



Isle of Man
Government

Reiltys Ellan Vannin

Area Plan for the North and West—Draft Plan

EPD1 Consultation Summary Report: Preliminary Publicity

**Cabinet Office
24 June 2022**

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1. Introduction

Overview:

This report summarises the responses to the Preliminary Publicity consultation for the Area Plan for the North and West and provides some commentary on the themes which emerged.

The Area Plan is being produced by Cabinet Office who are also responsible for the delivery of the Island Development Plan (Strategic Plan and Area Plans). This suite of documents are the key documents used when making decisions on planning applications received by the Department of Environment Food and Agriculture (DEFA).

Consultation Process: April 2021 to December 2021

The Preliminary Publicity is the first statutory stage in the Plan preparation process. A consultation was undertaken from the 16th of April to the 25th of June 2021 to inform the public of all the key considerations the Area Plan will address as well as being an opportunity for other issues to be identified.

Because of the wide geographic area this Area Plan will cover, the Planning Policy team were available at drop-in style events in both Peel and Ramsey over several days to discuss with the public matters that the Plan intended to deal with. Sessions were held in Ramsey Town Hall and The House of Manannan, Peel, throughout May and June 2021 which were well attended.

The responses the Department has explicit permission to publish will be made available to view via the Consultation Hub. However, in many comments, references were made to historical events, ownership and even identifying potential legal issues such as covenants and leases. As these could be used to identify individuals it would not be appropriate to publish such identifying information.

Cabinet Office also sought the views of all the statutory consultees (such as Government Departments and Statutory Bodies and Local Authorities) and has continued to work with these stakeholders throughout the development of the Draft Area Plan.

A subsequent consultation on 'additional sites' (identified as part of the original consultation) was then undertaken which focused on capturing the opinions of respondents on the additional sites only. These responses are attached as an appendix to this report.

In total 1,032 responses were received during the process.

2. Consultation Summary April – June 2021

The Department has analysed the comments received during the consultation period and now presents a summary of the issues raised. As the Plan Area covers a large area involving a number of issues and sites, the issues have been grouped together thematically. Individual, site-specific comments have helped to determine what potential development sites may or may not proceed but those are not repeated in this report.

The Preliminary Publicity consultation attracted 291 responses, 162 online via the Consultation Hub and 129 by email or post. Of these respondents:

- 206 members of the public
- 24 Land Owners, Developers or their Agents

- 5 Statutory Boards or Government Departments
- 11 Local Authorities
- 1 Residents' Group
- 6 Amenity Society/Community Groups
- 17 Other
- 21 Not Answered

3. Site Assessment Framework

Overview:

The majority of respondents indicated that they wished to comment on the Site Assessment Framework (SAF) and the Cabinet Office received 121 responses to this question. However, of those comments, most were not specifically about the SAF but were about a particular site or development in general. However, some comments were constructive and several changes have been made to the Site Assessment Framework. Where applicable, these comments and changes have been outlined below.

Summary of Comments:

Biodiversity Net Gain, the Biosphere and protected wildlife sites

1 respondent voiced their concern over how the Site Assessment Framework considered biodiversity, suggesting that this should be amended to represent a "*biodiversity net gain*". While Cabinet Office do agree with this position and during the Area Plan for the East Public Inquiry, the Department opening supported biodiversity net gain, the Inspector pointed out that the Strategic Plan only provides for "no net loss [of biodiversity]" as did DEFA's Biodiversity Strategy. Until the Strategic Plan has been updated this is the *de facto* position we must take, noting that the Climate Change Act will change policy soon and seeking biodiversity net gain will be the norm when it comes to new development in the future.

Seventeen comments across the consultation were made about how planning should consider the protection of the biosphere when preparing the Area Plan. Currently, no reference to Biosphere is made in the Site Assessment Framework because the "Core Areas" identified in the "Biosphere Vision and Strategy 2021-2026"¹ are already protected by law and are also referenced in Q. 5 of the SAF, seen below (ASSI, Nature reserves, RAMSAR etc.)

Green	Site and adjoining area is unlikely to have any nature conservation interest
Yellow	Not used
Orange	Adjacent land (but not the site) has potential nature conservation interest - including designation in an existing Local Plan or the 1982 Development Plan.
Red	Potential nature conservation interest has been identified on the site – including designation in an existing Local Plan or the 1982 Development Plan.

¹ <https://www.biosphere.im/our-5s>

Critical Constraint	<p>The site or adjacent area is a nationally or internationally designated site (RAMSAR or Area of Special Scientific Interest), Marine Nature Reserve, National Nature Reserve, Emerald Site, Bird Sanctuary or Area of Special Protection.</p> <p>Critical Constraint applies.</p> <p>The site is unsuitable and should be screened out.</p>
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Figure 1: Site Assessment Framework criteria on the protection of valued wildlife habitats and species

One consultation respondent requested that Cabinet Office consider creating buffer zones around ASSI's, RAMSAR, NNR sites etc. Cabinet Office considers that buffer zones around the ASSI's would not be appropriate as the provision of buffer zones can and should be made at the time of designating such an area as an ASSI. With the exception of bird sanctuaries and nature reserves – sites designated as ASSI and RAMSAR etc. will be shown on the Environmental Constraints maps for the Area Plan. Regarding sites which will not be mapped on the constraints maps, Cabinet Office would welcome evidence for the need for buffer zones on such sites.

Public Health

One respondent suggested that sites submitted for consideration as part of the Area Plan may have public health implications and that the Site Assessment Framework should account for this, however, no suggestions as to how this could be incorporated into the SAF were made. Without any firm proposals or development briefs, and given the wide scope of Public Health, it is not considered at this stage of the Area Plan process that it is practical to incorporate such a criteria into the SAF. Planning Policy will give Public Health an opportunity to comment on those sites that pass the initial assessment and on any future policies and proposals within the Area Plan.

Settlement Character

Six respondents were concerned that the Site Assessment Framework does not consider the character of existing settlements. However, Q.11 which is a new criterion from the 2017 Site Assessment Framework² does take this into account.

The reasons for this change are set out in Environment Policy 42 of the Strategic Plan. This policy states: "*new development in existing settlements must be designed to take account of the particular character and identity of the settlement, in terms of buildings and landscape features of the immediate locality. 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. Open or green spaces which are to be preserved will be identified in the Area Plans*". Reference may also be had to defining features within settlements, as identified in the Landscape Character Assessment 2008.

Further to the above, Cabinet Office therefore intends to assess sites on this criteria by applying the below scoring as part of the Site Assessment Framework.

² <https://www.gov.im/media/1355134/annex-4-site-assessment-framework.pdf>

Green	Development of the site could preserve or enhance the character and identity of an existing settlement.
Yellow	Not used
Orange	Not used
Red	Development of the site could result in <ul style="list-style-type: none"> • inappropriate backland development, and/or • the removal of open spaces or important landscape settings that contribute to the visual amenity, sense of place and overall settlement character.
Critical Constraint	No Critical Constraint applies

Figure 2: Site Assessment Framework criteria for the Preservation of Settlement Character

Regional Sewerage Treatment Works

One respondent was concerned how sites put forward for Regional Sewerage Treatment Works (RSTW) would be considered in the detailed site assessment. Sites suitable for RSTW have very specific requirements. The provision of regional sewage treatment is an important issue and no potential sites were filtered out at the first stage.

Reducing Emissions

It was suggested that site selection should place some emphasis on criteria aimed at reducing greenhouse gas emissions. While implementing prescriptive policies on building materials is not within the scope of the Area Plan, consideration could be given to the site location for the potential of solar gains or domestic energy generation. Except for those sites close to, or on the escarpment between the northern plains, many sites within the North and West will have an unobstructed outlook of the southern skies, which is considered to be ideal for these technologies.

Further reduction in emissions could be by way of a reduction in travel times and reducing the need for private transportation, particularly by the private motor car. Cabinet Office do not feel that particular assessment should be carried out as part of the site assessments but considered as part of the wider Area Plan using travel data from the 2021 Census and the Department of Infrastructure’s Highway Services. Active travel however, will remain a key focus in site selection with safe and convenient routes to local services in order to reduce congestion on local roads a key priority.

Groups of Houses in the Countryside

One respondent suggested that the SAF should look positively on areas that could be considered as “Groups of Houses in the Countryside”. The potential to define what may be considered a GHIC as part of the Area Plan for the North and West will be considered but the Plan would not seek to expand such settlements, merely to consolidate their existing

boundaries and uses within. It should also be noted that the designation of such settlements is not a policy within the Strategic Plan but within the supporting subtext of Housing Policy 6³.

Coastal Erosion

Ten respondents were concerned about the coastal erosion and the affect it will have on low lying areas, coastal footpaths and homes, particularly in Kirk Michael. However, one respondent pointed out that this is not yet captured within the Site Assessment Framework. Cabinet Office has therefore included the Coastline Management Zones as a critical constraint within the site assessment.

4. Settlement Boundaries, Hierarchy and Spatial Vision

Overview:

Predominantly, respondents were happy or did not have an opinion on the settlement boundaries as defined. Fifty comments were received on the topic of settlement boundaries and these have been summarised below.

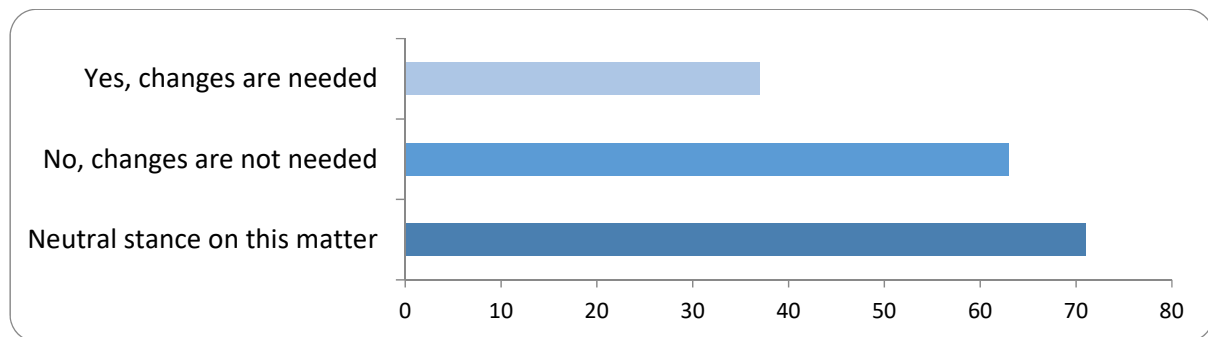


Figure 3: Breakdown of comments received on Settlement Boundaries

Summary of Comments:

Service Centres-

Some support was shown for following a similar philosophy to the Area Plan for the East and deviating from the proportional distribution model used in the Strategic Plan, with one respondent saying: *"building should be only on the outskirts of towns, Castletown, Peel, Douglas for example. Where the infrastructure can support more homes, more traffic, more children for schools etc"*. Cabinet Office will seek to address those issues identified through the Preliminary Publicity by site selection, this may involve limited development opportunities in certain areas.

³ Isle of Man Strategic Plan – Page 70

Ramsey - There were several consultation responses that touched on the subject of the Ramsey settlement boundary and these responses covered a range of topics. A number of the responses that commented on the town's ESB mentioned the potential expansion of the boundary into the Parish of Lezayre, with one respondent stating: "*expansion of Ramsey's boundary is not needed, particularly the draft expansion into Lezayre.*" Another respondent expressed concerns regarding flooding in the Glen Auldyn area stating: "*grow Ramsey in places that do not flood*" and "*leave Glen Auldyn in Lezayre.*"

At this stage, Cabinet Office is reserving comment on the matter of the Ramsey settlement boundary extension.

Changes to the settlement boundary of Ramsey were also mentioned by one respondent who stated: "*major recreational areas such as Mooragh Park and Poyll Dooey should be identified as being within existing settlement boundaries.*" The respondent continued, stating that "*excluding them [Mooragh and Poyll Dooey]... gives a completely false picture as to the extent of any settlement and facilities upon which they depend.*"

Service Villages & Villages

St Johns – It has been suggested that the existing settlement boundary of St Johns does not incorporate all of the village and that it should extend across the Curragh Road (A3) to the Hope and Slieu Whallian Park. Currently, the settlement boundary does not include the Saw Mill and Thie Slieu Whallian. Cabinet Office at this present time would not support such an expansion.

Sulby -Two respondents made specific comments about the Sulby village ESB between the cross roads of the A3 and A14 and Kella in the area of Sulby Bridge. One respondent made it known that these are two separate and distinct villages and therefore should not merge. Another respondent was of the opinion that the ESB should be extended further northwards to include the Active Travel route along the Heritage Trail, which connects both areas. It is Cabinet Office's position that both the Sulby crossroads and Kella constitute Sulby village as defined within the Strategic Plan Settlement Hierarchy⁴.

Glen Mona – One respondent suggested a significant expansion to the settlement boundary of Glen Mona, stating that the "*boundary around Glen Mona should be reviewed to extend from GR022 to GR009 at least, and potentially to GR023, if it could be considered a service village*". At present, Cabinet Office is unable to support such a considerable extension to the settlement boundary of Glen Mona, nor the suggestion that the settlement should be deemed to be a Service Village within the settlement hierarchy.

Low Density Houses in Parkland and Residential land outside of settlements

Glen Auldyn- Glen Auldyn was suggested as an area that should form a settlement in its own right. Cabinet Office must follow the policies within the Strategic Plan, which does not identify Glen Auldyn as a settlement as part of Spatial Policies 1-4. However, Cabinet Office has as background to the Draft identified a list of groups that may meet the criteria for a Group of Houses in the Countryside.'

Slieau Whallian Park – Cabinet Office received a petition from the residents of St Johns and the surrounding area who found the proposals for a residential designation adjacent to

⁴ Isle of Man Strategic Plan – Spatial Policies 1-4

Slieu Whallian Park disagreeable. While the consultation is by no means a referendum, Cabinet Office acknowledges those signatories and has outlined the comments made regarding GMR018 and GMR002 within the appendices of this report

5. Housing

Overview:

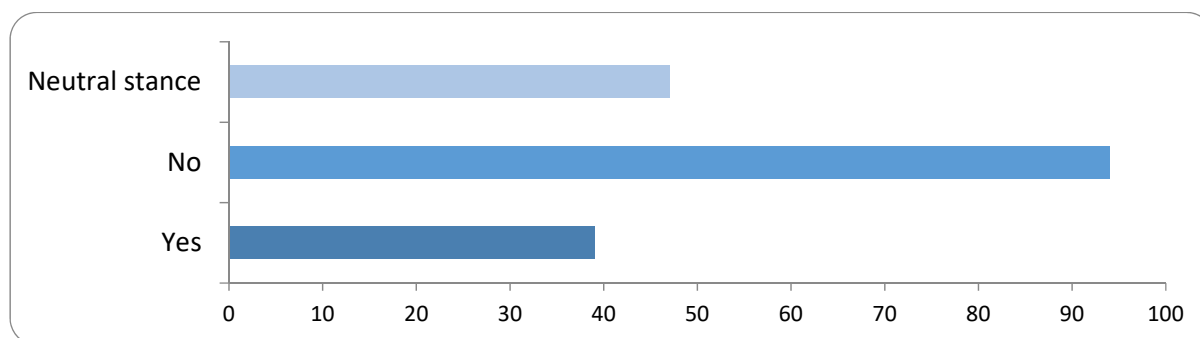


Figure 4: Breakdown of answers received on housing need

32% of respondents did not agree with the housing need assessment based on the known census information. One respondent who did not agree said *"the growth of the Island is presently stagnant partly due in the short term to the covid pandemic but in the longer term due to the [lack of] availability of desirable residential accommodation"*. However, of those who said "no", generally the comments received did not reflect this sentiment and were in support of reduced housing numbers. Several respondents indicated their preference to possibly adjust the housing need assessment pending the findings of the 2021 census.

53% of respondents did not comment or indicated they had a neutral position on the matter

The remaining 14% of respondents who agreed with the housing need assessment either made no further comment or suggested housing need was greater than what Cabinet Office have identified. This may be further exacerbated by Brexit, global financial reform, Covid or the method of calculation set out within the Strategic Plan.

Summary of Comments:

Overall, 61 comments were made regarding the Housing Need Assessment up to 2026 based on the known census information, these comments are summarised and set out below:

Property Investors

Concerns were raised that companies are buying properties as investments and significantly reducing the number of properties available on the open market. The Private Sector Housing Condition Survey 2018/20⁵ quantifies the tenure of private housing and found that the national average was 22% private rental. Notably within the North and West, Peel has the highest percentage of privately rented dwellings at 29.2%, significantly higher than Ramsey and Kirk Michael with 11% and 6.6% respectively. This difference could in part be attributed to 23% more housing developed in Peel between 2001-2018 compared to Ramsey and Kirk Michael. Alternatively, this difference could be rationalised by the fact that the makeup up of the existing housing stock within central Peel is predominantly smaller semi-detached or terraced properties, which are considered to be more suitable to small capital investors or cash buyers.

⁵ <https://www.gov.im/media/1369804/private-sector-housing-stock-condition-survey-2018-20-executive-summary.pdf>

Area Plan Allocations

One respondent who was concerned about the prospect of such limited development opportunities said *"it is vitally important that the Plan provides for the development needs of the North and West beyond 2026."* This respondent was also very concerned about the limited life span of the Plan. The Area Plan will remain in operation until replaced.

Housing Mix

Further comments were made about the housing mix, particularly regarding bungalows, sheltered accommodation and care homes. It was highlighted that there is a diminishing supply of these types of homes which prevents those wishing to downsize from doing so, as well as meaning persons with additional needs may be more reliant on third sector support. This, in turn, presents a potential imbalance in housing mix that may be preventing young families from growing, or moving to more suitable accommodation. Cabinet Office recognises this issue and will look to ways that existing evidence bases could be expanded in order to provide a fuller picture on this. Work is underway by the Housing and Communities Board.

Several respondents who identified the need for affordable housing suggested that these could be cheaply provided on brownfield sites. There is no evidence that supports this claim however, plan wide viability assessments is something the Cabinet Office are looking to explore in the near future.

Corrin Home

Sixteen comments were received about the Corrin Home. In June 2021, it was announced that the Corrin Memorial Home was to close having become "financially unviable" in the eyes of the home's directors⁶. At the time of this announcement, the Corrin Home accommodated 21 residents. Since the closure of the Corrin Home was announced, all 21 residents have been re-housed in line with their preferences with 14 residents being moved to care homes operated by Manx Care, and 7 into care homes in the private sector.

During the time of its operation, the Corrin Home provided a valuable service for elderly and vulnerable members of the community in Peel and the West of the Island and Cabinet Office will liaise with colleagues in the Department of Health and Social Care and Manx Care to ensure that the Area Plan facilitates the current and future need for care within Peel and the West.

Tiny Homes

In past discussions, people have expressed the view that "tiny houses" could be a solution to the housing crisis, while this exact phrase wasn't used in the consultation one respondent did hint at such an idea, suggesting that outbuildings which are deemed suitable should be allowed to be converted to residential. While ancillary residential uses are not contrary to the Development Plan provided they do not constitute inappropriate backland development, they would be subject to both building regulations and environmental health regulations that fall outside of the remit of Planning Policy.

Jurby

⁶ Government Press release: <https://www.gov.im/news/2021/jun/14/urgent-assessments-to-ensure-safety-of-corrin-homes-residents/?iomg-device=Desktop#:~:text=The%20trustees%20and%20directors%20of,in%20the%20operation%20the%20facility.>

In the Isle of Man Strategic Plan (2016) Jurby is recognised as a Service Village and at the time of writing has a maximum housing need of 28 units over the remainder of the plan period (to 2026) assuming proportional distribution across all settlements. Cabinet Office have already deviated from this method during the Area Plan for the East and will likely do so again to ensure the most efficient traffic movements and redevelopment of previously developed sites with limited wildlife value.

A number of respondents noted that Jurby village is relatively isolated and despite being served by a good road network, the village is quite far removed from its nearest Service Centre. This, combined with a lack of facilities locally, mean that facilitating Active Travel is difficult with most inhabitants being left with no option but to drive to access employment, leisure or retail provision.

Notwithstanding the valid applications 20/01516/B and 21/00408/B, Cabinet Office will be unlikely to seek a significant amount of land for residential use at this time, given the reduced housing need based on the census projections. This will continue to be reviewed as the results from the 2021 census emerge.

Affordable Housing & First Time Buyers

While the policy requiring developments of 8 or more dwellings to provide 25% of new dwelling as first time buyer's homes sits within Cabinet Office as part of Housing Policy 5 of the Strategic Plan, the Affordable Housing Scheme is operated and negotiated by the Department of Infrastructure. Fifteen respondents made comments about affordable housing and indicated that they were not satisfied with current provisions.

Cabinet Office is aware that the 25% provision is often not attained but this policy is contained within the Strategic Plan and will remain in force until such time as evidence suggests an alternative provision.

Property Ownership

There was a concern that non-residents and private companies were acquiring a large proportion of new build housing or new properties on the market and Manx residents were unable to afford or find suitable accommodation thus were being forced into the rental market.

6. Density

Overview:

Of the 291 respondents, 164 indicated their preference for density of future developments. A further 41 respondents expressed additional views about the density of developments across the consultation, their comments are summarised below.

Summary of Comments

Option	Total
Future policy should be more prescriptive about higher densities in urban areas or extensions thereto, protecting the countryside as much as possible.	90
Future policy should support lower density in new housing development allowing more space for units for future home extensions and changes in layout as well as outside space.	45
Future policy needs to maintain the balance which is set out in Strategic Policy 1 with final decisions being taken about density/layout/design at the planning application level.	29

Figure 5: Breakdown of comments received on building densities

Each strategy has its pros and cons in terms of housing choice, market demand and viability. Cabinet Office will seek to strike a balance between these contrasting views that will enable decision makers and housing providers to meet the needs of our population.

7. Greenfield and Brownfield Development

Overview:

49 comments were made identifying unoccupied/previously developed sites and a further 21 suggestions were made for Comprehensive Treatment Areas. These comments are summarised below.

Summary of Comments:

Unoccupied/Previously developed sites

There is an overwhelming support for the development of brownfield sites. While respondents acknowledged that development on greenfield sites will at some point be required (particularly for first time buyer's properties), respondents indicated that greenfield development should only occur when there is a lack of suitable brownfield sites. Prominent sites that were named by the respondents included but were not limited to:

- Albert Road School Site, Ramsey
- Old Mart Site, Ramsey
- Raymotors, Ramsey
- West Quay / Farmers Combine, Ramsey
- Site of Former Boxing Gym, Ramsey
- Former site of Catholic School/Beryl's Bus, Ramsey
- Commissioners Yard, Ramsey
- Corner Plot by Swimming Pool Car Park, Ramsey
- The Edward Loades Buildings, Peel
- Kilane Nurseries, Jurby

One respondent made the following statement *"care must be taken if a Plan is to avoid being over reliant upon the development of such sites in order to meet housing need. It is not always the case that a previously occupied site will be available for development, and that it will provide housing of a type and quantity that will help to meet need - such sites are often most*

suited to apartment development, which does not reflect the greatest type of need and which often does not provide affordable housing on site.” Cabinet Office accept this and will look at how best housing need can be met in light of the results of the 2021 census.

8. Employment

Overview:

55 respondents made comments on the Employment Land requirements in the North and West. This follows the requirement within the Strategic Plan 2016 to allocate sufficient employment land within each region. The summary of those responses is outlined below.

Summary of Comments:

Hubs

Currently, some government services are being trialled in Community Hubs around the Island to enable those without internet access to use services they would normally have to travel to Douglas to use. Some respondents either called for dedicated office space with hot-desking facilities or for the complete decentralisation of employment from Douglas to other locations around the Island. This will be essential to reducing emissions resulting from commuting, and may reflect an effective middle ground between remote working and the traditional office environment.

Manufacturing, Engineering and related industries

One respondent was keen to emphasize the importance of the manufacturing and import/export industries and that employment land should ideally be located close to these gateways. Within the North and West, Ramsey has a working harbour from South Quay this is complimented by the marine engineering, procurement and surveying and maintenance services provided at the shipyard and slipway facilities. It is identified as a vital opportunity within the Harbour Strategy 2018⁷ that has seen Departmental investment to improve these facilities.

While there was support from respondents for the Area Plan to promote green industries, the definition of which however was loosely applied to industries that don't share the same land use requirements. For instance, battery recycling and manufacturing are best placed within land designated within the Area Plan for the East, within close proximity to the waste sorting facilities and Energy from Waste Plant.

Within the Area Plan for the North and West, there is scope for the provision of warehousing to provide green energy, as such facilities' large surface area are considered ideal locales for fixed solar panels.

Peel

It was noted by several respondents that there has been an increase in the population of Peel but that this has not translated into an increase in the number of local businesses operating in the town. Respondents also highlighted that conducting business in Peel was not as attractive a prospect as in other towns owing to a lack of ATMs in the town.

Use of Comprehensive Treatment Areas (CTA's)

⁷ Isle of Man Harbours Strategy <https://www.gov.im/media/1360793/harbours-strategy-gd-2018-0011.pdf>

As part of the Area Plan for the East, 5 CTA's were designated, 4 in Douglas and 1 in Onchan. CTA's "*represent sites which have opportunities for economic, environmental, infrastructure or social improvement but which would benefit from some level of co-ordinated enhancement/change*"⁸. Once an area is designated as a CTA, Government can have the option to exercise compulsory purchase powers in order to spur regeneration.

Unlike the designation of Conservation Areas, the designation of a CTA is a part of the Area Plan Process.

One respondent highlighted the large amount of unoccupied retail units in Victoria Mall in Ramsey, and suggested that their current condition is unsightly. However, the respondent did also comment that the vacant units would be ideal for small businesses. The respondent continued, recommending that the Mall be redeveloped with Government intervention via compulsory purchase if necessary.

9. Tourism

Overview:

Views were sought on what tourism uses should be retained as part of the Area Plan for the North and West. 160 consultation participants answered this question, 71 of which left further comment on tourism uses which they thought should be identified/maintained

Summary of Comments:

A number of tourist destinations and points of interest were identified by respondents and noted below. While this is not by any means an exhaustive list, the Area Plan will seek to maintain the setting and special character of the following:

- Ayres Nature Reserve and the Point Of Ayre
- Ramsey Park Hotel
- Albert Tower
- Grove Museum
- Ramsey Golf Links
- Queens Pier
- Ramsey Swing Bridge
- Mooragh Park
- Churches and ancient Keeils with the associates graveyards, war memorials and Manx crosses
- Glen Traun Golf Links
- House of Manannan
- Peel Castle
- Peel Cathedral and its Gardens
- Peel promenade and quayside
- All National Glens and footpaths

Plantations

Several respondents were very concerned about the intensification of development within plantations for commercial and tourism related uses. One example used was South Barrule which falls outside of the geographical remit of the North and West but concerns relating to

⁸ Area Plan for the East – Paragraph 13.1.3

development could apply to any other plantation in the future. *“South Barrule is a very important plantation and it needs limiting to just cycles and walkers. ...quad bikes are destroying the land for decades to come”*. Planning Policy have no control of what activities are restricted with the plantations. Some activities will need planning approval; others will not constitute development. Activities may be managed through a land management plan or through DEFA directly.

Peel Cathedral

One respondent noted that Peel Cathedral is *“home of significant artwork by Archibald Knox (who was also Prior of the League of St German). There is a proposal to develop seven Knox Galleries within the Cathedral Quarter (one in the landscape) to showcase the work of a designer with a global reputation”*. Cabinet Office intend to maintain and where possible improve the viability and accessibility of Peel Cathedral.

Glen Truan

Regarding the former golf course at Glen Truan, one respondent stated: *“there is a major gap in the tourism offering in the North of the Island including for a bespoke country hotel - creating local employment opportunities within the North. The site of the Glen Truan Golf Links should be fully considered for a high end development of this type creating diverse employment opportunities including conservation, landscape management, leisure, hospitality & catering.”* This is considered to be an issue outside of the remit of this Plan.

10. Town Centre

Overview:

The graph below shows a breakdown of how respondents answered the question: “Should the Area Plan identify Town Centre Boundaries for Ramsey and Peel?” Further to the responses reflected in the graph below, 23 comments were received which contained suggestions of where the boundary might fall.

Summary of Comments:

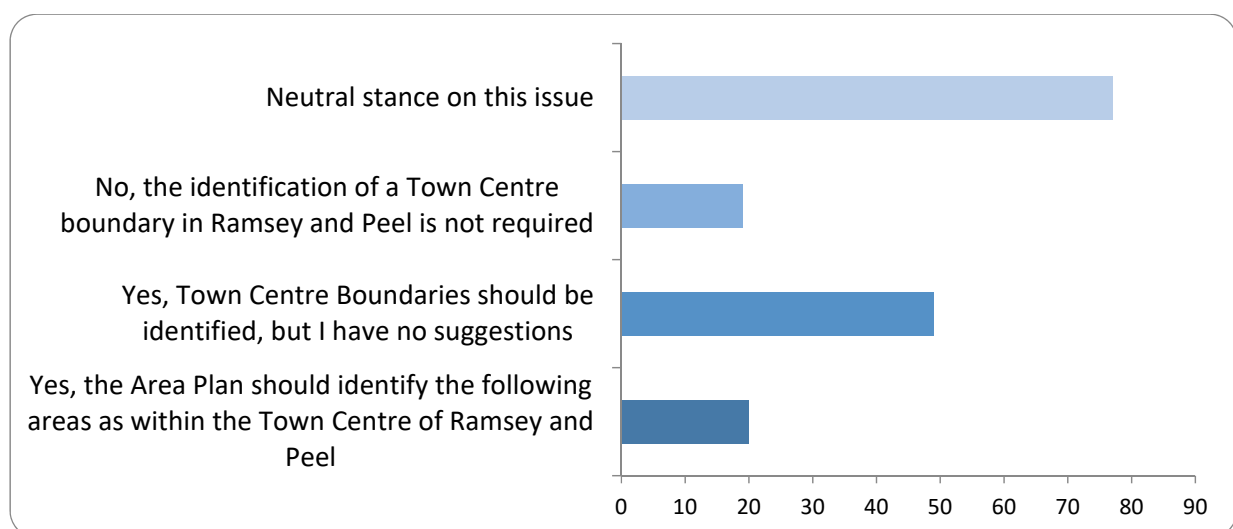


Figure 6: Breakdown of responses received on Town Centre Boundaries for Peel and Ramsey

11. Heritage

Overview:

19 comments were made specifically about heritage issues throughout the consultation although many more denoted it as an important factor for the Area Plan in general. The summary of those comments is outlined below.

Summary of Comments:

Respondents were keen to have the heritage value of the existing towns better appreciated. Queens Pier in Ramsey was a named example in several responses and is currently undergoing refurbishment through charitable donations. The existing structure is already a Registered Building and is therefore considered protected under the Town and Country Planning Act 1999.

As well as the condition of physical heritage assets, many respondents outlined that the historic character of settlements could perhaps be better appreciated. Respondents indicated that this could partly be achieved through making public realm improvements that were more sympathetic to the existing character of settlements. This was particularly true of responses relating to Peel, where one respondent stated: "*the stones used in the marketplace... are not in keeping at all with Peel sandstone*" and another stating: "*the streets of Peel should be recognised for their heritage... and not spoilt in any way*".

Under S. 18 of the Town and Country Planning Act, Cabinet Office has the power to designate certain areas of the Island as Conservation Areas. This process is separate to the procedure by which the Department prepares and develops Area Plans and as such, neither a Conservation Area, nor an accompanying character appraisal would be produced as part of the Area Plan process.

Further to this, the nature of Area Plans infers development, and changes in land uses in order to meet local and national needs. The designation of a Conservation Area on the other hand, is a commitment to the opposite of that – to the preservation of the character or appearance of an area which it is desirable to preserve or enhance. It is for these reasons that the designation of Conservation Areas and the drafting of character appraisals are separate from the Area Plan processes.

12. Public Transport and Parking

Overview:

14 comments were made about public transport in the North and West, these were predominantly focused on the bus services that service the villages and outlying settlements in the North and West.

Summary of Comments:

There were two distinct views on public transport and parking that emerged during the consultation. The first being that the North of the Island, and to some extent in the West, has very poor public transport links and therefore, any future development in these areas would be reliant on private cars. Respondents were particularly vocal about this in relation to Andreas, Bride and Jurby.

Some respondents noted that some villages, namely Kirk Michael, Ballaugh and Sulby have homes that front onto the main highway with limited or no space for pedestrians and that parked cars cause pinch points that often lead to vehicles idling outside residential properties.

Although the Department of Infrastructure have taken steps to improve traffic flows and increase active travel; respondents raised concerns regarding development that might lead to an increase in any through traffic.

Residents of Kirk Michael and Ballaugh mentioned their reliance on the Ramsey to Douglas bus via Peel with suggestions that the bus service could run North to South of the Island so connections could be made without changing. Several respondents also expressed their dismay at the current service level, with one respondent stating: *"the Ramsey to Peel scheduled bus service has been reduced over the years and in no way does it equal the frequency of service offered in the south of the Island"*.

13. Highways and Infrastructure

Overview:

Throughout the consultation, there were dozens of comments received that referenced the condition of local highways infrastructure. Making improvements specifically to the condition of highways (improvements to the surface etc.) sits outside of an Area Plan, Cabinet Office accept that the Plan may provide the opportunity to make to make some improvements to the network.

Summary of Comments:

Throughout the Area Plan process, opportunities may arise to improve the existing highway network for safety, efficiency or to meet some other need.

Cabinet Office have liaised with the Department of Infrastructure on how best to assess the impact on highways using a sub-regional model that will assess the impact of development within the North and West on the main routes in and out of Douglas. Geometric modelling for individual junctions such as Parliament Square has also been used.

Regarding specific traffic movements within the North and West, the highways network in and around Peel was mentioned specifically by several respondents. These comments generally focused on the often difficult traffic movements in the town, with one respondent highlighting how traffic moving between Derby Road and Tynwald Road must use the busy junctions at either end of Albany Road which adds to congestion.

Cabinet Office work very closely with the Department of Infrastructure in the preparation of an Area Plan, and have liaised specifically with the Highways team. When assessing sites, Cabinet Office consider the number of private cars a potential development would produce, and assess this against existing highways provision in order to minimise the impact that development would have on local traffic movements.

Although there is little that the Area Plan for the North and West can do to existing traffic problems, Cabinet Office could work with the Department of Infrastructure in exploring the possibility of a link road from the Poortown Road to the Douglas Road in order to allow for more efficient traffic movements.

14. Utilities and Flooding

Overview:

88 comments in total were made in relation to utilities and flooding issues generally across the North and West. The summary of those responses is outlined below.

Summary of Comments:

Regional sewerage treatment works

24 respondents expressed their preference for the construction of a Regional Sewage Treatment Works in Peel as soon as practicable in order to halt the discharge of untreated sewage into Peel bay. This was reflected by several consultation responses that welcomed the number of sites on the Preliminary Publicity All Sites maps in Patrick which were proposed for "civic" use. One respondent was particularly pleased to see the number of sites under consideration for a RSTW as it was hoped that the development of such a facility would have a positive impact on bathing standards in Peel bay.

Future Energy Needs

The Cabinet Office has recently published the Ove ARUP report.

Existing energy generation sites such as Peel and Ramsey Power Stations should be retained in light of the climate crisis for use as potential Energy Storage/Hubs rather than proposed as general employment areas.

The Area Plan for the North and West represents an opportunity to outline the future vision for the area's infrastructure. The Spatial Vision and Settlement Hierarchy of the Plan allow for local infrastructure provision to be focused in settlements that need it most.

Further to this, respondents who lived in many of the smaller villages such as Ballaugh, Bride and Andreas expressed concern at the prospect of further development when current utilities, grey infrastructure and drainage are perceived to be at capacity. As part of the Area Plan for the North and West, Cabinet Office will seek to enable, where appropriate, area specific policies pertaining to urgent remedial or preventative works in respect of the above.

15. Emergency Services

Overview:

Consultation responses that mentioned the emergency services were limited, with only 2 respondents explicitly mentioning the subject.

Summary of Comments:

The consultation responses that mentioned the provision of emergency services ranged from thoughts regarding the future provision of services in the North and West to expressing concern in relation to residential development on floodplains. Regarding the latter, one respondent stated: *"any location at risk of flooding should not be developed in a way to cause stress to...essential and emergency services"*.

Cabinet Office works very closely with the Flood Management team in the Department of Infrastructure when assessing sites for potential development as part of the Area Plan for the North and West. If a site is considered to be sufficiently at risk from flooding, a critical constraint is triggered and the site is deemed "not suitable" and screened out. Planning Policy will continue to engage in constructive conversations with the relevant Departments regarding site suitability throughout the Plan process.

In order to ensure that the Plan plays a constructive role in the delivery of emergency services, Cabinet Office will work closely with the Department of Home Affairs and will accept comments on all sites that pass stage 1 of the SAF. Cabinet Office acknowledge there were difficulties associated with the recent fire at the former Ballacallin Hotel in Dalby. The Dept. will continue to work with DHA, DEFA and MUA in respect of local water supplies when it comes to development planning.

16. Active Travel

Overview:

In total, 58 consultation responses mentioned Active Travel. These responses generally focused on suggestions of locations which might be suitable for an expansion of the existing network.

Summary of Comments:

There was strong support from respondents who wished to see the old railway line route from Ramsey to Kirk Michael reopened for a walking and cycling route. The Department of Infrastructure is already in the process of improving the St Johns to Kirk Michael route. There was however, a division between respondents over how the route should be improved with some favouring a natural surface and others a bound surface to allow for efficient travel.

Road safety on the Poortown Road (A20) and Peel Road (A1) could benefit from traffic calming measures to improve the safety of walkers and cyclists as these roads have seen significant RTC's and deaths in recent years.

It was expressed by one respondent that improvements to the Active Travel network could be made in the north of the island, stating: "*the potential for all-ability access on the Island is greatest in the North*" and that there was "*ample scope for improvement of the Active Travel network*".

As well as many respondents expressing strong support for the reopening of the old railway line, comments were also made regarding the accessibility of the sections which are currently used by members of the public. One respondent stated: "[accessing] *the coastal railway line from Peel would benefit from a dedicated cycle/foot path direct from the town, instead of having to use the busy main road or Poortown road*". This respondent went on to mention that "*it would make sense to use...development to create such a path*".

Regarding this, it is possible that in future, such infrastructure may be provided for by contributions as part of a Community Infrastructure Levy (CIL). The Cabinet Office is continuing to work on CIL and development viability generally.

17. Healthcare

Overview:

There were 11 comments made on healthcare as part of the consultation. These responses are summarised below.

Summary of Comments:

Several respondents gave anecdotal evidence that they had struggled to get an appointment at their local doctor's surgery or medical centre, with one respondent stating "[Ramsey Group Practice] *is close to impossible to get through on the phone and get an appointment when needed*."

It is considered that there is greater capacity at Jurby Health and Community Centre, but the area's reduced public transport coverage means that this facility is considered less accessible, especially to elderly or more vulnerable members of the public.

Further to this, several respondents expressed a demand for a healthcare facility in Kirk Michael. Such a facility would serve the needs of the residents of the village, as well as nearby Ballaugh and Sulby. At present, residents in these settlements either have to travel to Ramsey, Peel or Jurby to access a healthcare setting. Similar concerns relating to the provision of dentists were also expressed, with one respondent stating that in the West of the island in particular, patients have to travel in order to make appointments.

The Area Plan for the North and West can have a role to play in increasing the provision of local health and social care facilities. One consultation respondent did indicate that residential development may have the effect of increasing the provision of local facilities. This respondent stated that it may be the case that improved provision of community facilities could come as a consequence of development. The respondent stated: "*it is not, as a rule, economically feasible or sensible for government to provide new or improved services until that [increase in] demand is certain, i.e. the new housing has been developed*".

18. Education and Child Care

Overview:

30 comments were received in relation to education and child care provision in the North and West. These comments were not limited to the larger towns in the area (Peel and Ramsey) but also mentioned existing facilities as well as the future viability of some schools in the villages of Andreas and Ballaugh.

Summary of Comments:

Concerns were raised about that capacity of primary schools in Peel, Sulby and Ramsey. One respondent had the following comments to make regarding class size at Bunscoill Rhumsaa:

"Year 3 is currently suffering from an influx of new starters...Year 6 in my opinion had class sizes that were too big. Can the school adequately facilitate more children?"

Similar concerns were raised regarding Ballaugh School and Peel Clothworkers', with 11 respondents either mentioning that individual class sizes were "*too large*" or that the school as a whole was "*over-subscribed*".

In opposition to the seemingly over-subscribed schools in some areas of the North and West one respondent made reference to Jurby School, and stated: "*the school, and local businesses will only ever grow and survive with more residential houses*".

With regard to the schools in the region that have too large a student population, it is considered that many of the Local Plans, as well as the 1982 Development order have excited for longer than they perhaps should have. The large amount of residential land proposed as part of these plans has made it difficult for the Department of Education, Sport and Culture to plan for increased school rolls and class sizes. Going forward, the shift away from numerous Local Plans, towards a handful of Area Plans and beyond this, an all Island Plan - which is updated regularly will help address these issues.

Cabinet Office will liaise with the Department of Education, Sport and Culture regarding their future service land requirements.

19. Key Views

Overview:

124 respondents felt as if there were key views within the North and West of the Island that should be protected. Of those respondents, 119 left further comment.

Summary of Comments:

Previously, the 1982 development order has identified Areas of High Landscape Value and Scenic Significance (AHLVS), however the boundaries of these identified areas were often vague. Since 2008 these areas have been superseded by the Landscape Character Assessment 2008 (LCA) which formed the basis of the landscape proposals within the Area Plan for the South (2013), and Area Plan for the East (2020). It is the intension of the Cabinet Office to again replace the AHLVS designation from the 1982 development order with the Landscape Character Assessment. It is acknowledge however the LCA 2008 was commissioned almost 15 years ago and elements of this part of Cabinet Office's evidence base could be further refined, this is a task that may be undertaken at some point in the future.

The majority of suggested views for protection as part of the Area plan for the North and West, perhaps unsurprisingly, centred of prominent features in the landscape, areas of historic and cultural significance, and the Island's coasts and countryside. In the West, views of Peel Castle and St Patrick's Isle and Peel Hill and were specifically mentioned, as well as views of Knockaloe and the Peel Headlands. In the North, the Ayres – specifically the view of the hills from the Northern villages, as well as prominent landscape features such as the Ballaugh Curraghs and North Barrule were all mentioned.

The Isle of Man by territory is comprised of approximately 13% land with the remaining area consisting of our territorial waters. This openness of the horizon was a key view that was mentioned by several respondents to the consultation. One respondent made further comment that they were concerned about the development of off-shore wind farms, stating: "*no wind farms even at sea, look at the horrible view looking East at the wind farms in the Irish Sea.*" In recent years, offshore-wind farms have been developed closer to the Island, and on an increasingly large scale.

In future, the development of an off-shore wind farm in the Island's territorial waters would need to be in accordance with the Marine Infrastructure Management Act 2016 (MIMA) and a particular approval route.

20. Open Space, Nature Reserves and Wildlife Sites

Overview:

Access and provision of good quality open space is vital for many people's mental health, for the creation of a sense of place and for biodiversity on the Island. This was reflected in the consultation responses with 94 respondents indicating that access to green spaces needed to be improved with 56 suggestions made. The summary of those comments is outlined below:

Summary of Comments:

One respondent who identified themselves as the owner of the Clay Pit, Peel (PTM002) indicated that this is a little known spot that had previously had foot bridge access across the Neb and that they would like to see this reinstated to allow access to Peel Hill. Such a proposal could be accommodated as part of the Draft Area Plan for the North and West, and would allow for greater access to the amenity space on Peel Hill for the residents of "Close Chiarn".

Accessibility of key open space areas has been questioned, with several respondents commented on the quality of the open space provided in recent residential developments. Several suggestions were also made for improvements to pavements to the Peel Headlands and the Raggat. Greater permeability from the Glenfaba Road (A27) through the proposed development sites of PE002/PE003/PO001 onto the heritage trail, as well as improvements to signage may enable more residents to access the Raggat and the Headlands.

The importance of open spaces, nature reserves and glens was referenced by several respondents, with Manx Wildlife Trust (MWT) referring to the areas of "*Elfin Glen, Lhergy Frissell, Ballure & Cloughbane and the Crossags as a vital, nature-rich green space for the people of Ramsey*". MWT proposed the area's expansion with the development of a woodland park around the Ramsey Hairpin.

This sentiment was echoed by subsequent respondents who suggested that Poyll Dooey, as well as the neighbouring areas of Milntown and Glen Auldyn be protected and a "*wildlife corridor*" developed.

One respondent mentioned that there are many sites which are of "*critical importance for their flora and fauna*" but are currently not within the "*Jurby Airfield ASSI... and should not be considered as brownfield*". Cabinet Office is currently progressing work on an update to the Unoccupied Urban Sites Register as part of the Area Plan for the North and West, and the thoughts of stakeholders will be captured at an appropriate time.

MWT also highlighted a desire for the recognition of the Island's RAMSAR sites and Marine Nature Reserves (MNR) within emerging planning policy. The Ballaugh Curraghs, a recognised RAMSAR site – will be shown on the Area Plan for the North and West's Environmental Constraints Map. MWT highlighted that RAMSAR sites extend to cover a wide variety of wetland environments, including "*dubs, marshes and seasonally flooded agricultural land*" as well as "*estuaries, rivers and streams*". While these areas may not all be recognised specifically as RAMSAR sites, they can be shown on the Environmental Constraints Maps.

Regarding the Island's MNR, Cabinet Office have entered into constructive dialogue with the Marine Environment team in DEFA regarding the recognition of MNR within the Area Plan for the North and West.

One respondent also mentioned the Orrisdale Quartz Stones, also known as the "Druids Circle". The Orrisdale Stones are an example of a Kerbed Cairn or Bowl Barrow (a type of Bronze Age burial mound). In the case of the Orrisdale stones, the respondent was keen to point out that few are visible as they have been absorbed into the surrounding earth and/or are covered by gorse and that the public right of way is poorly sign posted.

Although the designation of new, and the maintenance of existing PROW sits outside of an Area Plan, in November 2021 a Tynwald Select Committee was formed to report on a petition presented on Tynwald Day seeking the creation of a government agency with sole responsibility for the Island's PROW.

One respondent wished to see more urban fruit trees within developments and public realm improvements. This would be in line with the Government commitment to reach net carbon zero by 2050 and planting a further 1,000 trees within urban areas.

Two respondents were concerned about the amount of dog walkers in the countryside and the effect on wildlife, particularly on birds. It was suggested that Micro-forests and dog parks could be proposed closer to the existing settlements to ease pressure on other more sensitive nature reserves and wildlife sites.

21. Community Facilities

Overview:

Owing to the broad definition of "community facilities", comments regarding this question covered a wide range of subjects. This question received 101 answers, with 60 further comments.

Summary of Comments:

Peel Allotments and Headland

Several respondents who identified themselves as residents of Peel indicated how important the local allotments were as much of the area of old Peel has very limited or no garden space compared to other settlements. Also highlighted were the mental and physical health benefits to members of the allotment association and their families.

Similarly, a large number of respondents indicated that the open space on the Headland in Peel serves an important role within the community – this space was also highlighted by 12 respondents in response to the "Open Space" question.

Play space

One respondent was concerned about gender equality in play provision saying: *"at the moment Peel has a play area for young children outside the swimming pool. The skate park and basketball hoops are used almost exclusively by boys. West View park is basically useless except for the toddler area. A survey should be taken, asking teenagers what they'd like to see in an outdoor space."*

Another Peel resident was concerned about crime, stating: *"why not have something similar to Ramsey water park or picnic benches? Improve the tennis court. Get rid of the shelter that overlooks it."*

Several respondents were aggrieved that within housing developments, the open space provision was merely small patches of grass and in many instance not large, or safe enough, for children to play on. While not within the scope of the Area Plan it is noted that a more robust specification and design guide for the provision of open space within developments should be looked into as part of the forthcoming Strategic Plan review.

One respondent stated that there where *"no parks within Sulby village and the Ballabrooie Playground barely meets the needs of the estate let alone the village"*. Cabinet Office has conducted an initial Community Facilities Audit and has deduced that the existing provisions of Amenity, Children's Play Space and Sports Pitches are in the majority of cases, lower than the provisions set per 1000 head of population for new developments within the Strategic

Plan. Whilst the onus is not on developers to make up the shortfall, in future, Section 13 negotiations will be better informed on the type of open space to request within a development and to better inform site choice/Briefs as part of the Area Plan process.

Community Centres

Several Kirk Michael residents made it known that there was a need for a community centre within the village and gave anecdotal evidence that residents often go outside of the village for services that could otherwise be provided locally if space was available. To that effect, two sites have been suggested for such use, one being the existing site identified as MR008 and the other a new site on the footprint of the current Kirk Michael Car Centre, now coded as MC011 (See Additional Sites Section of this Report).

Sports Pitches

As previously mentioned, Cabinet Office has undertaken a Community Facilities Audit. The audit examined the provision of several types of facilities, but in the case of sports pitches, children's play space and amenity space the availability of such facilities was compared to targets outlined in the Isle of Man Strategic Plan.

In the case of sports pitches, the Strategic Plan stipulates that per 1000 head of population there should be 1.8 hectares of sports pitches. In Peel, the Community Facilities Audit found the provision of sports pitches fell well below this figure at 1.05 ha. per 1000 head of population. Similarly, Ramsey also has a low provision of sports pitches per 1000 head of population, at 0.74 ha. per 1000 inhabitants.

Cabinet Office recognises the important role that sport and recreation play in the lives of many Island residents, and is committed to work with partners in the public and private sectors to ensure that there is adequate provision of sports pitches available.

22. Additional Sites

In addition to the sites already received through the Call for Sites exercise, some respondents suggested additional sites for residential development, community uses and open space. These were:

- AR014 - Field 124285, 124284 & 121424, Andreas
- AR016 - Field 122213, Springfield, St Judes
- AR017 - Field 124092 & 124095, Regaby
- AR018 - Field 121432 & 125001, Andreas
- BDR007 - Field 110790, Bride
- BR010 - Field 224256, Ballaugh
- BR011 - Field 220197, The Cronk, Ballaugh
- GMO003 - Field 314548 & 314549 Adjacent to Ballaterson Farm
- GMR005 - Amendment
- GMR009 - Addition to GMR009
- GMR019 - Field 312711 & 312854 – Main Road, St Johns
- GMR021 - Field 313134, Kerrowgarrow Road, Greeba
- GMR022 - Field 314310 Ballagyr Lane
- GMR023 - Fields 314533, 314528, 316052, 314445, 314530 & 312064. Land between Douglas and Poortown Roads
- GO004a and GO004b - Ramsey Hairpin Woodland Park
- GR022 - Addition to existing site GR022 Former Glen Mona Car Park

- GR026 - Field 624332 and land at Dhoon
- GR028 - Croit-e-Ben, Ballaglass Glen, Maughold
- JC001 - Field 211114, 214149 & 214150, St Judes
- JR014 - Field 210407 – 1.94ha West Loughan, Jurby
- LC001 - Land around the Northern Civic Amenity site and Sewage Treatment Works, Balladoole, Bride.
- LR036 - Field No 134817 Loughen-e-Yeigh
- MC001 - Car Centre, Kirk Michael
- MO001 - Glen Wyllin Campsite
- MR011 - Slieau Curn Park, Kirk Michael
- MR012 - Trout Farm, Kirk Michael
- MR013 - Whitehouse Farm, Kirk Michael - fields No 234244, 234245, 234496 and 234246
- PC006 - Field 316066, 316065 & 311714
- PR011 - Addition to existing site PR011 Field 314327, adjacent to Peveril Road, Peel
- PR013 Former Empire Garage Show Room, Marine Parade, Peel
- PR014 Former Empire Garage Reception Office & Garages, Stanley Road
- PR015 Former Empire Garage Workshops and Yard, Stanley Road
- PTR008 - Land Adjacent to Mill House, Foxdale Road, St Johns
- PTR009 - Land at Ballanass, Keristal
- RM010 – South Beach, Ramsey

A further consultation has been conducted on these sites with the comments received tabulated in the appendices of this report

23. Other Issues not within scope of the Area Plan

Overview:

Across the consultation, several respondents mentioned issues that unfortunately are outside of the scope of either the Area Plan for the North and West, or of the Area Plan process as a whole. These comments were wide ranging and are summarised below

Summary of Comments:

Condition of Highways

Many respondents were displeased with the current condition of the existing highways and public rights of way (PROW) and that further development would only exacerbate this issue. While highways maintenance is not within the scope of the Area Plan or within the power of Cabinet Office, there is a possibility for development to generate Section 13 monies which in turn can be used for improvements to highways.

Regarding PROW, as mentioned previously in this report, in November 2021 a Tynwald Select Committee was formed following a Tynwald petition from a member of the public on Tynwald Day. The Select Committee Report was published in May 2022.

A number of respondents referenced concerns regarding the condition of Conservation Areas and a perceived knock-on effect on "*tourism, employment and residential potential.*" Whilst Cabinet Office hold the power to designate Conservation Areas under S. 18 of the Town and Country Planning Act, applications within said areas are handled by DEFA and funding to subsidise alterations to properties within Conservation Areas is no longer available. As

mentioned previously in this report, Cabinet Office will not seek to designate any Conservation Areas as part of the Area Plan for the North and West.

Some respondents questioned the suitability of surfaces in rural areas and materials used to surface the heritage trail.

The imposition of decreased speed limits on roads that cross, or are crossed by the Heritage Trail or other long-distance paths was also mentioned by one respondent. There have been offset gates added to the intersection of the Heritage Trail and the Curragh Road in St Johns, however there are other crossings which have no such measures in place. Cabinet Office would fully support the imposition of reduced speed limits and/or other measures to ensure the safety of motorists and the users of the Heritage Trail alike.

Public Realm Improvements

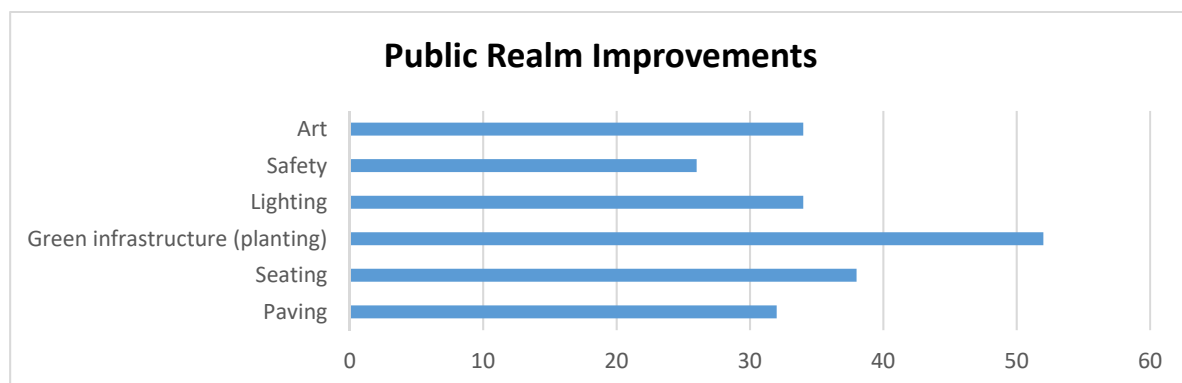


Figure 7: Breakdown of the preferences for public realm improvements

216 improvements were identified across several locations by respondents with the majority favouring Green Infrastructure. The graph above shows the options selected by respondents who answered this question of the consultation.

Street Lighting

This service is provided by the Local Authorities and as such is outside the scope of the Area Plan, however these comments have been passed onto the relevant authority for consideration.

Planting

It was felt by respondents that Peel promenade and quayside lacked attractive planting and open space. In contrast to this, the gardens at Peel Cathedral were praised by many.

Architecture

In their response to the consultation, a representative from Peel Cathedral stated: "*The Cathedral has planning permission for a new lychgate/bus terminal on Derby Road. It would be wonderful to see co-operation and partnership with the Town Commissioners/Bus Vannin/Cathedral to make this stunning piece of public architecture designed by Steven Broadbent being built.*"

Next Steps

Cabinet Office has now completed the Preliminary Publicity stage of Schedule 1 set out in the Town and Country Planning Act 1999, the Department therefore must publish within 12

months, the Draft Area Plan for the North and West. A further period of consultation will follow prior to a Public Inquiry followed by Departmental adoption and Tynwald approval.

All subsequent stages of the development of the Area Plan for the North and West will be adequately publicised.

Appendix 1 – Site Specific Comments

In addition to the broad topics covered by this summary report, some respondents had specific comments to make about individual sites. Cabinet Office received 178 comments that made remarks on specific sites. These comments will help inform Planning Policy Officers when completing their site assessments. The summary of these comments is tabulated below:

AM001	<ul style="list-style-type: none"> • Could provide much needed employment opportunities in the north particularly within the R&D, medicinal cannabis and renewable energy industries • Would not place additional pressure on narrow village roads • Runway still in use, General Aviation aircraft hangered there and home to the Andreas Gliding Club (regulated by the British Gliding Association) • Good Agricultural Land
AR001	<ul style="list-style-type: none"> • Difficult highways access • Good agricultural land
AR002	<ul style="list-style-type: none"> • Could form an natural expansion of the existing settlement • Good agricultural land
AR003	<ul style="list-style-type: none"> • Good agricultural land • Other fields 121432 & 125001 in Government ownership as well as other sites in or around Andreas would make more sense as extensions to existing residential developments
AR004	<ul style="list-style-type: none"> • Could form an natural expansion of the existing settlement • Suitable highways access could be provided • Good agricultural land • Desirable site for first time buyers
AR005 (a, b & c)	<ul style="list-style-type: none"> • Too big to meet the needs of Andreas • Insufficient infrastructure to support the site • Good agricultural land • At risk of flooding • Disconnected from the exiting settlement • Site of archaeological interest with the route between the Church and the tumulus
AR006	<ul style="list-style-type: none"> • Difficult highways access
AR007	<ul style="list-style-type: none"> • Disconnect from the existing settlement
AR008	<ul style="list-style-type: none"> • Natural extension of existing settlement • Good agricultural land
AR009	<ul style="list-style-type: none"> • Natural extension of existing settlement • Difficult highways access • Desirable site for first time buyers • Wet Rush Pasture and important habitat for wetland plants and ground-nesting birds while they also help to sequester carbon

	<ul style="list-style-type: none"> • the eastern area of this site comprises scrub and developing woodland and will be of importance for nesting birds • farmland dub adjacent to the site to the north which would likely be negatively impacted by inappropriate development
AR010	<ul style="list-style-type: none"> • Difficult highways access • Good agricultural land • this site includes a farmland dub in the south-eastern corner which should not be zoned for development and given suitable buffers from any development • small area of woodland to the north-east
AR011	<ul style="list-style-type: none"> • Already subject to planning application for 24 dwellings • Good agricultural land • Desirable site for first time buyers
AR012	<ul style="list-style-type: none"> • Difficult highways access • Good agricultural land
AR013	<ul style="list-style-type: none"> • Local Authority land and to be retained as open space
BM001	<ul style="list-style-type: none"> • Outside the Existing settlement boundary
BR001 (a & b)	<ul style="list-style-type: none"> • Sites adjacent to the main road would and would therefore alter the village setting • Outside the Existing settlement boundary • Mains sewer is not available to this site • northern most field is bordering the Ballaugh Currags Area of Special Scientific Importance, which as a RAMSAR Site is of global importance • Land to the south of this map is a complex mosaic of woodland and scrub and owing to its topography is of high landscape aesthetic and ecological importance and is therefore also inappropriate for development
BR002	<ul style="list-style-type: none"> • Desirable for residential development
BR003	<ul style="list-style-type: none"> • Too big to meet the needs of Ballaugh • Area of High Landscape Value and Scenic Significance • Wildlife site • No sewerage capacity • Concerns over highways access • Risk of flooding • Issues with on road parking and surrounding uses
BR004	<ul style="list-style-type: none"> • Desirable for residential development
BR006	<ul style="list-style-type: none"> • Good agricultural Land

	<ul style="list-style-type: none"> • Key views of the historic Ballaugh village and south to the hills and glen would be spoilt • Existing Campsite vital for tourism and the local economy • No pedestrian crossing and dangerous difficult/dangerous for all road users going through the junction. • Site of archaeological interest • Limited sewerage capacity • Low levels of light pollution • Risk of flooding on site and to the surrounding properties • Alteration to hedge rows would be detrimental to wildlife • Suitable location in line with Spatial Policy 2 and Housing Policy 4
BR008	<ul style="list-style-type: none"> • Access if via a single track road used by children, families and farmers
BR009	<ul style="list-style-type: none"> • Key views of the historic Ballaugh village and south to the hills and glen would be spoilt • Limited sewerage capacity • Unacceptable increase in traffic around Ballaugh bridge
GMC001	<ul style="list-style-type: none"> • Desirable site for Cemetery extension
GMC002/GMR004	<ul style="list-style-type: none"> • Desirable site for Cemetery extension
GMMin001	<ul style="list-style-type: none"> • Field comprises a wet pasture and seasonal inundation. Such areas on the Isle of Man are important to wetland plants and ground nesting birds while they also help to sequester carbon. • Should mineral extraction be zoned on the entirety of this site, then suitable mitigation and compensation should take place, and the quarry be specifically designed, worked and remodelled post-extraction to ensure high wildlife value when quarrying has ceased.
GMin002	<ul style="list-style-type: none"> • Site adjacent to schedule ancient monument • Site is rich in biodiversity • Should mineral extraction be zoned on the entirety of this site, then suitable mitigation and compensation should take place, and the quarry be specifically designed, worked and remodelled post-extraction to ensure high wildlife value when quarrying has ceased •
GMR003	<ul style="list-style-type: none"> • Desirable for School extension
GMR005	<ul style="list-style-type: none"> • Site rich in biodiversity and much of this proposed site forms part of the Central Curragh, a wetland area that very likely meets the criteria for

	<p>designation as an Area of Special Scientific Importance</p> <ul style="list-style-type: none"> • Site boundary includes an area of Registered Woodland (RA1131) • Any development of the brownfield parts of this site should mandate a comprehensive Ecological Impact Assessment of the adjoining areas for flora and ground nesting birds, including Water Rail which is specially protected as a Schedule 1 listed bird of the Wildlife Act 1990
GMR008	<ul style="list-style-type: none"> • Poor connectivity to Schools and increase in traffic around existing residential streets • Other more desirable sites for residential use are available • Wet rush pasture important to wetland plants and ground-nesting birds while they also help to sequester carbon.
GMR009	<ul style="list-style-type: none"> • Poor connectivity to Schools and increase in traffic around existing residential streets • Other more desirable sites for residential use are available
GMR011	<ul style="list-style-type: none"> • Poor connectivity to Schools and increase in traffic around existing residential streets • Other more desirable sites for residential use are available
GMR012	<ul style="list-style-type: none"> • Adjacent to the Central Curragh, an area that very likely meets the criteria for designation as an Area of Special Scientific Importance. • the site boundary includes two areas of Registered Woodland (RA1131 and RA1132) • Any development of this site should mandate a comprehensive Ecological Impact Assessment of the adjoining areas for ground nesting birds, including Water Rail which is specially protected as a Schedule 1 listed bird of the Wildlife Act 1990. • Any development of the rest of the site should not impact the integrity of the current field boundaries owing to their ecological importance.
GMR014	<ul style="list-style-type: none"> • Poor connectivity to Schools and increase in traffic around existing residential streets • Other more desirable sites for residential use are available • Suitable location in line with Spatial Policy 2 and Housing Policy 4
GMR016	<ul style="list-style-type: none"> • important urban mosaic of woodland, scrub and a riparian corridor that supports a notable urban rookery • The proposed area is mature woodland

GMR017	<ul style="list-style-type: none"> • Poor connectivity to Schools and increase in traffic around existing residential streets • Other more desirable sites for residential use are available •
GMO002	<ul style="list-style-type: none"> • Good agricultural land
GMR001	<ul style="list-style-type: none"> • 19/01209/B Application granted for new access, including footpath, wall and gates.
GMR004	<ul style="list-style-type: none"> • Ideal location for additional allotments
GMR009	<ul style="list-style-type: none"> • Site has the current allotments • Good agricultural land • Poor drainage • Ideal location for additional allotments
GMR017	<ul style="list-style-type: none"> • Could create an unacceptable increase in traffic
GMR018 & GMR002	<ul style="list-style-type: none"> • Light pollution in a dark skies area • Site and surround area rich in Biodiversity • Good agricultural land • Single track lane for access • Outside the Existing Settlement Boundary • Other more desirable sites for residential use are available • Site would provide an excessive amount of housing • No local amenities, shop etc.
GE001	<ul style="list-style-type: none"> • Desirable location for a for Shop or Café development
GM001	<ul style="list-style-type: none"> • Outside the Existing settlement boundary
GO003	<ul style="list-style-type: none"> • Suitable for development as Open Space
GR001	<ul style="list-style-type: none"> • Suitable urban extension to support the settlement of Glen Mona
GR003	<ul style="list-style-type: none"> • Potential for wildlife that should be assessed prior to any designation • Desirable for open space contiguous with the Ramsey hairpin woodland park • Used by the High School for cross country
GR005	<ul style="list-style-type: none"> • Site is used for grazing sheep as part of the rural sciences courses in Ramsey Grammar School.
GR006	<ul style="list-style-type: none"> • Potential for wildlife that should be asses prior to any designation • Desirable for open space contiguous with the Ramsey hairpin woodland park • Used by the High School for cross country
GR008	<ul style="list-style-type: none"> • Would detract from the historic setting of the village and registered buildings • Not a recognised settlement within the Strategic Plan 2016 • Impede views from the village to North Barrule

	<ul style="list-style-type: none"> • Limited bus service and residents are reliant on the private car • Site contains trees that cannot be satisfactorily accommodated within the development
GR009	<ul style="list-style-type: none"> • Suitable urban extension to support the settlement of Glen Mona
GR010	<ul style="list-style-type: none"> • Wet Rush Pasture and important habitat wetland plants and ground-nesting birds while they also help to sequester carbon
GR014	<ul style="list-style-type: none"> • Site is predominantly woodland and is adjacent to two areas of registered trees
GR017	<ul style="list-style-type: none"> • Not in or adjacent to a settlement • Within the Mineral Reserve Area
GR018	<ul style="list-style-type: none"> • Not in or adjacent to a settlement • Obscure views enjoyed from existing residential properties
GR020	<ul style="list-style-type: none"> • Coastal brough of ecological importance • Site contains registered trees • Coastline is of international importance and is designated as a globally important bird area by Bird Life International (UK295)
GR021	<ul style="list-style-type: none"> • Could provide a safer route to school
GR022	<ul style="list-style-type: none"> • Suitable urban extension to support the settlement of Glen Mona
GR023	<ul style="list-style-type: none"> • Suitable for development if Glen Mona is listed as a service village within a strategic Plan review.
GR024	<ul style="list-style-type: none"> • Suitable urban extension to support the settlement of Glen Mona
GMin002	<ul style="list-style-type: none"> • Adjacent to Dhoon Glen ASSI • Unworked areas comprise of lowland dry heath which is of critical ecological importance • Desirable to be retained as open space
JR003	<ul style="list-style-type: none"> • Good agricultural land • Not in or adjacent to a settlement
JR011	<ul style="list-style-type: none"> • Desirable for industrial uses
LE002	<ul style="list-style-type: none"> • almost half of this site is woodland which would likely be inappropriate to develop
LR001	<ul style="list-style-type: none"> • Site would provide an excessive amount of housing
LR004	<ul style="list-style-type: none"> • Far removed from the existing village boundary • Site would provide an excessive amount of housing • Site would provide an excessive amount of housing • Unacceptable increase in traffic
LR005	<ul style="list-style-type: none"> • Would join the settlement of Sulby with Kella • Site would provide an excessive amount of housing
LR006	<ul style="list-style-type: none"> • Site is available and promoted by a willing developer

LR008	<ul style="list-style-type: none"> • Site is available and promoted by a willing developer
LR009	<ul style="list-style-type: none"> • Site is available and promoted by a willing developer
LR011	<ul style="list-style-type: none"> • Restrictive covenant that prevents any building on the site.
LR015	<ul style="list-style-type: none"> • Site would provide an excessive amount of housing
LR016	<ul style="list-style-type: none"> • Site would provide an excessive amount of housing • Site rich in biodiversity • Site has Registered Woodlands RA1747, RA1748, RA1747 • Site at risk of flooding • Site is the potential location of historic battle or event • Site provides a green gap between the existing settlement of Ramsey and the distinct area of Glen Auldyn. A potential groups of houses in the countryside and previously identified as LDHP within the 1982 development order. • Possible site of the battle of sky hill
LR017	<ul style="list-style-type: none"> • visibility splay cannot be achieved please see PA 99/01611/C (Refused) and 09/00708/B (withdrawn) • Risk of Flooding
LR020	<ul style="list-style-type: none"> • Site prone to flooding • Immediately adjacent to settlement boundary • Potential Active Travel Link • Site would not change the character of the existing settlement
LR024	<ul style="list-style-type: none"> • Site is available and promoted by a willing developer • Site is located close to local amenities
LR025	<ul style="list-style-type: none"> • Site is available and promoted by a willing developer • Site is located close to local amenities
LR026	<ul style="list-style-type: none"> • Site is available and promoted by a willing developer • Site is located close to local amenities
LR027	<ul style="list-style-type: none"> • Site is available and promoted by a willing developer • Site is located close to local amenities • Site would provide an excessive amount of housing
LR029	<ul style="list-style-type: none"> • Site is available and promoted by a willing developer • Within 350M walking distance of all local facilities
LR030	<ul style="list-style-type: none"> • Site would provide an excessive amount of housing • Site would spoil the key views of the Curraghs • Site is available and promoted by a willing developer

	<ul style="list-style-type: none"> • Site is located close to local amenities
LR031	<ul style="list-style-type: none"> • Site would provide an excessive amount of housing • Site is available and promoted by a willing developer • Site would spoil the key views of the Curraghs • Site is located close to local amenities
LR032	<ul style="list-style-type: none"> • Site would spoil the key views of the Curraghs • Site would provide an excessive amount of housing
LO001	<ul style="list-style-type: none"> • Potential to prove much need sports facilities • Proximity to existing and complimentary employment and community facilities at Mountain View Innovation Centre
PE002	<ul style="list-style-type: none"> • Desirable for Employment uses • The ecological integrity of the steeply sloped broughs be maintained and that habitat losses be suitably mitigated
PE003	<ul style="list-style-type: none"> • Desirable for employment uses • Registered woodland (RA0531) to the south • The ecological integrity of the steeply sloped broughs be maintained and that habitat losses be suitably mitigated • Important ecological and amenity corridor along the river neb •
PE004	<ul style="list-style-type: none"> • Long term vacant
PO003/PR012	<ul style="list-style-type: none"> • Good agricultural land • Desirable site for a nature reserve and public open space
RM008	<ul style="list-style-type: none"> • Important ecological and amenity corridor along the Glen Auldyn and Sulby Rivers • Site at risk of flooding • Desirable for open space
PO002	<ul style="list-style-type: none"> • Desirable for continued use as Open Space
PO003	<ul style="list-style-type: none"> • Desirable for continued use as Open Space
PO004/GMR017	<ul style="list-style-type: none"> • Desirable for continued use as Open Space
PO005/PR003	<ul style="list-style-type: none"> • Greenspace that is important for Biodiversity • Poor pedestrian access • Desirable for Primary School expansion
PO006/PR002/PR004	<ul style="list-style-type: none"> • Desirable for residential but retaining the practise field for the Golf Club
PR001/PE004	<ul style="list-style-type: none"> • Desirable for a mixed use development
PR006	<ul style="list-style-type: none"> • Desirable for residential development
PR007	<ul style="list-style-type: none"> • Regular pedestrian traffic especially to and from the school • Site rich in Biodiversity • Loss of Open Space

	<ul style="list-style-type: none"> • Unacceptable increase in noise and traffic on residential streets • Other existing residential or brownfield sites that could be developed
PR008	<ul style="list-style-type: none"> • Would spoil the view of Corrin's Folly and Peel Hill from Ballaquane Road • Desirable for residential development
PR011	<ul style="list-style-type: none"> • Desirable for Residential Development if there is the possibility to provide parking for Cowley Terrace/Ballaquane Rd Terrace and improve highway safety on Pevril Road
PE001	<ul style="list-style-type: none"> • Desirable for continues use for employment
PR012	<ul style="list-style-type: none"> • Could create an unacceptable increase in traffic • Developers would build high value properties in this location and doubt if first time property buyers would be catered for. • Sewage has to be macerated and pumped uphill to the top of Mourne view road • Infrastructure needs cannot be easily met • Rich in biodiversity • Insufficient capacity for education and health care provisions within the area
PTC003 004 005 006 007 008 009 010 011 012 (Knockaloe Mooar Farm)	<ul style="list-style-type: none"> • Site of Internment Camp and tourist interest • Not a recognise settlement within the settlement hierarchy
PTC001/PTM002	<ul style="list-style-type: none"> • Undesirable location for Mixed Use development • Site outside the existing settlement boundary and beyond the River Neb which forms a natural boundary • Desirable location for RSTW • Site sits along the river neb and is of importance to overwintering and breeding wildfowl • Desirable for use as open space
PTE001	<ul style="list-style-type: none"> • Site includes various habitats of ecological importance including scrub, woodland and a riparian area to the south. This sites sits within a wider area of ecological importance that connects Stoney Mountain to the wetlands at Kionslieu
PTR001	<ul style="list-style-type: none"> • Site falls either side of the Glen May ASSI
PTR005	<ul style="list-style-type: none"> • Area of upland and inappropriate for development
PTR007	<ul style="list-style-type: none"> • Site is within an area of ecological importance
MM001	<ul style="list-style-type: none"> • Site would be ideal for light commercial and public car park
MR001	<ul style="list-style-type: none"> • Site sites on a fast stretch of road with accidents occurring with 100 yards of the site

	<ul style="list-style-type: none"> • Poor drainage and any septic system would affect the water quality
MR002	<ul style="list-style-type: none"> • Disconnected for the existing settlement of Kirk Michael and constitute ribbon development • Concerns over highways access • Site has an area of wet rush pasture that is important to wetland plants and ground nesting birds as well as helping to sequester carbon
MR003	<ul style="list-style-type: none"> • Development would alter the character of Kirk Michael and would constitute ribbon development • Concerns over highways access and speed of the road • Would allow further development of Ballareenny Farm
MR004	<ul style="list-style-type: none"> • Development would alter the character of Kirk Michael • Concerns over highways access
MR005	<ul style="list-style-type: none"> • Disconnected for the existing settlement of Kirk Michael
MR006	<ul style="list-style-type: none"> • Concerns over highways access
MR007	<ul style="list-style-type: none"> • MR008 should be developed first with MR007 kept as Strategic Reserve
MR008	<ul style="list-style-type: none"> • A suitable Development Brief is important to ensure suitable provision of affordable homes, space for the school to expand, provision for a health centre and safe access for children to get to school. • Desirable site for Public Open Space • Site boundary is incorrect and should extend out to meet the Baltic Road incorporating field 234253 and part of field 234252.
MR009	<ul style="list-style-type: none"> • At risk of coastal erosion • Poor vehicle access • Good agricultural land • Low levels of light pollution
MR010	<ul style="list-style-type: none"> • At risk of coastal erosion • Poor vehicle access • Good agricultural land • Low levels of light pollution
RO001	<ul style="list-style-type: none"> • Desirable site for Ramsey Transport Interchange
RR002	<ul style="list-style-type: none"> • Coastal broogh is a site of ecological importance • Site of ancient fort
RR004	<ul style="list-style-type: none"> • Tidal zone and prone to flooding • Important ecological and amenity corridor along the Sulby River rich in biodiversity • Site would provide an excessive amount of housing • Should be included within the existing settlement boundary • Proposed site within the extant plan • Site is available and promoted by a willing developer

	<ul style="list-style-type: none"> • Site could create alternative access to Greenlands Ave • Site could create new active travel routes
RR005	<ul style="list-style-type: none"> • Site levels have been raised approximately +2M above datum increasing the risk of flooding to neighbouring properties.
RR006	<ul style="list-style-type: none"> • Site would provide an excessive amount of housing • Visually intrusive • Good agricultural land and should be retained • Poor drainage
RR008	<ul style="list-style-type: none"> • Mature woodland with a good range of biodiversity • Marshy ground
RR009	<ul style="list-style-type: none"> • Marshy ground and high water table • Rich in biodiversity and important to breeding curlew, a Schedule 1 species protected by the Wildlife Act 1990 • Site could provide Active Travel route to connect Ramsey to Sulby and on to St Johns and the Peel to Douglas route • Site would provide an excessive amount of housing • Larger area that previously proposed in the 1982 development order

Figure 8: Breakdown of the comments received on specific sites consulted on as part of the Preliminary Publicity consultation

Appendix 2 – Additional Sites - Site Specific Comments

Consultation Process 24th September – 10th December 2021

Following the close of the Preliminary Publicity consultation, Cabinet Office launched a subsequent consultation on the sites which were not identified as part of the original consultation. This consultation was site specific, and purely focused on capturing the opinions of respondents on the additional sites identified. As such, the responses are within this appendix.

This consultation received 741 responses, 730 via the Consultation Hub and 11 via email or post. Of those respondents:

- 733 identified themselves as "Others" (including members of the public, charities, residents groups and landowners, developers and their agents)
- 2 identified themselves as Statutory Boards or Government Departments
- 4 identified themselves as Local Authorities
- 2 identified themselves as Amenity Society/Community Groups

Site Code	Summary of Comments Received
AR014	<ul style="list-style-type: none"> • Concerns raised about the quantity of housing needed in Andreas • Some further development in Andreas is desirable • Concerns raised regarding the capacity of existing infrastructure • Concerns raised regarding school capacity. • Dissatisfaction expressed regarding public transport, the Dial-a-Ride service and lack of any scheduled services only encouraging the use of private vehicles. • Outside existing settlement boundary • There are archaeological remains of several periods in the general area an archaeological assessment should be conducted.
AR016	<ul style="list-style-type: none"> • Dissatisfaction expressed regarding public transport, the Dial-a-Ride service and lack of any scheduled services only encouraging the use of private vehicles. • Not abutting an existing settlement boundary • Site is immediately opposite Ballachurry Meadows Area of Special Scientific Interest (ASSI) • A single residential 'eco' property may be acceptable • Dissatisfaction expressed regarding public transport, the Dial-a-Ride service and lack of any scheduled services is only encouraging the use of private vehicles. • An isolated field, on a fast piece of road

	<ul style="list-style-type: none"> • There are archaeological remains of prehistoric date in the immediate vicinity an archaeological assessment should be conducted.
AR017	<ul style="list-style-type: none"> • Greenfield sites should no longer be built on. • Bottom of field is planted woodland/wet prone to flooding. It's an isolated field • A fast piece of road, field is right next to a working farm yard. • There are archaeological remains of several periods in the general area an archaeological assessment should be conducted.
AR018	<ul style="list-style-type: none"> • Concerns raised about the quantity of housing needed in Andreas • Abutting the Existing Settlement Boundary on two sides • In close proximity to the shop, school and pub. • Dissatisfaction expressed regarding public transport, the Dial-a-Ride service and lack of any scheduled services is only encouraging the use of private vehicles. • Concerns raised regarding highway safety • There are archaeological remains of medieval date in the vicinity an archaeological assessment should be conducted.
BDR007	<ul style="list-style-type: none"> • Development in open countryside. • Other sites are available. • There are archaeological remains of prehistoric date on the site.
BR010	<ul style="list-style-type: none"> • Concerns raised regarding capacity of existing Infrastructure. • Poor site access and highways are congested especially during TT/MGP. • This field makes the village a more linear development, other sites off the main road should be preferred • Greenfield site. • Site abutting the existing settlement boundary and within the 30mph speed restriction zone for access from the main Peel to Ramsey Road. • Good pedestrian access from the rear heritage trail on the old railway line and for village amenity space provision. • There are archaeological remains of medieval date in the immediate vicinity.
BR011	<ul style="list-style-type: none"> • Concerns raised regarding capacity of existing Infrastructure.

	<ul style="list-style-type: none"> • Poor site access Highways are congested especially during TT/MGP. • There are archaeological remains of several periods in the general area.
GMO003	<ul style="list-style-type: none"> • This is an excellent candidate for Open Space in the Area Plan, comprising mature broadleaf woodland of high biodiversity value. • There are archaeological remains of several periods in the general area.
GMR005	<ul style="list-style-type: none"> • It is perceived that housing delivery in Peel and the West has been excessive and the inclusion of this site would further exacerbate the issue. • This area includes a large amount of curragh woodland of high biodiversity value, which is situated on important deep peat deposits. • Desirable to keep this site as a Nursery/Garden Centre
GMR009	<ul style="list-style-type: none"> • This area next to Sunset Lakes is probably the only area left in Peel that is beautiful and celebrating of nature. Please stop destroying greenery, it is so precious. • Greenfield sites should no longer be built on. • This site contains the area that makes up the Peel allotments and would lend itself well to an opportunity to extend the allotment site. • This Plan offers the opportunity to remove the reliance on the Albany Road link which serves as the primary route between North West Poortown Road/Derby Road area and South East Douglas Road/Tynwald Road area including the QE II School. • There are archaeological remains of several periods in the immediate vicinity.
GMR019	<ul style="list-style-type: none"> • It is perceived that housing delivery in Peel and the West has been excessive and the inclusion of this site would further exacerbate the issue. • Makes more of a linear development of St John's • Half of this site is within the St John's Conservation Area, and is too close to the important cultural site of Tynwald Hill and St John's Church for residential development. • Greenfield site • Site may be suitable for low density affordable housing • There are archaeological remains of several periods in the immediate vicinity.

GMR021	<ul style="list-style-type: none"> • This is a curragh area of significant ecological importance on deep peat deposits, where all development should be avoided
GMR022	<ul style="list-style-type: none"> • There are archaeological remains of prehistoric date on the site. • Development in this area will require additional resources to provide sufficient public transport facilities to meet demand for transport to schools, medical facilities and retail services.
GMR023	<ul style="list-style-type: none"> • Close to the what should be a development exclusion zone around Poortown quarry • The site along with the site immediately to the North bounding the Poortown and to the South bounding the Douglas Road will provide too large an area of land for development based on the population data and housing demand data. • This Plan offers the opportunity to remove the reliance on the Albany Road link which serves as the primary route between North West Poortown Road/Derby Road area and South East Douglas Road/Tynwald Road area including the QE II School. • Registered Tree Area RA2004 should be excluded from this site. • There are archaeological remains of several periods on this site and in the immediate vicinity.
GO004a and GO004b	<ul style="list-style-type: none"> • Additional space for biodiversity and open space is desirable
GR022	<ul style="list-style-type: none"> • The 1860s Ordnance Survey map shows an archaeological site in the north of the site. • The Glen Mona pub will never be able to be successful as a country pub in the future if housing is built on its car park. • The provision of affordable housing be condition of any re-designation of the site
GR026	<ul style="list-style-type: none"> • Development not needed in this countryside location • These two plots of land adjoin the Dhoon Glen Area of Special Scientific Interest (ASSI) to both the north and south and would therefore be wholly unsuitable to such development.
GR028	<ul style="list-style-type: none"> • Development not needed in this countryside location • This site is already residential (there is a house on it), therefore the reason for its potential inclusion in the Area Plan as residential is unclear.

	<ul style="list-style-type: none"> • The proximity to the MER track could raise safety concerns for railway users, residents and visitors
JC001	<ul style="list-style-type: none"> • Site would provide more housing than the demand • Development not needed in this countryside location • Almost half of this site is mature, broadleaf woodland which should be excluded from any zoning for development. • Noise from the race track is detrimental to residential amenity.
JR014	<ul style="list-style-type: none"> • Development not needed in this countryside location • There are archaeological remains of prehistoric date in the vicinity.
LC001	<ul style="list-style-type: none"> • At risk of coastal erosion • Development in countryside and any expansion should be limited to the immediate vicinity of the existing • The northern portion of this borders Curragh Beg, an area of outstanding ecological importance and a Phase 2 Ecological Survey site. Across the whole site are numerous wetlands and dubs, including seasonally inundated fields. The Isle of Man is legally bound to preserve its wetlands under international law (the Ramsar Convention). • Solar power and expanded Amenity site/RSTW is desirable • Good quality agricultural land. • There are archaeological remains of several periods in the general area.
LR036	<ul style="list-style-type: none"> • Development in countryside • Concerns were raised that the site is prone to flooding. • This site comprises around 7 acres of broadleaf woodland, an important ecological habitat, some of which is legally protected as Registered Tree Area RA1641 (registered in 1982). The site is also at risk of flooding from the Sulby River which forms its southern boundary.
MC001	<ul style="list-style-type: none"> • This would be a very good location for first time buyers property • It could provide a central community facility in Kirk Michael that may include a doctor's surgery, local businesses and possibly Michael District Commissioners office with immediate access to the existing village car park this removing the

	<p>current problems with parking and traffic congestion.</p> <ul style="list-style-type: none"> • Already have community buildings in the village no real evidence that the original MCCC building is not fit for purpose
<p>MO001</p>	<ul style="list-style-type: none"> • May be suitable for tourist camping pods • One of the few places static caravans wouldn't be noticed? • This site is already an open community space and this type of use should be maintained. • Semi-permanent structures such as static homes are completely inappropriate. • Concerns raised regarding the current owners/tenants and the standard do not maintain the area to a standard which was previously in place and which is to be expected as a minimum. • Concerns raise regarding fixed structures having appeared on the site from time to time and a planning application made for luxury facilities with no proposal for re- building the toilet block. • Green space of the Glen is part of the provision for public open space for the residents of Main Road, The Meadows, Station Road, Kerrocruin, Cleiy Rhennee and other nearby smaller developments. • There are archaeological remains of several periods in the general area.
<p>MR011</p>	<ul style="list-style-type: none"> • At risk of Costal Erosion • Concerns raise regarding the availability and capacity of existing infrastructure • This would be a natural and suitable location for development • Main spine road running from the Main Road in Kirk Michael up to the top of the estate, was constructed to accommodate 100 properties and there are currently just 80 • Arbitrary site boundary (not following a definite, fixed feature) from when the by-pass road was being considered. • Grade 3/4 Agricultural soil • Ideal location for first time buyer properties • Site is on the inside of the TT course without possibility of access • Access from Baltic Road is not appropriate • Desirable location for recreational facilities for the family's and residents in the area

	<ul style="list-style-type: none"> • Allegedly the land was promised as a park/recreation ground for the residents
MR012	<ul style="list-style-type: none"> • The profile of houses on the horizon would be considerably higher than the existing Trout Farm and would impinge on the rural nature of the glen. • Site is currently subject to coastal erosion. • BMX park and open space should be retained. • Concerns raise regarding the availability and capacity of existing infrastructure • Opportunity to provide rock armour to secure the site.
MR013	<ul style="list-style-type: none"> • The site should be identified for tourist use • The site is excessive in size • This site does not have safe access onto the highway • Close to the high pressure gas pipeline which crosses the site • This site contains a large area of broadleaf woodland within the Kirk Michael Conservation Area, which would be wholly unsuited to being included in this Area Plan for its ecological value and should not be included. • The Whitehouse is Registered Building Number 250 • There are already an identified areas for development. Which in comparison to other size and population Parishes equates to a fair share of development. • access lanes to this area are narrow with no passing places. • area of outstanding natural beauty impact a visual loss to those living in the vicinity • Concerns raise regarding the availability and capacity of existing infrastructure • Fully support this one provided it forms part of a bypass plan • There are archaeological remains of several periods on the site and in the general area. These include farm buildings of potential historical interest.
PTR008	<ul style="list-style-type: none"> • This site contains many broadleaf trees and shrubs which together provide a varied wildlife habitat along this river corridor. • Access is very poor and reservation needs to be made to ensure access for all to the old railway line is maintained and improved as well

	<p>consideration to ensure that no access is allowed directly onto the unsurfaced highway to the west which should be retained rather than developed for access but a river crossing at the ford could be provided for pedestrians</p> <ul style="list-style-type: none"> • As it's close to DEFA building, it would be good to move more Government departments out of Douglas. Also, enabling the Western Government work- force to become more environmentally friendly by actively cycling to work or travelling by bus instead of taking a vehicle to Douglas. • The lack of any local public transport services in these areas will need to be considered in any future development.
PTR009	<ul style="list-style-type: none"> • Good quality agricultural land
PC006	<ul style="list-style-type: none"> • Retaining as green space is desirable • Concerns raised regarding availability and capacity of existing infrastructure and social care • Additional land in the area should be purchased for community projects/school/camp site expansions in future. • There are archaeological remains of prehistoric date several periods in the vicinity.
PR011	<ul style="list-style-type: none"> • Retaining as green space is desirable • Ballaquane Road is restricted with a weight limit along its length • Many of the properties are old and of character so that may be considered for listed building status or included in a conservation area • Overshadowing and Loss of outlook
PR013	<ul style="list-style-type: none"> • Site could be an ideal location for a hotel • The existing buildings are an eyesore, a well-designed replacement would be desirable • The building needs attention and could be used for commercial use still e.g. shops / restaurant / bar. I do not support more housing being placed at this site. • Several respondents who identified as residents in the area stated that they would support the building of single domestic properties with off road parking in a way that is sympathetic to the area but not multi occupancy apartments • Concerns raised about air pollution • Concerns raised about the availability of parking • Peels RSTW should be operational prior to any development

	<ul style="list-style-type: none"> • Suitable for a Comprehensive Treatment area and if required taken over into the public purse.
PR014	<ul style="list-style-type: none"> • The existing buildings are an eyesore, a well-designed replacement would be desirable • There are buildings of historical interest on the site, which are constructed out of the characteristic local red sandstone. • Peels RSTW should be operational prior to any development • Several respondents who identified as residents in the area stated that they would support the building of single domestic properties with off road parking in a way that is sympathetic to the area but not multi occupancy apartments
PR015	<ul style="list-style-type: none"> • The existing buildings are an eyesore, a well-designed replacement would be desirable • There are structures - namely boundary walling - of historical interest on the site, which are built out of the characteristic local red sandstone. • Concerns raised regarding the durability of the foundations of properties on Stanley Terrace (adjacent to the site) should any excavating or pile driving be undertaken during development • Concerns raise that development could overshadow existing properties in the area • Several respondents who identified as residents in the area stated that they would support the building of single domestic properties with off road parking in a way that is sympathetic to the area but not multi occupancy apartments • It was noted that parking in this area is already a major problem and very few properties had off road parking available to them • Concerns were raised that noise from air source heat pumps would be detrimental to the amenity of the existing residents • Peels RSTW should be operational prior to any development • Knot weed present on site • Ideal site to support a community project
RM010	<ul style="list-style-type: none"> • Existing provisions are not adequate. Douglas and Peel Marinas are oversubscribed and often pontoons are unavailable to visiting vessels and a waiting list of ~5 years for residents. • Regenerate the North and open the Island up for marine tourism, a fast growing industry.

- **At present IOM is ignored by 'yachties' making passages as there's no 24/7 Marina facility**
- **This plan will allow us to maintain the harbour with the fishing, freight & shipbuilding industry that it currently contains**
- **similar marina projects done on the Isle of Wight & other UK locations & how the seaside towns have been transformed because of this investment**
- **The Isle of Man has reclaimed land at Ronaldsway Airport to increase safety and a similar rational can be applied here.**
- **Some regeneration to make sure young people stay on the island and generate more of a life on the island**
- **Ramsey needs investment**
- **A protected slipway with sheltered water as would be provided by the marina scheme would massively enhance the safety of launching and recovery of dinghies and patrol boats.**
- **It would be desirable to have a zones for activities like sea kayaking, paddle boarding, maritime museum, tide pool, with more future activities available when the facilities and shops start filling.**
- **Creation of a new reef will offer new habitat to our sea life**
- **Many residents stated that they would like a marina in Ramsey however the location should be on the North Shore off Old River Road.**
- **Lack of facilities close to the beach notably somewhere to park, shower, and get refreshments. Development of which would be preferable to the Marina proposal.**
- **The land off the foreshore (if sold) should in any event be sold by public tender and subject to qualitative consideration against the irreversible harm to ecology and the offset that would be required in public spending to mitigate such damage.**
- **Many residents explained how they used the beach for a variety of leisure activities and how it made a positive contribution to their physical and mental health and wellbeing.**
- **Residents who live in this area with a Victorian houses or flats have little to no garden and rely on the beaches' amenity**

- **65,000 plus people are against the place being used for building of any sort (Online petition)**
- **Disability Networks have supplied a beach wheelchair for disabled users to utilise and is based at the Outdoors Ramsey, Bowling Alley branch**
- **The beach is fitted with a raft for children over the summer months**
- **Safety hazard for older children who like to jump into the bay from the pier**
- **Concerns raised that building out from the coastline will affect waves, currents and sediment transport and this hadn't been adequately explored**
- **Small Independent shops in the existing town should be supported and concerns were raised that the proposed would take away trade from existing retail.**
- **Marine Nature Reserve, designated under Section 32 of the Wildlife Act 1990 and recognised internationally under the OSPAR Convention for its habitats of significant ecological importance within the British Isles and North West Atlantic region as a whole. Furthermore, Ramsey Bay was the Island's first Marine Nature Reserve, highlighting its notable significance to Manx and international wildlife.**
- **The North Beach in Ramsey was designated as an ASSI (area of special scientific interest) in 2006 due to the habitat created over time and the existence of rare Manx cabbage. Storms have already broken up part of the existing habitat and any additional pressure on the fragile area from altered wave action could remove it altogether.**
- **Ringed Plover, a species which is legally specially-protected under the Wildlife Act nest on the pebble beach in the north-western corner of the site. Oystercatcher also nest here, a species which is Red-Listed on the Isle of Man as a Bird of Conservation Concern (2021) and listed by the IUCN as 'Near Threatened' with global extinction.**
- **Numerous invasive, non-native species are currently found along the existing stone piers of Ramsey Harbour, including Pacific Oyster and Darwin's Barnacle, which would likely rapidly colonise any new marine development.**

- **Razor clam beds between the south breakwater and the Queen's pier**
- **Concerns raised about the impact the marina would have on the viability of the existing harbour**
- **Development would have significant visual impact**
- **Would impact on the viability of brownfield sites that need re-developing in the town**
- **The lifeboat station has been recently refurbished and this would need to be moved with the proposed scheme**
- **Concerns raised that any issue with the construction or maintenance will be a financial burden on the tax payer**
- **The scale and viability of the development was questioned and it was considered that 400 berths may be excessive**
- **Concerns raised about the risk of faecal coliforms, oil and other pollutants from the marina and its users within a bathing water area.**
- **Similar deep water Marina development could take place between Fort Anne jetty and the millennium bridge in Douglas**
- **Lack of facilities close to the beach notably some where to park, shower, and get refreshments. Development of which would be preferable to the Marina proposal.**
- **Potential solutions to mitigate the risk of flooding in Ramsey should be the basis of further consultation**
- **a 2010 COMIN report stated no marina development should be allowed in this area ⁹**
- **Development would impact on the views on and from the Queen's Pier (RB 154) now being restored by volunteers and donations, the Roman Catholic Church, Our Lady Star of the Sea and St. Maughold (RB 80). The church was designed by the prominent British twentieth century architect, Sir Giles Gilbert Scott.**
- **Vibrations from construction could have deleterious effects on the foundations of historic structures within the town.**
- **There are archaeological remains of post-medieval date in the vicinity as well as 18th-19th Century archaeology.**

⁹ <https://www.gov.im/media/623777/queenspierreportapril2010.pdf>

Figure 9: Breakdown of the comments received on specific sites consulted on as part of the Additional Sites consultation

Appendix 3 – Revised Site Assessment Framework

The Site Assessment Framework (SAF) is used by Cabinet Office to assess the suitability of a development site for possible inclusion in the Draft Area Plan for the North and West. The SAF uses a colour coded system (see below) so score a development site against various criteria in order to best meet the objectives of the Strategic Plan.

Following on from the Site Assessment Framework which was used during the Area Plan for the East process, a number of changes were made to assess sites for possible inclusion in the Area Plan for the North and West. Notably, these included the addition of two new detailed planning criteria: DC. 3 and DC. 11 – Perseveration of Future Mineral Reserves and the Preservation of Settlement Character respectively. The SAF used during the Area Plan for the North and West has also been amended to take into account the Island’s Climate Change Action Plan and the Independent Inspector’s Report for the Area Plan for the East.

Q.3 Preservation of future mineral reserves

Green	The site is not located on a future Minerals Reserve.
Yellow	Not used
Orange	Not used
Red	Not used
Critical Constraint	The site is located on a future Minerals Reserve. Critical Constraint applies. The site is unsuitable and should be screened out.

Figure 10: Site Assessment Framework criteria for the perseveration of future mineral reserves

Q.11 Preservation of Settlement Character

Green	Development of the site could preserve or enhance the character and identity of an existing settlement.
Yellow	Not used
Orange	Not used
Red	Development of the site could result in <ul style="list-style-type: none">• inappropriate backland development, and/or• the removal of open spaces or important landscape settings that contribute to the visual amenity, sense of place and overall settlement character.
Critical Constraint	No Critical Constraint applies

Figure 11: Site Assessment Framework criteria for the Preservation of Settlement Character

Appendix 4 – We Asked, You Said, We Did

We Asked

Cabinet Office is preparing an Area Plan for the North and West and is commencing Preliminary Publicity in accordance with the Development Plan Procedure, as set out in paragraph 2 of Schedule 1 to the Town and Country Planning Act 1999.

Preliminary Publicity is the first stage in the plan making process. It publishes the outline matters that the Cabinet Office would like to address in detail within the Area Plan and gives individuals the opportunity to comment at an early stage on these matters.

You Said

The consultation attracted 291 responses, 162 online via the Consultation Hub and 129 by email or post. Of these respondents:

- 206 were Members of the Public
- 24 were Land Owners, Developers or their Agents
- 5 were Statutory Boards or Government Departments
- 11 were Local Authorities
- 1 was a Residents Group
- 6 were Amenity Societies/Community Groups
- 17 were "Other"
- 21 Not Answered

Following the close of the original Preliminary Publicity consultation, Cabinet Office consulted on the 35 sites that came forward during the Preliminary Publicity consultation. This consultation, which ran between the 24th September and 10th December 2021 attracted 741 responses, 730 via the Hub and 11 via email or post. Of those respondents:

- 733 were "Others" (including members of the public, charities, residents groups and landowners, developers and their agents)
- 2 were Statutory Boards or Government Departments
- 4 were Local Authorities
- 2 were Amenity Society/Community Group

We Did

From the end of Preliminary Publicity stage Cabinet Office must publish the Draft Area Plan within 12 months, responses to this consultation will aid Cabinet Office in the production of that plan.