

# KIRK MICHAEL

## Written Statement

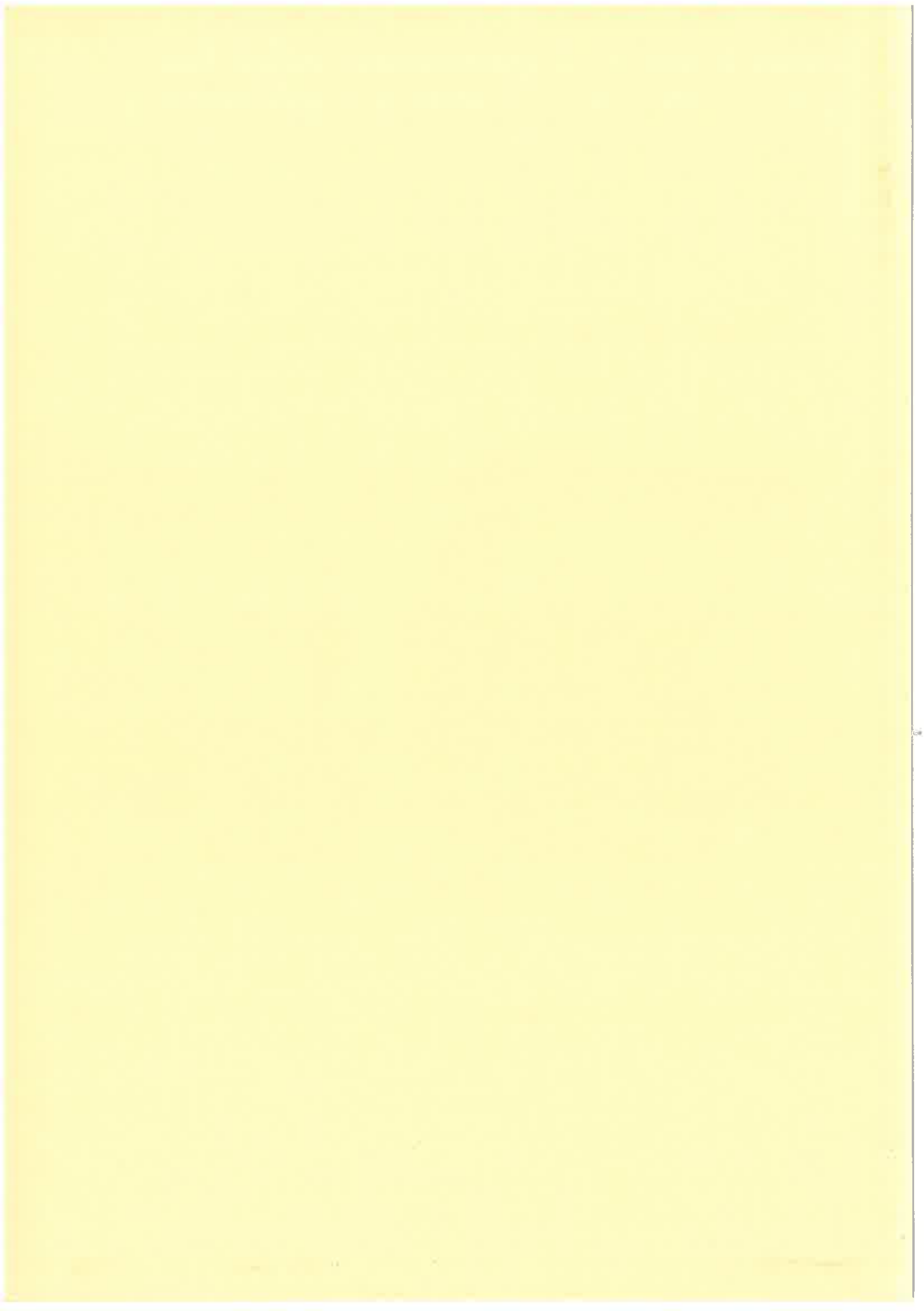


Department of Local Government and the Environment  
*Rheynn Reiltys Ynnydagh as y Chymmyltacht*

**Isle of Man**  
Government

Office of Planning,  
Murray House,  
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For the Approval of Tynwald



**Kirk Michael Local Plan**  
**Written Statement**

- This Written Statement was finalised subsequent to the Public Inquiry held on the 28th July, 1994, and is to be submitted to Tynwald for adoption.

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1.0 INTRODUCTION

1.1 The Village of Kirk Michael is recognised as possessing its own particular character. This Plan attempts to satisfy these characteristics and to meet the changing demands and needs of the Village.

1.2 The plan is intended to:

- a) Stimulate and encourage development where appropriate;
- b) to indicate land where there are opportunities for change;
- c) to apply national and local policies;
- d) to give a clear locational reference to policies for the development, change of use, or conservation of land, and to proposals for development.

1.3 The Plan has been prepared in order to illustrate the policies, proposals and recommendations which are considered to be appropriate to the future of the Village. The definitions of these terms are:-

1.4 Policies: Statements of attitudes or intentions towards existing or postulated situations which require action.

These are of two types:

a) Land Use Policies

Policies relating to physical land use development including the management of traffic and the improvement of the environment. These are those which can be applied by the Planning Committee of the Department of Local Government and the Environment or by other Departments or public bodies after full consultation and agreement.

b) Supporting Policies

Policies which the Planning Committee consider it desirable to include because they contribute to the implementation of

land use aspects but are not themselves dealing with physical land use planning.

1.5 Proposals

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

Proposals are of two types:

a) Land Use Proposals

These are developments or other changes in land use relating solely to physical land use development, the management of traffic or the improvement of the environment.

b) Supporting Proposals

These are actions which the planning authority consider it desirable to include in the local plan which contribute to the implementation of land use aspects but are not themselves proposals for physical land use development.

1.6 Recommendations

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

1.7 The following sections set down in capital letters the policies, proposals and recommendations which have been suggested as appropriate to the relevant land use categories.

1.8 IT SHOULD BE NOTED THAT THE RESPONSIBILITY FOR THE CONTENTS OF THE PREPARED PLAN RESTS FIRMLY WITH THE DEPARTMENT OF LOCAL GOVERNMENT AND THE ENVIRONMENT WHO MUST MAKE THEIR DECISIONS IN THE LIGHT OF THE INFORMATION AND ADVICE THEY RECEIVE.

2.0       **RETAIL**

2.1       The Village of Kirk Michael has developed historically in a linear manner on either a side of the main roads from Peel and St. Johns to Ballaugh.

2.2       The retail uses have generally followed this pattern and although modest in scale, the retail sector is important to the village in reinforcing its character and life.

2.3       The neighbouring town of Peel provides a variety of additional shopping requirements.

**POLICY**

2.4       IT IS FELT THAT LIMITED SCOPE FOR ADDITIONAL RETAIL DEVELOPMENTS EXIST AND THAT WHERE THIS IS PROPOSED, IT SHOULD PREFERABLY BE BY CONVERSION OF EXISTING PROPERTIES.

**POLICY**

2.5       WHERE EXISTING COMMERCIAL OR RETAIL BUSINESSES REQUIRE AREAS TO EXPAND OR TO INCORPORATE ADJACENT BUILDINGS IN THE VILLAGE CENTRE, THEN CHANGE OF USE FOR SUCH PURPOSES WILL BE PERMITTED.

**POLICY**

2.6       ATTENTION SHOULD BE PAID TO THE FACADES AND INTERIORS OF ANY RETAIL PREMISES WHICH CONTAIN ORIGINAL FEATURES WORTHY OF RETENTION AND ANY ALTERATIONS SHOULD CONFORM TO A HIGH STANDARD OF DESIGN.

**POLICY**

2.7       WHERE SHOP FRONTS HAVE BEEN CONVERTED OR ALTERED TO A STANDARD WHICH IS NOT CONSIDERED TO BE COMPATIBLE WITH THE STREETScape THEY SHOULD BE SYMPATHETICALLY RE- DESIGNED AS AND WHEN THE OPPORTUNITY OCCURS.



3.0 OFFICES

3.1 It is considered that the potential for offices in Kirk Michael is limited due to both its physical characteristics and the small scale of the village.

3.2 It is also felt that any significant office development (500 square metres nett floor space is considered to be significant) could adversely affect the intrinsic character of the village and should be located in the larger towns and villages.

3.3 A degree of small office provision is however desirable on the basis of serving local needs or where it would serve to ensure the retention of a building which is considered of importance to the character of environment of the village.

POLICY

3.4 SMALL SCALE OFFICE PROVISION, WHICH IS CONSIDERED TO BE LESS THAN 500 SQUARE METRES NETT FLOOR AREA, WILL BE PERMITTED, PREFERABLY WHERE IT IS BASED ON AN EXISTING BUILDING AND WHERE IT IS SEEN TO OFFER A POSITIVE CONTRIBUTION TO THE VILLAGE BY PRESERVING A BUILDING OR FEATURE WHICH MIGHT OTHERWISE BE COMPROMISED.

POLICY

3.5 THE USE FOR OFFICE PURPOSES OF UPPER LEVELS OF RETAIL OR COMMERCIAL PREMISES WILL BE PERMITTED AS A MEANS OF ENCOURAGING THE MAINTENANCE OF THESE LEVELS AND TO PROVIDE ADDITIONAL EMPLOYMENT IN THE VILLAGE.

POLICY

3.6 WHERE AN EXISTING RETAIL USE HAS BECOME NON-VIABLE THEN CONSIDERATION WILL BE GIVEN TO A CHANGE OF USE AT GROUND LEVEL. FACTORS TO BE TAKEN INTO CONSIDERATION WILL BE LOCATION, IMPACT ON THE STREET SCENE, PARKING AND THE EXTENT OF ALTERATION TO THE FACADE.

POLICY

3.7 NEW SMALL SCALE OFFICE DEVELOPMENTS WHICH WILL PROVIDE LOCAL EMPLOYMENT OPPORTUNITIES MAY ALSO BE ACCEPTABLE BUT IN SUCH CASES PARTICULAR ATTENTION WILL BE PAID TO THE MANNER IN WHICH THEY WOULD BE INTEGRATED WITHIN THE VILLAGE FRAMEWORK.

4.0 Tourism and Transport

4.1 The village of Kirk Michael and the rural area are attractive in their own right and possess certain assets which are tourist related. These are:-

- i) The Church and the Church Crosses
- ii) The Bishop's Graves
- iii) Glen Mooar (Spooyt Vane)
- iv) Bishop's Court Glen and its environs
- v) Cooil Dharry
- vi) The Old Lime Kilns at Orrisdale
- vii) Glen Wyllin and its camp site.
- viii) The Shore area.
- ix) The Raad Ny Foillan, the coastal walk.
- x) The presence of the T.T. circuit.

4.2 The sum of the above attractions contributes to the economy of the village and the rural area in terms of attracting visitors.

4.3 Kirk Michael lies on the main north/south road link in the west of the Island and as such is served by the public transport system.

4.4 The Steam Railway line originally ran through the western sector of the village but following its discontinuation the line was dismantled and now functions as part of the Raad Ny Foillan. (Road of The Gull - Coastal Footpath).

POLICY

4.5 THE PRESENT TOURIST ASSETS SHOULD BE MAINTAINED AND REINFORCED IN ORDER TO MAKE THE BEST USE OF THEIR COMBINED ATTRACTION.

RECOMMENDATION

4.6 THE DEPARTMENT OF AGRICULTURE, FISHERIES AND FORESTRY, DEPARTMENT OF LOCAL GOVERNMENT AND THE ENVIRONMENT, DEPARTMENT OF TOURISM AND TRANSPORT SHOULD LIAISE WITH THE MICHAEL COMMISSIONERS WITH A VIEW TO AGREEING A PLAN FOR THE FUTURE DEVELOPMENT OF THE FACILITIES

AND AMENITIES OF GLEN WYLLIN AS A MATTER OF PRIORITY. THE RIVER  
QUALITY AND FLOWS SHOULD BE MONITORED IN ORDER TO ENSURE THAT BOTH  
ARE TO AN ACCEPTABLE STANDARD.

5.0 RESIDENTIAL

5.1 Areas which have previously been allocated for residential development are:-

- i) An area between the dismantled railway line and Beachfield Farm.
- ii) An area to the north-west of Cooil Avenue.
- iii) An area defined by Balleira Road on the south, the dismantled railway line on the west, the Old Vicarage on the north and the Main Road to the east.
- iv) An area to the east of the Main Road and limited by the stream to the north and the Baltic Road to the south.
- v) A zone comprising a peripheral belt to the rear of existing development on the east of Main Road and limited by the Baltic Road on the north and Lhergyvreck Farm on the south.
- vi) An area to the west of the junction with the A3 and A4 roads.

5.2 It should be noted that if any of the above areas are to be developed then the form of development, density, and detailed design should be closely controlled in the context of comprehensive and agreed proposals, together with generally improving visual amenity.

5.3 Area (i) has been partly developed but sufficient space remains for a significant development in relation to the scale of Kirk Michael. The Meadows Phase 2 has already been approved and it is recommended that the subsequent Phase 3 be to a lower density. Beachfield Farm Area - it is to be noted that the Beachfield Farm Area be recommended for consideration for light industrial/craft workshops - see paragraph 6.8.

5.4 Area (ii) has also been partly developed but as with (i) remains significant in terms of its potential.

- 5.5 Area (iii). This area is undeveloped and due to its location behind a built area and at the base of an embankment would not have any major visual impact. The matter of foul drainage is however a material consideration in the development of this area.
- 5.6 Area (iv). This has previously been allocated for low density housing in parkland. It is now proposed that this area be reduced and re-designated as 'predominantly residential'. The reduced area which relates to i) the topography; ii) natural lie of the land; iii) visual impact, comprises an area of in the region of 3.0 acres (1.2 ha.).
- 5.7 Area (v). This peripheral belt is the most significant development area. Any development in this area should take into account the possibility of a by-pass route. No estate road access would be permitted to the by-pass.
- 5.8 Area (vi). This small area has limited potential, particularly in view of its proximity to the major road junction and possible subsidence.

#### POLICY

- 5.9 NO FURTHER AREAS SHOULD BE ALLOCATED FOR RESIDENTIAL DEVELOPMENT. VEHICULAR ACCESS TO ANY RESIDENTIAL AREA MUST BE SUBJECT TO CONSULTATION WITH THE DEPARTMENT OF HIGHWAYS, PORTS AND PROPERTIES. THE MAXIMUM NUMBER OF DWELLINGS WHICH COULD BE SATISFACTORILY SERVED BY THE SLIEAU CURN ESTATE ROAD MUST BE DETERMINED IN CONSULTATION WITH THE DEPARTMENT OF HIGHWAYS, PORTS AND PROPERTIES WHOSE MINIMUM STANDARDS MUST BE UPHELD AS REGARDS THE CAPACITY OF THIS ESTATE ROAD.

#### POLICY

- 5.10 FUTURE RESIDENTIAL DEVELOPMENT PROPOSALS SHOULD INCORPORATE APROPRIATE AREAS OF OPEN SPACE AS PART OF OVERALL LANDSCAPE SCHEMES.

POLICY

5.11 ANY FUTURE DEVELOPMENT PROPOSALS MUST TAKE HEED OF THE CONTINUING EROSION OF THE COASTLINE IN THIS AREA.

POLICY

5.12 FUTURE RESIDENTIAL DEVELOPMENT SHOULD INCLUDE THE PROVISION OF HOUSING FOR FIRST TIME BUYERS IN ADDITION TO SEMI-SHELTERED AND SHELTERED HOUSING IN ORDER TO RESPOND TO THE NEEDS OF PERSONS RESIDENT IN THIS AREA.

POLICY

5.13 IF AT THE END OF THE FIVE YEAR LIFE OF THIS DOCUMENT, DETAILED APPLICATIONS FOR THE DEVELOPMENT OF RESIDENTIAL AREAS ALLOCATED HAVE NOT BEEN APPROVED, THEN CONSIDERATION WILL BE GIVEN TO THE REMOVAL OF SUCH AREAS FROM DEVELOPMENT PURPOSES.

POLICY

5.14 ANY DEVELOPMENT OF RESIDENTIAL AREAS TO THE EAST OF THE BUILT ENVIRONMENT SHOULD PAY REGARD TO THE SUGGESTION OF A BY-PASS TO THE EAST OF KIRK MICHAEL. THE FEASIBILITY AND DESIRABILITY OF SUCH A LINK SHOULD BE FURTHER EXAMINED BY THE DEPARTMENT OF HIGHWAYS, PORTS AND PROPERTIES IN ASSOCIATION WITH THE MICHAEL COMMISSIONERS.

6.0 INDUSTRY

6.1 The village of Kirk Michael is not of an industrial nature and would not benefit from the introduction of major industrial uses.

6.2 Employers of significance are

- i) the Clearwater Trout Farm which is evidently of a specialised nature and compatible with the environment
- ii) Michael Car Centre
- iii) Kelly Bros. Industrial Estate
- iv) Ballaconley Engineering

POLICY

6.3 IF EXTENSION TO THE TROUT FARM IS ENVISAGED THEN THIS SHOULD BE SUPPORTED. ADDITIONAL DEVELOPMENT MUST HOWEVER CONFORM TO A HIGH STANDARD OF DESIGN AND WILL BE REQUIRED TO INCORPORATE APPROPRIATE LANDSCAPE PROPOSALS.

POLICY

6.4 IF IT IS SEEN THAT THE EXPANSION OF EXISTING ENTERPRISES IS RESTRICTED DUE TO LACK OF SPACE, THEN CONSIDERATION SHOULD BE GIVEN TO CHANGE OF USE OF ADJACENT PREMISES OR THE REDESIGNATION OF ADJOINING LAND FOR SUCH EXPANSION.

POLICY

6.5 KELLY BROS. INDUSTRIAL ESTATE IS SEEN TO BE THE LOGICAL AREA FOR ANY ADDITIONAL INDUSTRIAL DEVELOPMENT APPROPRIATE TO THE SCALE OF THE VILLAGE. THIS IS TO BE ENCOURAGED.

POLICY

6.6 CONSIDERATION SHOULD ALSO BE GIVEN TO THE DEVELOPMENT OF SMALL SCALE INDUSTRY SUCH AS SMALL WORKSHOPS OF APPROPRIATE HIGH TECH. RESEARCH AND DEVELOPMENT UNDERTAKINGS OF A SPECIALISED NATURE, CRAFT WORKSHOPS, TRADITIONAL SKILLS AND ACTIVITIES WHICH CAN BE SATISFACTORILY INTEGRATED WITH THE FABRIC OF THE VILLAGE.



POLICY

6.7 NO ADDITIONAL INDUSTRIAL DEVELOPMENTS OTHER THAN THOSE WHICH FALL INTO THE PRECEDING CATEGORIES ARE ENVISAGED IN THE MICHAEL AREA.

RECOMMENDATION

6.8 THE POTENTIAL OF THE BEACHFIELD FARM AREA FOR LIGHT INDUSTRIAL/CRAFT WORKSHOPS SHOULD BE EXAMINED.

7.0 **PARKING**

7.1 The linear nature of Kirk Michael has resulted in parking being generally located on-street.

7.2 off-street parking is of limited significance and restricted to an area adjacent to Station Road, the corner of Mull View and Main Road, the Main Road car park, and the Mitre Hotel Public House. It is considered that this is adequate with the exception of the Play School and the Badminton Hall.

**POLICY**

7.3 FUTURE ON-STREET PARKING PROVISION SHOULD BE CONSIDERED IN CONJUNCTION WITH ANY PROPOSED TRAFFIC SCHEMES AND REGULATIONS.

**POLICY**

7.4 FURTHER EXAMINATION INTO THE FEASIBILITY OF PROVIDING ADDITIONAL OFF-STREET CAR PARKING SHOULD BE INITIATED, IN PARTICULAR IN RELATION TO THE PLAY SCHOOL AND THE BADMINTON HALL.

**POLICY**

7.5 ANY FUTURE DEVELOPMENT WITHIN THE VILLAGE SHOULD CONFORM TO THE PARKING STANDARDS SET DOWN IN THE FOLLOWING PARAGRAPHS.  
FUTURE OFFICE DEVELOPMENT OFF-STREET PARKING PROVISION WILL BE ENCOURAGED WHERE THIS CAN BE ACHIEVED.

**POLICY**

7.6 THE PRESENT MINIMUM STANDARD OF 1 SPACE PER 50 SQUARE METRES NETT WILL CONTINUE TO BE APPLIED. WHERE POSSIBLE THIS WILL BE ACCOMMODATED ON SITE ALTHOUGH THE PROVISION OF ANY SHORTFALL ON SITES WHERE THIS IS NOT POSSIBLE SHOULD BE ACCOMMODATED WITHIN A REASONABLE DISTANCE. DISCRETION AS TO THE APPLICATION OF THESE STANDARDS WILL HOWEVER BE EXERCISED IF AN OTHERWISE ACCEPTABLE PROPOSAL IS TO BE PREJUDICED, FOR EXAMPLE -

- (A) DEVELOPMENT OF, OR NEAR, A REGISTERED BUILDING;
- (B) DEVELOPMENT IN AREAS WHERE THE EXISTING DENSELY DEVELOPED STREETScape DEMANDS A PARTICULAR ARCHITECTURAL SOLUTION OR USE OF A PARTICULAR BUILDING LINE, EITHER OF WHICH MAY INHIBIT THE PROVISION OF ON SITE PARKING SPACE;
- (C) A DESIRABLE SOLUTION IN TERMS OF ITS CONTRIBUTION IN CIVIC DESIGN TERMS.

7.7 FUTURE RESIDENTIAL DEVELOPMENT

POLICY

A MINIMUM STANDARD OF AN AVERAGE OF 1.5 SPACES PER DWELLING IS APPLIED AT PRESENT. THIS SPACE MAY INCLUDE A GARAGE. DEPENDANT UPON THE LAYOUT OF THE AREA THIS PARKING MAY BE REQUIRED TO BE LOCATED BEHIND THE BUILDING LINE. FUTURE DEVELOPMENTS WILL HOWEVER REQUIRE AN INCREASE TO 2.0 SPACES PER DWELLING DUE TO THE RURAL NATURE OF THIS AREA AND TO CONFORM TO THE STANDARD SET DOWN IN THE SECTOR PLAN.

POLICY

7.8 THE ABOVE STANDARD WILL HOWEVER NOT NECESSARILY BE UNIVERSALLY APPLIED. IN REDEVELOPMENT AND VILLAGE CENTRE LOCATIONS, THE CAR PARKING REQUIREMENTS WILL BE DETERMINED WITH REGARD TO SPECIFIC CASES AND ON THE BASIS OF BED SPACES AND POPULATION GENERATED.

7.9 RETAIL SHOPS, STORES AND CAFES

POLICY

PARKING SPACES ARE TO BE PROVIDED OFF THE HIGHWAY FOR SERVICING BY COMMERCIAL VEHICLES IN ADDITION TO PROVISION OF CAR PARKING SPACES FOR PERMANENT STAFF (NOT NECESSARILY ON SITE). WHERE FEASIBLE, PARKING SHOULD BE PROVIDED FOR CUSTOMERS' VEHICLES.

POLICY

7.10 SPACE FOR OPERATIONAL PARKING, I.E. FOR LOADING AND UNLOADING SERVICE VEHICLES WILL NEARLY ALWAYS BE REQUIRED WITHIN THE

DEVELOPMENT SITE. IN THE CASE OF EXISTING SHOPS WITH ACCESS TO A REAR LANE, IT WILL BE A REQUIREMENT OF ANY PERMISSION FOR SIGNIFICANT REDEVELOPMENT THAT A LAY-BY, AT LEAST 2 METRES DEEP, BE PROVIDED ACROSS THE FULL WIDTH OF THE SITE.

7.11 OTHER DEVELOPMENTS

POLICY

CERTAIN DEVELOPMENTS OF A SPECIFIC NATURE MAY BE PROPOSED WHICH WILL HAVE PARTICULAR PARKING REQUIREMENTS. THESE SHOULD BE CONSIDERED ON THEIR MERITS AND THE DEGREE OF TRAFFIC GENERATED, STAFFING LEVELS AND REQUIREMENTS FOR ACCESS BY THE GENERAL PUBLIC WILL BE FACTORS IN THE ESTIMATION OF THE LEVEL OF PARKING TO BE PROVIDED.

POLICY

7.12

COMMERCIAL VEHICLE PARKING ON-STREET WILL BE DISCOURAGED. SITES FOR THE PARKING OF ADDITIONAL COMMERCIAL VEHICLES, OFF-STREET, SHOULD BE IDENTIFIED.

POLICY

7.13

DISCRETION IN THE APPLICATION OF PARKING STANDARD WILL BE APPLIED IN CIRCUMSTANCES WHERE SUCH PARKING IS CONSIDERED IMPRACTICAL OR UNDESIRABLE.

RECOMMENDATION

7.14

CONSIDERATION SHOULD BE GIVEN TO THE PREPARATION OF A FORM OF TRAFFIC STUDY LEADING TO THE DEVELOPMENT OF A TRAFFIC SCHEME, PRIMARILY TO ADDRESS THE PROBLEMS OF TRAFFIC FLOW AND ON-STREET PARKING.

8.0 TRAFFIC AND PEDESTRIANS

8.1 Traffic movement within the village is dictated by the historical road system allied to the presence of a through route and recent residential development.

8.2 Little scope for improvement or alteration of traffic flows exists with the exception of a possible by-pass.

8.3 If such an action were to prove desirable and feasible this could alleviate traffic-flows on the section between the junction of the Ballacraigne and Peel Road, and the junction of Baltic Road and the Main Road.

8.4 A specific problem area does exist where Mitre Cottage fronts on to the Main Road (adjacent to the Mitre Hotel).

8.5 At the above point, the width of the road and the presence of the cottage severely restricts sight lines and creates a hazard for both vehicles and pedestrians.

8.6 The built form of the village dictates against pedestrianisation at this point or indeed the creation of any significant areas for pedestrian use.

POLICY

8.7 ANY FUTURE TRAFFIC PROPOSALS SHOULD ONLY BE UNDERTAKEN IF THE HIGHWAYS DIVISION AND THE LOCAL AUTHORITY CONSIDER IT APPROPRIATE.

POLICY

8.8 NO PEDESTRIANISATION IS ENVISAGED BUT PARTICULAR ATTENTION SHOULD BE PAID TO AREAS OF PEDESTRIAN/TRAFFIC CONFLICT AND MEASURES UNDERTAKEN WHICH SHOULD RESOLVE THIS CONFLICT. ANY SUCH PROPOSALS MUST HOWEVER TAKE INTO ACCOUNT THE CHARACTER OF THE VILLAGE AND AVOID ALTERATIONS WHICH WOULD ADVERSELY AFFECT THE STREET SCENE.

RECOMMENDATION

8.9 THE POSSIBILITY OF A T.T. ACCESS ROAD SHOULD BE INVESTIGATED.

9.0 REGISTERED BUILDINGS

9.1 Buildings registered in Kirk Michael are:

i) The Court House (R.B. No. 136)

It is considered that certain additional buildings would justify registration, for example:

ii) St. Michael's church

iii) Church View House

iv) The Old Railway Station (now the Fire Station)

v) The Mitre Hotel

vi) The Old Mill, Glen Wyllin

vii) Kerrocoar (formerly Vicarage)

viii) Ebenezer Methodist Chapel and Hall

ix) Park View Chapel

9.2 Certain areas, which will be referred to as zones of interest, do however exist and largely comprise the original village form. Examples of such areas are:-

i) The Mitre Hotel and Courthouse group;

ii) St. Michael's Church and environs including the original five properties built around the church, namely

a) Mona House

b) Mona Cottage

c) Church Cottage

d) Maxwell Cottage

e) Greystones

iii) Section of the streetscape on the length of the Main Road'

iv) The built environment of Glen Wyllin;

v) The terrace on Station Road.

POLICY

9.3 ANY BUILDINGS WHICH ARE CONSIDERED TO BE SUITABLE FOR REGISTRATION SHOULD BE ADDED TO THE REGISTER AT AN APPROPRIATE TIME.

POLICY

9.4 ALTHOUGH NO CONSERVATION AREA EXISTS IN KIRK MICHAEL IT IS RECOGNISED THAT IN THE ZONES OF INTEREST PARTICULAR ATTENTION SHOULD BE PAID TO ALTERATIONS AND REPLACEMENT BUILDINGS WHICH MIGHT AFFECT THE GENERAL ENVIRONMENT. SUCH A POLICY SHOULD BE REGARDED AS INTERIM MEASURE PENDING CONSIDERATION OF FORMAL PROPOSALS FOR THE CREATION AND ADOPTION OF CONSERVATION AREAS. ANY SUCH INITIATIVE WILL BE SUBJECT TO THE RELEVANT PUBLIC CONSULTATION PROCESS.

10.0 HEALTH SERVICES

10.1 Kirk Michael relies both on Peel and Ramsey for its health services. Three doctors from the Ramsey Group Practice hold regular surgeries in Kirk Michael each week as is the case for the visiting doctors from Peel. Patients of the Ramsey doctors are served by the Ramsey Cottage Hospital.

10.2 It is not considered that any additional provision will be necessary in the foreseeable future on the basis of the areas recommended for residential development and the population generated.

POLICY

10.3 ANY FUTURE DEVELOPMENT IN KIRK MICHAEL MUST PAY REGARD TO POLICIES WHICH THE DEPARTMENT OF HEALTH AND SOCIAL SECURITY MAY CONSIDER APPROPRIATE TO THE VILLAGE.



11.0        **EDUCATION**

11.1        Michael Primary School is located on the Main Road in the south of the Village.

11.2        By virtue of its location on a main traffic route there is possible conflict between the pedestrian and traffic movements, particularly in the vicinity of Mitre Cottage.

**RECOMMENDATION**

11.3        THE PRESENT SITUATION WITH REGARD TO PEDESTRIAN MOVEMENTS RELATED TO THE SCHOOL SHOULD BE FURTHER EXAMINED BY THE DEPARTMENT OF HIGHWAYS, PORTS AND PROPERTIES, POTENTIAL CONFLICT POINTS IDENTIFIED AND MEASURES UNDERTAKEN TO ALLEVIATE SUCH PROBLEMS.

**RECOMMENDATION**

11.4        IN DEVELOPING THE RESIDENTIAL AREAS ON THE EAST SIDE OF THE MAIN ROAD, CONSIDERATION SHOULD BE GIVEN TO PROVIDING PEDESTRIAN/VEHICLE SEGREGATION.

**RECOMMENDATION**

11.5        THE FUTURE REQUIREMENTS OF THE SCHOOL IN TERMS OF CAPACITY AND SPACE SHOULD TAKE INTO ACCOUNT THE ANTICIPATED INCREASE IN RESIDENTIAL DEVELOPMENTS AND THE BROAD PROJECTIONS PROVIDED BY THE DEPARTMENT OF EDUCATION WHICH PROVIDE AN INDICATION OF POSSIBLE FUTURE REQUIREMENTS IN TERMS OF ADDITIONAL CLASSES.

12.0 OPEN SPACE

12.1 The village of Kirk Michael is fortunate in being related to significant areas of open space which consists of the adjacent countryside, coastal areas and glens in addition to general open space within the village.

12.2 Two glens provide access to the coast:

- i) The Balleira Glen which joins Main Road at the junction with Baltic Road.
- ii) Glen Wyllin and its river on the southern boundary of the village.
- iii) Glen Mooar
- iv) Glen Trunk
- v) Bishop's Court Glen
- vi) Cooidarry

12.3 Glen Wyllin is of particular importance in that it incorporates the campsite and trout farm, both of which are tourist orientated. Cooidarry has been suggested as a Nature Reserve by the Manx Nature Conservation Trust. This does however lie largely outside the Local Plan Area and should be considered as a broader issue.

POLICY

12.4 WITH THE EXCEPTION OF AREAS ALREADY PROPOSED FOR DEVELOPMENT USE, NO AREAS OF OPEN SPACE SHOULD BE RELEASED FOR DEVELOPMENT.

POLICY

12.5 FUTURE RESIDENTIAL DEVELOPMENT WILL BE REQUIRED TO BE DESIGNED IN SUCH A MANNER AS TO INCORPORATE APPROPRIATE OPEN SPACE AND LANDSCAPING REQUIREMENTS.

POLICY

12.6 IN THE PREPARATION OF DEVELOPMENT PROPOSALS IT IS ESSENTIAL TO ENSURE THAT ANY WORKS DO NOT HAVE A DETRIMENTAL EFFECT ON UNCOMMON

PLANTS OR VEGETATION. THE MANX MUSEUM AND NATIONAL TRUST SHOULD BE  
CONSULTED IN THIS RESPECT.

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