

Department of Local Government and the Environment

The Town and Country Planning Act 1999



Draft Area Plan for the South

(Incorporating the Parishes of Rushen, Arbory, and Malew,
the Villages of Port Erin and Port St Mary, and the Town of Castletown)

Draft Written Statement

(For consideration with the accompanying proposals maps)

23rd October 2009

Comments on the plan and the written statement should be sent by 29th January 2010 to:

Planning Policy Team
Planning and Building Control Directorate
Department of Local Government and the Environment
Murray House
Mount Havelock
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Price: £10.00

TOWN AND COUNTRY PLANNING ACT 1999

DRAFT AREA PLAN FOR THE SOUTH

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Foreword

A year has passed since the Department announced it was commencing the Area Plan for the South. This Written Statement and accompanying Proposals Maps represent the Draft Plan which is the first of its kind for the Island, not least because of its physical coverage extending across the three southernmost Parishes and across six separate Local Authority areas. It reflects the anticipated land use and development needs of the South up to 2016 and beyond and the policies and supporting text which follow aim to achieve a sustainable future for all of the Southern communities.

The Draft Plan could not have been achieved without contributions from the Commissioners and members of the public, many of whom attended the Consultation Events earlier in the year and responded, along with Government Departments, landowners, developers and other professionals to the Issues and Options Document and Call for Sites exercise.

Key to progressing the Draft Plan is a further period of consultation. This stage allows everyone with an interest in the Plan to reflect on its contents, and allows the Department to take on board views and recommendations and make refinements and changes where necessary.

I hope you can continue to be involved in this important process.

John Shimmin
Minister for Local Government and the Environment

1. Preface

1.1 Why are we preparing Area Plans?

1.1.1 The Department of Local Government and the Environment is required by Section 2 of the Town and Country Planning Act 1999 to prepare the Island Development Plan. This Plan consists of two parts – a Strategic Plan, and one or more Area Plans. The Isle of Man Strategic Plan was approved by Tynwald in July 2007 and forms the first part of the Development Plan. That document sets out policies which cover the whole of the Isle of Man but no site specific proposals; these are to be included in the Area Plans.

1.2 Where will the Area Plans cover?

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

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

1.3 What is the programme for preparing the Area Plans?

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

1.4 What is the Area Plan period?

1.4.1 The Strategic Plan covers the period from 2001, when the Draft Plan was published, until 2016. This Area Plan for the South will also cover the period to 2016, but, in terms of zoning land for development, includes "reserve sites" which are intended for development in the longer-term (beyond 2016) or possibly before that should the need for sites exceed the predicted rate of take-up. The arrangements for the future release of "reserve sites" have been set out in Chapter 3. Before such release takes place, there will be consideration of the Island-wide picture, as well as the situation in the South.

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

1.5.1 The Southern Area includes Castletown, Port Erin, Port St Mary and the Parishes of Arbory, Malew and Rushen and adjoins the Parishes of Patrick, Marown, and Santon. Whilst these parishes will form part of the Area Plans for the West and the East, they also form part of the immediate geographical, topographical, and social context of the Southern Area. The Department has therefore had regard to this context in the formulation of the Plan for the South.

1.6 **What Constitutes the Draft Area Plan**

1.6.1 The Draft Plan is made up of this Written Statement which sets out the background to the various topics as well as detailed policies, proposals and recommendations. A draft proposals map which illustrates the policies and proposals included in the draft written statement has also been produced. For clarification six inset maps covering the main settlements in the South have also been produced. These are numbered as follows:

- Map 1 Main proposal map for the South
- Map 2 Ballasalla
- Map 3 Castletown
- Map 4 Ballabeg
- Map 5 Colby
- Map 6 Port Erin/Port St Mary

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

1.7 **The Current Local Planning Status**

1.7.1 **The Isle of Man Planning Scheme (Development Plan) Order 1982** **Sometimes referred to as 1982 Development Order**

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

1.7.2 **Existing Local Plans**

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

1.7.3 **Other Local Plans**

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

1.8 **The Issues and Options Report**

1.8.1 In July 2008, the Department published a Report on the Issues and Options for the Area Plan for the South. The Town and Country Planning Act 1999 requires that within 12 months of the end of the consultation period for the Issues and Options, that a Draft Area Plan is published. The Issues and Options report itself set out background information on each of the towns and villages in the Plan Area along with background information on each of the main topics the Area Plan would need to address.

1.8.2 That Report was the subject of extensive public consultation from July through to October 2008 and was followed by a series of Open House events held in Castletown, Port St Mary, Port Erin, Rushen, Arbory and Malew in March 2009. The results of that consultation along with the written representations from a wide range of bodies and organisations including local authorities, the private sector and Government Departments, Boards and Agencies have been analysed and used to inform the preparation of the policies and proposals in this Draft Plan.

1.9 **How to get involved?**

1.9.1 We are now seeking written representations in respect of the policies and proposals included in the Draft Plan. Does the Plan cover all the things you consider are important for the future of your area? If not, what have we missed? We would welcome statements of support for those proposals you agree with as well as those that you do not.

1.9.2 Written representations can be submitted by post or e-mail to the addresses set out below and must be received by **29th January 2010**.

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

1.9.4 In addition to circulating copies of the Draft Plan to Local Authorities and other organisations copies are available from the Department's website on www.gov.im. Should you want a printed copy of the Draft Plan these can be purchased from the address below at a cost of £10.00.

1.10 **What happens next?**

1.10.1 In addition to making copies of the Draft Plan available, the Department will be organising an Open House consultation event in the South. Details of the location and timing will be published in the local press and circulated to the local authorities.

1.10.2 After considering all the representations the Department will decide whether or not to modify the Draft Plan in response to any objections and representations. It will then arrange for a Public Inquiry to be held. The procedure for the Inquiry and the steps following the Inquiry are set out in Sections 4 - 7, of Schedule 1, of the Town and Country Planning Act 1999.

1.11 **Contact and Addresses**

1.11.1 Anyone wishing to make representations on the Draft Plan is asked to do so in writing making clear reference to paragraph and site numbers where appropriate. Further copies can be downloaded from our website. Representations should be sent to either areaplansouth@dlge.gov.im or the following postal address:

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

2. Strategic Plan Context

2.1 Policies

2.1.1 The proposals in an Area Plan must be in general conformity with the Strategic Plan. The Area Plan for the South has therefore been prepared such as to be in accord with the policies set out in the Isle of Man Strategic Plan.

2.1.2 The Strategic Objectives and Strategic Policies of the Strategic Plan direct that the focus of new development should be within existing towns and villages or in sustainable urban extensions, avoiding coalescence of settlements and maintaining their local identity. This translates into a 'Spatial Vision' that:

"By 2016 the Island's communities will have become more sustainable, prosperous, safe, healthy and vibrant. People from all sections of society will have been provided with better access to a range and choice of homes, jobs and services. This will have been achieved in ways that reduce the impact of society on the environment, improve the quality of design and the built environment and enhance the Island's natural environment and heritage assets."

2.1.3 In order to achieve this Spatial Vision, a framework is required as part of the 'Island Spatial Strategy' for the future development of the Island based on service '**Centres**', key transport '**Links**' and the main '**Gateways**' of ports and Ronaldsway Airport (see Key Diagram).

2.1.4 The Centres comprise a hierarchy of service provision with Douglas, the capital of the Island, seat of Government and headquarters for most of the Island principal businesses and retail stores, as the Main Centre. In the South, Castletown and Port Erin act as Service Centres for their respective hinterlands. Port St Mary and Ballasalla are identified as Service Villages. Finally, there are a number of smaller settlements with little or no service provision which rely on the other centres for various services. In the South, these are Ballabeg, Ballafesson and Colby.

2.1.5 The only major employment area outside the Centres is that based at the airport and on the Ronaldsway and Ballasalla Industrial Estates and the Freeport and these are adjacent to Ballasalla and Castletown.

2.1.6 The aim of the Centres, Links and Gateways approach is to give a strategic focus to future development and achieve balanced growth on the Island by developing:

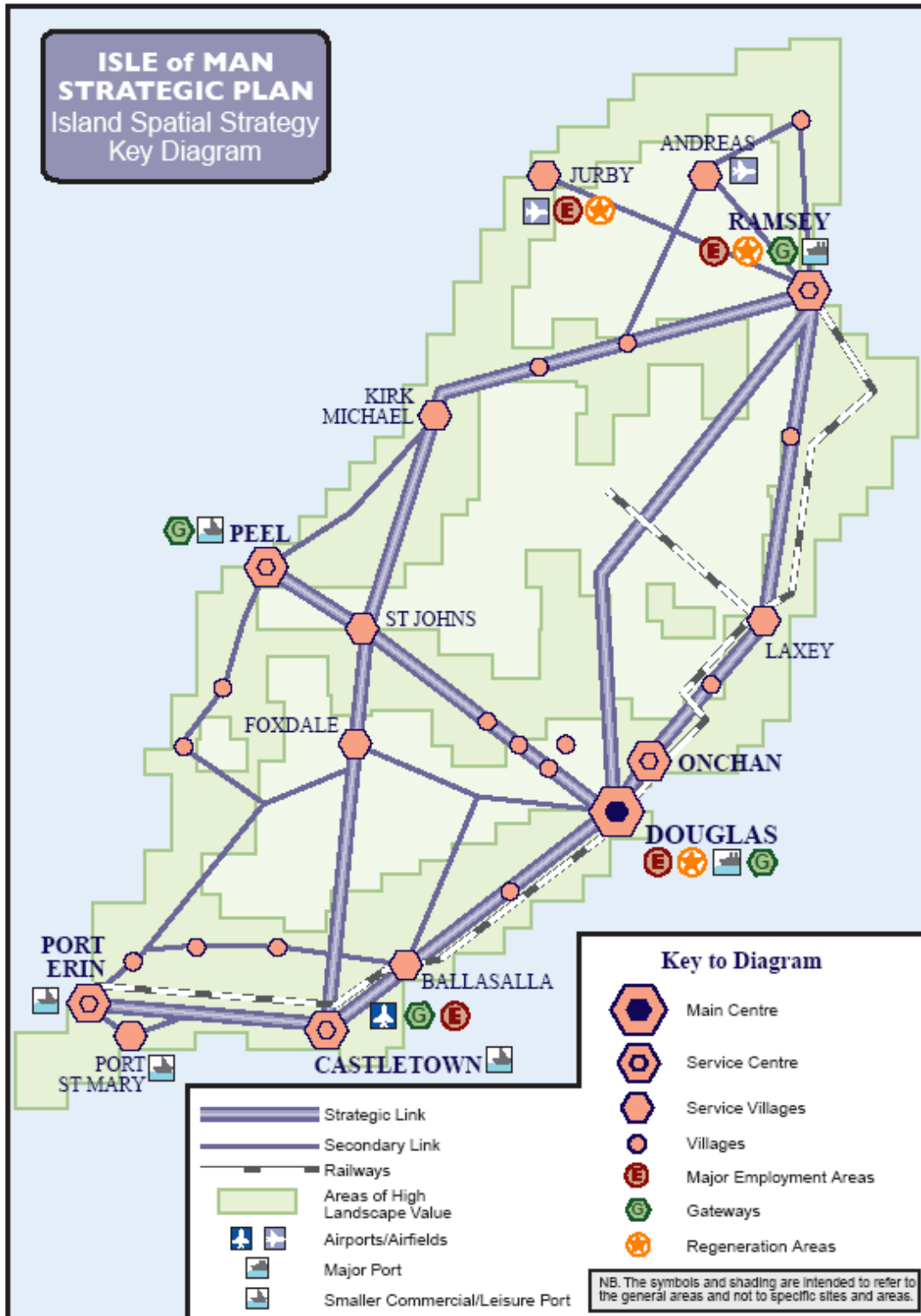
- the key transport links as the skeletal framework for future physical development and the primary links to and between the gateway ports and the airport;
- a compact and dynamic eastern area centred on Douglas, the major gateway and the focus of the strategic transport network;
- area service centres in the north and west based on Ramsey and Peel using regeneration opportunities to strengthen their employment and service base; and
- a network of local centres in the south with new development focused on the regeneration of existing centres but recognising the growth potential around Ballasalla and the Airport Gateway.

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

- Regeneration within Castletown, Port St Mary and Port Erin to create further housing, employment and leisure opportunities in keeping with the scale of the settlements.

- Maintaining and improving Ronaldsway Airport's International Gateway role.
- Focusing on the employment potential of the Freeport and Ballasalla Industrial estates to counterbalance the attractions of Douglas and the East.
- Protecting the historic setting of Castletown.

2.1.8 In addition, Spatial Policy 7 states that Area Plans will assess the need for Green Gaps between settlements so as to avoid coalescence.



Map produced by the Isle of Man Survey Mapping Service
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Version 2.0.15 May 2007

2.1.9 Chapter 8 of the Strategic Plan sets out the background to projected future housing need for the Island from 2001 to 2016. This shows that provision may need to be made for some 6,000 new homes up to 2016. By that date, however, existing homes will still comprise some 85% of the total housing stock, so by any measure it is clear that the existing spatial pattern will continue to dominate the Island Spatial Strategy.

2.1.10 The Housing Chapter for the Strategic Plan also sets out in more detail the proposals to secure the provision of housing through a process of Plan, Monitor and Manage. The Area Plans are to include Urban Capacity Assessments as part of a sequential approach to the provision of new housing. This approach will seek to develop within existing settlements, or on previously developed land or by the redevelopment, regeneration and conversion of existing housing. Only then will greenfield sites be brought forward, as extensions to existing settlements.

2.1.11 In line with this approach the Strategic Plan proposed that the overall maximum housing requirement of 6,000 houses between 2001 and 2016 should be distributed in the following manner.

	Overall Distribution
North	1,200
South	1,300
East	2,500
West	1,000
Total	6,000

2.1.12 This proposed distribution is based on the continuation of the containment policy around Douglas and the provision of a range of housing opportunities in the other areas supported by the provision of additional employment and regeneration opportunities.

2.2 Settlement Hierarchy

2.2.1 The Island Spatial Strategy set out in Chapter 5 of the Isle of Man Strategic Plan established a hierarchy of settlements, and included policies which apply to each of the different types of settlement. For ease of reference, the hierarchy (as it applies to the South) and the policies are set out below.

2.3 Service Centres

- Port Erin
- Castletown

2.3.1 The Area Plan will define the development boundaries of such centres so as to provide a range of housing and employment opportunities at a scale appropriate to the settlement.

2.4 Service Villages

- Port St Mary
- Ballasalla

2.4.1 The Area Plan will define the development boundaries of such villages so as to maintain and where appropriate increase employment opportunities. Housing should be provided to meet local needs and in appropriate cases to broaden the choice of location of housing.

2.5 Villages

- Ballafesson
- Colby
- Ballabeg

2.5.1 Development should maintain the existing settlement character and should be of an appropriate scale to meet local needs for housing and limited employment opportunities. The Area Plan will define the development boundaries of such settlements so as to maintain their existing character.

2.6 "The South": Identity and Vision

2.6.1 Like each of the four Areas, The South has its own identity and character, arising from a combination of landscape, local history and culture, settlement pattern, and, of course, the people who live and work there. Unlike the other Areas, there is not one dominant town, but network of settlements of broadly similar size. Whilst each of these contributes in its own way to the overall character, Castletown, as the former capital with its castle and other fine historic buildings, makes a special contribution. The overall identity of 'The South' thus arises partly from the differences between the settlements, and partly from the common landscape, culture, and history which bind them together.

2.6.2 Accordingly, the Department has formulated the following vision for the future development of the South of the Island:-

To provide for the needs of our communities such as to –

(a) to strengthen the separate identity of each of its settlements: by enhancing what is special and different in each; by employing local materials and design details in new development wherever it is practical; and by protecting the gaps which separate the settlements; and such as

(b) to preserve the landscape and the cultural and historic environment which provide the setting and the common heritage which bind these settlements together to form 'The South'.

2.6.3 In the context of the Area Plan the Department has identified the important Green Gaps between settlements as being between:

- Port Erin and Ballafesson
- Port St Mary and Port Erin
- Castletown and the Airport

These are shown diagrammatically on the Proposal Map and the Inset Maps.

3. **Residential**

3.1 **Introduction**

- 3.1.1 Government's housing policy stresses the need to ensure sufficient and appropriate housing for the Island's population. Analysis of the latest Island wide statistics shows a growing population on the Island, rising household numbers and a reduction in household sizes. There is a need to provide more residential properties on the Island in order to respond to these demographic changes and to provide the opportunity to address the diversity of the housing market, whether it be those seeking affordable housing or individuals seeking to build larger houses as the overall standard of living has improved over recent years.
- 3.1.2 The role of the Area Plan is to manage the supply of new housing through the allocation of land for residential development. The Plan must attempt to address the questions which generally arise when trying to fulfil the housing needs of the local population; questions such as:
- How many new properties are required?
 - What types of dwellings are needed?
 - Where should these be built?
- 3.1.3 Key objectives are:
- to allocate sufficient land for housing to accommodate anticipated housing needs;
 - to favour sites which are within or close to existing settlements and favouring sites close to public transport links, facilities and employment areas;
 - to provide a range of house types and tenures and
 - to prevent sporadic development in the countryside.
- 3.1.4 Many people who responded to the Issues and Options Document or who attended the Consultation events had views on these issues. In summary, comments included a need to:
- Build on brownfield sites first before opting for open land on the edge of settlements
 - Avoid the merging of towns and villages in order to retain the green spaces between them
 - Provide affordable housing where appropriate ensuring developments are not too dense and are of good quality
 - Provide a mix of house types
 - Ensure developments integrate well with existing communities, taking into account local need
 - Take account of existing trees and wildlife corridors
 - Consider the implications of new residential development on existing highway infrastructure
 - Limit properties for 'high net worth individuals' to a reasonable level and only in the right locations
- 3.1.5 Housing is a fundamental need for all communities and is often an issue which provokes debate. It is therefore important, that the selection of proposed housing sites and supporting policies can be justified and is based on sound evidence. Housing provision also needs to address related issues such as sustainable development principles, the protection of the countryside, and the needs of competing land uses. Before any sites were allocated as proposed sites as part of the overall housing strategy for the South, it was also important to understand and appreciate the dynamics of the existing settlements and any development opportunities that exist within them. Guidance was also taken from the Island-wide Strategic Policies - set out in The Strategic Plan – as well as from other background evidence, which has come forth as a result of other studies, survey work and consultation with the public.

3.2 The Strategic Plan - A Context

3.2.1 The overall policy aim of the Strategic Plan is to encourage the development of sustainable communities. This approach strives to create places where people want to live and work and which integrate well with existing communities and landscapes. They should be served by public transport and other local services, offer a range and mix of housing types and tenures and reduce or mitigate the impact on the local environment as much as possible.

3.2.2 The Spatial Strategy in the Strategic Plan promotes a 'sustainable vision' for the Island, part of which describes where new development should be located. In terms of the South, this means that development should be concentrated in Port Erin and Castletown, Port St Mary and Ballasalla and Ballafesson, Colby and Ballabeg. The Strategic Plan goes on to say that small scale development may be permitted in other parts of the countryside, but this will be limited and will have to be in accordance with the general development considerations set out in Chapter 6 of the Strategic Plan.

3.2.3 As referred to in Paragraph 2.1.10, Strategic Policy 11 and Housing Policy 1 set out the predicted housing needs of the Island. These figures were based on the 2006 Interim Census data. Projection analysis undertaken at the time revealed the number of households likely to exist in 2016.

Strategic Policy 11 and Housing Policy 1 state:

"The housing needs of the Island will be met by making provision for sufficient development opportunities to enable 6000 additional dwellings (net of demolitions), and including those created by conversion, to be built over the Plan period 2001 to 2016."

3.2.4 In terms of how those dwellings should be distributed, Housing Policy 3 states:

"The overall housing provision will be distributed as follows:

- North 1,200
- South 1,300
- East 2,500
- West 1,000
- **All Island 6,000**"

3.2.5 The target for the South is to build 1300 dwellings between 2001 and 2016 (22% of the all Island figure). To help ascertain the total number of residential approvals and built take-up, a Residential Land Availability (RLA) Study was designed and first produced in 2007. It has played a key role in helping the Department to understand the likely number of dwellings that may be provided up to 2016, and has provided sound baseline figures upon which to base assumptions regarding affordable housing needs and the needs of other housing sectors.

3.3 The Residential Land Availability Update 2009

3.3.1 The 2009 Update widened the data set available. It covered the period January 2001 to June 2008 for the whole Island and the period January 2001 – June 2009 for the South. The Update revealed the number of dwellings which were granted planning approval up to the end of June 2009 in the South and estimates the likely number of conversions and windfall developments up to 2016 (i.e. projections). The latest assessment by the Department (see Appendix 1) demonstrates that since 2001 some 835 dwellings have been granted planning permission in the South. The number of dwellings either completed or under construction as at 30th June 2009 was 598 (72% of the total). In addition, projections have been made in respect of the likely number of new homes to result from conversions and windfalls between 2009 and 2016. This indicates that a further 130 dwellings could be provided in this

manner, giving a total of 965. These figures would suggest that somewhere in the order of 350 dwellings will need to be provided to meet the estimated need over the remainder of the Plan Period i.e. up to 2016.

3.3.2 When examining these figures, it is important to understand that:

1. The development needs in the South will extend beyond January 2016
2. Some of the planning approvals granted will not be taken up (i.e. will lapse)
3. Some of the planning approvals granted will not be taken up by January 2016 but may still be valid.
4. A proportion of all the housing approved and built in the next 6 years will need to be affordable.

3.3.3 Survey work to date suggests that out of all the planning applications granted approval up to June 2009 in the South, 72% have either been completed or are under construction. This figure has risen steadily from 59% over the last two years, but may change in the future depending on uncertainties brought about by global economic fluctuations and more locally, confidence in the Island's housing market.

3.3.4 The 2009 Update also made an assessment of all the 'zoned' land still available for development as at June 2009, i.e. land zoned for new residential purposes but with no valid planning approval. On this basis:

1. Port Erin and Port St Mary has no more land available
2. Arbory has less than 1 hectare available
3. Rushen has just over 2 hectares available
4. Castletown and Malew have 12.5 and 19.5 hectares available respectively (see Appendix 2).

3.3.5 The Residential Land Availability Study is an important baseline survey. It has informed this Area Plan as it tracks what land is still is zoned for residential development and such research allows a better understanding about why these sites, particularly the larger sites have not come forward for development. The statistics have been a starting point for calculating what additional land will be needed to meet the targets up to 2016 and beyond. All of the sites which are still notionally 'available' on current plans have been reconsidered, alongside other suggested sites, for their suitability as residential land using the Site Assessment Framework. This framework was one of the tools used to assess the sites that were suggested via the 'Call for Sites' Exercise (see Section 3.5).

3.3.6 The RLA Study does not make detailed assessments of every pocket of land or building within existing settlements which may have development potential for housing. It is normal for most settlements to have some land/buildings which are underused or neglected. It is also normal to have areas of land within settlements which are used for recreational purposes, both formal and informal, as open space or car parking for example. It may not be appropriate to allocate all such sites for housing, but it is important to make the best use of land, which is a requirement set out in the Strategic Plan. Before any consideration can be given to the release of further land on the outskirts of Towns and Villages in the South, an understanding about where these 'potential sites' are, and their characteristics, is vital. The term 'urban capacity assessment' was first referred to, in an Isle of Man context, in the Strategic Plan. It identified that the best time to carry out such assessment, was at the Area Plan stage. Paragraph 5.2 states that:

"Area Plans will include Urban Capacity Assessments as part a sequential approach to the provision of new housing. This approach will seek to develop within existing settlements, or on previously developed land or by the redevelopment, regeneration and conversion of existing housing. Only then will greenfield sites be brought forward, as extensions to existing settlements."

3.4 Urban Capacity Studies

3.4.1 Urban Capacity Studies have been carried out in Port Erin, Castletown, Port St Mary and Ballasalla. Analysis of the Issues and Options responses revealed that there were calls to expand the number of Studies prepared to include Colby and Ballabeg in particular. The Department, however, considered that this was unnecessary and would not generate the level of helpful data recorded in the other four larger settlements. The land to be assessed was restricted to that within the settlement boundary. Each study produced a list of sites which showed some potential for residential development, together with an informed estimate as to the maximum possible number of residential units that each site could accommodate. This was referred to as the 'unconstrained yield'. These 'maximum' figures were then discounted to remove all those sites which still served a useful purpose or had little chance of being developed. This revealed the 'constrained yield.' Once the sites that overlapped with the RLA Study were removed, the adjusted 'constrained yield' demonstrated that the potential in the 4 areas (in terms of dwelling numbers) was as follows.

1. Port Erin	-	119
2. Castletown	-	12
3. Ballasalla	-	0
4. Port St Mary	-	32

3.4.2 The results of the Urban Capacity Studies showed that:

1. If all of the reported sites were developed this would release 164 new properties
2. Only 3 of the sites would qualify for the 25% affordable housing policy to be applied
3. Many of the sites would be suitable for apartments or individual units only

3.4.3 The studies have provided an understanding of the development potential within the 4 largest settlements in the South. It is obvious that appropriate development within existing settlements strengthens their vitality and is often preferable to empty or underused land and buildings. It can also make a vital contribution to overall housing numbers. There does still appear to be a healthy interest in redevelopment schemes, and many of the sites that were initially picked up in the Port Erin and Castletown Studies have already secured some form of approval. Changes within existing settlements will continue to be monitored through the RLA Study Updates. There is no guarantee that the remaining sites referred to in the Studies will come forward within the lifetime of the Plan and it is evident that many sites will be more suited to apartments than houses. Whilst this addresses one particular need, the Department is looking to provide a mix of house types on a number of sites which can be delivered in a reasonable time frame.

3.4.4 The Department, having considered the latest Residential Land Availability figures, the Urban Capacity Study findings (including the type of sites that may still be available), as well as the pressing need for affordable housing, considers it necessary to identify further residential sites to meet the needs of the South. Some have been suggested before in previous Draft Plans, namely Port St Mary Village Plan (2001) and the Castletown Plan (2001) but others are new sites. A further factor in site allocation has also been the fast approaching date for the next full Census in 2011 and the planned Review of the Strategic Plan post 2011. It is prudent to assume that there will be changes in population which may have an impact on the need for residential sites up to 2016 and beyond. A number of sites have therefore been identified as Strategic Reserve Sites. These should not come forward for development until the Department is persuaded by firm evidence that they are required.

3.4.5 The main Proposals Map (1) and the 6 Inset Maps (2-7) which accompany this Statement identify the sites which are considered to be appropriate for residential development to meet the needs of the Southern Area. These sites were narrowed down from a long list of sites which was compiled taking information from a number of sources:

- The Call for Sites exercise
- Current allocations in existing Local Plans and the 1982 Development Plan
- Proposed allocations in abandoned Draft Plans
- Department knowledge about other sites with potential

3.4.6 The long list of sites was assessed through the 'Site Assessment Framework' which was specifically designed for the Island at the start of the Area Plan preparation process. It was one of the main tools used in the final allocation of sites.

3.5 **The Site Assessment Framework**

3.5.1 The Site Assessment Framework was used to assess sites both for their potential for residential purposes or for employment purposes. Its use was intended to bring a more robust methodology to the site selection process. The framework included criteria against which sites were tested in order to identify those sites which best met the objectives of the Strategic Plan and which accorded with best practice for sustainable development. To use the framework effectively required an element of professional judgement and the sites were not selected until further matters were taken into account such as particular site characteristics, availability and likely deliverability of sites, as well as the conclusions of other studies. The scores themselves were not therefore the deciding factor determining whether or not a site was included or excluded. It is not the case, therefore, that all of the top scoring sites have been included in the final list of draft proposal sites.

3.6 **Particular Issues in the Allocation of Residential Land – Affordable Housing**

3.6.1 One of the key issues for the Island in recent years has been the provision of affordable housing. Affordable housing is defined as housing provided by the Department for first time buyers under the Department's House Purchase Assistance Scheme (HPAS). The definition also includes Government and Local Authority dwellings available for rent.

3.6.2 Government has a responsibility to "ensure the provision of adequate housing for all income levels of the population" as identified in the Housing Policy Review first published in 1999 and regularly reviewed.¹

3.6.3 The Department manages the programme of affordable housing development across the Island. It monitors the Public Sector Housing Waiting List and manages the First Time Buyer Register. As at 1st July 2009 there were 275 on the Public Sector Housing List (Both General and Sheltered in the South) and as at 1st October 2009 there were 85 on the First Time Buyer Register (with the South as the 1st choice location) out of a possible 856.

3.6.4 A number of affordable housing units have been completed in the South in recent years, both new and replacement dwellings. There is still ongoing construction at a number of sites including Janet's Corner, Castletown, the Falcon's Nest car park, Port Erin and Clagh Vane, Ballasalla.

3.6.5 The Area Plan will assist in the delivery of affordable housing by supporting the Strategic Plan Policy (Housing Policy 5) on affordable housing which states:

"In granting planning permission on land zoned for residential development or in predominantly residential areas the Department will normally require that 25% of provision

¹ Housing Policy Review Progress Report, July 2009 (DLGE, GD 29/09)

should be made up of affordable housing. This policy will apply to developments of 8 dwellings or more.”

3.6.6 The '25% Requirement' has only been in place as a Departmental policy since 2006, and prior to this there was no formal requirement for private developers to provide affordable units as part of their schemes. The number of affordable properties provided in the South as a result of this policy has therefore been limited. Planning approval has recently been granted for a small number of 'qualifying' developments, but there is some uncertainty about the impact that such schemes will have on meeting affordable housing targets in the next few years.

3.6.7 It is important to consider the options available to the Area Plan. As part of the Issues and Options appraisal the following questions were raised:

- Should the Plan support the 25% Requirement?
- Should the percentage be increased?
- Should it be increased on certain sites only?
- Should entire sites be designated for affordable housing?

3.6.8 The Issues and Options responses revealed a number of viewpoints on this issue.

- 44 respondents, over 70% of the total, agreed that the current policy in the Strategic Plan was sufficient.
- Just over half of the 51 respondents disagreed with the proposal to designate land solely for affordable housing.
- 33 respondents, 63%, disagreed with the suggestion to increase the affordable housing provision from 25% to 50% in developments over 8 dwellings.

3.6.9 The Department accepts a number of general objectives regarding affordable housing. These are:

1. A commitment to maintain the current level, as a percentage of all households in public sector rented housing at a minimum of 18% of the total housing stock on the Island (based on 2001 Census) and
2. To maintain the provision of First Time Buyer's property to enable low cost home ownership.

3.6.10 There is a need for a continued rate of affordable housing provision in order to meet these targets. However, this has not been the case in recent years given affordable units have not been coming forward at the rate expected. The Department has considered the limited success to date of the 25% affordable housing requirement and considers that there is need for additional new affordable dwellings to meet the identified between 2009 and 2016. This is estimated between 250-300 units over the next ten years. Some of this requirement will be provided via the 25% Requirement on developments of 8 dwellings or more and some units will also be provided on land owned by the Department, namely at Ballacubbon in Colby and Crossag Farm in Ballasalla.

3.6.11 In order to ensure that the future housing provision remains balanced across all tenures, and that private house developers will still continue to bring forward development sites, it has been assumed that the 25% requirement will remain the same for most development sites. However, the Department recognises the pressing need to provide affordable housing (which may include sheltered housing) and has judged that this proportion may be increased on certain sites where this need is identified. Possible sites where this applies are Ballakilly, Port Erin (Site 24), Cronk Cullyn, Colby (Site 10) and on the corner of Douglas Road and Victoria Road, Castletown (Site 5). There will be dialogue with developers on sites of this nature to ensure local need is addressed.

3.7 **Particular Issues in the Allocation of Residential Land - Sites for Larger Houses**

- 3.7.1 There is a need for the Area Plan to plan for the provision of a full range of housing types and tenures; this includes open market housing. Within this sector there is a growing demand for larger houses, often in a countryside location to reflect the increasing standard of living in recent years and the needs of some people moving to the Island. The Issues and Options document sought views on the question of whether the Area Plan should allocate land for the development of large houses in the countryside. There did seem to be a split of opinion between those favouring the allocation of land with stringent criteria and those who felt that there was no need to address the need for larger houses at all. Other key points that were made included:
1. New build or the substantial redevelopment of existing houses would be intrusive in the Manx landscape.
 2. It is not socially desirable to have the countryside occupied largely by the wealthy.
 3. Appropriate protection should be afforded to buildings of historic value.
 4. There would be a conflict between the policies in the Strategic Plan which direct new housing to existing settlements as part of a general policy of containment of built development and an Area Plan policy which supported individual houses dispersed in countryside areas.
 5. Each case should be considered on its merits.
- 3.7.2 The Department promoted the countryside protection policies in the Strategic Plan now approved by Tynwald. While it does not now accept that there is sufficient need to justify the allocation of land by way of areas or individual plots in the open countryside specifically for the development of new 'high net worth' properties, the Department recognises that in some cases some existing large properties could be extended or adapted without adverse impacts on the countryside.
- 3.7.3 The Department has therefore recently carried out a survey on the existing land use category 'Low Density Housing in Parkland' and examined the existing policy framework. The Department judges that the designation of well chosen dwellings and their extensive landscaped grounds in a category 'Houses in Parkland' has the potential to satisfy some of the demand for larger houses in the countryside by increasing the scope for more extensive extension or alteration of such properties. It would also allow for extensions to be proposed at a size greater than would be permitted under current policy.
- 3.7.4 The Isle of Man Planning Scheme (Development Plan) Order 1982 as well as the Arbory and East Rushen Local Plan identified some of the existing large dwellings in the South as 'Existing Low Density Housing in Parkland'. Also identified on the 1982 Plan is an area of 'Proposed Low Density Housing in Parkland' on the west and eastern sides of Phildraw Road, Ballasalla. Policy guidance for existing areas of Low Density Housing in Parkland is currently provided by Planning Circular 8/89. An important theme set out in this Circular is that "the erection of further dwellings in areas of existing Low Density Housing in Parkland, will be permitted only in exceptional circumstances" (paragraph 3). New dwellings may be permitted in areas designated as proposed Low Density Housing in Parkland but the guidance stresses that buildings must be substantial and designed and finished to the highest quality and each dwelling must be sited, in at least 1 acre (0.4ha) of its own grounds, such as to sit comfortably and naturally in a landscaped setting which acknowledges existing ground contours and existing trees (paragraphs 4a and 4b). It should be noted that all trees within sites which are identified as Low Density Housing in Parkland are deemed to be Registered under the provisions of the Isle of Man Planning Scheme (Development Plan) Order 1982 (Part 4, paragraph 16).
- 3.7.5 The adopted policies on residential development are set out principally in the Strategic Plan at General Policy 2 and General Policy 3 and relate to planning policies for development within land use zones and development outside areas zoned for development respectively.

Both Policies set out guiding principles for development. Housing Policies 15 and 16 set out policies for the extension of dwellings in the countryside.

- 3.7.6 Housing Policies 15 and 16 refer to existing traditionally styled properties and non-traditional properties or those of poor appearance respectively. Housing Policy 15 aims to retain the contribution of the more traditional properties to the rural landscape by limiting extensions. Housing Policy 16 accepts that in the case of non-traditional properties or those of poor appearance the size of extension will be governed by the impact of the building.
- 3.7.7 Having considered the content of the Housing Policies set out in the Strategic Plan, and advice in Planning Circular 8/89, the Department judges that it would be helpful to clarify and acknowledge the status of larger houses in their own grounds in the countryside, by identifying them on the Area Plan and by setting out appropriate policy guidance. Such dwellings would have the potential to develop in the future as 'Houses in Parkland'. Whilst a substantial size of property would be accepted, and thus allow for a larger increase in floorspace than currently permitted under Housing Policy 15, further dwellings within the curtilage will not be allowed. Such properties would need to sit within substantial landscaped grounds or be capable of providing such a setting.
- 3.7.8 The Department recognises that, in addition to any landscape impact, development in the countryside has an impact in terms of its overall sustainability. This impact is caused by a variety of factors such as construction materials, transport impacts, energy, water and waste requirements and use of local services. These impacts are one of the reasons that the Department has adopted the strategy of promoting sustainable development by locating most development in existing settlements or suitable extensions to them. In proposing to allow some larger houses, based on extensions to or replacement of existing houses, it is important to minimise the wider sustainability impacts. To this end, the Department will require that such development be designed to the highest standards, for example to the higher level of the Code for Sustainable Houses or BREAM. In addition, to mitigate the wider impacts, the Department will establish a 'Sustainability Offset Fund'. The extent of the contribution will be based on a proportion of the construction cost of any works reflecting the wider impacts. The Department intends to consult more widely on this concept as it has implications for future development in other parts of the Island as well.
- 3.7.9 A number of 'Houses in Parkland' (HiP) sites have therefore been identified on the Proposals Maps (see Appendix 3). It is the Department's intention to produce a Planning Policy Statement on Houses in Parkland (to replace Circular 8/89) but pending the publication of such, a number of interim policies are proposed which are set out below. Such policies will aim to ensure that development proposals retain the character and status of the dwellings in any new scheme and that the landscaped setting is preserved and where appropriate, enhanced so as to protect the wider landscape.

Housing Policy 1:

Within areas designated as 'Housing in Parkland' there is a presumption against the erection of further dwellings other than in exceptional circumstances.

Housing Policy 2:

Development within sites which are identified as Housing in Parkland will only be permitted where the character of the property and the site is preserved or enhanced. Such properties must be substantial and any proposals designed and finished to the highest quality and sit comfortably and naturally within their own landscaped grounds. Existing trees within such sites should generally be retained unless their amenity value is not considered to be positive (the advice of Department of Agriculture, Fisheries and Forestry will be obtained in this respect) and any trees to be lost must be replaced by new trees of a type and species and in a location approved by Department of Agriculture, Fisheries and Forestry.

Development proposals must also acknowledge the policies within the Strategic Plan – Environment Policies 1 and 2 – which seek to protect the Island’s countryside for its own sake and the impact of any alterations or extensions to existing large houses in the countryside will also be considered in respect of the visual impact they have on their surrounding landscape.

Housing Policy 3:

Development proposals within sites which are identified as Housing in Parkland which include extensions of a significant nature or replacement dwellings must include a landscaping master plan for the entire site.

Housing Policy 4:

Development proposals within sites which are identified as Housing in Parkland which include extensions of a significant nature or replacement dwellings must include a design statement which demonstrates how the environmental impacts of such are to be offset on site. In addition, the Department will require a contribution to the Sustainability Offset Fund to offset the wider sustainability impacts of the development.

Housing Recommendation 1:

Government will investigate and work towards setting up a Sustainability Offset Fund which is intended to mitigate the impacts of substantial development within Housing in Parkland sites. If and when this becomes operational, the Department will require a contribution to this fund by applicants in particular circumstances.

- 3.7.10 There are areas on Phildraw Road in Ballasalla which have been suggested for ‘Proposed Low Density Housing in Parkland’ in the Call for Sites exercise. As a result of recent Appeal decisions in this area, the Department is reviewing in more detail the existing and proposed Low Density Housing in Parkland designations around Phildraw Road. Whilst the Malew Commissioners suggest extending this area quite considerably, this suggestion and others needs to be considered in light of this review. Part of this designation however, already has a valid approval in principle permission (PA 08/0913). It is judged appropriate to set out a development brief for this site which reflects this existing approval (see Development Brief 1).

3.8 Groups of Houses in the Countryside

- 3.8.1 In section 8.8 of The Isle of Man Strategic Plan, it is indicated that:
“There are in the countryside many small groups of dwellings which, whilst not having the character of, or the full range of services usually provided in a village, nevertheless have a sense of place and community.”, and “. . . in future Area Plans all groups of houses in the countryside will be assessed for development potential by identifying the village envelope or curtilage and providing the opportunity for appropriate development within this area. There may be some settlements where no additional dwellings will be permitted. In considering the definition of this curtilage or envelope, particular regard will be had to the value of existing spaces in terms of their contribution to the general character of the settlement or to public amenity more generally.”
- 3.8.2 The commitment made above resulted in the Department undertaking a survey² to identify those groups of houses which:
- (a) are outside of the settlements which are identified in Spatial Policies 2, 3, and 4 of the Strategic Plan; and which
 - (b) in the Department’s view, have a sense of place and community.

² Survey to Assess Groups of Houses in the Countryside (South), DLGE, 2009

3.8.3 For each such group, the Department prepared a map on which was indicated the village envelope, and a statement which included an assessment of the potential for additional dwellings. In making those assessments, regard was had not only to the policies of the Strategic Plan, but also to the responses to the public consultations on the Issues and Options report. The assessments for individual groups have been attached as Appendix 3. Only one group was found to have potential and the assessment has been set out below.

3.9 **St Mark's:**

Description:

St Mark's is a designated Conservation Area, which includes some of the surrounding countryside. The buildings include the church, a chapel, the former school rooms, and a number of dwellings clustered around the village green. The spaces between the buildings contribute positively to the character of the settlement, helping to integrate it with its immediate rural environment. The undeniable sense of place arises not only from the disposition of the buildings and spaces, but also from the location at the meeting of several rural roads.

Assessment:

The Character Appraisal statement for the Conservation Area indicates that "Whilst new development might not be ruled out, detailed and careful assessment of any proposed development would be required relative to the potential impact on the special character and historic interest of the settlement and its existing balance". The statement also identifies the derelict smithy as having potential for conversion to residential use. Having regard to these indications, and to the comparatively large agricultural hinterland in which St Mark's sits, the principle of a small number of suitably sited and designed new dwellings being added to the village could meet any local housing need without affecting adversely the character and appearance of the Conservation Area.

3.9.1 The Department does not, however, propose to identify any sites in St Mark's as part of the Draft Plan, judging that a full site analysis by the Conservation Team will be necessary before firm conclusions can be reached.

Housing Proposal 2:

Until such time as the village of St Mark's undergoes further assessment to determine its potential to accommodate additional dwellings, and that assessment concludes that such development would be acceptable, no further residential development shall be permitted.

3.10 **Particular Issues in the Allocation of Residential Land - Housing Provision for an Ageing Population**

3.10.1 There is a need to understand and plan for demographic change on the Island in general. In the South, as elsewhere on the Island, the number of people over the age of 60 is rising. Between 2001 and 2006, as recorded in the Census Reports, the numbers of those over 60 rose from 3400 to 3763; an increase of 363. There is an obvious need to consider the implications of such a change, but they need not be seen in a negative context. The majority of people in this age bracket play full and active roles in the community. Many are still in some form of employment whether it be in the work place or increasingly at home assisting with childcare; helping younger family members to participate in the work place.

3.10.2 Adequate dwellings for this sector of the community are important for the general health and well being of the community and as a way of contributing towards social cohesion. The demand for elderly person's housing such as sheltered housing and more specialist facilities

such as nursing homes and residential care homes is likely to rise in the coming years and the need to 'future proof' our Island communities is likely to become more pressing.

- 3.10.3 Elderly person's housing can be provided by either the private or the public sector. Housing provided by the private sector is sometimes referred to as 'retirement housing' and does not necessarily have to be 'affordable'. Sheltered housing is specifically designed for occupation by the elderly in order to provide for continued independent living. On the Island, it is normally public sector housing run by local authorities. Its main characteristic, apart from specific design features to assist the elderly, is the provision of a warden service and possibly some other communal facilities.
- 3.10.4 The Issues and Options document sought views on how the Area Plan should address the issue of elderly person's housing. There was some support to designate land specifically for this type of housing but there was broad agreement that schemes should be mixed in with existing communities. The advantage of this is clearly that those in retirement can feel integrated rather than segregated from existing communities. Developments should be close to or within existing towns and villages, meaning that they are close to facilities, public transport links and possibly close to family members. Further analysis of the Issues and Options revealed that there was support to provide this type of housing for 'local' residents in line with the local needs of a particular area.
- 3.10.5 There have been some schemes in the South which are judged to have integrated well with the existing communities, for example, at Ballacubbon in Colby and Reart – ny – Chrink, in Port St Mary. It is the Department's intention to continue to mix similar schemes in with existing and new development.
- 3.10.6 There was some support in the Issues and Options responses to increase the current 25% requirement for affordable housing to take account of an additional demand for sheltered housing. Provision of affordable housing is referred to in Paragraph 3.6.
- 3.10.7 As well as ensuring the provision of new units for the elderly, it is important to point out that the Department also undertakes refurbishment of public sector properties to improve living conditions of the occupants many of which are elderly. Redevelopment schemes are currently underway in Clagh Vane, Ballasalla for instance. The Housing Improvement Grant is a Department Scheme which helps owners of private properties to improve their homes. The 2007/2008 Private Sector House Condition Survey (2009) identified that there is a strong association between poor house conditions and the elderly and found in the South that Castletown and Port St Mary were particular problem areas which needed targeting for investment. The Department will continue its commitment to these areas as well as others including the Clagh Vane Estate, Ballasalla.

3.10.8 **The Clagh Vane Estate Regeneration, Ballasalla**

The first phase of regeneration is about to take place at Clagh Vane. This will see both improvements and significant redevelopment of the estate and will include the redevelopment of the existing Primary School. The options for this have been investigated and are identified on Inset Map 2 as PPS1 and PPS2. When the redevelopment of the school is completed, the former school site will be developed as sheltered housing (see Community Facilities Proposal 4 and Development Brief 3).

3.11 **Housing Land Provision in the South**

- 3.11.1 The Department is committed to making land available for new residential development during the Plan Period. The following proposals relate to land to be released in the longer terms i.e. Reserve Sites and also land to be released within the Plan period.

3.12 **Strategic Reserve Housing Sites**

3.12.1 It is the Department's intention to identify two 'Reserve Sites' to ensure that the Plan can be adapted to meet changing needs during the Plan Period. A methodology for their release will be set out in due course. It is intended to monitor the delivery of housing across the South on an annual basis through the Residential Land Availability Study updates. If, after three years following the approval of the Plan, the Monitoring Report reveals that there is likely to be a significant shortfall in net housing delivery, compared to the South's requirement to provide housing as set out in Housing Policy 1 in the Strategic Plan (or any subsequent targets following the Strategic Plan Review post 2011), the Department may consider releasing further housing land in sustainable locations on sites which it considers to be deliverable. It is proposed that the Reserve Sites will be the site opposite the Colby Glen Public House (Site 29) and the land between Ballasalla and the proposed bypass and Balthane (Site 28).

3.12.2 Given the proposed allocations and existing commitments in the form of planning permissions already granted, together with projected contributions of windfalls and conversions, the Department believes there will be a healthy supply of available land above the forecast requirements. The surplus will allow flexibility beyond the 2016, and allow for the possibility that some sites may not be fully developed during the plan period.

3.13 **The Draft Proposal Sites**

3.13.1 The following sites represent the Department's preferred locations for residential development. The sites range in size and have different potential in terms of housing numbers. Corresponding numbers are shown on the Inset Proposals Maps.

Housing Policy 5:

Development of the following sites in the Draft Plan shall be undertaken in accordance with the following Development Briefs.

Site 1 - Fields 452533, 452534 and 452535 Phildraw Road

Size of Site: 6.2 ha

Residential Score: 53/68

Development Brief 1

1. No more than 3 dwellings sited on equally sized plots shall be permitted on this site.
2. Each dwelling must be individually designed in response to the topography of each plot and to a high quality, standing within at least 1 acre of its own landscaped grounds, in accordance with the provisions of Circular 8/89 or its replacement.
3. Proposals must demonstrate a safe access and show the retention or reconstruction of traditional Manx Banks along the frontage of the site. The evidence of the Department of Transport must be sought in this respect.
4. Proposals must include a detailed and accurate survey of existing hedges and trees on site and the provision for the protection of such vegetation both during and after the course of construction together with a scheme for new planting to create a landscaped setting for each of the properties to compliment and reinforce the existing vegetation.

Site 2 - St Marks Road

Size of Site: 0.4 ha

Residential Score: 56/68

The site is on the northern side of the St Marks Road and is currently well screened from the highway by way of vegetation and high walling. The settlement boundary proposed for Ballasalla skirts the northern edge of the site. The site is reasonably close the centre of Ballsalla and thus close to existing amenities and public transport routes. It is considered

that the siting of one dwelling on this site would not be detrimental to the character of the Village.

Development Brief 2

1. The site shall be developed for 1 dwelling only.
2. Development proposals shall be accompanied by a full landscaping plan identifying the existing trees on the site which must as far as possible be retained as part of the development. Any trees to be removed must be clearly identified on plans following consultation with the Forestry Division at the Department of Agriculture.
3. Development proposals must show vehicular access to the site which is satisfactory both in safety terms (advice from the Highway's Division at the Department of Transport must be sought prior to an application) and visual terms when viewed from the highway.

Site 3 - Crossag Farm, Ballasalla

Size of Site: 13 ha

Residential Score: 53/68

This site is currently zoned as predominantly residential on the 1982 Development Plan. In 2006 the Council of Ministers refused planning permission for 257 dwellings on the land but noted that use of the land would be in accord with the Development Plan and that there was a need for first time buyer and public sector housing within Ballasalla (PA 06/2245/B). Since that decision the Department has reviewed its proposals for the regeneration of Clagh Vane Estate and the development of this site. Elsewhere it is noted that the Department of Education and the Department have considered how best to provide a new school for Ballasalla. As such this Draft Plan includes two options for its siting. One of these is within the Crossag Farm site. A final decision on the preferred location for a replacement school will have implications for the layout both at the Clagh Vane Estate and Crossag Farm. As a consequence the Development Brief for Crossag Farm will need to incorporate a degree of flexibility.

Development will be phased to take into account the need to find suitable accommodation nearby to re-house tenants from Clagh Vane. Development has started at the first phase but subsequent phasing will depend on the decision on the siting of the school and how and where replacement housing can be secured. The Department currently envisages that Crossag Farm would be phased in accordance with the phasing of Clagh Vane but the opportunity may be taken to provide a greater mix of housing. As a consequence the development of Crossag Farm is likely to be phased over many years starting initially from the A5 Douglas Road and then in a generally westward direction. From this it is obvious that the decision on the location of the replacement school is important.

Development Brief 3

1. Development will be expected to generally accord with the following principles:
Any initial planning application should be supported by a master plan which demonstrates the relationship of the site to,
 - i. existing residential development;
 - ii. the wider landscape setting of the site on the northern edge of the village; and
 - iii. the setting of the registered building Glashen Farm.

A traffic impact assessment should be provided showing:

- i. connections to the existing highway network;
- ii. a new access from the A5 Douglas Road;
- iii. provision to enable a bus route to be provided into the centre of the site;
- iv. footways and a cycle route linking to the chosen replacement primary school site

Any scheme should include a range of housing including a mix of tenure and housing for elderly persons based on current assessments of need.

2. Open space to be provided in accordance with the standards included in the Strategic Plan
3. Additional open space should to be provided in the area around the football club and the proposed primary school Option 1.

Site 5 - Corner of Douglas Road and Victoria Road, Castletown

Size of Site 3.7 ha

Residential Score 52/68

This site is currently zoned as Open Space on the Castletown Local Plan 1991 but was recommended for inclusion as a residential site in the Draft Castletown Plan 2001. The residential score was lower than for other sites, primarily because the site adjoins the Castletown Conservation Area and is near to the railway station which is Registered. The site, however, is close to existing residential development, located on a main road and is bordered by development to the North East and West. As such, residential development is considered appropriate on this site. The Public Safety Zone passes over the northern corner of the site and this should be considered as part of any scheme.

Development Brief 5

1. Development must be undertaken in accordance with an approved comprehensive layout for the whole site.
2. Vehicular access must be from a single access point on the main road. No approval will be granted to individual access points from the main road.
3. The presence of the Public Safety Zone must be integrated into any design proposals and must remain free from built development.
4. The development must incorporate a mix of dwelling types and sizes and must use a variety of materials and finishes throughout the estate.
5. Dwellings which overlook the main road must be positioned and designed so that their principal front elevations face the main road.
6. In order to respond to local needs, the level of affordable housing on this site may need to be higher than the established minimum figure of 25%. There should be consultation with the Department in respect of this matter.

Site 6 - Qualtrough's Timber Yard, South of Alexandra Road and East of Athol Terrace, Castletown

Residential Score: 54/68

Employment Score: 47/60

Most of the site is currently used as a builder's merchants but the eastern corner is an open paddock and there is a house alongside Alexandra Road. It is currently zoned for industrial use on the Castletown Local Plan 1991. On the Draft Local Plan 2001, the paddock area was zoned as proposed mixed use, the remainder, with the exception of the house (residential) remained as 'industrial'. The Draft Plan indicated that the site may be suitable for residential use either as a single use or as part of a mixed use scheme if it could be demonstrated that the existing industrial area was no longer required.

The site scored highly on many of the criteria but less so on some criteria, particularly in respect of its close relationship with the Castletown Conservation Area and proximity to Registered Buildings and its location within the flood zone. However, in terms of the latter, the Draft PPS on Flooding³ states that development may be permitted in the flood zone, provided it can be demonstrated that the site has the appropriate level of flood protection,

³

and that the development will not increase the probability of flooding to the surrounding environment.

It is judged that if the industrial use on the site should cease in the future, then the whole site would be suitable for 'mixed use' which may include an element of residential development. This use was previously granted on the site under PA 01/00624/A.

Development Brief 6

1. If it can be demonstrated that there is no requirement to retain the industrial use at Qualtrough's yard, the whole site, including the paddock area, will be considered suitable for 'mixed use'.
2. Any planning application must demonstrate that the development will be sustainable in terms of flood risk and where appropriate reduce flood risk to existing communities. Development proposals for the site must therefore include a detailed Flood Risk Assessment. If such an assessment reveals that normal flood defences would be impossible or impractical, consideration should be given to "Resilience Measures"; these might include locating flood-vulnerable elements above the predicted high risk flood level, and ensuring that the building is able to accommodate flood water safely (e.g. by locating the electrical services above flood level).
3. Advice must be sought from the Highways Division at the Department of Transport in respect of vehicular and pedestrian access to the site.
4. The design of the scheme must take into account the site's prominent location on the edge of the Castletown Conservation Area and advice must be sought from the Conservation Section prior to the submission of any planning application.

Site 7 - Fields 434034 and 434035, north of Alexandra Road and west of Malew Road, Castletown

Size of Site: 1.2 ha

Residential Score 56/68

The site is designated as Open Space (Agriculture) in the Castletown Local Plan 1991 but was recommended for inclusion as a residential site (for 2 dwellings) in the Castletown Draft Plan 1991. Planning approval was granted for the erection of two dwellings (07/02288/B) but the site has not been developed. There has been a call to increase the number of dwellings permitted on this site to 3, and whilst the Department considers that this site remains suitable for development it does not support this suggestion. The Public Safety Zone transects the southern part of the site and the standard approach to development in such areas is to direct that the height of all new buildings and structures will be restricted in accordance with site-specific advice from the aircraft division and that permission will not normally be given for development which would result in a significant increase in the number of persons residing, working or congregating within the area marked public safety zone on the plan. Given the size of the site which is outside of the Safety Zone, the likelihood that at least one of the dwellings would have much of its garden in the Safety zone and the site's location on the edge of Castletown, the site is considered suitable for 2 dwellings.

Development Brief 7

- a. A maximum of two dwellings may be accommodated on the site, both of which must be located entirely outside the Airport Public Safety Zone.
- b. Two storey dwellings will not be permitted on this site although dormer bungalows may be permitted.
- c. The part of the site which lies with the Public Safety Zone may be used as garden space in association with the 2 units.
- d. The development scheme must include improvements to the access lane and junction of the access lane with Malew Road; no development may commence on site until such

time as these improvements have been completed including the making good or erection and completion of any garden walling around the property known as "Irwell".

Site 8 - Land between the Crofts and the Buchan School known as the 'Pony Fields', Castletown

Size of Site: 0.6 ha

Residential Score: 54/68

The site is designated on the Castletown Local Plan 1991 as 'Private Woodland and Playing Field'. The Draft Castletown Local Plan 2001 identified the site as being suitable for 3 dwellings.

The site scored well on some criteria, the key ones being that the site is within the identified settlement, it is compatible with adjoining land uses, it is close to existing services, facilities and public transport links, limited potential for archaeological interest and is with the low risk flood zone and inside the developed area. Considerations which resulted in lower scores included that the development would result in some loss of open space, it is within an area of Registered Trees and it is adjacent to The Crofts which is part of the Castletown Conservation Area.

However, the site is largely open albeit surrounded by mature trees, it can be accessed via The Crofts, there is residential development beyond three of the site boundaries and therefore the Department considers that residential development of sensitively positioned and designed dwellings would be appropriate.

Development Brief 8

1. A maximum of 3 new units will be allowed on the whole site. Development of only part of the site must not compromise the viability of the remainder of the site in terms of access, servicing, positioning of the dwellings or the provision on amenity space.
2. All existing mature and healthy trees must be retained, and new buildings and hard surfacing positioned so as to give adequate space to trees and their root systems.
3. Any new dwellings must be designed to a high standard in order to respect the character of the Castletown Conservation Area (the boundary of which is immediately to the south east of the site)
4. Prior to the submission of any planning application for development on the site the Wildlife and Conservation Officer of the Department of Agriculture, Fisheries and Forestry must be consulted with regard to the requirements of the Wildlife Act 1990 in respect of bats and their roosts.
5. The applicant must consult with the Drainage Division in respect of any sewers within the site boundary

Site 9 - Adjacent to Westham, Arbory Road, Castletown

Size of Site: 0.34 ha

Residential Score: 54/68

The site is designated as 'Private Woodland or Parkland' on the Castletown Local Plan 1991. The Draft Castletown Local Plan 2001 recommended that the site be considered for 1 dwelling. Planning approval has recently been granted to develop 1 dwelling and garage on the site (PA 09/1217/B). The following development brief reflects the existing planning condition attached to that approval.

Development Brief 9

1. Development must be limited to one dwelling only accessed from the drive which leads to Arbory Road.

2. Any application must be accompanied by a detailed survey of the existing trees on the site, which identifies all of those trees which are to be retained. Prior to the commencement of any works on site, all existing trees to be retained must be protected for the duration of the development by means of a stout fence erected beneath the drip line of the trees closest to the proposed dwelling and works associated therewith. Thereafter the protected area must remain free from stored material and parked vehicles and no building or excavation works may be carried out within such area.

Site 10 - Cronk Cullynn, Colby

Site of Site: 2.6 ha

Residential Score: 56/68

The site lies to the rear of the Colby Glen Public House and bounded is by Ballacriy Park to the west, Cronk Cullynn to the east and open agricultural land to the north. Vehicular access to the site is currently available from Ballacriy Park via a narrow residential access to an existing bungalow – Meadowfield - and from Cronk Cullynn where the estate road has been left with an option for access into this land. The site is within the centre of the village, close to the A7, a frequent bus service and with footpaths to all the existing services and amenities.

This site is identified in the Arbory and East Rushen Local Plan 1999 partly for residential use and partly for community services. It was judged at the time that the community services area could have included a shop, local health facilities, nursery, civic offices, public open space including play space and associated car parking. There have been a number of applications on this site for estate layouts, some including community facilities but no approvals have been taken up. There are already some community facilities provided in the area and development is currently being undertaken in Ballabeg to create a shop with living accommodation. There is initial approval to relocate the football field to the south of the Main Road, but this land cannot be taken to be available as public open space or informal play space. This application also includes a clubhouse which may be used as a nursery outside of the times that is required for football purposes. This is currently at Appeal.

It is judged that this land is suitable for inclusion as a residential site but must include a proportion of appropriately sited public open space, children's play space and amenity space in line with the Open Space requirements set out in the Strategic Plan.

Development Brief 10

1. A design statement must be included with any application. This must show how the design of the scheme has responded to the sloping nature of the site; the location of nearby properties and its prominent location as seen in the wider landscape.
2. Comprehensive landscaping proposals must be included as part of any detailed development proposals.
3. The provision of appropriately sited public open space, children's play space and amenity space must be in accordance with the Open Space requirements set out in the Strategic Plan.
4. Location and design of the vehicular access to the site must be prepared in consultation with the Highways Division of the Department of Transport.
5. Any development proposals must include improvements to the junction of Cronk y Thatcher and the A7.
6. Pedestrian access must be provided to the site from Ballacriy Park, Cronk Cullynn and the Main Road in the vicinity of the Colby Glen public house.
7. Any applicant proposing development is advised to consult the Drainage Division of the Department of Transport. Support for any development proposals will not be given where these are not supported by the Drainage Division.
8. In order to respond to local needs, the level of affordable housing on this site may need to be higher than the established minimum figure of 25%. There should be consultation

with the Department in respect of this matter.

Site 11 - Field 421368, Colby football pitch, Colby

Size of Site: 1.60 ha

Residential Score: 57/68

This site lies within the developed part of Colby Village, on the eastern side of Colby Glen Road with a public footpath leading from Colby Glen road towards Ballacriy Park. To the north of this footpath are three properties, all of which are served by a narrow cul de sac. To the east of the site is Ballacriy Park, which stretches around the south eastern corner of the site. To the South is the undeveloped area to the east of Ballacubbon which is proposed for residential use in this Plan (see Site 12). The site lies within an area where the speed of traffic is limited to 20 mph and there are no footways alongside Colby Glen Road either north or south of this site. The site scored reasonably well in the framework, with the two lowest scores recognising the proximity of the Colby Glen Conservation Area. However, the Department judges that there is no reason why pleasantly designed dwellings would reduce the value of this view or would adversely affect the character or appearance of the Conservation Area.

Planning approval was granted on appeal for the principle of the development of the existing football club ground for residential purposes under PA 05/92118 (approval extended to 10th November 2010). Whilst the development of the site will result in the loss of the football facilities, the approval of the development is conditional upon the provision of replacement facilities elsewhere in the village. The planning applications submitted to date indicate that the level of facilities to be provided will far exceed those lost at the existing site and as such there may be a nett increase in the amount of recreational facilities in the area. Given its proximity to Site 12 to the south, it is desirable to make provision for a footpath link from the site, through Ballacubbon, providing more direct access pedestrian access to the Main Road.

Development Brief 11

1. An application to develop the site must be accompanied by:
 - a) a transport assessment and include information on any necessary junction improvements of the A27 Colby Glen Road with the A7 Main Road and the A27 and the site.
 - (b) a tree survey which provides an accurate indication of all existing trees on site, together with proposals for their protection during building works.
 - (c) A landscaping plan which must complement the existing vegetation which is to be retained together with provision for public open space commensurate with the number and type of houses proposed, in accordance with the standards set out in Appendix 6 of the Draft Strategic Plan.
2. The lane along the northern side of the site which is a public right of way and which serves as the vehicular access to several dwellings must be retained as such, together with such land as enables this footpath to be comfortably enjoyed without encroaching on the residential development which is proposed
3. Any development proposals for this site must include provision for a footpath link to join to the Ballacubbon site to the south and, ultimately, through that development, to connect the application site with the A7 Main Road.

Site 12 - Land to the east of Ballacubbon (Field Number 424841)

Size of Site: 0.6 ha

Residential Score: 60/68

This site lies to the north of the A7 Main Road. The western edge of the site fronts on the newly upgraded road which provides access to Ballacubbon House to the north west of the site, and a development of twelve new properties built by the Department on the western

side of the road. To the north is Colby AFC's existing football grounds which has planning approval in principle for re-development for residential purposes.

The site scored well on most of the assessment criteria being as it is within the settlement of Colby, close to facilities and services, the Main Road and with no other obvious constraints to inhibit development.

The Arbory and East Rushen Local Plan 1999 specified that the overall site, which included the land on the western side of the access road to Ballacubbon House, should accommodate a maximum of 14 dwellings. However, 12 of these have already been provided on the western side of the access in the form of six elderly persons' single storey units and six first time buyers' units.

Strategic Policy 1 states that "Development should make the best use of resources by: a) optimising the use of previously developed land, redundant buildings, unused and under-used land and buildings and re-using scarce, indigenous building materials; b) ensuring efficient use of sites, taking into account the needs for access, landscaping, open space and amenity standards and c) being located so as to utilise existing and planned infrastructure, facilities and services".

As such, it is recommended that there is justification for the increase in density of development on this site over and above what was provided for in the Local Plan 1999. The development on the western side of the access road has demonstrated that the increase in density need not result in unacceptable or inappropriate development and that such density can still result in the provision of open space, play and community facilities to the benefit of the village.

The site adjoins the former football club which has permission in principle for residential development. The Department judges that footpath provision should be made through Site 12 to Site 11, the former football club site, to promote sustainable access within the village. A proposed footpath link was referred to in the appeal Inspector's Report into the development of the football club field, PA 05/92118, and described it as being "very desirable".

Development Brief 12

1. The site must be developed for 100% affordable housing.
2. Comprehensive landscaping proposals shall be included as part of any development
3. proposal which should include satisfactory boundary treatments alongside the access road.
4. Advice must be sought from the Highway's Division and the Drainage Division at the Department of Transport prior to any application being made.
5. Development of the site must include provision for children's play and public open space.
6. The design of any development proposal must identify a safe and useable public footpath route from the site to the football ground to the north of the site which will allow access from the Colby Glen Road, through Site 11 and Site 12 to the Main Road.
7. Development plans must include ground level information and cross sectional drawings to show the relationship of any new dwellings with existing dwellings in Ballacriy Park which are at a lower level than the Ballacubbon land.

Site 13 - Land to the north east of Station Park

Size of site: 0.2 ha

Residential Score: 60/68

The site lies to the north east of Station Park; a public sector housing estate of 68 terraced and semi-detached dwellings which are accessed via Station Road. The site presently

accommodates one dwelling - Orryside - which sits close to the northern edge of the site alongside Main Road. There are a considerable number of mature trees bordering the site. The Arbory and East Rushen Local Plan designated the site as being suitable for residential use subject to a development brief. Access could be made available from Station Park but in order to do so it is likely that a number of trees would have to be removed.

The Department proposes to retain this site as residential as it would, if developed appear as part of an existing and established housing group. It is important however to retain many of the existing trees.

Development Brief 13

1. Any application for this site must include a full tree survey and landscaping plan. Whilst it is acknowledged that some of the trees may need to be felled to allow access into this site, there is a presumption that all other healthy trees should be retained. Particular attention should be given to landscaping proposals for the eastern boundary of the site.
2. Vehicular access shall be from Station Park and not the Main Road A7.
3. Applicants are advised to consult the Drainage Division of the Department of Transport. Support will not be given for any development proposals which are not supported by the Drainage Division.

Site 16 - Land to the Rear of the Colby Pump

Size of Site: 0.3 ha

Residential Score: 57/68

This site lies to within the Ballastroon estate along its western boundary and to the north the roadside dwellings along A7 Main Road. To the west of the site is open farm land associated with Belle Abbey Farm. Access to the site is via Ballastroon. The site was identified as being suitable for the erection of a single dwelling on the Arbory and East Rushen Local Plan. Planning applications have been submitted for the development of a single dwelling on the site – PAs 05/92216 and 07/0130 – both of which were permitted.

The site is close to the centre of the village and pedestrian access to the local shop, church hall, public house and open space (Colby Glen) are convenient and via established footways. The visual impact of one dwelling would be limited to views from adjacent dwellings with little or no impact on the public view.

The Department supports the retention of this site for residential purposes and recommends that many of the existing trees are retained.

Development Brief 16

1. Residential development of this site shall be limited to one dwelling.

Site 17 - Land at Bradda View, Ballakillowey, Rushen

Size of Site: 1.0 ha

Residential Score: 47/68

This site lies within an existing built up estate between the A36 Sloc Road and the A7 Ballagawne Road, to the north east of the junction of these two public highways. The estate as a whole takes a mixed form of single storey and two storey properties, detached and semi-detached dwellings in gardens of various sizes and shapes. There are detached dwellings on all sides on the site and to the south is Greenacres, a large dwelling in its own grounds set in amongst substantial woodland and designated as Existing Low Density Housing in Parkland on the Arbory and East Rushen Local Plan 1999. Greenacres is suggested as being suitable for consideration for Registration.

The site is not part of a settlement identified in the Strategic Plan and is more than 1km from community services such as churches, shops, recreation facilities. It is however part of a built environment which has mains services (electricity, sewerage, telephone etc) and it was judged at the time that "some development directly north of Ballagawne is considered acceptable and would represent the rounding off of an existing development." The site was identified on the Arbory and East Rushen Local Plan 1999 and the following development brief was included in the Written Statement of 1999 Plan:

1. The density and style of development shall be in keeping with existing residential development adjoining the site.

The principle of developing the site was established under PA 04/2344. PA 05/92421 for twelve dwellings was refused at Appeal and PA 08/0908 for five dwellings was also refused at Appeal for the reason that "the house on Plot 5 would detract from the residential environment and amenity of existing neighbouring dwellings to an unacceptable extent."

It has been suggested that the site be considered for development at a higher density to allow 12 dwellings to be built. The Department still maintains that the density of development as indicated in the existing Local Plan of 5 is appropriate.

Development Brief 17

1. The density and style of development shall be in keeping with existing residential development adjoining the site. For clarification, no more than 5 dwellings will be permitted on this site.
2. Development proposals must demonstrate there is a mix of dwelling types on this site.
3. A design statement must be included with any application to clearly demonstrate that the orientation and proximity of the dwellings to site boundary, and nearby existing properties, must not lead to unneighbourly development by reason of overlooking.
4. Before further proposals for the development of this site are submitted, there should be further consideration of the arrangement for surface water drainage and if necessary, ground porosity tests should be made and the findings made available to the Planning Authority.

Site 18 - Land to the North of Surby Road, Ballafesson

Size of site: 0.2 ha

Residential Score: 47/68

The site lies on the northern side of the Surby Road as it heads west towards Bradda East. The site was identified as being suitable for the development of one dwelling on the Arbory and East Rushen Local Plan. Planning approval has been granted for the principle of the erection of a dwelling on the site in accordance with the provisions of the Local Plan (PA 09/00508/A).

Surby is not listed within the Strategic Plan as an area where new development should be directed. There are no community facilities and access to the nearest settlement - Port Erin – is via roads which have limited or no footways. However, the site represents infill within an area where there is already a number of dwellings and the visual impact of the development of this plot is limited to one within an existing group of buildings.

Development Brief 18:

1. Development of this site shall be limited to 1 dwelling

Site 19 - Land to the east of Dragonscroft, Rushen

Size of Site: 1.7 ha

Residential Score: 50/68

This site lies to the north of the Honna Road and is bounded to the west by the curtilage of Dragonscroft and to the east by the B47 Surby Road. The character of the land is currently one of small parcels of land with heavily vegetated boundaries, contrasting with the larger more open area to the north.

Part of the site is presently designated for residential development on the Arbory and East Rushen Local Plan with a prescribed density of 4 dwellings overall, one of which has been erected. This dwelling has been erected within the area defined for development on the local plan but the garden stretches further north than this.

It has been suggested that this residential designation be extended further north taking in land which lies to the east of Millcroft and Carabas, off Mill Road.

The site is not generally visible from the south due to the topography and the existing vegetation.

The Department proposes to confirm the previous land designated for development but proposes to extend this to the north to take account of the smaller parcels of land, separate from the open area to the north and which could feasibly be developed without adverse impact on adjacent existing property.

Development Brief 19

1. Development shall be limited to 4 dwellings (including that which has been built in Field 411012). The remaining 3 dwellings shall be sited on equally sized plots.
2. All existing boundary trees shall be retained as part of an overall comprehensive landscaping plan.
3. All buildings must be designed in a traditional style in accordance with Policies 3 – 10 of Planning Circular 3/91 or its replacement.
4. Any new buildings must acknowledge the presence and amenities of existing adjacent dwellings and must be designed to be sympathetic thereto.
5. The applicant must consult the Drainage Division of the Department of Transport prior to the submission of any application. No application for development will be approved where this is not supported by the Drainage Division.
6. Proposals must demonstrate safe access to the site and the applicant should consult with the Highway's Division for advice.

Site 20 - Field 411188, Spaldrick, Port Erin

Size of Site: 0.5 ha

Residential Score: 53/68

There have been a number of applications on this site since 1992 including proposals for housing, an apart-hotel with associated facilities and the erection of hotel and conference centre. No approvals have been secured on the site. It is accepted that the land is no longer required for Tourism (Area for Buildings) and thus the Department has judged that the site may have some potential for a low density and sensitively designed residential development which retains an open character. The site is visible from a distance, is sloping in nature and is close to residential development to the north west. Thus the Department judges that the following development brief is in order.

Development Brief 20

1. The site should be designed sensitively having regard to nearby residential properties, the sloping nature of the site, its relationship with the road and the site's visibility from the immediate locale and from a distance. A design statement should be included with any application to satisfactorily address these matters.

2. Given the site's characteristics, it is considered suitable for a low density development, between 2 – 3 low level (bungalow type) dwellings only.
3. The proposals must show adequate access arrangements to the satisfaction of the Department of Transport Highways Division. Proposals which do not demonstrate satisfactory access, acceptable both in highway safety terms and in terms of visual appearance will not be supported.

Site 21 - Windsor House/Brobourne, (Former International Hotel School)

Size of Site: 0.08 ha

Residential Score: 64/68

The site has been subject to a previous application which was refused at Appeal on design grounds (PA 07/989). It is judged that the redevelopment of the site may be acceptable but approval will only be granted to a scheme is of an appropriate design.

Development Brief 21

1. Any application to redevelop the site must show a design which is of a similar scale to neighbouring buildings on the Promenade (the inclusion of a flat roof is unlikely to be acceptable).
2. Proposals must include a continuous footway along the appeal site frontage.

Site 22 - Land opposite the Cherry Orchard Hotel

Size of Site: 0.2 ha

Residential Score: 64/68

Employment Score: 57/60

This site has been suggested as a mixed use site for residential and retail uses. Whilst the Department accepts that such uses will be acceptable on this site, its redevelopment should be considered as part of a larger area. It is close to the existing Shoprite store and this general area has been identified as a retail improvement area. To release it for development in isolation would represent a missed opportunity to assess the general area in a holistic way which it is hoped will be a vibrant and regenerated town centre in the future offering a mix of uses where people want to live, shop and spend time.

Development Brief 22

Development of this site should be as part of a larger scheme to improve Port Erin town centre identified on Inset Map 7 as 'Regeneration Area'. It is considered suitable for mixed use which may include residential development (See Business, Retail and Tourism Chapter).

Site 23 - The Marine Biological Station, Port Erin

Size of Site: 0.4 ha (buildings only)

Residential Score: 48/68

Employment Score: 42/60

The former Marine Biological Station sits beyond the lifeboat house, up against the base of the cliffs at the south-west corner of Port Erin Bay. The buildings which remain on the site are unused, but clearly have potential for re-use; indeed, the original Laboratory building is of interest and attraction. Most of the contiguous land between the Biological Station and the harbour is vested in the Department of Transport, and is not intensively used. Re-use or redevelopment of the composite site would be of general benefit.

The Issues and Options responses and comments from the Consultation Events demonstrated that many people felt that some or all of the buildings should be re-used, and that the site in general should be regenerated to fulfil a useful purpose, possibly involving leisure/recreation and marine-based uses with community benefit.

The Department agrees that the buildings and the land around them have considerable potential, and that this wider site would support mixed use – primarily marine-based tourist/leisure uses (including associated accommodation), but also a purely residential element.

Development Brief 23

1. The use of the land should be primarily for marine-based tourist/leisure purposes (including associated accommodation), but an element of purely residential use may also be included.
2. Development should preferably make use of all existing buildings on the site, but in any case should include re-use of the original Marine Laboratory Building.
3. The overall development site should include not only the former Marine Biological Station site, but also contiguous land vested in the Department of Transport. There should be consultations with both the Department of Local Government and the Environment and the Department of Transport at an early stage in the formulation of development proposals.
4. The design of new buildings and the treatment of the spaces between them should reflect the conspicuous nature of the site as viewed from across the bay, and the appearance and character of the emerging Conservation Area.
5. The layout of the site must make appropriate provision for access to the cliff-top footpath from the harbour area.

Site 24 - Land at Ballakilley, Port Erin/Rushen

Size of Site: Gross size 17 ha

Residential Score: 53/68

The site, which is known locally as Ballakilley, is on the north eastern outskirts of Port Erin but falls largely within the Parish of Rushen. The land itself forms part of the wider green tract of land which separates Port Erin, Ballafesson, Ballkillowey and Port St Mary. The land in Rushen is currently zoned in part for Education, and the rest for Recreation, Civic Uses and Southern Community Hospital and an area is also identified for an extension to the Rushen Cemetery. Field 4050 is zoned as Open Space on the Port Erin Local Plan 1991.

The Arbory and East Rushen Local Plan 1999 recommended that a Working Group be set up to help determine a development brief for the site. The Ballakilley Working Party was set up in 2000 and its work led to a public meeting being held during the consultation period for the Draft Plan to allow open discussion of the potential future uses of the site, which appeared to show support for cemetery extension, a mix of housing on some of the land and recreational/sports use on most of the land. Despite the work of the Working Party over the years, the land has not been developed for all of the purposes set out in the Local Plan.

The Issues and Options responses revealed that there was some support for a mix of uses on this site but a similar level of support to keep the land the way it is. There was clearly little support to use the area as a housing use only, whilst use for recreational facilities only was seen quite favourably. Rushen Commissioners felt that the primary use should be for recreation but accepted that some housing may need to be provided. Port Erin Commissioners recommended that the area be used for recreation purposes only.

In terms of the Site Assessment Framework the lowest on the criterion regarding its location, Greenfield land adjoining the edge of a settlement, maintaining landscape character for it would have some landscape impact and soil quality noted as Class 3 supports moderate levels of crop production. It scored highly in respect of proximity to facilities, public transport links, and is unlikely to have any impact on wildlife habitats, archaeological sites and is not hazardous.

It is known that the Department of Education no longer require Field 5737 for educational purposes. It is now proposed to extend facilities on the existing site. The Department of Health and Social Security no longer requires land for the Southern Community Hospital being content with the development at the new Southlands.

The Department accepts that part of the site would be suitable for housing – indeed, there is an opportunity to soften the rather abrupt eastern edge to the Ponyfields development. However, it is also important to ensure that the separate identities of Port Erin and Ballafession are protected by the provision of an effective Green Gap between the two, and that there is adequate, convenient provision for an extension to the cemetery, for a rugby pitch, and for public open space for play and general amenity.

Development Brief - Ballakilly

Prior to any development of the composite Ballakilly site (Areas 24, 25, and 26), there must be approved by the Department a Master Plan which accommodates the various uses identified below, and which indicates satisfactory provision for landscaping, vehicular and pedestrian access, infrastructure, and overall integration of the various uses.

Site 24

1. In order to respond to local needs, the level of affordable housing on this site may need to be higher than the established minimum figure of 25%. There should be consultation with the Department in respect of this matter.
2. The layout of new housing must be such as : to be properly integrated with existing adjoining housing; to respect the amenities of existing adjoining dwellings; and to result in a landscaped, soft edge to the Village.

Sites 25 and 26

1. These Areas must accommodate an extension to the cemetery at Rushen Parish Church, a rugby pitch with associated training facilities, and public open space for play and amenity.
2. These Areas must remain essentially open and green. Buildings which are ancillary to the above uses, such as groundsmen's stores and changing facilities should be as small as possible having regard to their function, and should be so sited as not to threaten the overall function of the land as a Green Gap.
3. The Department would support the use of a "green" cemetery.

Site 27 - The Bayqueen, The Promenade, Port St Mary

Size of Site: 0.6 ha

Residential Score: 57/68

The site comprises the site the former Bayqueen Hotel, located in the north eastern part of Port St Mary near to the end of The Promenade overlooking the bay towards the harbour. All but the west wing of the former Bayqueen Hotel, a Registered Building, has been demolished and the site cleared. The existing building makes a significant statement as a landmark building on the Port St Mary Promenade.

There are residential properties to the north west and west of the site some fronting onto Promenade Back Lane, as well to the east where Back Lane continues to wrap around the south eastern boundary of the site. To the north east there is a large open field known as Rhenwyllan.

The site is currently zoned as an Area of Predominantly Tourist Accommodation (existing), within the Isle of Man Planning Scheme (Development Plan) Order 1982. The Draft Port St Mary Village Plan proposed the site for mixed use (residential/offices), acknowledging that

western most section of the Hotel which dates from the 1930's had been entered upon the Protected Building Register (RB 183). Planning approval was granted under PA 02/0343 for the erection of 2 buildings housing 56 apartments. This was the Reserved Matters application having been originally approved at Appeal under PA 99/2149. Some works have been started on site but the site ownership has altered and ideas about how the site should be developed have changed.

It has now been suggested to allow the comprehensive redevelopment of the Bayqueen site by allowing the demolition of the Registered Building element of the site. The Department does not accept this as an appropriate way forward. The building was judged worthy of entry onto the Protected Building's Register due to its historic context, its landmark quality and rarity and aesthetic quality. Given this assessment and for the reason that the presence of the hotel provides a tangible link with the town's historical and sociological development, the Department supports the Registered building status of the Bayqueen and any further redevelopment schemes should respect this.

Development Brief 27

1. In terms of any development proposals for The Bayqueen site, consideration must be given to the Registered Building status of the remaining part of the hotel which must be an integral part of the overall scheme.
2. 25% of the proposed number of dwellings should be affordable. The Applicant should discuss the precise needs with the Department.

Site 28 – Land between Ballasalla and the proposed Bypass 'Strategic Reserve'

Size of Site: 23.8 ha

Residential Score: 46/68

Employment Score: 42/60

Site 28 which is divided by the route of the proposed Ballasalla Bypass is judged to be suitable for a Strategic Reserve Site. The Department proposes further investigation of the site should be undertaken. As such, it has been decided that it would be inappropriate to provide a detailed development brief for the scheme given that the final route of the bypass has yet to be agreed.

However, it is proposed that the site be identified for a range of uses. These would include some residential, community facilities, which will include a significant element of public open space and some employment uses; although no significant commercial development will be permitted on the site. The whole site will have to be set within a comprehensive landscaping scheme. The Department does not consider that any of site should be released for development until the bypass has been finalised.

Site 29 - Land opposite the Colby Glen Hotel (Field 424844) 'Strategic Reserve'

Size of Site: 1.6 ha

Residential Score: 53/68

The site is situated to the south of the entrance to Ballacriy Park and the Colby Glen Public House. To the west lies Station Park and to the east is agricultural land. The steam railway line borders the site to the south. The site is zoned open space on the Arbory and East Rushen Plan 1999 and is currently used as grazing land. The site has a line of trees along its eastern boundary and a more substantial tree line along the western boundary with Station Park. Along the road there is a wall set back from the line of the highway to provide visibility for drivers moving westwards and those turning into Ballacriy Park.

The site lies to the west of a new proposed access to Colby AFC's new proposed facilities to the south of the railway line. This proposal is the subject of PA 09/0340 which was approved by the Planning Committee but is now the subject of an appeal.

Whilst development of the site would introduce more buildings to the south of the Main Road, the site is close to the centre of Colby, within the 30 mph area, and near to amenities such as the shop and the pub. Views into the site are limited from the road and views from the east are mitigated by the existing trees along the eastern boundary of the site. The Department therefore judges this site would be suitable for residential development but in the context of a 'strategic reserve' site. There are other sites in Colby which should come forward for development before Field 424844 is released.

Development Brief 29

1. This site is a Strategic Reserve Housing Site.
2. No development will be permitted on this site until such time as the Department has undertaken sufficient monitoring (at least 3 years from the date of the Plan's adoption) of housing delivery in the South and is persuaded that further housing land needs to be released in order to meet the housing targets set out in Housing Policy 1 of the Strategic Plan or any revised target following the Review of the Strategic Plan in 2011.
3. Any application must include plans and any other supplementary information to show:
 - a) Detailed landscaping proposals,
 - b) Satisfactory vehicular access (the Highway's Division must be consulted in this respect),
 - c) Adequate pedestrian footpath provision

4. THE ENVIRONMENT

4.1 General Introduction

4.1.1 Topographically, the South is dominated by South Barrule, Cronk ny Arrey Laa, and the hills to the south-west, culminating in Bradda Head, overlooking Port Erin Bay, and Mull Hill, guarding The Sound and The Calf. From the hills, the Silverburn, the Colby River, and smaller water courses run southwards through gently sloping land to meet the sea in Castletown Bay and Bay ny Carrickey. In the west, the hills meet the sea in dramatic cliffs, whilst in the east, the coastline is characterised by the exposed limestone formations around Scarlett.

4.1.2 This topography forms the context for a rich natural environment, extensive agricultural activity, seven separate towns and villages, and a particularly diverse cultural and historic heritage. These different elements sit together easily and without significant conflict. Indeed, they overlap and combine to form the South.

4.1.3 There are of course a large number of Environment Policies included in Chapter 7 of the Strategic Plan, including the following:

“The countryside and its ecology will be protected for its own sake. For the purposes of this policy, the countryside comprises all land which is outside the settlements defined in Appendix 3 at A.3.6 or which is not designated for future development on an Area Plan. Development which would adversely affect the countryside will not be permitted unless there is an over-riding national need in land use planning terms which outweighs the requirement to protect these areas and for which there is no reasonable and acceptable alternative. (Environment Policy 1 in the Strategic Plan)”

4.1.4 This and the other Environment Policies in the Strategic Plan form the general context for assessment and evaluation of the environment in the South of the Island.

4.1.5 This assessment has resulted in additional policies which are either of a more detailed nature or which are site-specific. These are set out in the three sections which follow this introduction – “The Natural Environment”, “The Built Environment”, and “The Cultural and Historic Environment”.

4.2 The Natural Environment

4.3 Landscape Protection and Enhancement

4.3.1 The Landscape Character Assessment report which was published by the Department in 2008 identified nine separate Landscape Character Types on the Island as follows:

- (a) Type A – Uplands
- (b) Type B – Narrow Upland Glens
- (c) Type C – Broad Lowland Valley
- (d) Type D – Incised Inland Slopes
- (e) Type E – Rugged Coast
- (f) Type F – Undulating Lowland Plain
- (g) Type G – Smooth Coastal Strip
- (h) Type H – Coastal Cliffs
- (i) Type J – Islands

Of these various Types, only B, C, and G are not represented in the South of the Island.

4.3.2 There are thirteen separate Landscape Character Areas (or parts of Areas) falling within the Plan Area. These are as follows:

- (1) Southern Uplands (A2)
- (2) Ballamodha, Earystane, and St Mark's (D14)
- (3) Port Erin and Port St Mary (D15)
- (4) Port Grenaugh (E1)
- (5) Bay ny Carrickey (E9)
- (6) Castletown Bay (E10)
- (7) Langness (E11)
- (8) Castletown and Ballasalla (F7)
- (9) Poyllvaaish and Scarlett Peninsula (F8)
- (10) Fleshwick (H2)
- (11) Bradda Head (H3)
- (12) Cregneash and Meayll Peninsula (H4)
- (13) Calf of Man (J1)

4.3.3 The boundaries of these areas are indicated on Plan Map 1. Full descriptions of each area may be found within the Landscape Character Assessment Report ^{FN}.

4.3.4 The Planning Policy Statement on Landscape Character Assessment, which is being published at the same time as this Draft Plan, includes policies which apply generally to each Character Type.

4.3.5 In addition to the general policies which apply to each Character Type, the following area-specific policies will also apply. These are set out in the same sequence as in paragraph 4.3.2 above.

Landscape Character Area 1 - Southern Uplands:

The Southern Uplands are punctuated, like much of the southern landscape, by towers of one sort or another. Former mine buildings generally have a positive visual impact, and have value and interest in terms of the built, cultural, and historic landscape. However, more modern structures usually lack visual attraction, and are often sited in particularly conspicuous locations.

Environment Policy 1:

Extant built remains of former mine workings and their settings should be preserved wherever it is possible and consistent with the need to make such workings safe.

Environment Policy 2:

Modern communications masts and structures should, whenever opportunities arise, be removed or, if necessary, replaced by structures which are smaller and less conspicuously sited.

As is identified in the Landscape Character Assessment report, there are in the South, a number of coniferous plantations with rather abrupt edges; these have an artificial appearance which does not accord with the natural landscape.

Environment Policy 3:

When harvesting or storm damage provide an opportunity for clearance or replanting of plantations, consideration should be given to achieving landscape improvement by the use of "soft" edges and mixed planting.

^{FN} Note: Landscape Character Assessment, June 2008.

Landscape Character Area 2 - Ballamodha, Earystane, and St Mark's:

This is a fairly resilient landscape which has accommodated incursions of modern built development without severe detriment. However, some of the larger-scale residential developments lack either the topographical setting or the groups of trees which might have mitigated their visual impact.

Environment Policy 4:

Extensions of, or additions to, existing residential developments should be so designed, and so landscaped, as to mitigate the landscape impact of both the existing and the proposed development.

Landscape Character Area 3 - Port Erin and Port St Mary:

Much of this area forms the immediate setting for the villages of Port Erin and Port St Mary, and the smaller settlements of Ballafesson and Ballakillowey. It also serves to separate these settlements from each other. However, as is indicated in the Landscape Character Assessment report, there is generally little tree cover.

Environment Policy 5:

Additional residential development at the edge of Port Erin, Port St Mary, or Ballafesson should include landscaping which softens the existing hard edges of the settlements and includes generous tree-planting, such as not only to mitigate the landscape impact of the development, but also to maintain effective separation between the settlements.

Landscape Character Area 4 - Port Grenaugh:

Only a small part of this area falls within the Plan Area – namely the stretch of coast from Santon Gorge to the former Ronaldsway Farm. Construction works to extend the main runway are currently taking place. The coastal promontory fort of Cass ny Hawin is sited near the mouth of the Gorge.

Environment Policy 6:

The context and setting of the promontory fort at Cass ny Hawin should be conserved.

Landscape Character Area 5 - Bay ny Carrickey:

The stretch of coast between Kallow Point in the west and Scarlett Point in the east encloses Bay ny Carrickey, of which there are fine and attractive views from the Shore Road and the coastal footpath. These views are not only of the sea and across the Bay, but also into the southern lowlands and the hills beyond. In places, existing buildings alongside the coastal road are intrusive.

Environment Policy 7:

Additional buildings should not be permitted alongside the coastal road between the Shore Hotel and Poilvaish Farm.

Landscape Character Area 6 - Castletown Bay:

The coastline between Scarlett Point and Hango Hill is dominated by Castletown, which sits comfortably around Castle Rushen at the mouth of the Silverburn. There are good views, not only from the coastal roads and paths, but also across the Bay from Langness. The town is neatly framed by farmland to the west, the backdrop of the hills to the north, the green space of the College and the Airport to the east, and the sea in the foreground.

Environment Policy 8:

Built development should extend no further west than that already permitted at Knock Rushen, and no further east than the existing Terrace adjoining the grounds of King William's College.

Landscape Character Area 7 - Langness:

All around the peninsula (including St Michael's Isle), there are dramatic sea views of the much-indented rocky shore. There are also views out across much of the south, and, from St Michael's Isle, up the coast towards Santon Head. The northern part of the peninsula accommodates the golf course and associated buildings, including the hotel, which is currently closed. Most of this area is designated as an Area of Special Scientific Interest. Protection is also afforded to the lighthouse, the Herring Tower, the former powder-house, and to various monuments and sites of archaeological interest, including the Derby Fort and the Chapel.

Environment Policy 9:

New or replacement buildings should not be permitted except for uses ancillary to the operation and use of the golf course as such.

Environment Policy 10:

The design of any new or replacement buildings should be such as not to increase significantly their landscape impact.

Landscape Character Area 8 - Castletown and Ballasalla:

This small area, dominated by Ronaldsway Airport, is contained by the wooded line of the Silverburn on the west, by Ballasalla and Balthane to the north, by the sea to the east, and by Castletown to the south. Various industrial and airport buildings give the area an urban character, and threaten to coalesce into sprawl.

Environment Policy 11:

Further built development should not be permitted on green space which serves to separate and provide the immediate setting for Castletown and Ballasalla.

Environment Policy 12:

Completion of the Ronaldsway Industrial Estate should be undertaken such as to improve the appearance of the Estate as viewed from the footpath along the Silverburn and from the railway.

Landscape Character Area 9 - Poyllvaish and Scarlett Peninsula:

This area, stretching from Kentraugh in the west to the Silverburn in the east, comprises largely flat, agricultural land rising gently from the sea as far as the main road through Colby, Ballabeg, and Ballasalla. There are generally few trees in the landscape, although Kentraugh and the banks of the Colby River and the Silverburn are welcome exceptions. The Ancient Monuments on Chapel Hill are of considerable interest, which is enhanced by their setting.

Environment Policy 13:

Any additional development in the settlements of Colby and Ballabeg should include tree-planting designed not only to soften the impact of the development, but also to enhance the landscape.

Environment Policy 14:

The setting and context of the Ancient Monuments on Chapel Hill should be conserved.

Landscape Character Area 10 - Fleshwick:

The landscape of the stretch of coast from Fleshwick Bay to Lag ny Killey is probably the most dramatic on the Island. The coastal footpath runs along the seaward side of the ridge, but access to the shore is all but impossible. The area is uninhabited and is not threatened by development. No area-specific policies are judged necessary.

Landscape Character Area 11 - Bradda Head:

Stretching south from Fleshwick to culminate in Bradda Head and its landmark tower, Bradda Hill not only provides the backcloth to Port Erin Bay, but also affords excellent views, south towards the Calf and north up the coast towards Peel. The only negative elements are the remains of the former coast-guard look-out, and the rather abrupt edges to the Fleshwick plantation. Further housing development beyond Bradda West should clearly be avoided.

Environment Policy 15:

When harvesting and clearance of the Fleshwick Plantation next take place, the opportunity should be taken to improve the landscape by the use of irregular edges and mixed species in any replanting scheme.

Environment Policy 16:

There should be no further development to the west of the existing western edge of residential development on Bradda West.

Landscape Character Area 12 - Cregneash and Meayll Peninsula:

The peninsula is dominated by Mull Hill and Cronk ny Arrey, which slope down to meet the sea in high and dramatic cliffs. The village of Cregneash sits on the saddle between the two hills. Fine views may be had from the coastal footpath, particularly across The Sound to the Calf. The suspension of most Permitted Development from this area is indicative of the sensitivity of the landscape, both in itself and as the context for the Folk Museum in Cregneash. Of many sites of archaeological interest, the burial circle on Mull Hill is the most impressive in terms of both content and siting. The radio beacon on Cronk ny Arrey is a negative element in an otherwise fine landscape.

Environment Policy 17:

Should the opportunity arise, the radio beacon on Cronk ny Arrey should be removed, or, if necessary, replaced by a more modest and less intrusive structure.

Landscape Character Area 13 - The Calf of Man:

The Calf is a beautiful element of many landscapes in the south-west of the Island. There are also beautiful views from it, both of the sea and the southern hills. It is vested in the Manx National Trust, and is not under any threat from development. Only the lighthouses give rise to issues of possible development. The modern lighthouse is of limited interest and attraction and were it to become redundant, consideration should be given to removal and restoration of the site. The older lighthouses are buildings of very considerable attraction and interest. Whilst they are designated Ancient Monuments, and thus safe-guarded, the potential for restoration and re-use as controlled holiday accommodation is worthy of consideration. No area-specific policies are judged necessary.

4.4 Agriculture

- 4.4.1 Most of the lowland and some of the hill-land in the South is actively farmed, and agriculture is likely to remain the predominant land use in the lowlands.
- 4.4.2 Some of the most highly graded agricultural land on the Island is in the South, around Billown Farm. Development which would result in the permanent loss of this land to agriculture will not be permitted except where there is an overriding need for the development, in accordance with Environment Policy 14 of the Strategic Plan.
- 4.4.3 The farm buildings in the South include several examples of attractive stone barns and cow-houses arrayed in a quadrangle around the farmyard, and many other free-standing stone buildings. These are often found to be unsuitable or of only limited use for modern farming, but represent not only a valuable part of our heritage, but also an opportunity for diversification and re-use. The recently undertaken scheme at Ballachurry, Ballafesson

illustrates a successful development of this sort, and the Department will continue to treat such proposals positively.

4.4.4 Where development is proposed on farmland which has been zoned for residential or industrial development, there can arise considerations relating to the continued viability or integrity of the farm-holding, or to the agricultural access arrangements for the residual farmland. Such proposals must include details which address these issues satisfactorily.

4.5 **Woodland and Forestry**

4.5.1 Aside from the plantations and the banks of the rivers and streams, there is generally little tree cover in the South, although Kentraugh and Billown are welcome exceptions. It is therefore particularly important that new development should be so sited and designed as to be completely clear of existing woodland and individual trees of amenity value. Development schemes should also make provision for new tree planting wherever possible, even where the development itself would not warrant such a requirement in terms of screening or softening.

4.5.2 The idea of creating "community woodlands" has been mooted, particularly on the edge of existing or proposed urban areas. This is a sound idea which could have benefits in terms of the landscape, public amenity, and climate change. The Department does not propose to designate particular sites, but would treat very positively any proposals by the DAFF or Local Authorities. Indeed, small schemes (under 0.5ha) would constitute Permitted Development.

4.5.3 Areas of Registered Woodland and Registered Trees are indicated on the Proposals Maps. Proposals to develop in or near these should form the subject of consultation with the DAFF. There will be a presumption against approving development which would result in the loss of or harm to Registered trees. It should be noted that some areas of Registered Woodland may in fact include extensive areas of open space, such as that at Bradda Head.

4.5.4 Access to DAFF plantations for recreational and leisure purposes is generally permitted, and is of considerable amenity value. The Department will separately consider the expansion of Permitted Development rights to facilitate the provision of low-key facilities in connection with such use. In the meantime policy guidance on this matter is given in Chapter 7 of this Area Plan.

4.5.5 Some of the plantations in the South have rather abrupt and unnatural edges. When harvesting or storm damage provide opportunities for replanting, consideration should be given to the use of irregular, soft edges that are sympathetic to the land-form and the landscape, and to the use of mixed planting to provide greater variety of colour and texture.

4.6 **Wildlife and Nature Conservation**

4.6.1 Sites and areas of particular value or interest to wildlife and nature conservation are indicated on the Draft Proposals Map. These fall into several different classes, some of which are afforded protection under other legislation. General background and policies are set out in section 7.8 of the Strategic Plan.

4.6.2 **Areas of Special Scientific Interest**

There are, within the Plan Area, three Areas of Special Scientific Interest which have been designated as such under the Wildlife Act 1990:

- (1) Langness, Sandwick, and Derbyhaven;
- (2) Rosehill Quarry, Billown; and
- (3) Poyll Vaish Coast.

4.6.3 **Wildlife Sites**

There are now seven Wildlife Sites in the South:

- (1) Ballaglonney: 3ha site approximately 1.5km north of Ballabeg; details confidential since the site supports Protected Species;
- (2) Billown Wood: 3ha site immediately north of Billown Lime Quarry; semi-natural broadleaved woodland;
- (3) Kerrowkeil Marsh: 10ha site east of Kerrowkeil Farm and south of Kerrowmoar; mixture of marshy grassland, flush, and willow carr (curragh);
- (4) Great Meadow: 1ha site immediately west of the house; details confidential since the site supports Protected Species;
- (5) Upper Silverdale: 3ha site alongside the Silverburn north of the Athol Bridge and the public glen; broadleaved plantation and semi-natural broadleaved woodland;
- (6) Eairnyerey: 2.8km stretch of coastal cliffs on Carnanes north of Fleshwick; important area for grey seals;
- (7) Kentraugh Plantation: 6ha site in three parcels within the Kentraugh Estate; details confidential since the site supports Protected Species.

4.6.4 **National Trust Land**

There are extensive areas of land vested in the National Trust, including The Calf, most of the land to the south and west of Cregneash, and St Michael's Isle.

4.6.5 **Bird Areas and Ramsar Sites**

There are three identified Important Bird Areas in the South – the Isle of Man Sea Cliffs, the Calf of Man, and the Isle of Man Hills. There are also two bird sanctuaries – at Langness, Derbyhaven and Fort Island, and at Ballamodha. The Southern Coasts and Calf of Man have been recommended for designation as a Ramsar site of international importance.

4.6.6 **Other Sites of Ecological importance**

Also indicated on the Draft Plan are other sites, the ecological value, importance, or interest of which has been previously identified in the Ecological Survey.

4.6.7 **Wildlife Importance of Graveyards**

Old graveyards with trees provide a significant resource for wildlife, from lichens to mammals. Such sites should not be "over-managed" or "over-tidied".

4.6.8 **Pollution**

The Glashen Stream, which rises on Glashen Farm and eventually leads on to the Langness, Sandwick, and Derbyhaven ASSI, should be protected against pollution arising from development at Crossag Farm, Balthane, and the airport.

Environment Policy 18:

Proposals for development of land which drains into the Glashen Stream must be so formulated as to ensure that the Stream is not polluted, either during the construction period or subsequently; the provision of an adequate buffer zone should be included.

4.7 **The Built Environment**

4.7.1 This section is divided into three parts – Settlements and Other Built Areas, Registered Buildings, and Conservation Areas.

4.8 **Settlements and Other Built Areas**

4.8.1 These areas may usefully be categorised as follows:-

- (1) the principal settlements identified in the Island Spatial Strategy – Port Erin, Castletown, Port St Mary, Ballasalla, Colby, Ballabeg, and Ballafesson;
- (2) the Airport and the industrial estates of Ronaldsway, the Freeport, and Balthane; and
- (3) the smaller settlements, including Cregneash, The Howe/Glen Chass, Ballakilpheric/Cronk e Dhooney, Earystane, St Mark's, and Derbyhaven.

4.8.2 **The Principal Settlements:** The principal settlements each have a core of older, traditional buildings to which there has been added more modern development. These additions usually provide a pleasant and convenient environment, but are often of rather anonymous design, and are not always successfully integrated with other parts of the settlement. Conversely, the central, traditional areas, whilst being of architectural interest and attraction, are often less convenient in terms of access and parking, and are in some cases in need of regeneration or enhancement.

4.8.3 **Port Erin:** The built environment of the village centre and the top promenade has been undergoing a steady process of renewal in recent years, including new apartments on the Promenade, and renovation of the Station Hotel. However, there remain some sites which would benefit from different use or better buildings, such as the land opposite the Cherry Orchard next to the main bus stop, the carpet shop/warehouse, and maybe the land on which The Haven, Darnill's Garage, and the Legion Hall stand, seemingly in the middle of a sprawling car-park. A regeneration area covering this site has been proposed and proposal is identified in the Business, Retail and Tourism Chapter. Outside of the village centre, the Marine Biological Station and the land around it needs redevelopment, and the appearance of the former open-air swimming pool should be improved by the clearance of unsightly and redundant fabric.

Environment Policy 19:

The Marine Biological Station and adjacent land as indicated on the Draft Proposals Map, should be redeveloped for mixed purposes which include residential uses and marine-based tourist/leisure uses (including associated accommodation)

4.8.4 **Castletown:** The main issues are regeneration of the old town whilst preserving its character, and improving the appearance of the approaches to the historic centre. Recent schemes have included redevelopment of previously under-used back-land between Arbory Street and Malew Street and renovation of key buildings in Castletown Square and at the back of Parliament Square. Continued regeneration of Janet's Corner should assist in improving the appearance of the main approach to the town from the Airport.

Environment Policy 20:

In assessing proposals for development within the Castletown Conservation Area, the primary consideration will be preservation and restoration of traditional fabric using original materials and sensitive design.

Environment Policy 21:

The design of development on sites which adjoin the approach routes into Castletown should employ styles and materials which are sympathetic to those of

the historic centre, and should be so sited as to safeguard views of the Castle and the old town from those routes.

- 4.8.5 **Port St Mary:** Renewal and redevelopment of the older fabric has been happening only slowly, but the village retains its attractive appearance and character. Harbour improvements would stimulate further investment, which, if sensitively directed and controlled, would result in greater use and renovation of the older buildings. The Bayqueen Hotel site clearly needs investment, and should provide a welcome opportunity for residential development.

Environment Policy 22:

Redevelopment of the Bayqueen Hotel site for residential use should be accorded priority in terms of the sequence of new residential developments in Port St Mary.

- 4.8.6 **Ballasalla:** The older part of the village is clustered around the ford and the remains of the Cistercian Monastery at Rushen Abbey, and falls within the Silverdale Conservation Area. The adjoining commercial and civic area has been improved in recent years by the new Commissioners' building and the renovation of The Whitestone Pub and Restaurant. Continuing renewal and regeneration of the public-sector housing at Clagh Vane, replacement of the school, and the longer-term construction of a by-pass, are all projects which provide opportunities to improve the built fabric and the integration of the separate parts of the village.
- 4.8.7 **Colby:** The older and most attractive part of the village, around the Glen Road, is protected by the Conservation Area designation. The cluster of buildings around The Level has recently been renovated or redeveloped to good effect. Further residential development within the village should if possible be so sited as to make the village more compact, rather than extending it into the countryside. Such development should also include open space for both recreational and amenity purposes, in full compliance with the standards in the Strategic Plan, since most of the existing public open space in the village is very specific in terms of its use or nature.
- 4.8.8 **Ballabeg:** The village has a strong sense of community, arising in part from Arbory School, the Church, the Chapel, the Parish Hall, and, hopefully, the replacement shop now under construction. Any further residential development should be so sited as to be within convenient walking distance of these community facilities, and so as not to extend built development further into the countryside.
- 4.8.9 **Ballafesson:** The village is centred around the Methodist Chapel and its hall, but there is also a practice-room for the Rushen Silver Band, and a small recreation ground. Since the access to employment, shopping, and schooling all involve walking rather further than most people find convenient, this village is not suitable for additional residential development except perhaps on infill plots which do not extend the boundary with the countryside.
- 4.8.10 **Other Built Areas:** Much of the space between Ballasalla and Castletown is occupied by either the airport or industrial buildings at Balthane, The Freeport, and Ronaldsway. Most of the built or engineered development at the airport is location-dependent or dictated by compliance with civil aviation regulations. Further development is in many cases Permitted Development, and the remainder is likely to accord with the Airport Master Plan (see chapter 6). Many of the industrial buildings at Balthane, The Freeport, and Ronaldsway are of rather utilitarian form and appearance, although those close to the main road and those of more recent construction are usually better.

Environment Policy 23:

New industrial or business buildings at Balthane, The Freeport, and the Ronaldsway Industrial Estate which would be visible from the A5 or the Steam Railway should be of high-quality design and of modern style and appearance. This policy will apply also to buildings which would be visible from the By-pass once a route has been firmly determined.

- 4.8.11 **Smaller Settlements:** The character of each of the smaller settlements in the South is established largely by the distinctive built environment and the landscape setting. Changes to the built environment, whether in the form of infill development or extensions to existing buildings, should respect and, if possible, enhance this character.
- 4.8.12 **Cregneash:** It is proposed that the village should be designated as a Conservation Area. The boundary is indicated on Map 1. See also references to Landscape Character Area 12 earlier in this chapter.
- 4.8.13 **The Howe:** This cluster of buildings around the Methodist Chapel is quite exposed, and appears on some local skylines. Care should be taken when considering proposals to change the roofscape or silhouettes of the buildings.
- 4.8.14 **Glen Chass:** These buildings are pleasantly and haphazardly scattered around the winding road down to Fistard. Since the spaces between the buildings make a significant contribution to the character of the settlement, proposals to extend into these spaces should be examined with particular care. Extensions should be of subordinate scale to the parent building.
- 4.8.15 **Ballakilpheric/Cronk e Dhooney:** The character of this group arises principally from the largely informal siting around the lanes which serve the dwellings, the farms, and the chapel. Changes to the spaces between the buildings should be of informal character, avoiding extensive paving, kerbing, or inappropriate fencing.
- 4.8.16 **Earystane:** The buildings of Earystane are strung out, and do not form a continuous built environment as such. However, the distinctive coursed stonework does lend coherence to the group. Built extensions should be finished to match this stonework (the stone is still being quarried on Slieau Earystane).
- 4.8.17 **St Mark's:** This settlement is within an existing Conservation Area. The Character Appraisal statement gives guidance in relation to new development. (see chapter 3)
- 4.8.18 **Derbyhaven:** The character of this compact settlement arises largely from the setting between the foreshore and the green space of the airport and the golf course. Since the buildings are of mixed age, form, and style, there is no need to adopt prescriptive guidelines for extensions, but it is important to maintain the general coastal character as viewed on the approach from Castletown and from the pleasant green area adjoining the bay.

4.9 **Registered Buildings**

- 4.9.1 There are at present 74 Registered Buildings in the South. Most of these are in Castletown in the old town, around and seaward of the Castle.
- 4.9.2 However, the present Register does not represent a definitive list of the Island's buildings of special architectural or historic interest. Other candidates have been nominated from time to time, either in the survey which was commissioned in 1975, or in subsequent consultations in connection with Local Plans or Conservation Areas. Those which are located within the Plan Area are listed in Appendix 5. The investigation and consideration of these buildings is an ongoing process which is likely to continue for some years, but the Department would

also welcome the submission of information about additional buildings which may be of special interest, particularly any which appear to be particularly vulnerable.

4.10 **Conservation Areas**

- 4.10.1 There are four existing Conservation Areas in the South – Castletown, Colby Glen, St Mark’s, and Silverdale. These are indicated on the Proposals Maps
- 4.10.2 There have from time to time been proposals for additional Areas, or for changes to the boundaries of existing Areas. These suggestions have been made either as part of earlier Local Plans, or in response to the preliminary consultation on this Plan. The Department has commissioned reports on each of these, and has concluded as indicated in the following paragraphs.
- 4.10.3 It is proposed that there should be designated new Conservation Areas in Port Erin, Port St Mary, Ballabeg, and Cregneash, and that the existing Conservation Area in Silverdale should be extended. These proposals are indicated on the Map No’s. The Department intends to consult the Local Authority and local residents, as required by section 18 of the Town and Country Planning Act 1999, at the same time as the consultation on this Draft Plan. The details of these arrangements will be published separately.
- 4.10.4 The Department also considered suggestions that there should be new Conservation Areas encompassing Glen Chass, Earystane, Surby, and Derbyhaven. However, it concluded that in none of these cases is there sufficient architectural or historic interest to warrant designation as Conservation Areas. These small settlements nevertheless have a sense of place and, in each case, an identifiable character to which regard will be had when exercising development control. The potential for additional dwellings in these settlements is considered in section 3.10 on Groups of Houses in the Countryside.

4.11 **Environmental Protection**

4.12 **Flooding**

- 4.12.1 In parallel with this Draft Area Plan, the Department is publishing a draft Planning Policy Statement (PPS) on the subject of Development and Flood Risk. The draft PPS explains how the Department intends to deal with planning applications for development which may be subject to flood risk, or which may increase the risk of flooding on other land. It also explains how flood risk will be managed through the Area Plans – essentially by identifying suitable areas for new development which avoid areas at risk from flooding.
- 4.12.2 Flood Risk Maps have been commissioned by the Department of Transport in respect of sea flooding and flooding from designated Main Rivers, and regard has been had to these in applying the Site Assessment Framework to potential development sites. The “Flood Zones” have been indicated on the Proposals Maps⁴. Land outside of these Zones is considered to be at low risk of flooding from Main Rivers and the sea, although it may be at risk from other sources such as surface-water and ground-water flooding.
- 4.12.3 Development within Flood Zones may be permitted, but decisions will be subject to a “sequential approach”, having particular regard to the inclusion of appropriate levels of flood protection and to ensuring that the proposal would not increase the probability of flooding to the surrounding environment.

⁴ At present the flooding data is not complete as due to technical difficulties it has not been possible to include all the tidal flooding areas, as this is currently being collated.

4.13 **Contaminated Land**

- 4.13.1 The area covered by the Area Plan for the South constitutes a mass of very old slate rock pierced by veins of granite and ores of lead, zinc, iron, copper, and silver. Historically lead, silver and some copper have been mined in the area, Foxdale in particular, leaving behind a legacy of old mineral workings and areas of contaminated land.
- 4.13.2 In the event of any development being proposed on those parts of Foxdale covered by Malew and on any other sites suspected of being contaminated in any way, the following policy will apply.

Contaminated Land Policy 1

Development proposals must satisfactorily address the following matters:

- 1. the condition of the land following geotechnical and geochemical investigation.**
- 2. methods of dealing with any contaminated fill which may include removal, capping and appropriate planting.**
- 3. any necessary arrangements to prevent pollution spreading to any adjacent watercourse, and**
- 4. any necessary drainage arrangements including any pipework.**

Development proposals will also have to include a method statement showing how any toxic fill is to be prevented from being mobilised before, during and after development and the location and type of any membrane barriers.

4.14 **Hazardous Sites**

- 4.14.1 There are two identified major hazard sites within the Southern Area. One is located within the Balthane industrial estate. The other is between the settlements of Port Erin and Port St Mary and surrounds the gas tanks. Where development is proposed within these areas the Health and Safety at Work Inspectorate will be consulted to ensure that there are no health and safety implications. In these cases Environment Policy 29 of the Strategic Plan will apply.

4.15 **The Cultural and Historic Environment**

4.16 **Ancient and Historic Monuments**

- 4.16.1 The ancient and historic monuments of the South are particularly diverse in age and type, and constitute an important part of our cultural inheritance. Most of the monuments themselves are protected by being under the care of the Manx National Heritage and National Trust, but the immediate setting and, in some instances, the landscape context may also need protection or enhancement. Many are located on comparatively remote or isolated sites which are unlikely to be subject to change arising from development, but others are within or close to our settlements or may be close to potential mineral workings or sites for public infrastructure.
- 4.16.2 The desirability of preserving an ancient monument and its setting is a material consideration in the determination of planning applications, whether or not the monument is scheduled as such.
- 4.16.3 The following list is not exhaustive, but includes the more representative and interesting monuments, with brief descriptions and, where appropriate, specific policies intended to protect or enhance the setting or context of the monument. Further information about these or any other monuments may be obtained from the Manx National Heritage. The list is arranged chronologically.

- 4.16.4 **The Meayll (Mull) Circle:** Megalithic chambered tomb, with six pairs of burial chambers arranged in a circle on top of Mull Hill.
- 4.16.5 **Cronk ny Irree Laa:** Cairn marking large burial mound on the summit of the hill.
- 4.16.6 **The Giant's Quoiting Stone, Ballacreggan, Port St Mary:** Single standing stone, possibly Bronze Age, in the field on the north side of Beach Road near to Ballacreggan corner.

Environment Policy 26:

The field which forms the immediate setting for this imposing standing stone should remain undeveloped.

- 4.16.7 **South Barrule Hill Fort:** Iron Age hill fort on the summit of South Barrule, traditionally known as "Manannan's Castle". This is the largest and highest hill fort on the Island.
- 4.16.8 **Chapel Hill, Balladoole:** This low hill near to Balladoole Farm is the site of an Iron Age hill fort overlooking the sea, the ruins of St Michael's Chapel, and a Viking ship burial of the second half of the ninth century. A worked-out limestone quarry is very close to the western edge of site.

Environment Policy 27:

Further mineral workings should not be permitted south of Fisher's Hill or west of the Balladoole back-road, since the activity and the impact on the landscape would have an adverse effect on the setting and context of the ancient monuments on Chapel Hill.

- 4.16.9 **Close ny Chollagh, Scarlett:** Iron Age promontory fort on the coast close to the "black marble" quarry south of Poolvaish. The remains of a Norse-type house (now back-filled) indicated reoccupation of the site during early mediaeval times. The quarry and its associated clutter are currently of poor appearance.

Environment Policy 28:

Quarrying should not be permitted to extend any closer to Close ny Chollagh than has already been permitted and any proposals for other operations must include an overall scheme of environmental improvement.

- 4.16.10 **Cass ny Hawin:** Iron Age promontory fort on the cliff top on the southern side of the Santon River mouth. The site was reoccupied during the Norse period. (See Environment Policy 6 in the section on Landscape Protection and Enhancement).
- 4.16.11 **Burroo Ned:** Promontory fort, probably Iron Age, on a headland 0.5km east of The Sound.
- 4.16.12 **Langness:** Promontory fort, probably Iron Age, close to Langness Point.
- 4.16.13 **Ballakeigan:** Site of two successive homesteads of the Celtic Iron Age, occupied during the first few centuries A.D. The circular mounds mark the position of large, circular, timber-framed buildings. Close to the Dumb River near Ballalough Farm.
- 4.16.14 **Ballanorris:** Site of circular Iron Age homestead, 0.5km south-east of Lower Ballanorris Farm.
- 4.16.15 **St Michael's Chapel, Fort Island:** Ruined chapel dating from the 12th century on St Michael's Isle ("Fort Island").
- 4.16.16 **Hango Broogh, Langness:** Promontory fort and rock-cut ramp, possibly of Viking Age, sited just to the east of the Golf Links Hotel.

Environment Policy 29:

Any development or redevelopment of the Golf Links Hotel should be so designed as to respect the location of, and facilitate public access to, the promontory fort at Hango Broogh.

- 4.16.17 **Cronk Howe Mooar ("Fairy Hill"):** Motte or castle-mound south-west of Ballachurry crossroads, about 1.5 km north of Port Erin. Possibly the site of one of the timber forts constructed by Magnus Barefoot, King of Norway, about 1100 A.D.
- 4.16.18 **Castle Rushen:** One of the most complete castles in the British Isles, and the seat of government from the time of the later Norse kings down to the 19th century. A largely 13th and 14th century structure, with 12th century masonry in the lower half of the keep.

Environment Policy 30:

In determining applications for development within Castletown, regard should be had to the impact on views of, and from, the Castle; these include the roofscapes visible from the ramparts.

- 4.16.19 **Rushen Abbey:** Ruins of the mediaeval Cistercian Abbey, the major monastic establishment in the Island.

Environment Policy 31:

Any proposals for development of land to the north or east of Rushen Abbey must be designed having regard to the visual impact as viewed from within the Abbey site.

- 4.16.20 **The Monks' Bridge:** The "Crossag" is the only mediaeval bridge preserved in the Island. It was probably built by the monks of the Cistercian monastery just to the south.
- 4.16.21 **Old St Mary's Chapel and Grammar School, Castletown:** Originally erected in the early 13th century, and maintained by Rushen Abbey until 1540. The Academic School founded in this building in 1669 developed into King William's College. The present immediate setting is disappointing.
- 4.16.22 **The Friary Chapel, Ballabeg:** The chapel dates from the founding of the Friary by Irish Franciscans in 1367, but the site may have been used for Christian purposes much earlier in the 5th or 6th centuries. It is now part of the farmyard.
- 4.16.23 **Derby Fort, St Michael's Isle:** Circular, stone-built fort constructed about 1540 as part of Henry VIII's scheme of coastal defences.
- 4.16.24 **Hango Hill:** Probably originally a prehistoric burial site, this artificial mound became a place of execution, and here, William Christian (*Illiam Dhone*) was shot in 1663. The ruins of a castellated summerhouse erected by the Derbys stand on the mound.

4.17 Other Buildings and Structures of Cultural and Historic Interest

- 4.17.1 Aside from our ancient and historic monuments, there are other buildings and structures of cultural and historic interest and value, including those associated with railways, mining and quarrying, and water supply. The following paragraphs set out policies which are intended to afford an appropriate level of protection to our industrial heritage.
- 4.17.2 **Railways:** The route of the still-operational Isle of Man Steam Railway winds south and west from Santon Station to its terminus in Port Erin, passing through Ballasalla, Castletown, Colby, and Port St Mary on the way. Given that the route, most of the rolling stock, and

most of the station buildings and line-side structures are essentially as they were when the railway opened in 1874, there is obvious cultural and historic interest. The following policies are therefore proposed:

Environment Policy 32:

Station buildings, gate-keepers' huts, and other line-side structures should be retained in, and where necessary, restored to their original form and appearance.

Environment Policy 33:

Views from, and public views of, the railway will be material considerations in the determination of planning applications for development which would affect such views.

- 4.17.3 **Mining and Quarrying:** Mineral extraction on the Island is now solely concerned with the quarrying of sand, gravel, and stone for construction purposes, but there remains considerable evidence of former metal mining, most of which dates from the second half of the 19th century, although there are records of mining activity from as long ago as the 13th century. These remains are of historic interest, and the upstanding structures contribute to the interest of the landscape. The principal metal mines in the South were at Bradda, Glenchass, Ballacorkish, Bellabbey, and Langness. There was also lead and copper mining on The Calf. The stone-built tower at Ballacorkish is the most notable landscape feature. It should be noted that the Department of Trade and Industry is undertaking a programme of works to make former mines safe. The following policy is therefore appropriate:

Environment Policy 34:

Works to make former mines safe should be designed such as, wherever practical, to retain the historic and landscape interest of the residual structures.

- 4.17.4 Of the active quarries in the South, that at South Barrule includes structures of interest, although these do not make an impact on the wider landscape. Further quarrying should, if practical, be undertaken such as to retain stone-built structures.
- 4.17.5 **Water Supply:** The dams and associated works at Cringle and Scard are of interest and attraction, both in the landscape and as places to visit. Whilst the possibility of introducing a small number of large houses into the green space around Cringle has been mooted, the Department has rejected this idea, since it would reduce unacceptably the beauty, tranquillity, and landscape contribution of the reservoir and its setting.

4.18 **Sites of Archaeological Interest**

- 4.18.1 Archaeological remains are evidence, sometimes the only evidence, of the past development of our civilization. Many remains are fragile and vulnerable to damage, and all are irreplaceable. Archaeology is thus an important part of our cultural and historic environment.
- 4.18.2 The most valuable and important known archaeological sites in the South are identified on the Proposals Map. There are many other known sites, but it is impractical to show all of these on the Plan. The National Heritage Record, which may be accessed at the Manx Museum in Douglas, includes a comprehensive list.
- 4.18.3 Physical preservation *in situ* is nearly always the preferred option, but where this is not feasible, archaeological excavation for the purpose of "preservation by record" may be acceptable. When important remains are known to exist, or when archaeologists have good reason to believe that important remains exist on a site where development is planned, designers should endeavour to avoid disturbing the remains altogether by raising foundation levels or by careful siting of landscaped or open areas.

- 4.18.4 Pending publication of full archaeological constraints mapping and an associated Planning Policy Statement, the following policy is proposed:

Environment Policy 35:

In respect of those sites of archaeological interest which are identified on the Area Plan, the presumption will be that the archaeological remains should be preserved.

- 4.18.5 There may be occasions when the presence of archaeological remains only becomes apparent once development has commenced. In these circumstances, there should be immediate consultation by the developer with the Department and with Manx National Heritage. In most cases, if not all, it should be possible to reach a satisfactory solution having regard to the importance of the remains, the nature of the development, and the possibility of amendment of the design.

4.19 **Cregneash**

- 4.19.1 The last new dwellings in Cregneash were built before 1910, and there remains in the village the greatest surviving concentration of traditional thatched cottages of the kind once common throughout the Island. Also apparent is a particular architectural vernacular which either did not exist elsewhere or has disappeared. In these circumstances, the Department has concluded that the village is an area of special architectural and historic interest, the character and appearance of which it is desirable to preserve and enhance. It is therefore proposed to designate Cregneash as a Conservation Area under section 18 of the Town and Country Planning Act 1999 (see section 4.8.12 on The Built Environment).

- 4.19.2 Much of the Meayll Peninsula not only forms the physical and landscape context for Cregneash, but is also of considerable cultural and historic interest itself (see Landscape Character Area 12). Indeed, the Peninsula has been previously identified as a candidate for "National Heritage Area (NHA)" status. As was indicated in the Issues and Options Report, the formulation of a policy framework for NHAs and the designation of such Areas are outside the remit of Area Plan preparation.

5. **Business, Retail and Tourism**

5.1 **Background**

5.1.1 Whilst Douglas is the primary employment location for many Southern residents, there are also a number of significant local employers. These include the airport and associated businesses as well as an array of other public sector employers. There are also a number of private firms and businesses who focus mainly around Castletown and the industrial estates towards Ballasalla.

5.1.2 The majority of the retail provision in the South is within the existing settlements. Most of this is located in the Service Centres of Castletown and Port Erin both of which offer some comparison and convenience shopping.

5.1.3 There are a number of key tourist sites within the Southern Area, including seven major Manx National Heritage Attractions (Castle Rushen, Rushen Abbey, Cregneash, The Sound, The Nautical Museum, The Old Grammar House and The Old House of Keys). This is alongside the various opportunities to explore the landscape, coastline and marine environment throughout and around the South.

5.1.4 The South is a popular destination for walkers, cyclists and those involved with watersports as well as a number of day trippers many of whom arrive by the Steam Railway in the summer months.

5.2 **Business**

5.3 **Strategic Plan Context**

5.3.1 Whilst the Strategic Plan recognises the important role that Douglas plays in relation to employment and business it also seeks to encourage employment opportunities throughout the Island. As long as this is of a scale which is appropriate to the area, has available public transports links, is close to sources of labour and is serviceable. The role of the airport, both as a gateway to the island and as a major employer is highlighted in the Strategic Plan.

5.4 **Local Plan Context**

5.4.1 The existing Local Plans designates sites for the purposes of industry (including light industrial use), offices and mixed use which can accommodate office developments. Offices are encouraged within the areas of mixed use and, like retail, there is a presumption against development for offices outside these areas. The majority of sites available for industrial uses are identified on the 1982 Development Order.

5.5 **Information from the Employment Land Availability Study**

5.5.1 In 2007 the Department conducted a study of the availability of employment land across the Isle of Man. To further inform the production of the draft plan this study has been updated insofar as it affects the south of the Island.

Area	Available land (ha) 2007	Available land (ha) 2009
Port Erin	0.24	0.0
Port St Mary	0.0	0.0
Castletown	0.0	0.0
Malew	49.18	50.55
Total	49.42	50.55

5.5.2 Although these figures seem to indicate a net increase in land available this has arisen through more accurate information being available. The change in Port Erin has come about through the take up of the former Strix site on Bay View Road. The land available in Malew comprises of sites on the Ronaldsway Industrial Estate, Balthane Industrial Estate and at the Freeport and can be broken down as follows:

Area	Available land (ha) 2007
Ronaldsway	10.03*
Balthane (North)	20.59
Balthane (South)	16.33
Freeport	2.60
Land adjacent to Airport Garage	1.00
*This includes 5.8ha which is currently used as the Ronaldsway Playing fields and 0.83ha which is currently designated as open space in the 1982 Development Order.	

5.6 **Offices**

5.6.1 The office sector is of major significance to Castletown, the insurance sector being the major local employer, with Castletown having the third largest office sector on the Island behind Douglas and Ramsey. Although the highest demand for new office space is likely to be centred on Douglas, it is anticipated that there will continue to be a requirement for new office accommodation in Castletown due to the attraction of the character of the town, the existing business presence, and proximity to the airport. Existing office provision within Castletown is centred upon various properties within the town and the Red Gap site occupied by Friends Provident.

5.6.2 The other settlements of Port Erin, Port St Mary and Ballasalla also have some office provision located primarily within the mixed use areas. These mainly house local businesses and service providers.

5.6.3 It is considered that future office development within the South may be accommodated primarily by the use of existing buildings. Within the central Mixed Use area this will normally take the form of the upper floors of buildings which are not currently in residential use. However, it should be recognised that an office use can be located on the ground floor of a building where it would present an interesting frontage and would not detract from the overall character and setting of the area.

5.6.4 There may be some merit for further office provision to be made within Ballasalla at the land adjacent to the airport garage referred to as Site 4. However, given that demand for office space could be limited it has been decided that in order to retain flexibility then the site will also be suitable for industrial uses and as such is designated as this on the Proposals Map and the Inset Map.

5.6.5 There is also scope throughout the overall area to consider the sympathetic conversion of Registered Buildings or buildings of historic or architectural interest in order that re-use will prevent the structure falling into dereliction.

5.6.6 In addition to the above it is also considered that the Ronaldsway Industrial Estate and the Freeport be designated for business park use which would allow corporate headquarters uses to locate within these areas.

Business Policy 1:

The upper floors of buildings in the mixed use areas of Castletown, Port Erin, Port St Mary and Ballasalla are appropriate for office use as long as this does not result in the loss of residential dwellings. The ground floors of buildings will normally be deemed inappropriate for office development except where it can be shown that such a development would add to the interest of the frontage and the overall vitality and viability of the area.

Business Policy 2:

Outside of the designated mixed use area or areas designated as being suitable for office use there will be a presumption against new office development, with the exception of the sympathetic conversion and re-use of registered buildings or buildings of historical or architectural interest which would otherwise be left redundant.

Business Proposal 1:

It is proposed that the Site 4 to the north east of the Freeport (identified in the Employment Land Availability Study as the land adjacent to the airport garage) should be designated for office or industrial use subject to a development brief. This brief will cover access, parking, design, materials and the provision of a substantial landscaped area adjacent to the road, similar to that associated with the Freeport.

5.7 Industrial Use

- 5.7.1 The South of the Island is home to some of the Isle of Man's most significant industrial estates given its close proximity to the airport and access to the Isle of Man's road network linking to the rest of the Island.
- 5.7.2 The Balthane Industrial Estate is located just South of Ballasalla village. The Estate is used by a mix of businesses but incremental development, poor maintenance of buildings, roads and footways, has over the years, resulted in the Estate giving the impression of neglect and in some cases is unattractive both to the public and the businesses located within the park. Whilst it is recognised that the Estate is home to some uses which are essential to support the Island but have no other suitable location there is scope for the general appearance and access to the Estate to be improved. There is considerable land available at Balthane which is identified within the 1982 Development Order. It has been deemed appropriate to carry forward the current designation from the 1982 Order. At the same time as this land is developed there is a need to secure improvement works.
- 5.7.3 There is an identified major hazard zone identified at Balthane and within the zone it will be essential to ensure that the end users are operating in accordance with the relevant guidance relating to hazard zones. Further information on this is included in the Environment Chapter of the Area Plan and Environment Policy 29 of the Strategic Plan.
- 5.7.4 Close to Balthane is the Ronaldsway Industrial Estate and the Freeport. The Freeport is a specially designated area which allows for free movement of goods between the Island and the European Community. To attract suitable business to locate within the Freeport this area has been exempted from all statutory planning requirements as set out in the Town and Country Planning (Freeport Development) Order 2005.
- 5.7.5 Ronaldsway Industrial Estate is located opposite the airport and whilst this is a designated industrial estate it is also attracting other users such as the Sefton Express Airport Hotel. Part of the Ronaldsway site has for some time been used for playing fields. These are an important community facility and are well used. The playing fields are on land which is currently allocated for industrial uses on the 1982 Development Order. It is proposed that this designation is amended to reflect the lands current use. The land to the front of the

Sefton Express is currently designated as Open Space on the 1982 Development Order and this designation will be carried forward into the Area Plan for the South as it provides a valuable landscape buffer between the road and the Ronaldsway Estate and adds to the overall sense of open space and landscaping within the area.

5.7.6 Both the Freeport and Ronaldsway occupy prominent sites within the South and as such are better suited for the location of business park uses rather than traditional industry which would be better suited within Balthane. Business park development can be defined as land for light industrial purposes, warehousing, new technology companies involved in scientific, commercial, or industrial research or development and office accommodation as the corporate headquarters of companies having multiple and diverse interests (but excluding financial/professional services to visiting members of the public); buildings should be substantially landscaped.

5.7.7 In this context Business Policy 7 of the Strategic Plan is of importance. This states:

“New office floor space should be located within town and village centres on land which is zoned for the purpose on the appropriate area plan; exceptionally, permission may be given for new office space

- (a) on approved Business Parks for Corporate Headquarters which do not involve day to day callers; or
- (b) in buildings of acknowledged architectural or historic interest for which office use represents the only or most appropriate practicable and economic way of securing future use, renovation and maintenance.”

Business Proposal 2:

It is proposed that the Ronaldsway Industrial Estate and the Freeport will be reclassified as business parks and as such will be suitable locations for corporate headquarters which do not involve day to day callers.

Business Proposal 3:

It is proposed that the land currently being used for playing fields and associated buildings at the Ronaldsway Industrial Estate be designated as open space (playing fields).

Business Recommendation 1:

It is recommended that the Department of Transport, Department for Trade and Industry and the Department for Local Government and the Environment work collaboratively to produce a strategy for improvements at Balthane. This will include access, lighting and infrastructure to ensure that this is an attractive place for both users and visitors to the estate.

5.8 Light Industrial Use

5.8.1 Within Castletown industrial uses may be found at Qualtrough’s timber-yard at the head of the harbour, and at the commercial garages on Alexandra Road and Douglas Road. If it can be demonstrated that there is no requirement for the existing use at Qualtrough’s timber-yard then alternative uses may be acceptable. To this extent the Department has proposed a Mixed Use scheme for the site, further details of which can be found in the residential chapter.

5.8.2 There are some small light industrial units within the Port St Mary mixed use areas and it is proposed that these remain as they provide employment for the local population and add to the vitality of the centres. However, if further small scale light industrial uses are to be located within the town and villages, it is important that such uses do not result in unreasonable disturbance to residents and other users and that the historic character and appearance of the centres are not compromised. The introduction of new light industrial

uses to other sites within the mixed use area will be subject to the strict application of development control criteria in order to preserve the amenity of neighbouring residents; any proposal that does not satisfy such criteria – visual, noise, smell, traffic, parking – is unlikely to be approved. As indicated above should there be a requirement for new larger light industrial uses or significant expansion of the existing uses then these would be better located on the dedicated industrial estates within the South.

Business Policy 3:

The mixed use areas of Port Erin, Castletown, Port St Mary and Ballasalla will be appropriate locations for small scale light industrial uses as long as this does not result in unreasonable disturbance to residents and other uses. Large scale light industry and significant expansions to existing operations will not be permitted within the mixed use areas.

Business Policy 4:

All industrial uses, other than small scale light industry capable of being located within the mixed use areas or small workshops to be located within the smaller settlements, will be located on the industrial estate of Balthane and where appropriate Ronaldsway and the Freeport.

- 5.8.3 Outside the main settlements of Castletown, Port Erin, Port St Mary and Ballasalla there may be the need to provide very small scale workshops within the villages and hamlets which meet the requirements of the local workforce. This provision will be encouraged but again any proposals will be judged against strict development control criteria to ensure that there would be no major adverse impacts to neighbouring residents or users.

Business Policy 5:

Craft based workshops centred on existing villages and groups of houses in the countryside will generally be supported in order to provide additional employment opportunities. The presence of redundant buildings or previously developed land in such areas will be preferred sites for such uses before consideration will be given to the release of any open land. Uses must be acceptable in terms of size, siting, appearance and must not adversely affect neighbouring properties in terms of noise, smell or traffic generation.

5.9 **Harbours**

- 5.9.1 The harbours in Castletown and Port St Mary are in active use and as such there is some harbour related use of the surrounding buildings. These areas will allow some expansion of existing industry or the introduction of new marine based industry as long as this does not prejudice the use of the harbour areas for leisure or tourist purposes.

Business Policy 6:

New industrial development within the harbour areas of Castletown and Port St Mary must be marine based, and of a scale which is appropriate for a relatively small port. Such development should where possible be sited immediately adjacent to existing industrial uses, must not unreasonably compromise the amenity of neighbouring residents and must not prejudice the use of the harbour area for leisure or tourist development by virtue of restricting access to existing or possible future leisure facilities. New industrial buildings must be designed and finished to a high standard as to acknowledge the prominence and importance of the harbourside location.

- 5.9.2 In addition to the above, industrial activity takes place at the nearby Billown, Poyll Vaaish and Turkeyland quarries, further information is given in the Minerals, Energy and Waste chapter.

5.10 **Retail**

- 5.10.1 The majority of retail provision in the South is within the existing settlements. Most of this is located in the Service Centres of Castletown and Port Erin both of which offer some comparison and convenience shopping. As this reflects the settlement hierarchy as outlined in the Strategic Plan this trend is likely to continue.

5.11 **Strategic Plan Context**

- 5.11.1 Within the Strategic Plan the policies are concerned with the protection and enhancement of the existing retail areas across the island. Within this are policies which state that retail development will only be permitted in established town and village centres and that any new development should be at a scale so that it does not have an adverse effect on the adjacent retail areas.

5.12 **Local Plan Context**

- 5.12.1 Under the current Local Plans all of the retail areas of Castletown, Port Erin and Port St Mary are designated as mixed use it is considered that this designation should remain in order to allow a degree of flexibility for the location of town centre facilities.

5.13 **Encouragement of sustainable mixed use schemes**

- 5.13.1 In order to achieve town and village centres which are attractive, viable and full of vitality it is essential to encourage a mix of different uses to locate within the centres. This will include elements of retail, office, community facilities and residential as well as dedicated public spaces which will be a focus for community activity. Uses which do not sit comfortably alongside residential developments will not be supported within the town and village centres.
- 5.13.2 In order to ensure that the vitality of the town and village centres are retained in terms of visitor attraction and activity after working hours, it is considered that retail should be the preferred use for ground floors of buildings within those areas designated for mixed use with residential use encouraged for the upper floors. Office use will also be acceptable on the upper floors but not at the expense of residential uses.

5.14 **Isle of Man Island Retailing Study**

- 5.14.1 The Department of Trade and Industry published the Isle of Man Retailing Study in May 2009. The purpose of this report was to carry out a comprehensive study of the retailing sector in the Isle of Man with a view to providing broad policy options and recommendations to assist in the future development of retailing on the Isle of Man.

5.15 **Current Retail Provision in Castletown**

- 5.15.1 The retail area of Castletown is found largely on Arbory Street, Malew Street, and Castle Street, which converge on The Square. There are no large units, but there is a good variety of traders, including some specialist shops and some targeted at visitors to the town. The redevelopment of Callow's Yard has provided a range of refurbished and new-built units. There is also a seasonal open-air market once a week in The Square and a monthly Farmer's Market which is located at the Southern Hundred Clubhouse on the outskirts of the town.

Retail Floorspace in Castletown (sq.ft.net) March 2009	
Convenience	10,707
Comparison <i>Mainstream</i>	3,326
Comparison <i>Bulky Goods</i>	649
All Comparison	3,975
Source; Isle of Man Retail Floorspace Survey March 2009 as reported in the Isle of Man Retailing Study May 2009	

5.16 **Current Retail Provision in Port Erin**

- 5.16.1 The retail area within the village stretches from the supermarket on Bay View Road and the parade of shops on Orchard Walk, across Church Road and Station Road, and down Strand Road to the lower promenade. Whilst there are often vacant units, and a number of seasonal shops, the range of services is varied and the overall character lively. In response to the issues and options paper the view that the shopping area in Port Erin should be extended to attract more retail to the lower prom. It is felt that there is merit in extending the mixed use area of the town to the lower prom to try and encourage a diversity of uses and add to the vitality and viability of the village centre. It is therefore proposed to change the current designation of the lower prom from Tourism and Recreational to mixed use.

Retail Floorspace in Port Erin (sq.ft.net) March 2009	
Convenience	23,347
Comparison <i>Mainstream</i>	12,224
Comparison <i>Bulky Goods</i>	5,760
All Comparison	17,984
Source; Isle of Man Retail Floorspace Survey March 2009 as reported in the Isle of Man Retailing Study May 2009	

5.17 **Current Retail Provision in Port St Mary**

- 5.17.1 The shops in Port St Mary, strung out sporadically along the main street between the Post Office at one end and The Albert at the other, serve an essentially local need, although the several restaurants attract customers from further afield. The accommodation above the shops is generally used by small businesses as office space, or as apartments. The Port St Mary Local Plan (draft written statement 2001) recognises that the village centre plays a relatively minor role as a retail centre. It would not be beneficial to reserve vacant ground floor shop units for retail use when an alternative use may enhance the vitality of an historic building or the village centre as a whole.

Retail Floorspace in Port St Mary (sq.ft.net) March 2009	
Convenience	1,930
Comparison	3,047
Source; Isle of Man Retail Floorspace Survey March 2009 as reported in the Isle of Man Retailing Study May 2009	

5.18 **Current Retail Provision in Ballasalla**

- 5.18.1 There are several shops and a public house within the middle of the village, all serving essentially local needs. There is also, at the filling-station on the south side of the village, a general store which serves not only local needs but through traffic. There is also a neighbourhood store within Clagh Vane which serves local residents.

5.19 **Current Retail Provision in the Rest of the South**

- 5.19.1 There is an important neighbourhood shop in Colby which serves both the village and passing trade. There is also a retail unit currently under construction in Ballabeg which will hopefully see the re-establishment of the village shop which was seen in the responses to the Issues and Options as being an important element of village life.

5.20 **Future Requirements for Retail in the South**

- 5.20.1 The May 2009 retail report states that “the large majority of any future retail floorspace requirement in the Isle of Man should be provided in Douglas and the other key centres of Peel, Ramsey and Castletown”. It goes on to state that there “may also be merit and justification in planning, regeneration and economic terms, to allow additional smaller scale retail development on one of the key village centres such as Onchan, Port Erin, Port St Mary and Laxey.

5.21 **Provision of Additional Convenience Goods Floorspace**

- 5.21.1 Through the retail report’s examination of current shopping trends it has led to the conclusion that the southern and western areas of the Island have the greatest requirement for additional convenience supermarket provision as Douglas attracts a significant share of local retail expenditure from these areas. It recommends that planning for additional or replacement convenience supermarket floorspace in these areas would address this identified “need”, in some instances possibly through the redevelopment of existing retail units. On this basis the report recommends that any such development should focus on the main settlements including Peel, Port Erin and Castletown.

- 5.21.2 Although encouragement should be given to increasing the vitality of the retail sector in Castletown, the layout of the town and its configuration provide limited opportunity for substantial new retail development to meet the floorspace requirements of an additional supermarket. As the retail area is within the Castletown Conservation Area where there is a presumption in favour of the retention of the historic fabric, the demolition of buildings would generally only apply to backland structures of little historic value and thus is considered to be a limited option. The only other option is to occupy a site on the outskirts of the town but this would go against the policies within the Strategic Plan and could very well harm the vitality and viability of the existing in town retail of not only Castletown but the other centres within the Southern Area.

- 5.21.3 There is, however an opportunity for substantial enhancement within the Port Erin “mixed use” area which would enable the provision of an improved supermarket facility. It is proposed that a regeneration area is identified which would cover the area stretching from Bay View Road to the bus depot and Droghadfaile Road (as marked on the proposals map). The site could be regenerated to include not only a significant element of convenience goods floorspace, but also some comparison goods floorspace, residential and office uses as well as community facilities and some element of public realm development. The regeneration of the site would enhance the overall village centre of Port Erin making it more attractive to both visitors and local shoppers and thereby more viable. Included within the area is site 22, a full description of which is given in the residential chapter.

5.22 **Enhancement of the comparison provision within the South**

- 5.22.1 All of the centres within the south provide an important service to local residents and their on-going vitality and viability needs to be ensured. To this end there will be a presumption against new retail development outside the designated Mixed Use Areas other than the provision of neighbourhood shops such as those at Ballabeg, Colby and Clagh Vane. The recommendations of the retail report stress that whilst there is expenditure potential for additional comparison goods floorspace it recommends that the focus of activity lies on improving the quality of town centre retailing and leisure environment and that the majority of new comparison goods floorspace should be located primarily within Douglas.

Retail Policy 1:

The retention of a mix of uses within the identified mixed use areas in Port Erin Castletown and Ballasalla will be encouraged so that the vitality and viability of the centres is protected, to this end there will be a presumption in favour of the retention of existing retail units.

Retail Policy 2:

Within the Port St Mary Mixed Use Area it is recognised that an alternative use to retail in the existing retail units may add to the vitality and viability of the town centre this will be considered as long as this does not result in unreasonable disturbance to residents or other users and the street frontage is protected.

Retail Policy 3:

There will be a presumption against retail development outside the mixed use areas designated in Castletown, Port Erin, Port St Mary and Ballasalla with the exception of small neighbourhood convenience facilities which serve the local residential community such as those located in Colby, Ballabeg and Clagh Vane.

Retail Proposal 1:

A possible area for the regeneration of the centre of Port Erin has been identified. Any redevelopment should include a significant element of convenience goods floorspace as part of a wider mixed use scheme which is carefully linked and integrated to the existing centre. The Department will work closely with the Port Erin Commissioners and the Regeneration Committee to investigate how best to take this forward.

Retail Proposal 2:

It is proposed that the mixed use area in Port Erin is extended to cover the lower promenade to encourage a diversity of uses and add to the overall vitality and viability of the village.

5.23 Tourism

- 5.23.1 The South of the Island is home to a number of key tourist attractions which are both important in attracting local visitors and those from further a field. The role of tourism is important to the south and to the settlements within.

5.24 Strategic Plan Context

- 5.24.1 The Strategic Plan recognises that it is not the aim of the Area Plans to provide a strategy for tourism but rather to facilitate possible development by way of appropriate policies and guidance.

5.25 Local Plan Context

- 5.25.1 The various local plan documents recognise the importance of tourism to the area and offer protection to those attractions and facilities which add to the desirability of the south as a destination.

5.26 Background

- 5.26.1 Many of the main tourist destinations in the South can be accessed in the summer months by the Isle of Man Steam Railway which brings many visitors to the settlements each day and, for those staying (or living) in the South, provides a relaxed means of travelling to Castletown, Douglas, or intermediate stops.

- 5.26.2 The settlements on the coastal areas of the South are also linked by the Isle of Man Coastal footpath (Raad ny Foillan) which plays an important part in bringing people into the South of the Island and allowing them to make use of the facilities in the various places along the route.
- 5.26.3 In Castletown, Castle Rushen is of obvious international significance and there are also other sites of considerable interest and attraction – the former House of Keys, the Nautical Museum, and the Old Grammar School. Collectively, these make the town a tourist destination of high quality. Given that the town has largely maintained the integrity of its historic buildings and streets it is of a character which will attract tourists and visitors to the town. There is also opportunity to explore the Nature Trail to Scarlett, where a visitors' centre offers information about the limestone-based ecology which has evolved on this part of the Island.
- 5.26.4 Tourism is also important to Port Erin where there is a small railway museum and during the summer, it is usually possible to make a day-trip on a small boat from the harbour to The Calf. Port Erin is also developing as a centre for sailing, diving and fishing which is important for bringing in visitors.
- 5.26.5 Port St Mary village remains a popular destination for leisure boats, hikers, and railway travellers, and is of considerable visual attraction, particularly around the inner harbour, Lime Street, and Athol Street.
- 5.26.6 In Ballasalla, Rushen Abbey is the main tourist destination, and links well with the railway and the footpath network along the Silverburn to Silverdale and to Castletown.
- 5.26.7 Outside the main settlements there are other important areas which add to the overall attraction of the South as a visitor destination.
- 5.26.8 The Southern most tip of the Isle of Man is a major draw for visitors as it is here that the village of Cregneash is located as well as renowned Sound Café which provides refreshments whilst visitors enjoy the spectacular views over the Sound to the Calf of Man. Many of the properties in Cregneash are owned and managed by the Manx National Heritage where they use the site and the properties to illustrate daily life in a traditional Manx village.
- 5.26.9 St Michael's Isle, adjacent to the Langness Peninsula contains several Listed Monuments and is also a popular destination for walkers and birdwatchers
- 5.26.10 The northern boundaries of the Southern Area are also home to the uplands which attract a number of people looking to use the hills for recreation, whether this be through walking or mountain biking.
- 5.26.11 There are a number of annual events which also attract people to the South of the Island, such as the Southern 100 and TT motorbike racing, Manx and International car rallies, the Southern Agricultural Show, the Isle of Man Walking festival as well as various more local events which occur through the summer months and make the South a vibrant and interesting destination.

5.27 **Tourist Accommodation**

- 5.27.1 There are currently a number of tourist premises throughout the Southern Area, ranging from self catering, bed and breakfast and hotel accommodation. Historically much of the tourist accommodation was located in large seafront hotels in Port Erin and Port St Mary. The demand for this type of accommodation is now in decline and many of these large hotels have now closed allowing for redevelopment of the sites to take place. This has resulted in an overall reduction in bed spaces in the south of the Island as in many cases the hotels have been replaced by apartments. The Department of Tourism and Leisure will

always support the retention and development of tourist accommodation and will reluctantly agree to the loss of tourist premises, but only where it is clearly shown that they are no longer commercially viable.

5.27.2 Given the decline in the number of bed spaces in the South it is important that the retention of hotels is seen as vital to the continued attraction of the area. As such of existing major hotels have been identified on the proposals map the policy below seeks to retain hotel accommodation provided that it is still viable.

5.27.3 It is proposed that those hotels which are seen as vital to the continued attraction of tourists to the South of the Island should be designated as such. The following hotels are considered to play a vital role the Castletown Golf Links, the Sefton Express Airport Hotel, the Cherry Orchard and the Falcon's Nest Hotel.

5.28 **Future Developments**

5.28.1 Whilst the main concern for the tourist attractions in the South will be the protection of their setting and a recognition of their importance there is one very important future development proposed for the South of the Island which will draw visitors into the South. Whilst the draft Port St Mary Local Plan referred to the proposals by the Department of Transport for a marina at Port St Mary the Department of Transport are now reviewing proposals for the harbour and are now are proposing a harbour improvement scheme for Port St Mary.

5.28.2 The Department of Transport also support the development of further marine based leisure at Port Erin. Improvements to the harbour facilities could be incorporated in any new mixed use development at the Marine Biological Lab.

Tourism Policy 1:

Those tourist attractions in the South should be recognised for the important role they play in making this part of the Island and attractive place to visit. As such the setting of the attraction and the access to it should be protected.

Tourism Policy 2:

Those hotels which have been identified as important to tourism will be retained for hotel use and as such any redevelopment or re-use will not be permitted unless it is proven that hotel use is longer viable.

Tourism Proposal 1:

The Department of Transport has proposed harbour redevelopments in Port St Mary. Such a redevelopment will be supported as long as the necessary Environmental Impact Assessment is undertaken by the applicant. Such a survey must demonstrate that the proposed development will be acceptable in terms of visual impact, parking provision, traffic generation, flood risk and impact on the ecology of Port St Mary Bay. Regard should also be given to marine access for all appropriate vessels, opportunities for angling, and the form and appearance of any breakwaters.

6. **Transport, Infrastructure and Utilities**

6.1 **Introduction**

6.1.1 The Southern Area is made up of a series of towns and villages all of which are connected via a mainly well managed and maintained road network. There is also a public transport network consisting mainly of buses but also incorporating a seasonal rail service.

6.1.2 Whilst there is limited specific provision for cycling this is an area which should improve in the lifetime of the Area Plan. Most of the Southern Area is well connected in terms of footpaths and this can offer an alternative to the car; again this is something which should see an improvement over the lifetime of the Area Plan.

6.1.3 The Isle of Man Airport, one of the key gateways to the Island, is located in the Southern Area. This is not only of importance as an employer but also is a focus for travel into and out of the area.

6.1.4 There are three leisure ports within the Area located at Castletown, Port St Mary and Port Erin. As a natural harbour, Derbyhaven is also used for mooring leisure boats.

6.1.5 The IRIS (Integration and Recycling of the Island's Sewage) system is operational in the South of the Island serving all major settlements and linking each of these with the central sewage treatment site at Meary Veg.

6.1.6 There are generally adequate supplies of water, electricity, and gas to the South, but opportunities may arise to improve or increase the availability of mains gas, and to consider the decommissioning and/or re-use of any redundant plant or infrastructure following the recent work to the primary water mains. A new service reservoir is being built at Ballagawne.

6.2 **Strategic Plan Context**

6.2.1 In preparing the Strategic Plan the Department commissioned a study to investigate the effect of the level of development proposed in the Strategic Plan on the highway network. This took into account the main strategic links between the communities on the Island, the status, condition and capacity of those links and foremost the expected impacts of the level of development proposed. The study noted that in the south the only junction projected to suffer more congestion was the A5/A7 junction in Ballasalla.

6.2.2 The Spatial Strategy identified a **Centres, Links** and **Gateways** approach to the spatial distribution across the Island. In terms of transport the key elements and policies of the Strategic Plan, as they relate to the Southern Area are:

- Maintaining and improving the Isle of Man Airport's International Gateway route (Spatial Policy 6).
- Maintaining and improving the Strategic Links in the Plan area which are:
 - A3 Castletown – St Johns
 - A5 Douglas – Ballasalla
 - A5 Ballasalla – Castletown
 - A5 Castletown – Port St Mary
 - Port St Mary – Port Erin

6.2.3 The key secondary links in the Plan Area are:

- A5 Gansey Port – St Mary
- Port St Mary – Port Erin
- A7 Ballasalla – Ballabeg – Colby
- Ballafesson – Port Erin

6.2.4 The Strategic Plan recognises that development at the Airport will be necessary in order to secure the economic and recreational needs of the Island, but that has to be balanced against the environmental consequences that development may have. In 2006, planning permission was granted for Runway End Safety Areas (RESA)/runway extension which is currently under construction. The Department of Transport updated the Airport Master Plan in 2006 and is currently reviewing it. The indications are that any new or expanded facilities required by growth in air traffic and or passenger numbers can be accommodated within the existing perimeter of the Airport.

6.2.5 The Strategic Plan recognises that new development and transport facilities extend significant influence over one another. As such and in order to meet the environmental objections within the Strategic Plan, new development is required to be located so as to reduce the need for travel and encourage means of travel other than by car, in particular, walking, cycling and public transport. This thinking has been carried through in various policies of the Spatial Strategy and in the preparation of this Area Plan in the site selection criteria for new residential and business development.

6.2.6 In terms of the road network, the strategic elements have been described above. But the ability of new and existing highways to safely and effectively accommodate the traffic generated by new development is an important factor when considering the location of new development. This has also been factored into the site selection criteria for new development.

6.2.7 The Strategic Plan includes standards for parking provision in new development which now apply across the Island.

6.2.8 The Strategic Plan recognises the Gateway role of Douglas Harbour but that the other harbours in the Island are used for both commercial and leisure purposes. As such, it is noted that in the South the Department of Transport was developing plans for a marina at Port St Mary.

6.3 **Issues & Options Consultation**

6.3.1 Over two thirds of respondents agreed that additional car parking should be provided in town and village centres where there are problems of car parking. 31% however disagreed. It should be noted that many of the areas referred to suffer from a lack of off street parking for existing residential properties leading to on street parking.

6.3.2 As is often the case with car parking in existing centres while many will observe a need for additional car parking, few make specific suggestions as to how parking provision should be secured, who should pay for its construction and whether its use should be subject to charging.

6.4 **Policies and Proposals**

6.5 **Highways**

6.5.1 Transport provision in the Plan Area is to a large extent constrained by the existing highway network and public transport services. The Strategic Plan aims to encourage forms of transport other than the private car but recognises that the current pattern of settlements

and employment areas means that the private car will remain the main form of transport for many necessary journeys to work, shopping, school and leisure activities. At the same time it is important that new development is sited so as to encourage alternatives to the private car. This approach has been important in terms of the criteria developed for the assessment of potential development sites. Elsewhere in the Plan the various policies and proposals seek to address the transport needs and implications of site specific proposals. In general terms there are limited proposals for transport in the Plan Area which are distinct from the Strategic Plan policies or the site specific proposals for particular sites and uses.

- 6.5.2 The earlier section on the Strategic Plan context noted that in terms of the Strategic Plan, only the A5/A7 junction in Ballasalla was identified as being the subject of additional congestion. For some time the Department of Transport has identified the need for a bypass to the east of Ballasalla to remove north and southbound traffic on the A5. Currently the Ballasalla Bypass scheme is included in the future years' programme of the Department of Transport's Capital Programme which means there is not a committed date for the start of design work or construction. In considering the range of development requirements and opportunities in the South of the Island the Department of Local Government and the Environment considers that unless provision for a bypass is safeguarded and protected, then congestion at the A5/A7 junction in the village centre will continue to increase to the overall detriment of the environment of the village.
- 6.5.3 In addition to making provision for existing and future northbound and southbound traffic such a road would greatly improve access to and the accessibility of the Balthane Industrial Estate. The Department of Transport considers that the access to the existing estate is below current standards and in particular there should be a second point of access to the estate in the event of accidents or repairs restricting access off the road. The 1982 Development Plan allocated a considerable additional area of industrial land around the edges of the existing estate. Further details of the employment development potential of this land is included in Chapter – Business, Retail and Tourism.
- 6.5.4 In terms of overall transport provision the Department considers that the provision of an eastern bypass at Ballasalla would:
- Reduce congestion in the village centre
 - Improve the environment of the village for residents and
 - Improve journey times for all vehicles using the A5 northbound and southbound.
- 6.5.5 In addition such a road, with limited access provision, could:
- Enable further residential development with related community facilities on the eastern side of the village.
 - Open up an area for further mixed employment use to the north and east of the new road.
- The details of this are set out in the Residential Chapter under strategic reserves and shown on the Ballasalla Inset Map – (Map 2)
- 6.5.6 A Ballasalla Bypass would be the most significant highway investment in the Plan Area and would enable the network to cope with the anticipated traffic flows without unacceptable congestion. The Department therefore considers it essential to ensure its implementation. As the bypass would form an important link between the South and Douglas and would improve accessibility to new and existing development it is considered that new development which would benefit should contribute to securing its provision. To this end it is proposed that

Transport Proposal 1:

Provision should be made for a bypass to the east of Ballasalla as shown on the Ballasalla Inset map (Map 2).

Transport Policy 1:

To ensure the implementation of the Ballasalla bypass the Department will in granting planning permission for residential, industrial, retail and other commercial development require a contribution towards the provision of the road. This policy will apply to all new development in the plan area over a certain size.

6.5.7 It will be necessary to develop a scheme for ensuring that proper provision is made at the appropriate time and the Department will liaise with the Department of Transport on a draft scheme on which it will consult local authorities, the Chamber of Commerce, and local businesses, developers and landowners. At this stage the Department considers this policy should apply to all developments of more than 8 dwellings or 500 sq metres commercial floorspace.

6.5.8 As noted above, the centre of Ballasalla is currently adversely affected by the volume of traffic passing through the village. As or when a bypass is constructed the appointments should be taken to improve the environmental quality of the centre by excluding unnecessary vehicles and physical improvements to footways and the carriageway, such works would fall within the public highway and would be the responsibility of the Department of Transport. Accordingly the Department would recommend:

Transport Recommendation 1:

Following the completion of the Ballasalla bypass the Department recommends that the Department of Transport implement a traffic management and environmental improvement scheme for the village centre to remove unnecessary vehicle movements.

6.5.9 The Department of Transport is proposing to undertake a number of small junction improvement schemes along the A7 corridor. The first of these the junction at cross four ways is the subject of a current planning application.

6.5.10 As the proposed schemes are quite small and consist of improvements within or just adjacent to the existing highway, they have not be included as Proposals or shown on the Proposals Map.

6.6 Airport

6.6.1 The operation of the Airport in a safe and efficient manner also depends upon the safeguarding of approach and departure routes to ensure that new development does not represent an undue risk to air travellers or those on the ground. The Strategic Plan states that policies and guidance in respect of the location, size, and form of new development in the vicinity of Ronaldsway Airport should be included in the area plan covering Castletown and Malew. Associated with the principal Runway 08, extending south-west over Castletown is the Public Safety Zone (PSZ). While the area covered by the PSZ has been reduced twice in the past 20 years in response to increased aviation safety, it remains the case that this is the area within which there is statistically a higher risk of an aircraft accident. It is therefore proper practice that, within the PSZ, planning permission should not be granted for any development proposal which is likely to increase significantly the number of persons residing, working, or congregating within the zone. The DoT (Airports Division) should be consulted in relation to development in this area. The Strategic Plan stated that this area will be incorporated into the new Area Plan for the South.

6.6.2 In addition to the PSZ there are two further zones in the Southern Area where consultation is required with the DoT (Airports Division). These zones circle airport and the transmitter located on the hill outside Cregneash. Within both of these zones the final height of any development is controlled so that it does not interfere with the operations of either the airport or the transmitter.

Transport Policy 2:

Development will not be allowed within the airport Public Safety Zone (shown on inset maps) which would increase significantly the number of people living working or congregating within the zone.

Transport Policy 3:

Development within the building height restrictions zones will not be allowed to have a finished building or structure height above that advised by the DoT (Airports Division).

6.7 Public Transport

6.7.1 The Strategic Plan incorporates policies relating to improving access to public transport in the location of new development. The site selection criteria takes into account proximity to existing bus routes and bus stops. Where appropriate specific reference is made to public transport provision in site specific proposals. Direct service provision is the responsibility of the Department of Tourism and Leisure (Public Transport Division).

6.8 Cycling and Walking

6.8.1 As noted above the Strategic Plan incorporates policies relating to encouraging cycling and walking. Where appropriate these are incorporated in the site specific proposals in the Plan or in any proposed development briefs. In terms of direct provision for both cyclists and pedestrians using the existing highway and footpath network, this remains the responsibility of the Department of Transport Highways Division. As most of these types of proposals can, or will have to be accommodated within existing highways or footpaths, they have not been included as Proposals or on the Proposals map. Schemes currently under investigation include:

- Castletown to the airport and Balthane Industrial Estate
- Castletown to Port St Mary

7. Sport, Recreation, Open Space and Community Facilities

7.1 Introduction

7.1.1 The Government's strategy for sport, recreation, open space, and community facilities is established through a number of Department and Agencies. The overarching Government Strategic Plan for the Island (2007-2011) aims to improve the lives and health of children and young people. This Area Plan interprets the land use requirements of the Governments strategy and Strategic Aims for the South of the Island.

7.1.2 Following consultation with other Government Departments and Agencies, and the public and interest groups through the Issues and Options consultation process, this Area Plan identifies areas where new or additional/replacement community, sports and recreation facilities are needed, and sets policies against which the development of these facilities will be assessed, and within which open space, formal and informal can be enhanced, protected or expanded.

7.2 The Strategic Plan

7.2.1 The Strategic Plan sets out the main planning policies in relation to sport, recreation, open space and community facilities. It recognises that quality of life is improved with the provision of attractive open space and adequate facilities. Many of the policies within the Strategic Plan aim to increase the provision of open space or protect and/or enhance the current provision. In terms of the other community facilities the Strategic Plan seeks to ensure that enough suitable space is allocated to these uses.

7.3 Department of Tourism & Leisure – IoM Sport and Recreation Strategy

7.3.1 In its IoM Sport and Recreation Strategy 2002-2012, the Department of Tourism and Leisure and IOM Sport (formerly IOM Sports Council) acknowledge that the funding for, and supply of, facilities and opportunities for sport and recreation is not the prerogative of a single provider. There are a number of partners responsible for different types of provision, including Government Departments, Local Authorities, the IoM Sports Council, sports clubs, and private and commercial providers.

7.3.2 The DTL general statement of policy for leisure (Policy Review 2000) is "To provide and promote access and opportunities for the Island Community and visitors to participate in sport, leisure and recreation". In 2005, Tynwald approved the Children and Young Persons Strategy in which it is acknowledged that sport can make a significant contribution to enable vulnerable children to be socially included in the centre of the Island's community, and in its Strategy Review 2006 the DTL sets out its agenda for action, which includes identifying the need for facilities throughout the Island. The provision of community sports and recreation facilities has been subject to further study, and need for additional facilities identified in areas of the South.

7.4 Issue and Options - Consultation Response

7.4.1 The Issues and Options Report for the South proposed that the area had adequate opportunities for sport and recreation, sufficient facilities for recreation and community activities, and suitable access to open space. However both this Report, and the Strategic Plan, identified a need to test this through public consultation response, consultation with other Government Departments and an assessment of existing facilities within settlement boundaries.

7.4.2 An audit of sports, recreation and community facilities in the South has been undertaken. A full list is appended to this Area Plan. The areas identified as open space in settlements,

together with key community facilities are shown on the Proposals Map and Inset Maps. The following sections address issues relating to the provision of:

- sports facilities - regional, satellite community and small scale;
- open space and recreation - within settlements in the countryside; and,
- community facilities – schools, police station, allotments etc

7.5 **SPORTS**

7.5.1 Sports facilities include sports playing pitches, swimming pools, bowling greens, sports halls and golf clubs. The Local Authorities indicated that in general the South had adequate provision of, and access to, sports facilities, although it was acknowledged that these facilities will continually need upgrading. A need for a rugby, hockey and football pitches was identified by a number of Local Authorities, and the general public. The site in Ballakilly was suggested by more than one LA as being suitable, with other proposals for this area including a BMX track and a skate park. The need to ensure the retention of the Castletown Golf Links was raised.

7.6 **Regional Sports Centre**

7.6.1 The DTL identify that the Southern area is generally well provided for in terms of formal sports and recreation facilities but most of the provision is in the Castletown area. The DTL Sports and Recreation Strategy 2002, identifies the need to provide a Regional structure for provision of sports and recreation facilities, based on the centres of population and therefore community demand. These regional centres are to provide as a minimum the following facilities:

- A multi activity community sports hall minimum 4 badminton court size
- An indoor swimming pool
- Floodlit all weather playing areas
- A golf course
- Bowls facilities
- Tennis courts
- Health and fitness facilities
- Grass pitches (summer and winter)

7.6.2 Castletown is identified as the regional facility for the South. The town currently has suitable provision of regional facilities, including the BMX track at Poulson Park. However the swimming pool does not meet the standards required for a training pool ie 25mx6 lanes and there may be opportunity within the life of the Plan for redevelopment of the swimming pool facility. This could be in conjunction with the redevelopment of Castle Rushen High School and its associated sports facilities. As Regional sports facilities are intended for use by the wider community, and not just the school, their development will need to take into consideration out of hours and weekend access, car parking, the need for segregated ancillary facilities (such as changing rooms, refreshment facilities). This may impact on the overall footprint of the redeveloped school site which will need to be larger to accommodate wider usage. Suitable land will therefore need to be protected for the redevelopment of these facilities. Land for the redevelopment of CRHS is identified on the current playing fields, and the relocation of the playing fields accommodated within adjacent fields. The Buchan Site may also be a suitable location for the provision of regional sports and recreation facilities if no longer required for educational purposes.

7.7 **Golf Courses**

7.7.1 The golf courses in Port St Mary and Port Erin and the golf links in Castletown contribute to the regional provision of sports facilities in the South. They also help maintain a green corridor between settlements and make significant contributions to the open space in the South, and to the landscape character of the area. As such these facilities will be protected

from inappropriate development. They are designated as open space – golf course on the relevant proposals maps.

Recreation Proposal 1:

It is proposed that the site currently occupied by the Buchan School is retained for education purposes, however if the site is no longer required by the school then the preferred use of the site will be for recreational purposes.

7.8 Satellite Community Sports and Recreation Facilities

7.8.1 In addition to regional centre provision of sports facilities the DTL has acknowledged the need for 'satellite' facilities within local communities. These facilities may include football grounds, but mainly focus on indoor multi purpose halls for use for sporting, and arts and cultural activities. The impetus for this need has been the success of the Sports Development Unit (SDU) and on-going investment in Manx Sport and Recreation (MSR), which has led to an increased demand for more clubs and participants in sports. It is believed that these community facilities bring about numerous social and health benefits and can be a key driver in assisting in the reduction of crime, anti-social behaviour and vandalism. The DTL study of the existing facilities across the island has identified that most existing facilities (eg Primary School Halls, parish or church halls) are either unsuitable or not accessible. In addition these halls have a multi-purpose function i.e. tables, chairs, staging and other equipment take up the majority of the space and consequently create a health and safety hazard. In terms of availability, factors such as closure for holidays, ongoing maintenance and refurbishment, caretaker issues, examinations and 'competition' from sports clubs and governing bodies, make it extremely difficult to organise and schedule regular sporting activities.

7.8.2 The DTL are promoting the development of low cost community activity halls (LCCAH) as a mechanism for addressing the shortfall. These would be purpose built facilities, possibly as part of a new school, but designed to facilitate independent evening and weekend use, as well as provide essentially day-time school facilities. LCCAH's are considered as a base for new participation and activities as well as assisting with clubs and organisations with existing structures and junior sections. They are intended for smaller communities where there is a lack of facilities currently.

7.8.3 To determine which areas are in greatest need of these Low Cost Community Activity Hall's the DTL has undertaken an Island wide survey. Seven criteria were used to score each settlement:

- demand ie access to other facilities;
- opportunity for co-hosting with either a voluntary or professional body for day to day management;
- location – can land be acquired as part of another development or obtained free of charge;
- level of day time usage;
- access to strategic facilities
- number of existing local sports clubs in the area and their likely level of usage of any new facility;
- population and demographics; crime – current levels of antisocial behaviour.

7.8.4 Through the scoring process the areas of Ballasalla, Rushen, and Colby/Arbory were identified as relatively high level priority for a LCCAH.

7.8.5 For some time Colby Football Club have been looking to relocate from this existing site off the Glen Road. Planning Permission has been granted for two sites for new pitches and training facilities and the redevelopment of the existing site for housing (site 11).

Recreation Proposal 2:

It is proposed that site 14 adjacent to the Main Road in Colby and site 15 south of the railway lines in Colby is designated as playing fields to enable the relocation of Colby Football Club, should planning permission be granted. The development will need to be carried out in line with the detailed planning approval which will cover such matters as access.

Recreation Recommendation 1:

When undertaking redevelopment works at Ballasalla, Arbory and Rushen Primary Schools the Department of Education should work in conjunction with the Department of Tourism and Leisure to deliver a Low Cost Community Activity Hall to serve the local area.

7.9 Other sports facilities development

7.9.1 Trends in sporting activities change over time. Proposals for the development of new facilities associated with these activities will be considered at that time and in accordance with general development policies.

7.10 Small Scale Sports Facilities

7.10.1 Small scale facilities, such as play areas in residential areas and parks or open playing fields, enhance access to sports and recreation activities for local residents. These facilities tend to be low cost, operating without formal supervision and have unrestricted access.

7.10.2 The requirement for provision of open space as part of new residential development is based on the Strategic Plan: Recreation Policy 2 and Appendix 6 which provides examples of the size and type of provision required.

7.11 Open Space and Recreation

7.12 Strategic Plan

7.12.1 The Strategic Plan identifies that Open Space in towns and villages on the Island forms an integral part of the fabric of community life, taking various forms and serving many purposes. Open Space ranges from the formal, such as formally laid parks and play areas, to the informal, such as open countryside, glens and the extensive public footpath network. The need for Open Space is that it forms part of the Island's heritage as well as being an attractive and usable asset. In the wider context, provides visual and spiritual relief from the developed urban settlements on the Island, and provides recreational enjoyment in respect of various active and some less active forms of sporting activity. Open Spaces also provide a means of improving the health and fitness of the Island's population.

7.13 Open Space/recreation within Settlements:

7.13.1 In delivering the aims of the Strategic Plan the Area Plan will need to facilitate sport and recreation opportunities and to ensure that areas of open space are retained, and provided to meet local needs. This means protecting existing assets, making good deficiencies in existing provision, and providing adequate provision within new development.

7.13.2 The extent of formal open space with settlement boundaries in the South is identified on the Proposal Map and Inset Maps. Strategic Plan Policy Environment 42 seeks to protect these open spaces and indicates that:

"Inappropriate backland development, and the removal of open or green spaces which contribute to the visual amenity and sense of place of a particular area will not be permitted."

7.14 **Open Space/Recreation in the Countryside:**

- 7.14.1 The Issues and Options consultation identified that there are numerous facilities in the South of the Island, and invited comment as to how these could be improved. It also sought comment on whether any further facilities were required for recreation and leisure. The consultation responses indicated that in general the level and type of leisure and recreational services and facilities within the South needed improving. These facilities can be split into two main groups: outdoor facilities, and indoor facilities. Indoor facilities are addressed in the section Community Facilities.
- 7.14.2 In relation to outdoor facilities it was felt that land should be made available for the following:
- a new sports pitch
 - a park at a similar scale to the Mooragh Park in Ramsey or Onchan Park. It was considered that this type of facility would offer recreational opportunities to a wide cross section of the community, providing space to play as well as more formal landscaped gardens.
 - smaller scale parks within the settlements.
- 7.14.3 Area Plan Response:
- The development of new and/ or enhanced sports pitches has been identified in the Area Plan
 - The need for small scale parks within settlements is in part covered by covered the Strategic Plan Policies
 - There have been no proposals for a large scale recreation park of the type suggested but a significant area of public open space has been proposed as part of the Ballakilley Development Brief.
- 7.14.4 A number of respondents also commented that further protection should be afforded to the coastal walks in the South and that Public Rights of Way (PROW) should be designated around the whole coastline. Designation of PROW is the function of the Department of Transport and therefore not within the remit of the Area Plan. However the Southern Area contains significant areas of land owned by DAFF, including Bradda Head.
- 7.14.5 The DAFF policy on The Development of Access and Recreation on the Forestry Division Estate identifies the need to:
- Provide improved information about the availability of recreational opportunities;
 - support the development of recreation across the estate;
 - provide greater opportunities for responsible access; and
 - ensure opportunity is available to all sections of the community to enjoy recreation on the Forestry Division's estate, which includes reference to those living with disability;
- 7.14.6 In practice this will mean the need to:
- install notice boards, develop roadside parking and improve access points to encourage public access;
 - provide public facilities at key sites (toilets at Glens/plantations etc)
 - develop and maintain mountain bike trails to link with PROW.
 - develop/improve disabled access to glens etc
- 7.14.7 Most DAFF land in the Southern area is outside of the settlements, and classified as open space. Any development proposed in these areas would need to demonstrate that it did not harm the landscape character/quality and was essential, in accordance with Strategic Plan Environment Policy 2. Some development is covered under Permitted Development rights and the Department will give consideration in due course to expanding these rights in certain cases. In the meantime the following policy applies.

Open Space and Recreation Policy 1:

In order to support wider access to land owned by the Department Agriculture, Fisheries and Forestry where appropriate some small scale essential development such as notice boards, toilet provision and car parking may be permitted. Such development will have to be sympathetically designed and sited in such a way as to minimise any adverse impact on the environment and views of, from, and within the sites should not be affected by any such development.

7.15 Community Facilities

7.15.1 Community facilities include medical centres, places of worship, schools, libraries, allotments etc. An audit of community facilities in the South has been undertaken, the results of which are appended to this Draft Plan.

7.16 Schools

7.16.1 The Strategic Plan acknowledges the important role of schools as a focus for community activity, providing not only schooling for children but also adult education, sports facilities, and cultural and social opportunities. Increasing population, and changes in the profile and distribution of the population, are changing the demand for new and extended schools. Following consultation with the Department of Education the following proposed school developments are included in the Area Plan as proposed or safeguarded areas:

Community Facility Policy 1 :

Permission will generally be given for proposals to improve or extend existing schools and to build new schools, subject to their being sited and designed in accordance with the other policies of this plan, having particular regard to the potential for community use of the buildings and the associated Open Space.

Community Facility Proposal 1:

It is proposed that the site, adjacent to Castle Rushen High School is designated for educational use to allow for future development of the High School expand the community sports and recreation facilities associated with the school.

Community Facility Proposal 2:

It is proposed that the site, adjacent to Rushen Primary School be designated for educational purposes to allow for redevelopment of the Infants part of the school, and provide opportunities for provision of better community sporting facilities.

Community Facility Proposal 3:

It is proposed that the site adjacent to Arbory Primary School be designated for educational purposes to allow for development of a new KS1 block and traffic management works, and provision for school / community sports hall facilities.

Community Facility Proposal 4:

It is proposed that Sites Proposed Primary School 1 and Proposed Primary School 2 are identified for educational purposes until such a time as the preferred location for the redevelopment of the Ballasalla primary school has been agreed.

7.17 **Indoor recreation facilities**

7.17.1 The responses to the Issues and Options paper suggested the need for greater provision of indoor leisure and recreation facilities such as a fitness club, music centre, youth centre, or cinema. The need for the redevelopment of the Southern Area Swimming Pool was raised. This has been addressed in section 7.6.2

7.18 **Other Facilities**

7.18.1 There are no proposals for development associated with the police or fire services, community health care facilities, hospitals, places of worship or community centres. A proposal to develop a facility associated with these services/activities will be considered against the policies contained within the Strategic Plan.

7.19 **Allotments**

7.19.1 There is an increasing interest in the use of land as allotments across the Island. In the South one community allotment is established in Port St Mary. The use of land for growing fruit and vegetables etc is essentially agricultural and therefore does not need planning permission. There are however planning issues relating to the cumulative impact of development associated with allotments such as the safe erection of sheds, access to the highways, parking, greenhouses and toilets etc. and provision of parking spaces. The Department will investigate the preparation of a Permitted Development Order for allotments. In the interim the Department will discuss with allotment groups prior to the establishment of the allotments to address any requirement for planning permission.

8. Minerals and Waste

8.1 Introduction

8.1.1 The Government's Strategy for the provision of minerals and the management of wastes is established with reference to the strategies and policies of the Department of Trade and Industry (DTI) and the adopted and draft plans of the Department of Local Government and the Environment (DLGE). The DTI has responsibility for assessing and monitoring the national minerals reserves, and the granting of mineral mining leases, as set out in the Draft Minerals Resources Plan 1994, and the 2005 Update and Review of Minerals Resources Plan 1994. The DTI are also responsible for maintaining the economic viability of local industries by ensuring the necessary availability of aggregates. The DLGE has responsibility for preparation of the Island's Waste Management Strategy and Waste Management Plan. The Waste Strategy sets out how wastes produced on Island should be managed, and the Plan indicates the schemes and types of facilities required to deliver the waste strategy. The adopted Strategy and Plan are contained within the 2000 Waste Management Plan.

8.2 The Strategic Plan – Minerals and Waste

8.2.1 The Strategic Plan identifies the need to ensure an adequate supply of minerals to meet the needs of the Island. Supply includes minerals from primary extraction or from recycled (or secondary) aggregate sources. The Plan also recognises the need to promote sustainable waste management which will require the development of facilities for reuse, recovery and recycling. In all cases the Plan emphasises that the environmental impacts caused by mineral exploitation and processing or wastes management should, as far as is practicable, be kept to a minimum. This includes addressing issues associated with contamination and the restoration and after use of both mineral working and wastes management.

8.2.2 The Department has committed to prepare detailed and, where necessary, area specific policies for minerals in the form of a Minerals and Waste Plan (MWP), in correspondence with DTI and its Minerals Resources Documents. This MWP may also include planning policies relating to the management of wastes, as there are synergies and similarities between both. In the interim the Department has relevant Strategic Plan policies for development involving mineral extraction, minerals processing, the management of wastes or the reclamation or use of contaminated land are as follows:

Waste Management:	Waste Policy 1
Minerals Extraction:	Minerals Policy 1
Contaminated land:	Environment Policy 26 and 27

8.2.3 The Southern Area Plan does not therefore include detailed policies or proposals for minerals and waste. It does however identify the main types of both facilities in the area, and addresses some area specific issues in relation to the location of existing waste facilities.

8.3 Issues and Options - Responses

8.3.1 Through the Public Leaflet Consultation exercise views were expressed about the operation of recycling facilities in the South, and the need to increase access to recycling in the area. Specific comments referred to the need to standardise opening hours and regulations for working at Civic Amenity Sites, and expand both the range of recycling facilities and material types collected for recycling. Although the location of facilities is within the remit of the Area Plan it cannot address operational waste issues.

8.3.2 The Issues and Options consultation canvassed opinion on the operation of current waste recycling facilities and the options for managing wastes arising in the area in a more sustainable way. Specifically this included reference to the current Southern Civic Amenity

Site, the provision of a facility for the bulking up of kerbside collected material, the location of commercial waste recycling facilities, and the provision of public bring bank facilities.

8.4 Southern Amenity Site

8.4.1 The existing Southern Civic Amenity Site accepts both domestic and small amounts of commercial waste and meets the current demand for a facility for the deposit of bulky wastes, green waste and other wastes for recycling or disposal. However the current site is physically constrained, and any plans to expand or enhance the range of services provided, or to accommodate best practice in site design, would require a larger site. This site could incorporate, for example, a split level facility, an expanded set aside facility, or an enhanced site for composting. The consultation sought to establish the level of support for the relocation of the current Southern Civic Amenity Site, and the preferred location for this type of facility.

8.4.2 The majority of the 72 respondents agreed that the current Civic Amenity Site is fit for purpose, and does not need expanding. Some suggestions were made for site improvement (signage, access to skips etc). Of those who suggested the site should be extended, two proposed Balthane Industrial site for a new expanded facility. All Commissioners who responded on this issue (Rushen, Arbory, Pt St Mary and Malew) agreed that the existing facility should be expanded, with Port St Mary Commissioners suggesting the development of a second CA site in the area within the Balthane Industrial Site.

8.5 Kerbside Collection Bulking Up Facility

8.5.1 A proven way to increase the rate of recycling from households is the introduction of kerbside collection of dry recyclable materials, as in the Eastern Area Partnership Kerbside Collection Scheme. Any kerbside scheme will require a facility in which to bulk up materials collected prior to transportation either to the point of recycling or to the facility for further bulking up prior to shipment to the UK for recycling. This preferred location for this type of facility is within an industrial area, and could be co-located with a Civic Amenity facility.

8.5.2 The Consultation asked whether the Area Plan should identify areas for the location of a bulking up facility. This question was not intended to gauge the level of support for the introduction of a kerbside collection scheme, which may be introduced in the medium term within areas of high household density in the Southern Area.

8.5.3 There was unequivocal support for the Area Plan to identify locations for a bulking up facility to support provision of a kerbside collection scheme. Castletown Commissioners proposed that any such site should be identified within the existing Balthane Industrial site.

8.6 Commercial Waste Facilities

8.6.1 There are a few commercial waste facilities located around the South of the Island. Whilst the role that they play in the management of waste is recognised and appreciated, it is also appropriate for the Area Plan to review where such activities and facilities should best be located.

8.6.2 The Issues and Options document queried the need to identify land for use by the commercial waste sector, and canvassed opinion on whether existing commercial waste activities should be encouraged to relocate to these sites. The majority of the 40 plus respondents agreed that the Area Plan should allocate land for commercial waste facilities, and also agreed that existing commercial waste facilities outside these areas should be relocated to these sites. This included responses from Malew, Arbory, Rushen and Pt St Mary Commissioners, although Pt St Mary Commissioners did not support the relocation of existing facilities. Pt Erin commissions did not agree that sites for commercial waste facilities should be identified.

8.7 **Public Bring Bank Recycling Facilities**

8.7.1 Public Bring Bank Recycling facilities play an important role in enabling people to carry out recycling in the local area. There are a number of Bring Bank sites in the south, and Local Authorities have played a part in identifying the need, and potential location, for additional facilities. The DLGE has responsibility for providing, servicing and maintaining these facilities. The Issues and Options consultation asked whether the Area Plan should identify areas for the location of new Bring Bank sites.

8.7.2 Many respondents supported the option of identifying new locations in the Area Plan. Whilst agreeing that a map indicating proposed sites would be useful, Castletown and Port St Mary Commissioners identified that the responsibility for identifying these sites lay with the Department as operator of the Scheme. The responsibility for the location of new sites should therefore remain with the Department in consultation with the respective Local Authorities.

8.8 **Minerals Sites**

8.8.1 There are six active quarries in the area of the Southern Area Plan, together with numerous former workings. The locations of the active quarries are indicated on the Proposals Map. The four hard rock quarries are at Stoney Mountain (Foxdale Granite), and the Manx Group Stone quarries of Cringle, Earystane and South Barrule and produce road building and construction materials. The younger carboniferous rocks around the Castletown area provide limestone for road building, construction and agricultural lime from Billown quarry. The quarry at Poolvaish is a dark metamorphic limestone, limestone marble, which is extracted for use as building and ornamental purposes.

8.8.2 Planning permission has also been approved for the extraction of limestone aggregate from Turkeylands Quarry for the sole use in the construction of the airport runway.

8.8.3 The need to ensure environmentally acceptable and sustainable restoration of former mineral workings will be addressed through the Minerals and Waste Plan. Options for restoration include use as agricultural land, for recreational or amenity purposes, or as nature conservation site, or infill for a suitable afteruse.

8.9 **Waste Facilities**

8.9.1 There are a number of facilities for managing waste in the Southern Area. An addition to the Southern Civic Amenity Site, Bring Bank Recycling facilities, there are companies involved in the bulking up of segregated wastes (scrap metals, plastics, paper) prior to shipment to the UK for recycling. The Southern area also includes a major facility at Turkeylands. The site includes: a landfill for the disposal of inert wastes, including the storage and/or disposal of processed incinerator bottom ash; a facility for the maturation and processing of incinerator bottom ash; areas for block making and the temporary storage of asbestos; and, the temporary operation of an asphalt plant.

9. **Parish Profiles**

9.1 **General Introduction**

9.1.1 The Draft Plan relates to the whole of the South, and is arranged principally by topics, but for the convenience of those whose interest is focused on a particular town, village, or parish, there follow brief sections which summarise the issues and proposals local to Port Erin, Castletown, Port St Mary, Malew (including Ballasalla), Arbory (including Colby and Ballabeg), and Rushen (including Ballafesson).

9.2 **Port Erin**

9.2.1 Port Erin is currently the largest settlement in the South, with a total population of 3,575 (2006 Census), and is classified as a Service Centre in the Island Spatial Strategy. The village is bound by the sea on the west, and contained by the slopes of Bradda Hill on the North and Mull Hill on the South. Recent development has spread eastwards, raising concerns about coalescence with Ballafesson and Port St Mary.

9.3 **General Strategy**

9.3.1 The separate identity of Port Erin should be preserved by maintaining sufficient green, open space between it and the built areas of Ballafesson and Port St Mary. The use of this space for recreational and leisure purposes, an extension to the graveyard, and for agriculture would be consistent with this objective, although careful control over subsidiary clutter would be necessary.

9.4 **Housing**

9.4.1 There are opportunities for new housing of various sorts within the village –
(a) by the continued conversion or redevelopment of redundant hotels;
(b) as part of the Regeneration referred to below; and
(c) on the newly zoned land at Spaldrick and adjoining The Ponyfields and Milner Park (Site 24 – Ballakilley).

9.5 **Business and Tourism**

9.5.1 Despite a gradual reduction in accommodation, tourism remains important to the village. Proposals which would improve facilities for visitors will be supported. Opportunities for business-related employment could be created by the Regeneration referred to below. This should also result in improvements to the fabric of the retail areas, and better linkage between these areas.

9.6 **Conservation**

9.6.1 A new Conservation Area embracing the older part of the village is proposed, as are appropriate policies for protecting the special landscape setting (see Chapter 4).

9.7 **Regeneration**

9.7.1 Within the centre of the village, there are a number of buildings which are unworthy of their important location, and which stand in poorly landscaped car-parks. This area, stretching from Bay View Road to the Bus Depot and Droghadfayle Road would benefit from regeneration for retail, business, and residential uses, preferably in accordance with a master plan.

9.8 **Castletown**

- 9.8.1 Castletown, the former capital of the Island, has a population of 3,109 (2006 Census), and is classified as a Service Centre in the Island Spatial Strategy. That Strategy also identifies the area immediately north of the town as a Major Employment Area.

9.9 **General Strategy**

- 9.9.1 One element of The Spatial Strategy is the “protection of the historic setting of Castletown”. The broader setting is provided by Castletown Bay, which is formed by the Langness Peninsula on the east and by Scarlett to the west, and by the gently sloping agricultural land rising towards South Barrule. This certainly merits protection, both for its own sake in terms of landscape, and as the historic context of the Town. The more immediate setting for the old town – the residential developments around the edge, and, to the north-east, industrial development – is in some places and in some respects disappointing. Refurbishment, and in some instances new development, should provide opportunities to improve the built environment alongside the approaches to the town. Green space which serves to separate Castletown from the industrial development to the north should be retained as such (see Environment Policy 11).

9.10 **Housing**

- 9.10.1 The Draft Plan proposes land for residential development a substantial area (3.7ha) of “greenfield” land adjoining Victoria Road, close to the Railway Station. A number of smaller sites have also been identified which, together with the continued refurbishment of buildings within the old town, should provide opportunities for a range of new dwellings.

9.11 **Business and Tourism**

- 9.11.1 Castletown has the third largest office provision on the Island, providing not only local employment, but also support for shops, restaurants, and pubs in the town. New retail space has recently been created, and a car-park has been constructed on Farrant’s Way, but, in the absence of opportunities for larger shops, specialist shops are likely to remain important. The Castle, the other National Heritage sites, and the Steam Railway bring many visitors to the town, again providing support for shops and restaurants.

9.12 **Port St Mary**

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

9.13 **General Strategy**

- 9.13.1 Whilst the village has a strong identity and an attractive, distinctive character, its separation from Port Erin is fragile, depending on retention of the green space between the two. Development of new buildings on green land north of Beach Road and Plantation Road will therefore not be permitted. The other major issue is the possibility of harbour improvements, including a marina. A comprehensive scheme which addresses satisfactorily the impacts of such a scheme would result in welcome investment in the village and enhancement of the overall character.

9.14 **Housing**

- 9.14.1 Redevelopment of the Bayqueen site is clearly desirable, and constitutes the principal opportunity for new housing in the village. Renovation and re-use of some of the older buildings should provide other opportunities. Further development of the green land east of the Rhenwyllan estate may represent a longer-term opportunity, for residential development, but will need to be so restricted in position and height as not to have an adverse impact on the landscape as viewed from Scarlett and around Bay ny Carrickey.

9.15 **Business and Tourism**

- 9.15.1 Retail and business uses are nearly all small-scale, serving essentially local needs, and there is now only limited tourist accommodation, but, following the successful schemes in Douglas and Peel, consideration is likely to be given to harbour improvements which would generate new investment in infrastructure and business.

9.16 **Conservation**

- 9.16.1 It is proposed that there should be a new Conservation Area embracing the older part of the village around the harbour.

9.17 **Malew including Ballasalla**

- 9.17.1 Malew is one of the Island's larger parishes, stretching from the edge of Foxdale in the north, over South Barrule and Stoney Mountain, and down the valley of the Silverburn to Scarlett and Langness. Most of the parish is either hill-land or agricultural land with scattered dwellings, farmsteads, and small settlements, but in the south, there are the village of Ballasalla, the industrial areas of Balthane, the Freeport, and Ronaldsway, and the airport. Ballasalla has a resident population of about 1,400, and is classified as a Service Village in the Island Spatial Strategy.

9.18 **General Strategy**

- 9.18.1 The principal issues relate largely to Ballasalla – the provision of a by-pass and the development of the land between it and the existing village, the opportunity to improve the integration of the somewhat disparate parts of the village such as to make Ballasalla more of a place to visit than to pass through, the development of Crossag Farm and the redevelopment of Clagh Vane (including the school), and improvements to the generally poor environment in Balthane.

9.19 **Rushen including Ballafesson and Cregneash**

- 9.19.1 The Parish stretches from the summit of Cronk ny Arree Laa down to The Sound and The Calf, and, whilst largely rural, includes the built areas of Ballafesson, Surby and Ballakillowey, and the small settlements of Ballakilpheric/Cronk e Dhooney, The Howe/Glen Chass, and Cregneash. Ballafesson is classified as a village in the Island Spatial Strategy.

9.20 **General Strategy**

- 9.20.1 The principal issues for the parish are avoidance of the coalescence of Ballafesson and Port Erin and of Port Erin and Port St Mary, and the status of Cregneash. The possible establishment of a National Heritage Area embracing the Meayll Peninsula is beyond the scope of an Area Plan. The Draft Plan proposes the retention of sufficient green space between the settlements of Ballafesson, Port Erin, and Port St Mary to ensure preservation of their separate identities. It is proposed that the built area of Cregneash should be designated as a Conservation Area.

9.21 **Arbory including Colby and Ballabeg**

9.21.1 Arbory is a largely rural parish, stretching from The Round Table, over Slieau Earystane, to meet the sea at Poolvaaish. Between the hill-slopes and the flat land to the south sit the villages of Ballabeg and Colby, strung out rather along the A7. The two villages are classified as such in the Island Spatial Strategy.

9.22 **General Strategy**

9.22.1 Little change, beyond what has been previously proposed in the parish, is neither needed or anticipated. The principal issue is the need and desirability of additional housing in the two villages.

Appendix 1

Residential Approvals South 2001-2009

Parish	New builds approved between 1st January 2001 and 30th June 2009	Conversions approved between 1st January 2001 and 30th June 2009	Projected conversions 2009 to 2016	No. of approved units considered as 'windfalls'	Projected windfalls 2009 to 2016
Arbory	76	9	7	2	1.5
Castletown	271	26	20	3	2
Malew	53	20	15	1	1
Port Erin	177	35	27	23	17.5
Port St Mary	100	20	15	4	3
Rushen	26	22	17	5	4
Totals	703	132	101	38	29
Total new + conversions	835				
Total new + conversions + conversion projections	936				
Total new + conversions + conversion and windfall projections	965				
Number of units needed up to 2016 to meet the Strategic Plan housing target of 1300 units	335				

Appendix 2: Land available for development as zoned on extant development plans (30th June 2009) and suitability for inclusion as draft proposal sites in the Area Plan

Parish	Land Available	Size of Site (hectares)	Total size (Parish)	Suitable as a draft proposal site?
Arbory	Land adjacent to Station Park (Development Area 11, Arbory and East Rushen Plan 1998)	0.2	0.8	Yes
	Land to the east of Ballacubbon (Development Area 16, Arbory and East Rushen Plan 1998)	0.6		Yes
Castletown	Knock Rushen (Castletown Local Plan)	4.5	12.5	Construction started
	Westhill Avenue (Castletown Local Plan)	0.1		No
	West of Arbory Road at Red Gap (Castletown Local Plan)	7.9		No
Malew	Crossag Farm (1982 Development Plan)	12.4	19.5	Yes
	Knock Rushen (1982 Development Plan)	7.1		No
Rushen	Off Bradda View (Development Area 5, Arbory and East Rushen Plan 1998)	1	2.2	Yes
	West of Surby Road (Development Area 4, Arbory and East Rushen Plan 1998)	1		Yes
	Ballakilpheric (Development Area 7, Arbory and East Rushen Plan 1998)	0.2		No
Totals in the South			35	

Appendix 3 : List of proposed Houses in Parkland (HiP) Sites

1. Ballacomish, Ronague Road, Arbory
2. Ballaoates, Colby Glen Road, Arbory
3. Balladoole House and The Granary, Arbory
4. Parville, Ballabeg RB 235, Arbory
5. Ballakeighan, Arbory
6. Renshent, Malew
7. Clough Willey, Tosaby Road, Malew
8. Clough Willey Cottage, Tosaby Road, Malew
9. Ballakew, St. Mark's Road, Malew
10. Cooil Cam, St. Mark's Road, Malew
11. Great Meadow, Malew Road, Malew
12. Billown Mansion House, Malew
13. Kentraugh, Rushen
14. Ballaman, Rushen
15. Burnbrae, Ballakilpheric, Rushen
16. Ballagawne (Greenacres), Ballagawne Road, Rushen

Appendix 4: Survey findings for Groups of Houses in the Countryside

Assessments of individual groups:

(a) Cregneash:

(i) Description: Cregneash comprises a group of traditional buildings clustered around the church, and set on the saddle between Mull Hill and Cronk ny Arrey. Some of the buildings are used as part of the Cregneash Folk Museum.

(ii) Assessment: It is indicated at paragraph 3.7 of Appendix A to the Isle of Man Strategic Plan that *"Cregneash may also be judged to have the characteristics of a village, but as the National Folk Museum it is subject to special consideration, seeking to preserve and protect the authenticity and integrity of the village and its setting."* The introduction of additional dwellings, necessarily constructed some 100 years or more later than any existing dwelling in the village, would clearly be inimical to preserving the authenticity and integrity of the present group and its value as the setting for the Folk Museum. Additional dwellings are not therefore proposed.

(b) The Howe/Glen Chass:

(i) Description: The Howe comprises a group of dwellings and farm buildings around the chapel on the north side of the road to The Sound. Just to the east, scattered either side of the road down to Fistard are the dwellings comprising Glen Chass. These linked groups have a sense of identity, arising in part from the chapel and in part from the topographical setting. The Groups are close to Port St Mary, but clearly within the countryside. Apart from the chapel, there are no public buildings.

(ii) Assessment: These groups are not in themselves sustainable settlements, and are not far enough away from Port St Mary or Port Erin to generate a valid local need for housing. In the case of The Howe, further development is likely to extend or consolidate the existing ribbon development along The Sound Road, whilst in the case of Glen Chass, the access road is narrow and difficult, especially for public service vehicles. In these circumstances, additional dwellings are not proposed.

(c) Ballakilpheric/Cronk e Dhooney:

(i) Description: Grouped quite compactly to the west and east of the still-active chapel are two collections of dwellings and farm buildings, some of which are comparatively modern. The group is some 1.5 km from the Colby main road, up a winding and sometimes narrow road. The sense of place arises largely from the chapel at the crossroads, but there are no other public facilities or amenities.

(ii) Assessment: Whilst a small number of additional dwellings could be added without visual detriment to either the group or its setting, the group is not sustainable, is served by a poor access road, and is not distant enough from Colby to generate a valid local need for housing. Additional dwellings are not therefore proposed.

(d) Earystane:

(i) Description: Earystane comprises a collection of dwellings scattered along the road between Ballamoar and Ballacannell. The distinctive, finely coursed stonework of some of the buildings, including the former chapel, lends a sense of unity to this interesting upland settlement. The group is some 2.5 km from the main Colby Road, is served by only a narrow road, and has no public facilities or amenities;

(ii) Assessment: Further dwellings would clearly not be sustainable, and would reduce the interest and attraction of the existing group. Road access is poor. Additional dwellings are not therefore proposed.

(e) St Mark's:

(i) Description: St Mark's is a designated Conservation Area, which includes some of the surrounding countryside. The buildings include the church, a chapel, the former school rooms, and a number of dwellings clustered around the village green. The

spaces between the buildings contribute positively to the character of the settlement, helping to integrate it with its immediate rural environment. The undeniable sense of place arises not only from the disposition of the buildings and spaces, but also from the location at the meeting of several rural roads.

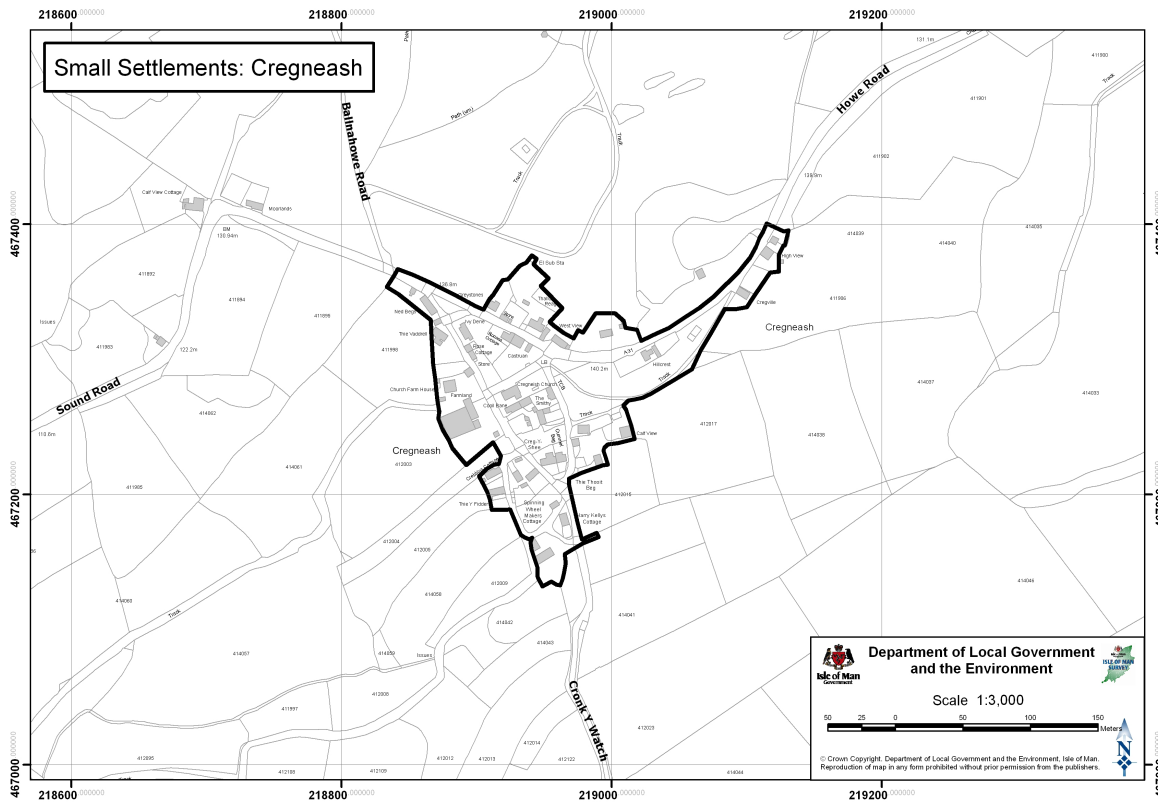
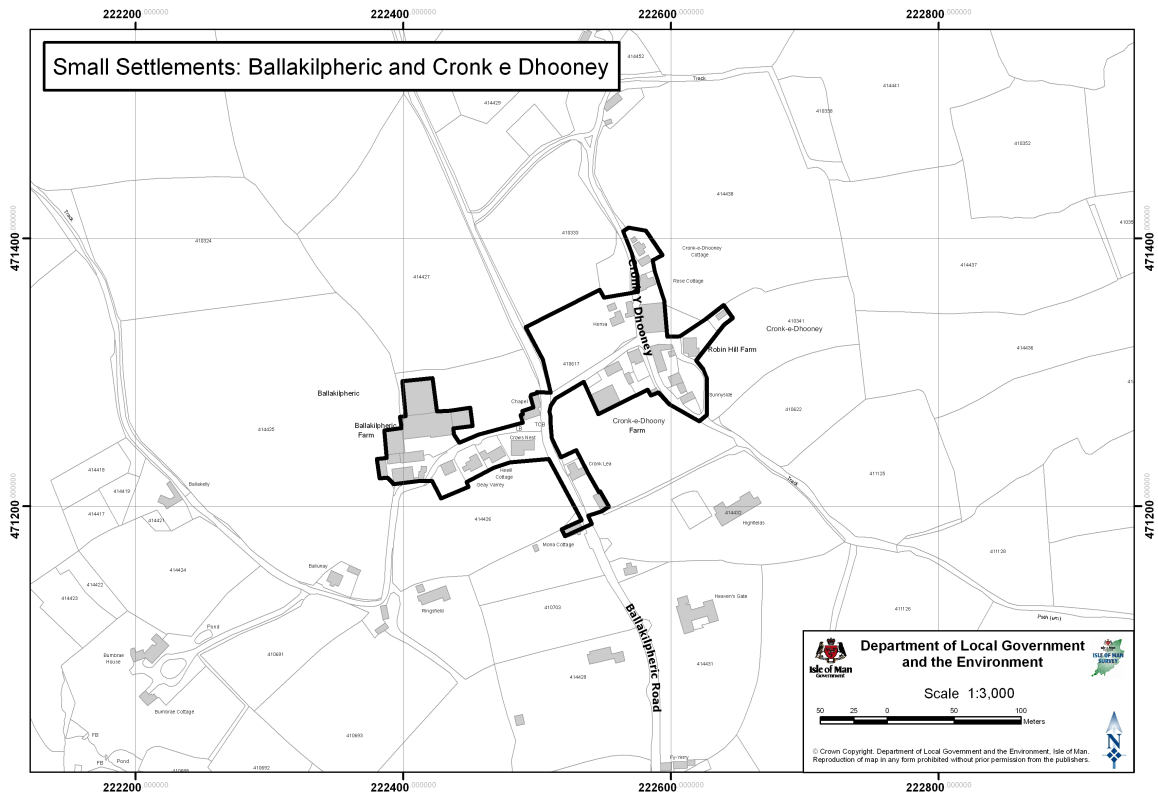
(ii) Assessment: The Character Appraisal statement for the Conservation Area indicates that *"Whilst new development might not be ruled out, detailed and careful assessment of any proposed development would be required relative to the potential impact on the special character and historic interest of the settlement and its existing balance"*. The statement also identifies the derelict smithy as having potential for conversion to residential use. Having regard to these indications, and to the comparatively large agricultural hinterland in which St Mark's sits, the principle of a small number of suitably sited and designed new dwellings being added to the village could meet any local housing need without affecting adversely the character and appearance of the Conservation Area. However, the Department's Conservation team will need to undertake a full site analysis before firm conclusions can be reached.

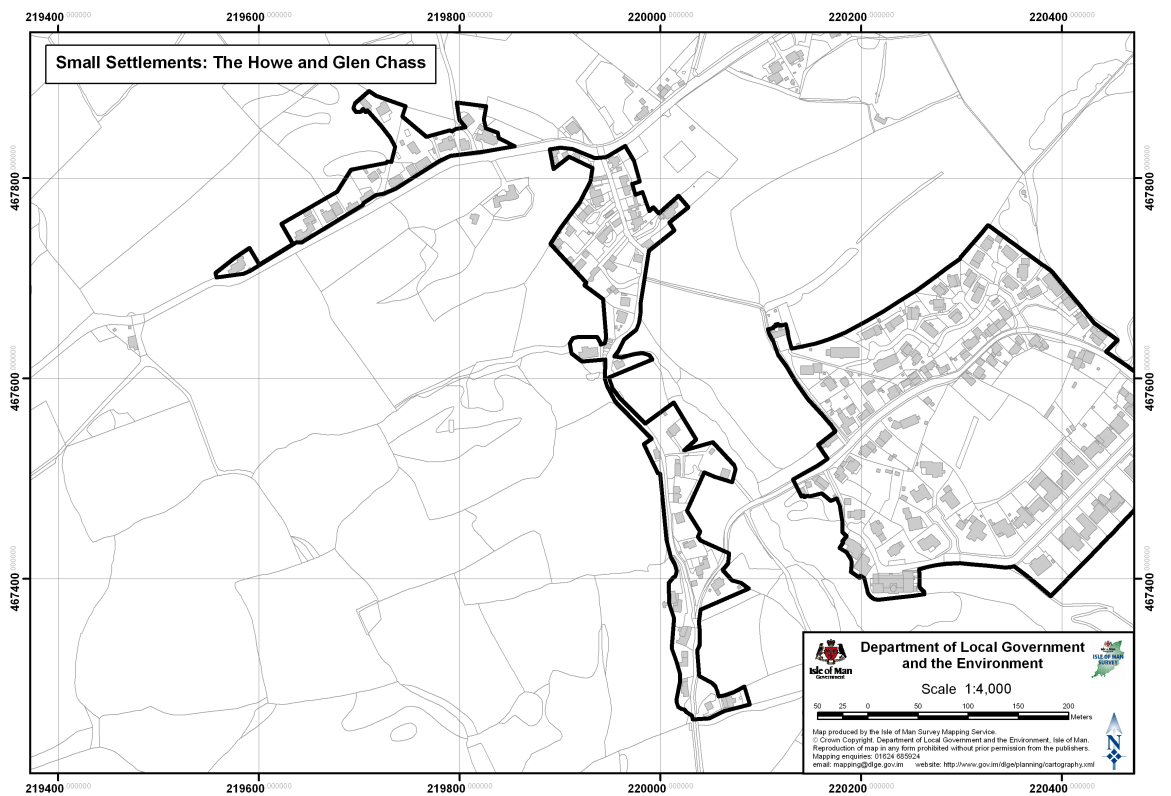
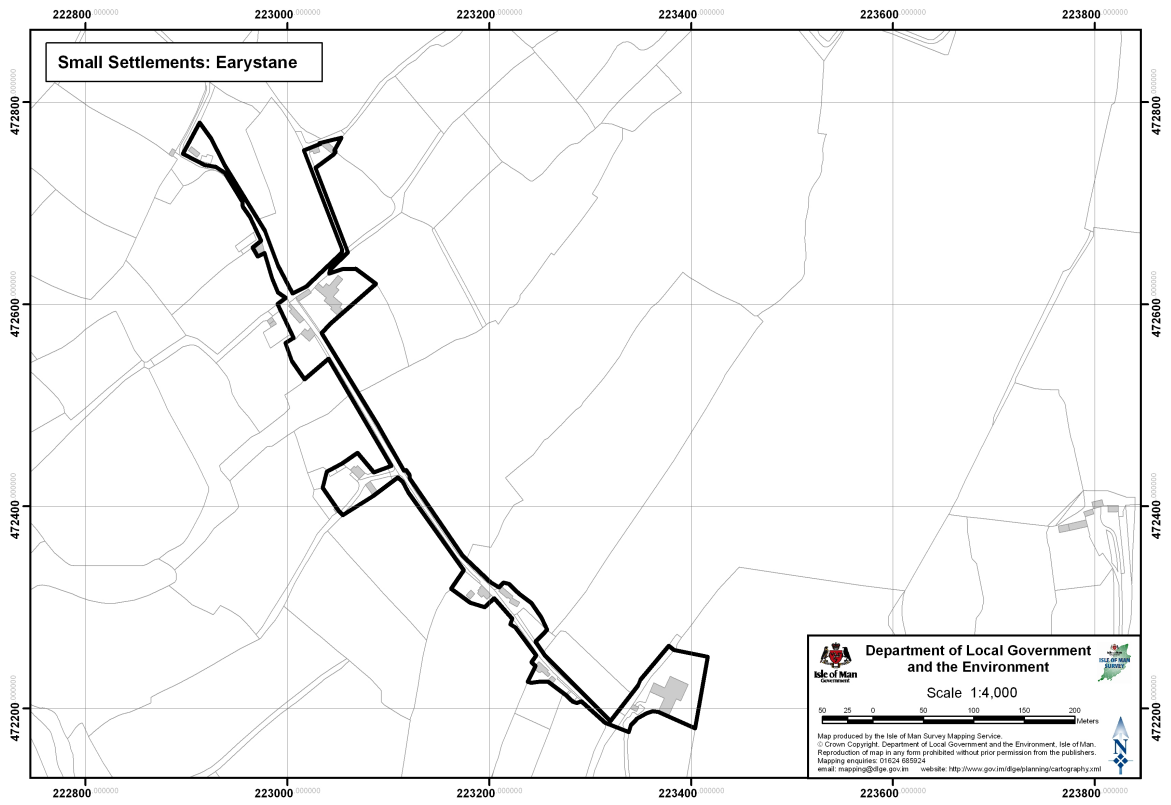
(f) Derbyhaven:

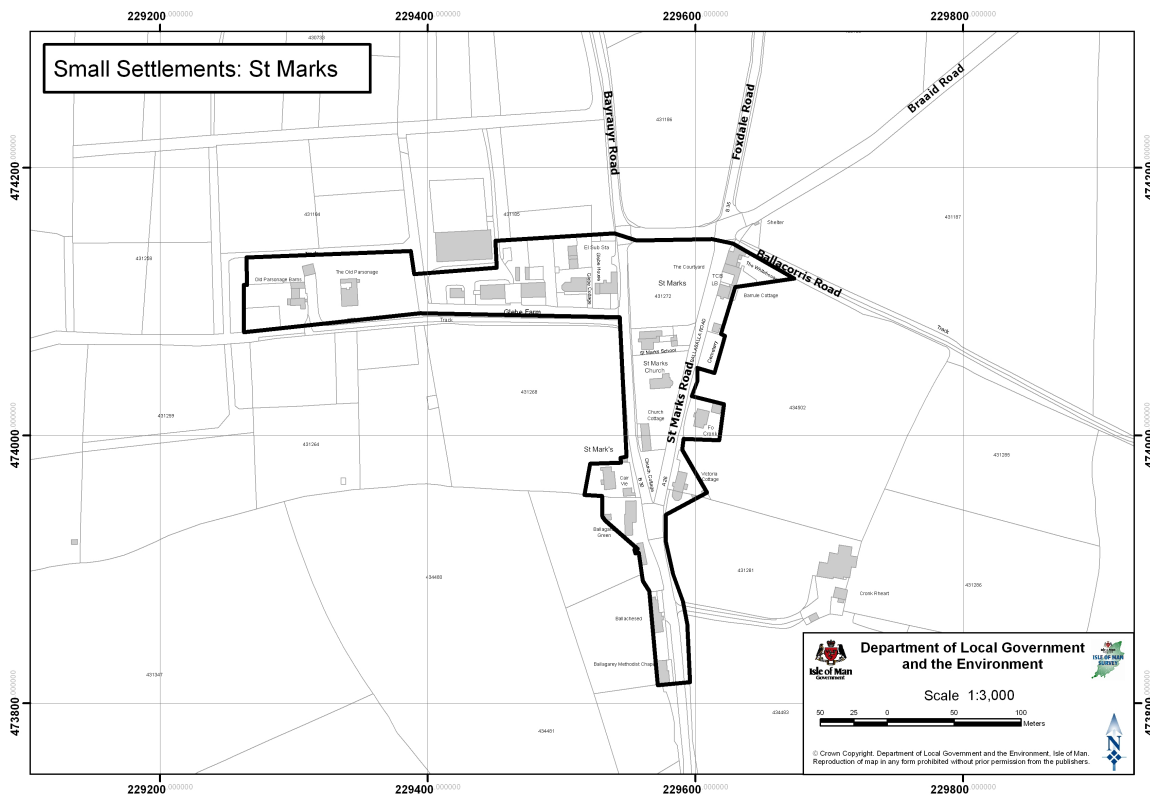
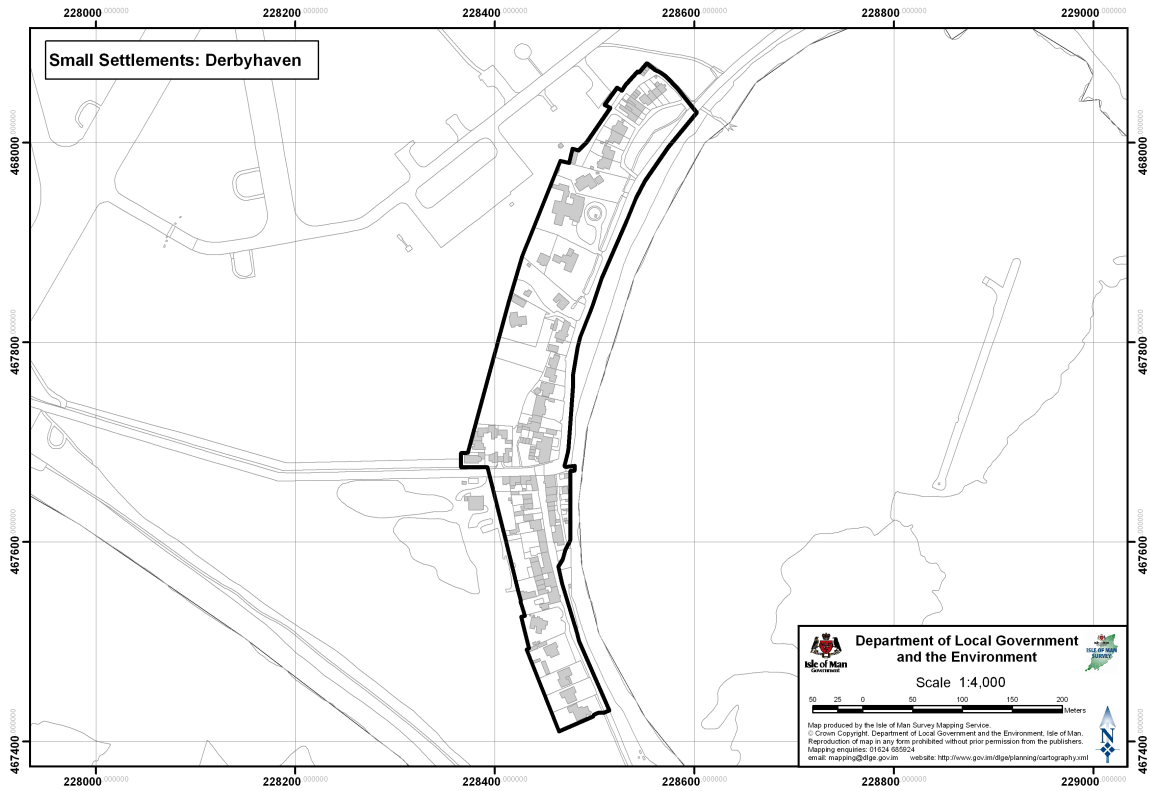
(i) Description: Derbyhaven comprises a group of dwellings clustered around the junction where the Castletown Road meets the Fort Island Road. It is a compact group, having a well-defined boundary with the Airport and the Golf Course. There are no public buildings, but there is a sense of place arising from its geographical position facing the largely natural harbour, and the pleasant public foreshore.

(ii) Assessment: The group is clearly not sustainable, there is little or no scope for infilling, and extension of the group into Airport or Golf Course land would be undesirable. Derbyhaven is not far enough from Castletown for there to be a valid argument for local housing need. Additional dwellings are not therefore proposed.

Maps showing settlement boundaries for identified groups of houses in the countryside.







APPENDIX 5

Registered Buildings in the South

In accordance with section 14 of the Town and Country Planning Act 1999, the Department maintains a register of buildings of special architectural or historic interest called "the Protected Buildings Register". Compilation of this Register commenced in 1983, has proceeded steadily since, and continues. There remain many buildings which may have sufficient interest to warrant inclusion in the Register, but which have not yet been researched and assessed by the Department. For ease of reference, the following paragraphs list, firstly, those buildings in the South which are Registered, and, secondly, those which have from time to time been proposed for Registration but which have not yet been researched. These buildings, and any further buildings nominated in response to the Area Plan consultation, will be investigated by the Department. The order in which this happens will be determined having particular regard to the vulnerability of the building.

Registered Buildings

Arbory

1. Balladoole Farm Buildings
2. Former Wesleyan Chapel, Earystane
3. Parville, Ballabeg

Castletown

1. Bridge House (main building)
2. Former Town Hall (Manannan House)
3. Castle Rushen
4. The Castle Arms Hotel ("The Glue Pot")
5. The Social Security Offices
6. The Police Station
7. The former Post Office
8. Old House of Keys
9. Barclays Bank
10. "The Parade Stores" (Lloyds pharmacy)
11. The Co-op
12. The Smelt Memorial
13. The Parade
14. Balcony House, The Parade
15. 6A, The Parade
16. 7, The Parade
17. The George Hotel
18. Isle of Man Bank
19. Lloyds/TSB Bank
20. Ellan Vannin, The Quay
21. Packet House, The Quay
22. 1 Quay Lane
23. Quay Lane
24. Garage, rear of "Clarkson's", 1 Parliament Square
25. 1 Parliament Square
26. Harbour House, 7 The Quay
27. The Granary, The Quay
28. The Quay
29. The Quay
30. The Quay
31. The Soup Kitchen/The Old Inn, Parliament Lane
32. Parliament Lane
33. 1 Parliament Lane

34. Rocket House, Parliament Square
35. Quay Lane
36. Parliament Square
37. The Parade
38. Old Lifeboat House, The Quay
39. Parliament Square
40. Parliament Square
41. Westminster House, Parliament Square
42. Parliament Square
43. Compton House, Parliament Square
44. Stanley House, Castle Street
45. The Garrison, Castle Street
46. 3 Castle Street
47. 24 Castle Street
48. Red House, 1 The Parade
49. 2 The Parade
50. Former St Mary's Church
51. St Mary's Chapel/Old Grammar School
52. The Witches Mill and attached building
53. King William's College
54. Golden Meadow Mill
55. Castletown Railway Station
56. Elderbank, The Crofts
57. Westwood, The Crofts
58. Crofton, The Crofts
59. Royal British Legion Hall, Janet's Corner

Malew

1. The Herring Tower, Langness
2. The Powder House, Langness
3. Old School/House, St Mark's
4. St Mark's Church
5. Church Cottages, St Mark's
6. Glashen Farmhouse and attached barn, Ballasalla
7. Malew Parish Church

Port Erin

1. Primrose Cottage, St Mary's Road

Port St Mary

1. Cott ny Greiney, Beach Road
2. West wing of the Bayqueen Hotel
3. The Old Sail Loft, Shore Road

Rushen

1. Rose Cottage, Surby

Buildings not yet researched by the Department

Arbory

1. Ballakeighan House
2. Cronk Darragh, Ballakeighan Corner
3. Ballakeighan Farm
4. Ballamoar Beggars' House, Earystane
5. Belle Abbey Farm
6. Colby Glen Hotel
7. Colby Beg, Glen Road

8. Ballamaddrell, Ballabeg
9. Ballamaddrell Farm
10. Poyll Vaaish Farm
11. Cubbon's Bridge, Colby
12. Garey Mooar
13. Ballakindry Mill, Ballabeg
14. Friary Farm
15. Ballastroke, Ballabeg
16. Ballasherlogue, Colby
17. Kerrowmoor
18. Balladoole House and Granary
19. St Columba's Church, Ballabeg

Castletown

1. Knockrushen Farm
2. Old House and Reef House, College Green
3. Coastguards' Houses, Bowling Green Road
4. 17-21 College Green
5. Terrace of three, Shore Road
6. Mona Terrace, The Promenade
7. Georgian Terrace, Bowling Green Road
8. Arbory Street
9. Ellerslie, Malew Street
10. Peveril House, Malew Street
11. Malew Street
12. 7 Malew Street
13. Former Methodist Church, Malew Street
14. 27 Malew Street
15. 31 Malew Street
16. 33 Malew Street
17. 60 - 64 Malew Street
18. 77 Malew Street
19. 94 Malew Street
20. 95 Malew Street
21. The Union Hotel
22. 2 - 12 Bank Street
23. Lorne House
24. Nautical Museum
25. The Rock, Bridge Street
26. Old Coach House, Douglas Street
27. Former Taubman School, 8 Douglas Street
28. Beach House, Douglas Street
29. Bagnio House, Arbory Street
30. St Mary's R C Church

Malew

1. Scarlett House
2. Scarlett Lime Kilns
3. Billown Farm and Estate Lodge
4. Great Meadow House
5. Great Meadow Cottages
6. Moorecroft, Ballasalla
7. Lower Tosaby Farm
8. Dreemfroy Farm
9. Upper Ballachrink
10. Lower Ballachrink
11. Old School House, Grenaby

12. Grenaby House
13. Cronk Beck Well, Grenaby
14. Ballahot House and Farm
15. Cly-cur Farm
16. Ballahick Farm
17. Shenvally Farm
18. Glebe Farm, St Mark's
19. Old Parsonage, St Mark's
20. Old Smithy, St Mark's
21. St Mark's Well
22. Athol Bridge, Silverdale
23. Cregg Mill, Silverdale
24. North Abbey Cottage, Ballasalla
25. Abbey Mill, Ballasalla
26. Church House, Ballasalla
27. Ballagarey Methodist Chapel
28. Abbey Church, Ballasalla
29. Old Wesleyan Chapel
30. Former Primitive Chapel
31. Kerrowkeil Chapel

Port Erin

2. Milner's Tower
3. Collinson's Café
4. The Falcon's Nest Hotel
5. Lower Rowany
6. Shore Cottages
7. Railway Station
8. Marine Biological Station
9. St Catherine's Terrace
10. Station Hotel
11. White Cottage
12. St Catherine's Church

Port St Mary

1. "Half-timbered House", Clifton Road
2. The Moorings and Boathouse, The Promenade
3. Ballacreggan Farm
4. The Railway Station
5. The Lifeboat Station
6. Former "Hampson Box Factory", Loch Road
7. Former Bank, High Street
8. Plantation House, Cronk Road
9. Town Hall
10. Strathallan Castle, Clifton Road
11. Former "National School", Bay View Road
12. Shore Road Cottages
13. Smelt Mill, Gansey
14. The Studio, Gansey
15. Mount Tabor Methodist Church

Rushen

1. The Mount
2. Kentraugh, Lodges, Chapel, and outbuildings
3. Ballachurry Farm
4. "Bluebell Cottage", The Howe
5. Greenacres

6. Ballagawne Cottage
7. Scard Farm
8. Strandhall Farm
9. Former Rushen Vicarage
10. Scholaby Mill
11. Scholaby Farm
12. Cubbon's Cottages, The Level
13. Trinity Church

APPENDIX 6

Audit of Community facilities

To further inform the production of both the issues and options and the Draft Plan for the South an audit of community facilities in the plan area was undertaken. Listed below are the results of this exercise.

	Location	Local Authority	Usage
Banks			
Barclays Bank	Market Square Castletown	Castletown	Regional
Isle of Man Bank	Market Square Castletown	Castletown	Regional
Lloyds TSB	Market Square, Castletown	Castletown	Regional
Isle of Man Bank	Station Road, Ballasalla	Malew	Regional
Isle of Man Bank	Station Road, Port Erin	Port Erin	Regional
Community Facilities			
Ballabeg Parish Hall	Main Road, Ballabeg	Arbory	Local
Colby British Legion Hall	Main Road, Colby	Arbory	Local
Colby Methodist Hall	Main Road, Colby	Arbory	Local
Halley MacLaig Hall	Main Road, Ballabeg	Arbory	Local
Ballabeg Methodist Sunday School Hall	Main Road, Ballabeg	Arbory	Local
Castletown British Legion Hall	Bromet Road, Castletown	Castletown	Local
Castletown Civic Centre	Farrant's Way, Castletown	Castletown	Regional
Masonic Hall	Hope Street, Castletown	Castletown	Regional
Morton Hall	Sandfield, Castletown	Castletown	Local
Scout and Guide hall		Castletown	Local
Ballasalla Village Hall	Mill Road, Ballasalla	Malew	Local
Barrule House Family Day Centre	Ronaldsway	Malew	Regional
St Marks School (former school building used as a hall)	St Marks	Malew	Local
Ballasalla Snooker Hall	Mill Road, Ballasalla	Malew	Regional
Abbey Church Hall	Bridge Road, Ballasalla	Malew	Local
Ronaldsway Sport and Social Club	Ballasalla	Malew	Regional
Erin Arts Centre	Victoria Square, Port Erin	Port Erin	National
Port Erin British Legion Hall	Droghadfayle Road, Port Erin	Port Erin	Local
Port Erin Library	Orchard Walk, Bridson Street, Port Erin	Port Erin	Regional
Scout Hall		Port Erin	Local
St Catherine's Hall		Port Erin	Local
Marashen Crescent Hall		Port Erin	Local
Port St Mary Town Hall	The Promenade, Port St Mary	Port St Mary	Local
Port St Mary British Legion branch	Fistard Road	Port St Mary	Local
Ballafesson Church Hall	Ballafesson, Rushen	Rushen	Local
Doctors & Dentists			
Castletown Medical Centre	Sandfield, Castletown	Castletown	Regional
CRHS School Dental	Arbory Road, Castletown	Castletown	Regional
Abbey Dental	4 Silverburn Drive, Ballasalla	Malew	Regional
Ballasalla Medical Centre	Main Road, Ballasalla	Malew	Regional
Port Erin Dental Surgery	Orange Grove Ho, Orchard Road, Port Erin	Port Erin	Regional
Thie Rosien	Castletown Road, Port Erin	Port Erin	Regional
Port St Mary Dental Practise	35 High Street, Port St Mary	Port St Mary	Regional
Port Erin Health Centre	Castletown Road, Rushen	Rushen	Regional
Emergency services			
Castletown Coastguard station	back of Coastguard cottages on Douglas Street	Castletown	Regional
Castletown Fire station	Farrant's Way, Castletown	Castletown	Regional
Castletown Police station	Castle Street, Castletown	Castletown	Regional

Ballasalla Police station	Douglas Road, Ballasalla	Malew	Local
Port Erin Coastguard	Breakwater Road, Port Erin	Port Erin	Regional
Port Erin Fire Station	Droghadfayle Road, Port Erin	Port Erin	Regional
Port Erin Lifeboat station	Breakwater Road, Port Erin	Port Erin	Regional
Port Erin Police Station	Station Road, Port Erin	Port Erin	Regional
Rushen Emergency Ambulance	Droghadfayle Road, Port Erin	Port Erin	Regional
Port St Mary Lifeboat Station	Lime Street/ Alfred Pier	Port St Mary	Regional
Formal Open Space			
Colby Arboretum	Main Road, Colby	Arbory	Local
Friary Park playground	Friary Park, Ballabeg	Arbory	Local
Station Park play area	Station Park, Colby	Arbory	Local
Janet's Corner playground	King William's Road, Janet's Corner, Castletown	Castletown	Local
Park adjacent to Castletown tennis courts	Malew Street, Castletown	Castletown	Local
Poulsom Park	Castletown	Castletown	Regional
Abbotswood park	Feigh Keign Field, Ballasalla	Malew	Local
Clagh Vane park	Clagh Vane, Ballasalla	Malew	Local
Silverdale park and boating lake	Silverdale, Ballasalla	Malew	Regional
Athol park	Athol Park, Port Erin	Port Erin	Regional
Play ground adjacent to PSM golf course	Clifton Road North, Port St Mary	Port St Mary	Local
Playing field, Fairy Hill	Fairy Hill, Ballfession	Rushen	Local
Informal Open Space			
Colby Glen	Glen Road, Colby	Arbory	Regional
Cringle Plantation		Arbory/Malew	Regional
Corlea Plantation		Arbory/Malew	Regional
Earystane Plantation		Arbory/Malew	Regional
South Barrule Plantation		Arbory/Malew	Regional
Stoney Mountain Plantation		Arbory/Malew	Regional
Silverdale Glen	Silverdale, Ballasalla	Malew	National
Bradda Head and coastal paths	Port Erin	Port Erin	National
Carnanes			
Cronk ny Arrey Laa		Rushen	Regional
Eary Cushlin		Arbory	Regional
South Barrule		Arbory/Malew	Regional
Gansey Point	Gansey Point, Port St Mary	Port St Mary	Local
Kallow Point (inc picnic area~)	Kallow Point, Port St Mary	Port St Mary	Local --
Maritime			
Castletown Harbour	Castletown	Castletown	Regional
Derbyhaven	Malew	Malew	Regional
Port Erin Harbour & Beach	Shore Road, Port Erin	Port Erin	Regional
Chapel Beach	Port St Mary	Port St Mary	Regional
Port St Mary Harbour	Port St Mary	Port St Mary	Regional
Gansey Beach	Shore Road, Bay ny Carrickey	Rushen	Regional
Fleshwick Beach	Fleshwick	Rushen	Regional
Perwick			
Poyllvaish		Arbory	Regional
Scarlett		Malew	Regional
National Heritage Sites			
Castle Rushen	Castle Street, Castletown	Castletown	National
The Old Grammar School	Quay Lane, Castletown	Castletown	National
The Old House of Keys	Parliament Square, Castletown	Castletown	National
The Nautical Museum	Bridge Street, Castletown	Castletown	National
Rushen Abbey	Bridge Road, Ballasalla	Malew	National
Railway Museum	Station Road, Port Erin	Port Erin	National
Cregneash Village	Cregneash	Rushen	National
Meayll Peninsula		Rushen	National

National Trust Land

St Michael's Isle	Langness, Castletown	Malew	National
The Calf of Man		Rushen	National
Spanish Head and the Chasms		Rushen	National

Nurseries & Playgroups

Little Rascals Nursery	School Hill, Castletown	Castletown	Regional
Buchan Nursery		Castletown	Regional
Happy Valley Playschool	Town Hall, Port st Mary	Port St Mary	Regional
Tiddleywinks Nursery School	Bay View Road, Port st Mary	Port St Mary	Regional
	Ballasalla Village Hall, Mill Road, Ballasalla	Malew	Regional
Mooniger Vegger	Ballasalla Primary School, Douglas Road, Ballasalla	Malew	Regional
Ballasalla Play Group	Promenade, Port Erin	Port Erin	Regional

Nursing**Homes/Residential homes/Sheltered Housing**

Mill Hope sheltered accomodation	Hope Street, Castletown	Castletown	Regional
Sanfield sheltered accomodation	Sandfield, Castletown	Castletown	Regional
Abbotswood Nursing Home	Abbotswood, Ballasalla	Malew	Regional
Southlands Residential Care Homes	Church Road, Rushen	Rushen	Regional
Marashen Cresent		Port Erin	Regional
Reayrt y Chrink		Port St Mary	Regional
Cooill Veg		Port St Mary	Regional

Places of Worship

Arbory Parish church	Main Road, Ballabeg	Arbory	Local/Regional
Ballabeg Methodist chapel	Main Road, Ballabeg	Arbory	Local
Colby Methodist chapel	Main Road, Colby	Arbory	Local
St Cairbre Belle Abbey chapel	Main Road, Colby	Arbory	Local
Castletown Methodist church	Arbory Street, Castletown	Castletown	Local/Regional
Chapel of St Thomas (KWC)	Castletown	Castletown	Local
St Mary's On The Harbour	Hope Street, Castletown	Castletown	Local
St Mary's Roman Catholic church	Bowling Green Road, Castletown	Castletown	Local
Port Erin Methodist Chapel	Station Road, Port Erin	Port Erin	Local
Port Erin Gospel Church	Castletown Road, Port Erin	Port Erin	Local
Grace Baptist Church	Bridson Street	Port Erin	Local
St Catherine's church	Church Road, Port Erin	Port Erin	Local
St Columba's Roman Catholic church	Castletown Road, Port Erin	Port Erin	Local
The Living Hope Church	Bay View Road, Port St Mary	Port St Mary	Local/Regional
PSM Methodist chapel	Queen's Road, Port St Mary	Port St Mary	Local
St Mary's Church	Bay View Road, Port St Mary	Port St Mary	Local
The Howe Methodist Chapel	Howe Road, Rushen	Rushen	Local
Kirk Christ (Rushen Church)	Church Road, Rushen	Rushen	Local/Regional
St Peter's (Cregneash)	Cregneash	Rushen	Local
Ballakilpheric methodist chapel	Ballakilpheric, Colby	Rushen	Local
Croit-e-Caley chapel	Croit-e-Caley, Colby	Rushen	Local
The Abbey Church	Bridge Road, Ballasalla	Malew	Local
St Lupus Church	Malew Road, Ballasalla	Malew	Local
Kerrowkeil Chapel	Kerrowkeil Road, Grenaby	Malew	Local
Ballagarey Chapel	St Marks	Malew	Local

Post Offices

Castletown Post Office	Co-op, The Parade, Castletown	Castletown	Regional
Ballasalla Post Office	Main Road, Ballasalla	Malew	Regional
Port Erin Post Office	8 Church Road, Port Erin	Port Erin	Regional
Port St Mary Post Office	1 Station Road, Port St Mary	Port St Mary	Regional

Recreation Facilities

Cringle Reservoir	Cringle	Arbory/Malew	Regional
Poulsom Park skate park	Castletown	Castletown	Local

Sports Facilities

Arbory School Hall	Main Road, Ballabeg	Arbory	Regional
Colby football pitch	Glen Road, Colby	Arbory	Regional
Castle Rushen High School Astroturf	CRHS, Arbory Road, Castletown	Castletown	National
Castle Rushen High School Sports Hall	CRHS, Arbory Road, Castletown	Castletown	Regional
Castletown bowling green	Malew Street, Castletown	Castletown	Regional
Castletown football pitch	Malew Road, Castletown	Castletown	Regional
Castletown Golf Links	Derbyhaven, Castletown	Castletown	National
Castletown tennis courts	Malew Street, Castletown	Castletown	Local
Castletown Rifle club	Within Castletown football ground	Castletown	Regional
King Williams College Astroturf	Douglas Road, Castletown	Castletown	Regional
King Williams College Sports Hall	Douglas Road, Castletown	Castletown	Regional
Poulsom Park rugby pitch	Castletown	Castletown	Regional
Southern swimming pool	Arbory Road, Castletown	Castletown	Regional
Malew Football pitch	Clagh Vane, Ballasalla	Malew	Regional
Ronaldsway bowling green	Ballasalla	Malew	Local
Ronaldsway cricket pitch	Ballasalla	Malew	Regional
Ronaldsway football pitch	Ballasalla	Malew	Regional
Foxdale FC	Billy Goat Park, Foxdale	Malew	Regional
Breagle Glen bowling green	Breagle Glen, Port Erin	Port Erin	Local
Breagle Glen tennis courts	Breagle Glen, Port Erin	Port Erin	Local
Breagle Glen putting and crazy golf	Breagle Glen, Port Erin	Port Erin	Local
Cherry Orchard Pool & Gym	Port Erin	Port Erin	Regional
Rowany golf course	Rowany Drive, Port Erin	Port Erin	National
Rushen football pitch	Croit Lowey, Port Erin	Port Erin	Regional
PSM Bowling Green	Station Road, Port St Mary	Port St Mary	Local
PSM Golf Course	Kallow Point Road, Port St Mary	Port St Mary	National
PSM tennis courts	Kallow Point Road, Port St Mary	Port St Mary	Local
PSM Rifle Club	Fistard Road Port St Mary	Port St Mary	Regional
Rushen School Sports Hall	Church Road, Rushen	Rushen	Regional
Youth clubs			
Castletown youth club	Arbory Street, Castletown	Castletown	Regional
Rushen youth centre	Bay View Road, Port Erin	Port Erin	Regional
Arbory youth club	Parish Hall, Ballabeg	Arbory	Local
Living Hope youth bus	Bay View Road, Port Erin (various)	Mobile facility	Regional