

The Town and Country Planning Act 1999



Area Plan for the East

Comprehensive Treatment Areas

Feasibility Studies and Treatment Plans

Published by Cabinet Office on 11th August 2021

Foreword

There are parts of the Island's capital and surrounding areas that have been blighted by the lack of regeneration and investment for many years. The Area Plan for the East and these feasibility studies seek to address this issue.

I very much hope that these feasibility studies will serve as a catalyst to drive much needed regeneration and allow dilapidated areas of the capital and Onchan to thrive once again. The feasibility studies are a fascinating look into past ventures and future potential, and I am looking forward to seeing the changes they may spark.

Ray Harmer MHK

Minister for Policy and Reform

Contents

Part One: Purpose, Vision and Policy Framework

| | | |
|---|--|---|
| 1 | Introduction..... | 1 |
| 2 | CTA Descriptions..... | 2 |
| 3 | The Purpose of this Report and how the studies will be used..... | 3 |
| 4 | The value in creating an overall 5 Year Vision..... | 3 |
| 5 | Supporting Legislation and Policy..... | 4 |

Part Two: The Feasibility Studies

| | | |
|----|--|----|
| 6 | Description and Content of the Feasibility Studies..... | 8 |
| 7 | Summary of Feasibility Study for CTA 1: The Villiers..... | 9 |
| 8 | Summary of Feasibility Study for CTA 2: Market Street..... | 11 |
| 9 | Summary of Feasibility Study for CTA 3: Riverside Gateway..... | 13 |
| 10 | Summary of Feasibility Study for CTA 4: Peel Road (West)..... | 15 |
| 11 | Summary of Feasibility Study for MDC 5: Onchan Schools..... | 16 |

Part Three: The Economic Recovery

| | | |
|----|--|----|
| 12 | The Significance of CTA's in the Island's Economic Recovery..... | 18 |
| 13 | Useful Contacts..... | 20 |

Appendices

Appendix 1: Treatment Plans for Comprehensive Treatment Areas

Appendix 2: Feasibility Study for CTA 1: The Villiers

Appendix 3: Feasibility Study for CTA 2: Market Street

Appendix 4: Feasibility Study for CTA 3: Riverside Gateway

Appendix 5: Feasibility Study for CTA 4: Peel Road (West)

Appendix 6: Feasibility Study for CTA 5: Onchan Schools

Abbreviations

| | |
|---|--------------------|
| Cabinet Office | CO |
| Department of Environment, Food and Agriculture | DEFA |
| Department for Enterprise | DFE |
| Department for Infrastructure | DOI |
| Town and Country Planning Act 1999 | 1999 Act |
| The Isle of Man Strategic Plan 2016 | The Strategic Plan |
| Comprehensive Treatment Area(s) | CTA or CTAs |
| Manx Development Corporation | MDC |

Part One: Purpose, Vision and Policy framework

1 Introduction

1.1.1 An area plan may designate any piece of land as an area selected for comprehensive treatment by development, redevelopment or improvement. Treatment can be partly by one and partly another method. Designated areas - known as 'Comprehensive Treatment Areas' – were introduced for the first time in the Area Plan for the East but the legal framework is contained within the Town and Country Planning Act 1999, S 4(1)¹.

1.1.2 Chapter 13 of the Area Plan for the East sets out a number of CTA Proposals.

1.1.3 CTA Proposal 6 (General) states:

"Within 12 months of the date when this plan is adopted², the Cabinet Office shall publish broad feasibility studies for each CTA reflective of the Treatment Plans set out above. The minimum detail shall include:

- i. *A site context and existing conditions plan, showing levels at the appropriate local datum, existing land uses and building footprints, adjoining roads and access points and land in government ownership;*
- ii. *Detailed analysis of the issues and identification of possible solutions/options going forward."*

¹ See Section 5 for full extract of s4, 1999 Act Acquisition of Land

² The Plan was adopted by CO on 21st September 2020.

Feasibility Studies for Comprehensive Treatment Areas (CTAs)

- 1.1.4 Since the approval of the Area Plan on 18th November 2020, CO has worked to develop treatment plans for the five designated Comprehensive Treatment Areas, integral to which has been the drafting of individual feasibility studies which are appended to this cover report.
- 1.1.5 The Area Plan for the East in Chapter 13 (CTAs) states that CTAs “represent sites which have opportunities for economic, environmental, infrastructure or social improvement but which would benefit from some level of co-ordinated enhancement/change (Para 13.1.3).
- 1.1.6 It is hoped that Comprehensive Development Areas will be an important lever to encourage and enable redevelopment and positive change (Para 13.1.5).

2 CTA Descriptions

2.1.1 The five CTAs are:

- CTA 1: The Villiers
- CTA 2: Market Street
- CTA 3: Riverside Gateway
- CTA 4: Peel Road (West)
- CTA 5: Onchan Schools

2.1.2 CTAs 1 to 4 are four separate and distinct areas in Douglas. CTAs 1 and 2 fall within the town centre boundary; CTA 1 fronting onto the Promenade and bounded on its remaining sides by Regent Street, Victoria Street and Duke Street. CTA 2 is linear in character taking in Market Street to the west of the main shopping streets of Castle Street, Strand Street and Duke Street. CTA 3 is sited on the edge of the town centre alongside the River Douglas stretching from South Quay to Hills Meadow. CTA 4 is further west stretching from Pulrose Bridge, again in a linear manner, towards Quarterbridge where it ends.

2.1.3 CTA 5 is in Onchan has a different character to the others in that it encompasses 2 primary schools, an area of residential dwellings including public housing, and an area of light industry. The interconnecting areas between all of these uses also forms part of the CTA and this includes areas of open space and trees.

3 The Purpose of this Report and how the studies will be used

- 3.1.1 The purpose of this report is to comply with CTA Proposal 6, contained within Chapter 13 of the Area Plan for the East. It sets out the findings of the feasibility work, develops the proposed treatment plans in the Area Plan that could be carried forward and identifies broad timeframes (a schedule of the treatment plans is set out in Appendix 1).
- 3.1.2 Any specific treatment identified under the auspices of the CTA mechanism which seek to benefit from the designation must be started within 5 years from adoption of the Plan. The Plan will reach 5 years from the date of adoption on 21st September 2025.
- 3.1.3 The treatment plans should be seen as the next step in securing improvements 'on site' across the different CTAs. For some, limited works may need to be pursued but the feasibility studies should be seen in the context of wider regeneration and brownfield site redevelopment and area improvement. They have the potential to be used to support and influence the work of the Manx Development Corporation and can be included within stage one preparatory work for the standardised RIBA project framework known as the RIBA Plan of Works (in some locations). They could help inform project budgets and delivery programmes in terms of the Unoccupied Urban Sites work.
- 3.1.4 Importantly, where land falls within a formal CTA highlighted in an Area Plan, CO may acquire that land or any part thereof by agreement or compulsorily. The studies will form part of the evidence which helps underpin the reason for acquiring such land.

4 The value in creating an overall 5 Year Vision

- 4.1.1 The 1999 Act stresses a time limit of 5 years from when the plan is adopted for identified treatment to begin and land to be acquired by CO under the CTA mechanism. Time limits ensure that any treatment proposed and undertaken remains relevant to the approved plan and having carried out additional work on specific areas, this in itself acts as an incentive for schemes/treatment plans to be worked up and carried out in a timely manner.

Feasibility Studies for Comprehensive Treatment Areas (CTAs)

- 4.1.2 Any improvement works clearly have the potential to extend beyond the lifetime of the plan. Time limits for treatment 'planning' and compulsory purchase helps ensure that there is activity in-situ early in a plan's life. The feasibility work and recommended treatment helps identify and establish linkages across town, secure better townscapes, encourage and set the scene for usable safe spaces that are sustainable, complimented by green infrastructure and which are ultimately places where people want to be.
- 4.1.3 Work such as this – which is essentially work to realise the potential of an area and make it better for all - is the first stage in understanding places better and facilitating actual physical changes which are properly thought through. The CTAs are, as referenced in the Act about development, redevelopment and improvement. To get there, treatment plans are needed. They are intended to bring to the fore ideas and options about beneficial changes that could be delivered, in accordance with urban design principles, utilised alongside the development plan.

5 SUPPORTING LEGISLATION AND POLICY

5.1 Supporting Legislation

- 5.1.1 The supporting legislation is to be found within section 4 of the 1999 Act, as set out below:

S. 4 Acquisition of land

"(1) An area plan may designate any land specified therein as an area selected for comprehensive treatment by development, redevelopment or improvement, or partly by one and partly by another method.

(2) If an area is designated under this section by an area plan, the plan shall —

(a) describe the treatment which is proposed by the Cabinet Office; and

(b) specify the period, which shall not exceed 5 years beginning with the date on which the plan is adopted, within which that treatment is to begin.

(3) Where any land is for the time being designated by an area plan under this section, the Cabinet Office may acquire that land or any part thereof by agreement or compulsorily; and — (a) for the purposes of the Acquisition of Land Act 1984 the area plan, this section and the resolution of Tynwald authorising the acquisition shall be

Feasibility Studies for Comprehensive Treatment Areas (CTAs)

deemed to be the special Act; but (b) no resolution of Tynwald under section 2(1) of that Act authorising the acquisition may be passed after the expiration of the period specified under subsection (2)(b)."

5.2 Supporting Planning Policy - The Isle of Man Strategic Plan 2016

5.2.1 The following policies are relevant:

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

5.2.3 **Strategic Policy 5** aims to ensure development makes a positive contribution to the environment of the Island.

5.2.4 **Strategic Policy 7** protects land designated for industrial, office, or retail purposes but requires the appropriateness of these designations to be assessed during the area plan process with consideration given to promoting development briefs to redevelop sites, provided provision is made for relocation of existing business. The Strategic Plan emphasises the importance of the continued regeneration within Douglas, particularly around the Promenades and Quayside and Douglas Regeneration Area to create further housing, employment, retail and leisure opportunities.

5.2.5 **Environment Policy 43** of the Strategic Plan recognises that there are some areas showing signs of deterioration and degradation, limited investment, empty and underused buildings, derelict sites and generally poor environments. It suggests that areas that could benefit from regeneration should be identified in Area Plans and any schemes or proposals whether for refurbishment, environmental improvements or complete redevelopment must be formulated by involving the local community which would be directly affected by the regeneration of the area. Re-use of sound built fabric, rather than its demolition will be encouraged.

5.3 Supporting Planning Policy - The Area Plan for the East

5.3.1 Chapter 13 is dedicated to Comprehensive Treatment Area Objectives. The designations for comprehensive treatment areas, together with proposed Treatment Plans, are detailed in paragraphs 13.7.7 to 13.7.11 of the Written Statement for the Area Plan for the East. The Treatment Plans are available to view in Appendix 1 of this Report, and should be read in conjunction with paragraph 9.5 of the Area Plan for the East, which details the desired outcomes for town centres included in the Area Plan, together with paragraph 13.4 of the Area Plan for the East.

5.3.2 Para 13.3.1 states that the objectives of comprehensive treatment areas are to:

- i. Optimise use of land and buildings;
- ii. Unlock difficult sites;
- iii. Assist with a co-ordinated approach to development;
- iv. Improve the urban environment and visual amenity;
- v. Encourage further investment;
- vi. Provide for space for Douglas Town Centre to grow; and
- vii. Improve access and provide better linkages.

5.3.3 Paragraph 13.4 of the Area Plan for the East sets out the desired outcomes for Comprehensive Treatment Areas identified in the Area Plan, as detailed below:

Urban Design and Integration

To provide urban design outcomes which recognise the history of each area, their relationships to neighbouring land uses and features and takes into account appropriate transition from one land use to the next.

Infrastructure

General/grey - to ensure that development staging is coordinated with the delivery of infrastructure and to create a road network that is permeable.

Feasibility Studies for Comprehensive Treatment Areas (CTAs)

Green – to establish appropriate public open space assets that are visually and physically linked via the local road network and associated pedestrian and cycling trails and waterways. To protect character in terms of landscape quality and nature conservation value with settlement boundaries.

Uses

Provision of retail, community services, leisure without compromising the function and role of nearby activity centres, and which facilitates efficient and direct pedestrian, cyclist and vehicle movement.

Making a positive contribution

To create an attractive urban environment that features tree-lined streets and attractive open spaces with high-amenity landscaping.

Making the best use of resources

Areas have been chosen because of their ability to complement existing town centres uses, and to take advantage of the roads and service infrastructure already in-place.

To ensure balance between water quality, biodiversity, recreation and visual amenity while optimising developable land within settlement limits.

A more integrated transport network

Provide realistic and workable alternatives to the use of private vehicles through the creation of direct links for pedestrians, cyclists and public transport users to town centre and retail areas, to schools, leisure facilities and other community assets.

Part Two: The Feasibility Studies

6 Description and Content of the Feasibility Studies

- 6.1.1 There are five feasibility studies that correspond with the designations for comprehensive treatment areas, as detailed in paragraphs 13.7.7 to 13.7.11 of the Written Statement for the Area Plan for the East.
- 6.1.2 The extent of each study area in Douglas is shown on Proposals Map 5: Douglas Town Centre, labelled as CTA 1, CTA2, CTA 3 and CTA 4. The extent of the study area for Onchan Schools CTA is shown on Proposal Map 6: Onchan, labelled as CTA 5.
- 6.1.3 The content of each feasibility study has been informed by the requirements for compliance with CTA Proposal 6 (General).
- 6.1.4 Each feasibility study adopts an urban design approach that tells the story of how an area within a CTA designation has evolved over time, in response to social, cultural and economic needs.
- 6.1.5 Specifically, each CTA details:
- the historical development of each area;
 - a site specific analysis to determine the baseline situation in each area covered under the CTA designation;
 - the opportunities that each CTA presents;
 - potential barriers to development, and
 - further recommendations to assist with removing the barriers to development.

A brief summary of each CTA is given in the following sections.

7 Summary of the Feasibility Study for CTA 1: The Villiers

7.1.1 CTA 1 occupies a central location encompassing part of the primary retail and leisure offer of Douglas town centre, and also part of the business district. The location and size of the site within the townscape, and the use options available, provides an opportunity for a bold statement of urban regeneration in the Island's capital. As a 'front face' of Douglas, the site presents an opportunity for a signature building that sits well within the surrounding townscape.

7.1.2 Notably, the key retail anchor of Marks and Spencer is situated adjacent to the CTA. This area also benefits from a superb easterly aspect that affords unparalleled views of Douglas Bay and the wider seascape, and the northern part of the site overlooks the attractive aspect towards the renovated former post office and recent public realm improvements.

7.1.3 The policy designation within the Area Plan for the East for CTA 1 is for mixed use, including office, leisure, retail, hotel, residential, entertainment venues, food and drink uses and public open space, or a combination thereof. Historical planning approvals on this site have supported high density office and residential development.

7.1.4 The feasibility study would suggest that the main issues impeding the development of this site will relate to:

- land values and lending appetite;
- market demand and timing;
- site remediation;
- soil stability;
- potential constraints in respect of the available floor plate, due to underground car park and underground utilities;
- s. 13 planning obligations;
- servicing and access, and
- enhanced specification to counter erosion arising from maritime conditions.

Cumulatively, all of these issues will cost money to rectify and impact upon site viability. This list is not exhaustive.

Feasibility Studies for Comprehensive Treatment Areas (CTAs)

- 7.1.5 Early discussions with lenders and developers are recommended, to give greater clarity on current lending appetites and timing, in the wake of Covid.
- 7.1.6 Further exploratory studies are recommended, in respect of underground conditions and building condition and discussions with the Department of Infrastructure are also recommended, to explore the potential benefits for an additional vehicular access point onto Loch Promenade.
- 7.1.7 As a registered unoccupied urban site, there is an opportunity to use this site as a test case for an assessment of viability and subsequent development of a tailored package of supporting measures to enable development to take place.

8 Summary of the Feasibility Study for CTA 2: Market Street

- 8.1.1 CTA 2 benefits from a town centre location with easy access to the primary retail offer, the cultural quarter and the business district. The Market Street CTA offers a major opportunity for significant townscape regeneration that supports the night time economy and there are significant investment and regeneration opportunities available within this area, to suit a range of developer appetites over an extended period of time.
- 8.1.2 There is scope for this area to contribute significantly to the wider local economy by encouraging higher value land uses, using a range of measures that are phased over time. There is a great opportunity to improving linkages to the wider town centre area.
- 8.1.3 A phased strategy for re-development within CTA 2 could help to deliver real change over the longer term, whilst managing expectations in the interim period. A number of short term measures are possible which would increase footfall and vibrancy within the area and support the wider local economy, such as pop-up shops and re-occupation of currently vacant premises. In the longer term, re-development of this area should aim to support the cultural offer of the Gaiety Theatre, Manx Museum and Villa Marina, and the introduction of mixed uses on land currently used for temporary car parking would help to enliven the area. The future of Chester Street multi storey car park needs to be determined.
- 8.1.4 Broad Site Viability issues within CTA 2 centre upon:
- site remediation and the structural condition of shared boundaries;
 - Overcoming existing topography and access to facilitate improvements in respect of vehicular and pedestrian access;
 - Environmental constraints (the setting of registered buildings, registered trees and archaeological interest);
 - Underground conditions, and
 - Land ownership.

Feasibility Studies for Comprehensive Treatment Areas (CTAs)

- 8.1.5 Early discussions with lending institutions could help to assess current lending appetites and aid in the preparation of financing models. Similarly, early conversations with property market specialists would help to assess current market demands.
- 8.1.6 Discussions with DOI will be necessary to successfully achieve improvements in respect of servicing and access and public realm. A review of the pedestrianisation scheme for Strand Street and Castle Street should also be considered in terms of its extent and whether or not improvements are needed.
- 8.1.7 More detailed studies are recommended in respect of
- land ownership, vacant premises and tenure;
 - building condition, and
 - utilities and drainage provision.

9 Summary of the Feasibility Study for CTA 3: Riverside Gateway

- 9.1.1 CTA 3 occupies an attractive riverside setting adjacent to the town centre. The combination of good employment options, the steam railway, a supermarket, the marina and café/bar culture on North Quay, as well as an emerging leisure offer on South Quay provides a good opportunity for sustainable town centre lifestyles that can ultimately contribute to the decarbonisation agenda. There is a great opportunity to capitalise on the historic legacy of the railway station and harbour to create a strong sense of place for the Riverside Gateway.
- 9.1.2 Large plot sizes offer significant investment opportunities for a mix of uses. Key uses may well be retained on CTA 3 but in the longer term there is potential for bulky retail, leisure activities, residential purposes and office uses where specified.
- 9.1.3 Lending appetites and confidence will influence how sites and new schemes move forward to implementation in a post-Covid world. A phased approach on the larger Lake Road site would aid with planning certainty and help to mitigate any associated development risks. The smaller South Quay plots are accessed on street, making these sites much more easily developable and responsive to current market demand.
- 9.1.4 Innovative flood alleviation measures could accommodate active travel links to the wider rural area, and offer alternative options to vehicular transport that support healthier lifestyles. Indeed, sensitive, well designed development can realise the goal of having a bridge over the Douglas River which would enhance linkages to the wider area. Planning obligations could be explored to help secure this key link.
- 9.1.5 There is a very real opportunity to extend the existing green infrastructure into the very heart of Douglas and make a valuable contribution to biodiversity net gain.
- 9.1.6 Future schemes for development should build upon the historic legacy of this area to enhance the sense of place.
- 9.1.7 A flood risk management strategy will be crucial in determining appropriate flood risk management measures that are compatible with re-development in this area, and further studies are recommended in respect of utilities provision and existing tree condition to inform future stewardship and ensure the best location for a future bridge link.

Feasibility Studies for Comprehensive Treatment Areas (CTAs)

9.1.8 Early discussions with lenders and developers is recommended, to determine current lending appetites, and inform a phasing strategy for re-development in this area. Similarly, in respect of highways capacity, early discussions with the Department of Infrastructure are recommended and options to allow for an additional crossing points across the river and railway line should be explored.

9.1.9 Identified barriers to development include:

- Historic infill and site remediation;
- Capacity and condition issues for utilities and drainage;
- Structural condition of existing retaining walls;
- Land ownership and legal tenures;
- Land values and market demands;
- Highways capacity issues;
- Flood risks;
- Linear structures that sever the site;
- Topography, and
- Registered trees.

10 Summary of the Feasibility Study for CTA 4: Peel Road (West)

- 10.1.1 CTA 4 benefits from large plot sizes in a riverside setting, within commuting distance of Douglas town centre. This is a key opportunity for those looking for an edge of centre location with a high throughput of people on foot and in vehicles, and the proximity to the River presents an opportunity for future development to front onto an attractive riverside setting.
- 10.1.2 There is already a mix of uses and the area could comfortably accommodate uses of a larger footprint and scale than that offered in the town centre. Sites within this location offer opportunities for investors who are looking to invest in leisure uses and bulky goods, reduce their carbon footprint and offer good active travel and cycling perks to employees, whilst retaining a commercially competitive advantage.
- 10.1.3 The historic legacy of the railway line is an asset, and continuous government ownership of the route along its length in this area provides a very real opportunity to facilitate active travel links, reduce car dependency, improve traffic safety and reduce traffic congestion in this area, connecting with established paths and 'jump-off' points to the NSC. Real net gains are possible in respect of biodiversity.
- 10.1.4 All new development will soon have to take account of climate change principles and being close to town on a brownfield site will come with many benefits. Climate change principles should be embedded within redevelopment opportunities in CTA 4. This should include better stewardship of existing tree cover and the development of green infrastructure, with a view to enhancing townscape quality and biodiversity net gain.
- 10.1.5 There are development barriers that need to be overcome to achieve the full development potential that this area can offer, and the key issues relate to:
- Mixed legal tenure and land ownership;
 - River and tidal flood risk;
 - Registered Trees/Tree Areas;
 - Restricted access due to the former railway line and River Glass;
 - Existing highways capacity;
 - Utilities provision, and
 - The full extent of the possible contaminated landfill.

11 Summary of the Feasibility Study for CTA 5: Onchan Schools

- 11.1.1 Flanked by an attractive rural setting to the north, CTA 5 enjoys easy access to a range of community facilities and open space in Onchan. Should future development come forward in the wider settlement area of Onchan, additional educational provision will be required to meet additional educational need. It therefore follows that redevelopment of this area for education and residential purposes is desirable.
- 11.1.2 A masterplanned approach to development phased over a period of time could allow for the rationalisation of government land assets to form a new school site that benefits from shared educational facilities and better traffic circulation/management. With an outlook over the wider rural setting, this could become a major community asset that resolves many of the current transport issues in this area in the longer term.
- 11.1.3 A significant portion of land within CTA 5 is owned by Government, and subject to current leasehold agreements, there is scope in the future to rationalise the layout of land use in this area to provide a new school site that can share improved educational facilities and ancillary uses. Leasehold agreements with the high tech engineering facility on the site will determine a time frame for any future rationalisation of land uses in this area.
- 11.1.4 The re-location of Onchan School to the area of existing high tech industrial use would free up government land for future residential land uses on the current site of the school. Re-development of this site could make a significant contribution to the financing and funding of the new and improved school site.
- 11.1.5 Early discussions with Onchan District Commissioners would help to identify the extent of land held by them within CTA 5, and their future development plans, and other registered land titles in the area should be investigated.
- 11.1.6 Topographic levels within CTA 5 have strongly influenced development in this area to date, and will need to be considered in any future development proposals. That said, both the aviation works and Onchan School are located on relatively level ground, making both sites more viable for future re-development.
- 11.1.7 A full assessment of drainage and utilities provision is recommended, to better understand the relevant constraints in this respect, and improve the current provision.

Feasibility Studies for Comprehensive Treatment Areas (CTAs)

11.1.8 Any interventions that would help to alleviate vehicular and pedestrian conflicts within this area would significantly ease movement pressures within the CTA, and there is scope to improve current standards of highways design in the area. Future discussions with the DOI would be required to ensure that this opportunity is not missed.

Part Three: Next Steps

12 The Significance of CTA's in the Island's Economic Recovery

12.1 The Newly formed Manx Development Corporation

12.1.1 The Isle of Man Government is engaged in creating conditions to stimulate economic recovery by supporting the Island's businesses and communities to recover from the impact of Covid, and is proactively encouraging inward investment through a number of measures.

12.1.2 The Area Plan for the East recognises that CTAs "represent sites which have opportunities for economic, environmental, infrastructure or social improvement but which would benefit from some level of co-ordinated enhancement/change. (Para 13.1.3)

12.1.3 In support of the strategy for economic recovery, Government has recently set up the Manx Development Corporation. The MDC derives from an identified need to fully utilise government owned land and property assets to support the recovery. As an arm's length organisation, it can act independently from Government and engage with landowners directly, whilst being cognisant of the commercial sensitivities associated with stakeholder interests. This engagement should act as a catalyst for the regeneration and repurposing of urban and brownfield sites.

12.2 Managing Future Work Stages

12.2.1 The feasibility studies should be viewed as part of the toolset needed at an early stage to unlock difficult sites and deliver much needed inward investment in the wake of the pandemic.

12.2.2 The identification of potential barriers to development within the feasibility studies is intended to raise awareness of the difficulties associated with re-development in these areas, and help to manage stakeholder expectations, but the studies also highlight the investor opportunities that could be available, if these barriers can be overcome.

Feasibility Studies for Comprehensive Treatment Areas (CTAs)

12.2.3 The final recommendations within the feasibility studies are intended to enable further information to be gathered that can aid negotiations for site assembly and form a strong foundation for future work stages associated with redevelopment within the extent of the designated comprehensive treatment areas, combined with public realm improvements³.

12.2.4 The success of the feasibility studies will ultimately be measured by the extent to which the MDC draws on the recommendations to inform future action plans for site assembly and the preparation of planning applications to DEFA, in order to support the regeneration of previously developed sites.

12.3 Land Acquisition

12.3.1 The publication of the feasibility studies, in compliance with CTA Proposal 6 (General) retains the ability to exercise the legal powers contained under section 4 of the 1999 Act, relating to compulsory purchase and acquisition of land, for a defined period. This will ensure that the MDC has the ability to enter into negotiations with private landowners in a position of strength, to be better able to co-ordinate enhancement and assemble sites that can be redeveloped.

³ Para 6.7.3 of the Area Plan for the East - **Urban Environment Proposal 2** - All new development and regeneration proposals within the Comprehensive Treatment Areas and Douglas Town Centre must demonstrate design elements to provide and enhance areas of public realm through sensitive and context-specific design.

13 USEFUL CONTACTS

| Name | Role | Telephone | Email Address |
|---------------|---|------------------|----------------------|
| Diane Brown | Head of Planning Policy Cabinet Office, 3 rd Floor Government Office, Bucks Road, Douglas, Isle of Man, IM1 3PN | 01624 686758 | Diane.Brown@gov.im |
| Stephen Moore | Policy Development Manager – Built Environment St. George’s Court, Upper Church Street, Douglas, Isle of Man, IM1 1EX | 01624 685873 | Stephen.Moore@gov.im |

Supporting Appendices

(Appendices 2 to 6 are in separate documents)

Appendix 1: Treatment Plans for CTA's

| Policy Reference | Description of the Treatment Plan |
|--|--|
| Paragraph 13.7.1 (Area Plan for the East) | <p>Treatment Plan for Proposal 1 - The Villiers</p> <p>Development of this area shall include office, leisure, retail, hotel, residential, entertainment venues, food and drink uses and public open space or a combination thereof; or the laying out of the site as public open space/town square in its entirety. Should built development not be brought forward independently of Government intervention, then consideration will be given to compulsory purchase of the site for either of the options described above.</p> |
| Paragraph 13.8.1 (Area Plan for the East) | <p>Treatment Plan for CTA Proposal 2 - Market Street</p> <p>Development of this area for retail and ancillary uses would be appropriate. Any development should be carried out in accordance with an improvement scheme involving land and property owners and Government and should include highway improvements, both pedestrian and vehicular. Public parking should continue to be provided in the form of a multi-storey, however continuation of surface level car parking is not seen as appropriate.</p> |
| Paragraph 13.9.1 (Area Plan for the East) | <p>Treatment Plan for CTA Proposal 3 - Riverside and Peel Road</p> <p>Development of this area could include leisure, retail warehouse (bulky goods) and residential uses. The acceptability of the range of uses and their precise location shall be assessed as part of a development brief taking into account accessibility, highway impact, design, visual impact and flood mitigation. The presence of buried river channels and 19th century water management channels such as mill leats may require carefully engineered groundworks. Provision for a cycle route that links to existing and future cycle networks including the Heritage Trail shall be included.</p> |
| Paragraph 13.10.1 (Area Plan for the East) | <p>CTA Proposal 4 – Peel Road West (Treatment Plan)</p> <p>Development of this area could include leisure and retail warehouse (bulky goods). New uses shall be assessed taking into account accessibility, highway impact, design, visual impact and flood mitigation. Provision for a cycle route to link to the Heritage Trail shall be included.</p> |
| Paragraph 13.11.1 (Area Plan for the East) | <p>CTA Proposal 5 – Onchan Schools (Treatment Plan)</p> <p>Redevelopment of this area for education, light industrial and residential purposes would be supported. Any redevelopment would need to be subject to a development brief setting out the various uses, highway and drainage improvements, public realm enhancement and phasing of development.</p> |

Feasibility Studies for Comprehensive Treatment Areas (CTAs)