western edge of the West Ramsey area, and potentially beyond into Lezayre, should be formally established as a public footpath and cycleway. The development of the West Ramsey area should incorporate appropriate links to this footpath and to the existing Poylldooey Nature Trails

14.0 CAR PARKING

- 14.1 Car parking within developments in the West Ramsey area should be provided in accordance with the current standards set out within the Isle of Man Planning Scheme (Development Plan) Order 1982 unless superseded by standards within The Isle of Man Strategic Plan upon its adoption.

15.0 FLOOD PROTECTION

- 15.1 Parts of the West Ramsey area have been previously affected by a combination of river and tidal flooding. Following flooding in Sulby, the Department of Transport commissioned and received a report on the Sulby River from Bullen Consultants –

Strategic Study of the Sulby River, November 2002. Although not specifically related to the West Ramsey area the conclusions of the report have been, where appropriate, incorporated into the Development Framework.

- 15.2 The impact of tide levels extends approximately 4 kilometres upstream from Ramsey. The report indicates that, for a 1 in 200 year tidal event, the tide at Poylldooey will rise to 5.75 metres above local datum and that this level should account for the estimated rise in sea levels over the next 50 years. Accordingly, new residential development on the West Ramsey area should be built in a way that protects it from flooding at a level of 5.75 metres. It is recognised that this can be done in a number of different ways. Any planning application will be required to demonstrate how flood protection will be provided and this will need to be the subject of detailed discussion and agreement with the Department, the Department of Transport's Drainage Division and Ramsey Town Commissioners.
- 15.3 Other new development including the new distributor road should also be protected from tidal flooding. Here again any planning application will be required to demonstrate how flood protection will be provided. Similarly, this will need to be the subject of detailed discussion and agreement with the Department, the Department of Transport's Drainage Division and Ramsey Town Commissioners.
- 15.4 All flood protection measures will need to take account of the potential impact of surface water run-off and drainage (see section 16 of this document).

16.0 DRAINAGE

- 16.1 An overall surface water layout plan will be required as part of any planning application for the West Ramsey area in order to minimise the potential number of attenuation ponds, tanks, outfalls to the Sulby River and other measures required. Such details should be discussed and agreed with the Department of Transport's Drainage Division prior to the submission of any planning application.
- 16.2 Foul sewage and surface water run-off arising from development within the West Ramsey area should be collected and disposed of via separate systems. Foul sewage should be drained by gravity to the pumping station next to the Sulby River on Poylldooey Road. Where it is not practical it may be pumped to a point where it can be drained by gravity to the pumping station on Poylldooey Road or elsewhere, subject to the agreement of the Department of Transport's Drainage Division. Foul sewers should be of sufficient capacity to carry the load that might reasonably be anticipated once the West Ramsey area, and potentially the land further west in Lezayre, has been developed. In order to ensure appropriate maintenance all sewers should be land under highways or publicly accessible land.
- 16.3 Surface water run-off from roofs and paved areas will inevitably drain to the Sulby River. There may be a requirement to introduce attenuation tanks or ponds in order to slow down the rate of run-off to reduce the likelihood of river flooding during periods of heavy rainfall and to store surface water during periods when tidal conditions prevent discharge

of flows to the Sulby River. Advice on this issue should be sought on a site-specific basis from the Department of Transport's Drainage Division. The location and design and of any new outfalls to the Sulby River must be undertaken having regard to the ecological interest and amenity value of the river banks and also be agreed with the Department of Transport's Drainage Division and where appropriate the Department of Agriculture, Fisheries and Forestry's Freshwater Fisheries section.

17.0 PHASING

17.1 For reasons of good land use and satisfactory infrastructure provision it is sensible to control the order in which large areas are developed. Accordingly, it is considered that the development of the West Ramsey area should proceed as follows.

17.1.1 Any planning applications to develop within the West Ramsey area must include details of flood protection, foul and surface water drainage, and access.

17.1.2 The development of areas 2, 3 & 4, as shown on the key diagram, must include highway and infrastructure to support the level of development proposed and make provision to ensure that the distributor road links into the development of area 1, as shown on the key diagram, and the remaining land to the west of the Auldyn River, as notated as 5, 6 & 7 on the key diagram.

17.1.3 The development of area 1, as shown in the key diagram, must include highway and infrastructure to support the level of development proposed and make provision to ensure that the distributor road links into the exiting extent of Poyllooey Road, a new access into the Lezayre Road and the development of areas 2 & 3, as shown in the key diagram.

17.1.4 No development may commence on the land west of Auldyn River, as notated 5, 6 & 7 on the key diagram, before the development of areas 1, 2, 3 & 4 are substantially complete. Furthermore, the development of the land west of the town boundary within the Parish of Lezayre, as notated 7 on the key diagram, may only commence once the development of areas 5 & 6 is substantially complete.

Appendix 1

Extracts from Planning Circular 2/99 – The Ramsey Local Plan

Paragraph 3.8

D. Poyll Dooley/Ballachrink

Development of this land should be undertaken only in accordance with an approved scheme for the whole area. This should provide, on the western two-thirds of the land, mixed density housing and a primary school (if required by the Department of Education). On the eastern third of the site, there should be light industrial development (see Policy R/I/P1(B)). Drainage arrangements must be such as to avoid adverse impact on water quality, fish, and freshwater invertebrate fauna in the Sulby River.

Paragraph 3.9

E. Lezayre Road/Gardeners' Lane

Development may be undertaken only in accordance with an overall scheme for the area. This scheme should be prepared after examination of the feasibility of providing a second crossing of the Sulby River, and should include:

- a) a minimum of 3 ha of land for light industrial use;
- b) a minimum of 2 ha of land for use as recreation/play area;
- c) generous landscaped space alongside the rivers and the former railway line and around Poyll Dooley House.

Paragraph 4.12

B. Riverside/Station Road/Ballachrink

Development of this area may be undertaken only in accordance with an approved development brief for Poyll Dooley/Ballachrink. This presumption will be in favour of Station Road to serve the area (reference: Policy R/R/P2D) and the relocation of the bus maintenance facilities to this area. A pumping station shall be located following discussion with the Department of Transport and be subject to an appropriate landscaping scheme.

Paragraph 4.13

C. Gardeners' Lane/Lezayre Road

A maximum of 3 hectares (approximately 8.0 acres) shall be reserved for industry as part of a scheme for the whole area (reference: Policy R/R/P2E).

Appendix 2

Development and Crime Prevention

Introduction

The following guide is intended to offer advice on how crime prevention and reduction measures can be incorporated into the design of developments within the West Ramsey area. Applicants and developers should aim to, where appropriate, incorporate elements contained within guide into planning applications.

Appropriate design and layout of new development can help reduce the opportunity for crime, the fear of crime and lessen incidence of anti-social behaviour. New development should seek to reduce opportunities for criminal and anti-social behaviour, reduce the fear of crime and increase the likelihood of detecting crime. The ultimate objective of crime reduction is to create a safe environment for all. The Island has a low crime rate in comparison to the United Kingdom. However, if not addressed, fear of crime can become a significant problem in its own right. It can have a serious and lasting effect on the quality of life, particularly among those in the more vulnerable sectors of society, such as women, children, the disabled and the elderly. A reduction in the fear of crime is dependent upon reducing the risk of crime itself. This can be achieved through design and management of public areas, which seeks to influence the way the built environment is perceived by the public, and potential offenders alike.

It is important that all aspects of new development are considered at an early stage within the design project in order that potential conflicts, including those appertaining to crime prevention, can be resolved. Historically, initiatives that attempt to incorporate crime prevention measures at a later stage, particularly when the development is built, can prove to be expensive or even impossible.

Crime Prevention through Environmental Design

The factors that influence crime, and anti-social behaviour, are complex but it is widely accepted that environmental factors can play a part. Crime prevention through environmental design is a world wide multi-disciplinary approach to crime reduction, and increasing perceived community safety. It seeks to influence the behaviour of the offender and acknowledges that the layout and design of the built environment can greatly affect crime patterns and trends, by either creating or reducing opportunities for criminal behaviour and public disorder. There are no fixed rules but there are a number of accepted principles that should be considered during the design process, including the following concepts:

Surveillance

Effective natural and passive surveillance is a basic element of crime prevention. It will deter the offender by making them feel vulnerable. Natural surveillance by the occupants

of buildings, pedestrians, passing motorists and cyclists will assist in creating an environment within which the criminal is made to feel vulnerable and exposed.

For example, car parking areas, footpaths, open spaces and children's play areas should be located in order that they are capable of being viewed from adjoining properties, well used roads and footpaths. Effective lighting during the hours of darkness will encourage greater legitimate public usage of spaces and footpaths, increasing the level of surveillance, and thus reducing the opportunities for anti-social behaviour or criminal activity. Good design and consideration to the position of windows can maximise surveillance from buildings. Road layouts and footpath networks should be designed to encourage effective observation.

Defensible Space & Territoriality

Defensible space is defined as an area that is perceived by potential offenders to be under the control and/or surveillance of other persons. Territoriality relates to space and the way areas of space relate to each other. As the degree of influence exercised by an individual over an area increases the more private it becomes. There are four types of recognisable space:— private, semi-private, semi-public and public.

Private – Spaces under the total control of the occupant and not visually or physically acceptable to the public, e.g. a rear garden.

Semi-Private – Spaces under the control of the occupant but visually or physically accessible to the public, e.g. the front garden of a house.

Semi-Public – Spaces under the control of, or within the area of responsibility of, a specific group of occupants and accessible to the public, e.g. communal parking area.

Public – Spaces where the general public has access by right, e.g. public open space, roads, and footpaths.

The key is to give ownership or responsibility for an area to people who will monitor such space. Spaces that have unclear boundaries, ownership or responsibility are more likely to be prone to criminal activity and vandalism. There are significant benefits in terms of crime reduction in creating private and semi-private spaces where occupants feel they have a sense of control. Clearly defined boundaries between public and private spaces can assist in reducing criminal and anti-social behaviour.

Boundaries can be real or symbolic. Consideration should be given to the use of physical barriers including building lines, walls, fences and gates, which prevent unhindered access and easy escape routes. Symbolic boundaries can be created by the use of a change in road surface or pavement texture, a narrowed entrance, decorative gateposts or archways. Such symbolism gives a clear indication to anyone crossing a boundary that they are moving from a public into a semi-private or private area, and that they should have a good reason for being there.

Crime is easy to commit when an offender is not recognised as a threat. An offender within a public space will be ignored. If boundaries between public and private space are ambiguous, the offender will remain anonymous and will be provided with the opportunity to commit crime.

Crime Features

Crime features are features within the environment that, due to their existence, may influence, and/or create the opportunity for crime or anti-social behaviour. Four common features are:

Movement Generators – footpaths that links areas together, giving offenders anonymity and creating alternative escape routes.

Ambush Points – consideration should be given to eliminating potential hiding places where offenders may lay in wait undetected. For example, deeply recessed doorways or inappropriate plant choice within designed decorative planting areas.

Honey Pots – Features within the built environment that cause people to remain at a location for longer than normal. For example, fast food outlets or off licences.

Fear Generators – features within the built environment that are perceived as being dangerous and as such are avoided by legitimate users. Such features create fear avoidance cycles, e.g. poorly lit footpaths.

Secured by Design

The principle of the Secured by Design Initiative should be incorporated into the design process. Secured by Design is primarily an initiative to encourage the building industry to adopt crime prevention measures to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment. The requirement to consider the implications of Secured by Design has been included within the Department of Local Government and the Environment Draft Building Regulations 2003 (Section 20).

The design of a building, the space around it and the type of property boundary can significantly contribute towards crime prevention. The opportunity to increase natural surveillance should be considered when deciding on the provision and position of windows, although a balance may need to be struck between the extent of the surveillance and any loss of privacy. Design features that might assist entry to the property such as decorative features, street furniture or flat roofed extensions that might allow a wall to be climbed or provide access to an upper window should be avoided.

Landscape Design

Careful consideration should be given to landscape design and the choice and positioning of decorative planting. It is imperative that opportunities are not created for concealment (ambush points) or the provision of unsupervised access to the rear of the buildings. The inappropriate choice of tree species and planting location can also obscure streetlights. Appropriate planting such as thorny shrubs can be an effective means of deterring crime. Positioned correctly they can be used to create a physical barrier between public areas and private areas which may be vulnerable to crime.

It should be ensured that hard landscaping does not create a hostile environment. Paved surfaces and benches should be designed and located so as to prevent, or minimise, opportunities for anti-social behaviour (for example – skateboarding or vandalism). Consideration should be given to the utilisation of interruption surfacing where this may be an issue. It is also important that the choice of materials used as ground cover minimises the opportunities for causing damage to nearby buildings and vehicles. For example, loose pebbles, stones and boulders would provide a ready supply of potential missiles to cause damage.

Lighting

Research has shown that improved street lighting can influence crime. Effective levels of illumination will help to reduce burglaries (residential and commercial), street crime and vehicle related crime, and increase the chances of detecting crime. It also helps to reduce the fear of crime and encourages the legitimate use of footpaths, and local facilities by making people feel safe. Different sources, patterns and levels of illumination will need to be considered for different environments. It is important to avoid creating pools of darkness. Light pollution can be kept to a minimum by the choice of appropriate luminaries.

Footpaths

Public footpaths are important in allowing pedestrian movement within a proposed development. They should be provided where they are likely to be well used, thereby providing fewer opportunities for crime and generating an increased sense of safety. This will in turn increase their usage. Footpaths that are not well used can provide opportunities for crimes against users as well as unobserved access to the rear of buildings and as a means of escape for offenders.

Where practicable, footpaths should not be routed to the rear of buildings. If such routing is unavoidable a substantial impenetrable hostile planting buffer should be located between a secure boundary fence or wall and the footpath. Where footpaths run at the rear of adjacent lines of residential premises consideration should be given to the use of "Alleygating". This has been shown to be an effective means of controlling access and reducing the opportunities for crime.

It is preferable that footpaths located in order that they are overlooked by the frontage of premises and/or passing traffic. They should be well lit, wide with unobstructed views

ahead, and without sharp changes in direction. Where landscaping is used it should not provide a means of concealment. Footpaths should ideally include exit points to increase the sense of safety of those using them by providing opportunities to leave them so that individuals or a group of people can be avoided.

Build Quality and Maintenance

It is of paramount importance that the fabric of structures, street furniture, footpaths, public spaces and landscaping are designed for longevity without the need for regular maintenance. Poor design and subsequent maintenance can quickly lead to neglect resulting in criminal damage and anti-social behaviour.

Types of Development

The following section seeks to identify those crime reduction issues that should be taken into account when designing and assessing particular types of development.

Residential Development

Research has shown that most crime – burglary, theft, criminal damage, and car-related crime – is opportunistic. The design and layout of residential environments can impact upon the prevention of crime, the fear of crime, and deterring anti-social behaviour. Developers should consider the following issues when designing new housing layouts:

Neighbourhoods – Crime prevention is more effective when a neighbourhood feels and acts as a community. This should be reflected in the design layout with the development divided into small recognisable neighbourhoods. By the creation of a community residents will exercise control over their property and environs.

Dwelling types – Where practicable, large concentrations of similar types of dwellings should be avoided. A variety of dwelling types and sizes, including those likely to be occupied during the working day, such as those suitable for retired people will ensure a mix of residents and increase the likelihood of natural surveillance throughout the day.

Natural surveillance – Surveillance should be maximised whilst maintaining adequate privacy. Where practicable dwellings should be grouped in small clusters to enable an unobstructed view of neighbours' properties, footpaths, play areas, open space and parking areas. Entrances to dwellings should be visible from the street.

Vehicular access – Consideration should be given to the use of symbolic boundaries such as gateposts, narrowed entrances, or changes of surface material at the entry to cul-de-sacs. This will increase the perception that you are entering a semi-private area and thus reducing a stranger's anonymity.

Car parking – Where possible, parking should be located within the curtilage of dwellings. If this is not possible then communal parking areas should be provided in

well-lit areas that are open to natural surveillance. Parking bays should clearly relate to the dwellings they serve.

Footpaths – The design and layout of footpaths should seek to encourage legitimate pedestrian movement within new development. Where practicable, footpaths should not be routed to the rear of buildings. If unavoidable, a substantial impenetrable buffer capable of being quickly established should be planted between a secure boundary fence or wall and the footpath. Where footpaths run at the rear of adjacent lines of residential premises consideration should be given to the use of “Alleygating”.

Rear gardens – Where practicable gardens should interlock to prevent unobserved access. Physical boundary fencing should clearly define the curtilage of the garden. Rear gardens that back on to roads, footpaths, and open land should be avoided.

Wheelie bins – Wheelie bins can be used as a means of climbing into rear gardens. They should be stored securely within individual residential curtilages.

Secured by Design (SBD) – the security of dwellings and the design of the estate should meet the principles of the Police initiative “Secured by Design”. Developers are encouraged to initiate SBD approval prior to a planning application being submitted.

Estate Layouts – Cul-de-sacs create semi-public/private areas that engender a sense of community. The layout of residential estates should be designed to achieve a balance between the use of cul-de-sacs and enabling through traffic that will facilitate effective surveillance.

Industrial Estates and Business Parks

The risk of burglary and vandalism to industrial buildings can be high. Such buildings are particularly at risk during the hours of darkness or at weekends when they may be unattended. Car parking and service areas also create extensive hard surfaces, which can attract groups of young people during evenings leading to criminal damage and anti-social behaviour. These problems can be reduced through:

Perimeters – Physical or symbolic boundaries such as entrance pillars and/or changes in road surface create an impression of a semi-private space. The industrial estate or park should have a securely fenced or landscaped boundary. The boundary should not prevent natural surveillance from outside of the compound.

Natural surveillance – Where practicable access points, car parking and service areas should be overlooked from the buildings they serve. Parking areas should be well-lit and unprotected secluded areas between and behind buildings should be avoided.

Secure external compounds – Secure compounds should be supplied for the storage of goods, materials and rubbish should be provided. The storage of flammable materials should be kept away from walls and buildings.

Vehicular access – The number of vehicular access points to an industrial estate or business park should be kept to a minimum and located to receive maximum potential surveillance from passing traffic. This is particularly relevant during the hours of darkness.

Footpaths – Where practicable, public footpaths through industrial estates or business parks should be avoided. Footpaths within estates should be located to the frontage of industrial premises to maximise surveillance.

Adjacent space – The nature and use of adjacent space such as public or private open space should be considered during the design process. Such areas can have poor surveillance and increase opportunities for access by criminals and the ease of their escape. Consideration should therefore be given to enclosure of the premises.

Landscaping – Long-term landscaping should be designed and maintained so as not to prevent natural surveillance or reduce the effectiveness of lighting.

Neighbourhood Centre

The neighbourhood centre should be designed to be an attractive and safe environment. Increased pedestrian usage will assist in the reduction of theft, criminal damage, burglary and anti-social behaviour. It is important not to create a “dead centre” during the hours of darkness. This may be achieved through:

Usage – Consideration should be given to the inclusion of residential use, for example, “living over the shop” to increase pedestrian activity during the hours of darkness.

Lighting – Good illumination of the centre will deter criminal and anti-social behaviour at night by increasing legitimate pedestrian activity.

Landscaping – Planting, paving and street furniture must be designed to reduce opportunities for damage or anti-social behaviour.

Service yards – Service yards must be capable of being secured. Bin and storage areas should be large enough to accommodate all storage needs including those of extended holiday periods (Christmas, Easter). They should be designed to prevent the risk of arson, prevent easy access to upper windows, and should not create hiding spaces. Where service yards are open to the general public they should be well lit and located to maximise natural surveillance.

Open Space and Children’s Play Areas

The fear of crime, criminal damage and anti-social behaviour are often associated with public open spaces and children’s play areas. Surveillance from dwellings and by people

moving through or past such areas can significantly reduce opportunities for criminal and anti-social behaviour. Developers should try to ensure that:

Natural surveillance – Children’s play areas, youth shelters, and areas of open space within new housing developments should be located to maximise natural surveillance from surrounding dwellings. Surveillance will be increased by the use of well designed lighting. Care should be taken to minimise disturbance to any adjoining residents.

Planting – Planting should be a suitable height, and be properly maintained to allow natural surveillance and to avoid hidden areas. The use of hostile planting will discourage hiding places.

Children’s play equipment – Equipment should be resistant to damage.

Youth shelters - Consideration should be given to the inclusion of youth shelters within the development. Shelters should be well illuminated to increase surveillance.

Car Parking

Car parking areas are vulnerable to the theft from, and of cars. In order to increase safety and reduce the fear of crime account should be taken of:

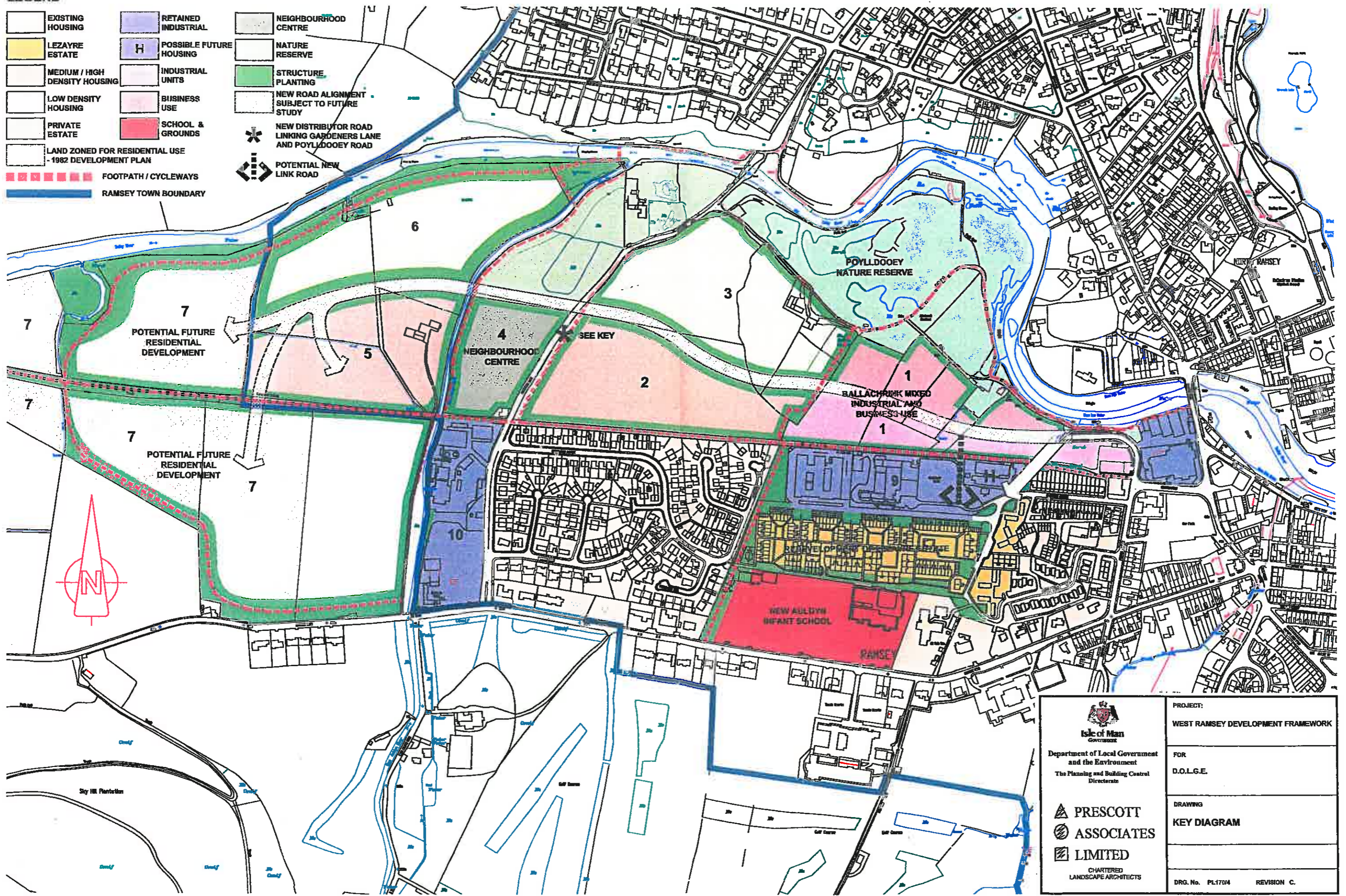
Natural surveillance – Car parks should be located to maximise surveillance from nearby buildings and well-used pedestrian and vehicular routes. The boundary treatment of the car park should allow for views into it from these routes.

Lighting – Car parks should be well illuminated to increase surveillance, whilst avoiding light pollution.

Pollution – The inclusion of decorative planting within car parking areas should be carefully considered. Planting should not reduce surveillance from surrounding buildings or footpaths.

LEGEND

- EXISTING HOUSING
- LEZAYRE ESTATE
- MEDIUM / HIGH DENSITY HOUSING
- LOW DENSITY HOUSING
- PRIVATE ESTATE
- LAND ZONED FOR RESIDENTIAL USE - 1982 DEVELOPMENT PLAN
- FOOTPATH / CYCLEWAYS
- RAMSEY TOWN BOUNDARY
- RETAINED INDUSTRIAL
- POSSIBLE FUTURE HOUSING
- INDUSTRIAL UNITS
- BUSINESS USE
- SCHOOL & GROUNDS
- NEIGHBOURHOOD CENTRE
- NATURE RESERVE
- STRUCTURE PLANTING
- NEW ROAD ALIGNMENT SUBJECT TO FUTURE STUDY
- NEW DISTRIBUTOR ROAD LINKING GARDENERS LANE AND POYLDOOEY ROAD
- POTENTIAL NEW LINK ROAD



 Isle of Man Government Department of Local Government and the Environment The Planning and Building Control Directorate	PROJECT:
	WEST RAMSEY DEVELOPMENT FRAMEWORK
	FOR
	D.O.L.G.E.
 PRESCOTT ASSOCIATES LIMITED CHARTERED LANDSCAPE ARCHITECTS	DRAWING
	KEY DIAGRAM
DRG. No. PL170/4 REVISION C.	