

The Town and Country Planning Act 1999

The Cabinet Office



Draft Area Plan for the North and West

**'Track Change' version for the Public Inquiry to illustrate Cabinet Office's proposed changes following the public consultation on the Draft Plan
Published March 2024**

Written Statement

Published 24th June 2022

Incorporating the Towns of Ramsey and Peel, District of Michael and the Parishes of Andreas, Ballaugh, Bride, Jurby, Lezayre, German, Patrick and the Maughold Ward of Garff

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Pre-Public Inquiry Preface

As the political member of the Cabinet Office with responsibility for Planning Policy, I am keen the Island has up-to-date development plans in place for when we need them. Significant and critical review of all our plans has been taking place in recent years as they form the framework and measures we need to put in place to build a secure, vibrant and sustainable Island. I am committed to progressing with our plan-making to support the local needs of our economy, our environment and climate change goals, our public services, our infrastructure and our health and social well-being.

In June 2022 we brought the Draft Area Plan for the North and West forward for the vital input of everyone in our community to further shape and improve it. Following that public consultation, we have taken all inputs into consideration and have incorporated as much as we can into this latest draft document. We now move on to the next important stage of the process. An independent inspector will run a public inquiry this summer and I encourage you all to continue to play an active role.

The Area Plan for the North and West will, once approved by Tynwald, replace all extant plans and will be a material consideration when planning applications are being determined by the Department of Environment, Food and Agriculture (DEFA) until the all-Island Area Plan is developed and approved.

I would like to thank everyone who has contributed throughout the Plan's development to date. Such engagement is invaluable and makes for a more rounded and robust plan and ensures matters and sites are fully scrutinised. It is essential that local communities remain engaged in this next stage of the process.

I look forward to seeing how the Draft Plan progresses through consideration at the Public Inquiry and subsequently in Tynwald.

Thank you for your continued involvement.

Diane Kelsey MLC

Member for Cabinet Office with responsibility for Planning Policy

February 2024

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References and Notes

All documents referred to in this Draft Plan are available as numbered documents on the Core Documents List.

*Note 1: The red text in this document relates to the specific 'proposed changes' identified by Cabinet Office (Pre-Inquiry). These changes reflect document PIP 1 "Schedule of Proposed Changes." There may be further changes required in the final version of the Written Statement before it is adopted e.g. to update the context or amend dates/references or possibly as a result of the Inquiry Report itself. This document is for **ILLUSTRATIVE PURPOSES ONLY** and should only to be used in the context of the Public Inquiry.*

Note 2: Minor changes to paragraph/table numbers and formatting have not always been highlighted.

Note 3: Minor corrections to spellings/grammar have been highlighted.

1 An 'Area' approach to Plan making

1.1 What is an Area Plan?

- 1.1.1 The Cabinet Office has a responsibility, afforded to it by Section 2 of the Town and Country Planning Act 1999, to prepare the 'Island Development Plan' (IDP). The purpose of the IDP is to set out the general 'Policies' in respect of the development and other use of land on the Isle of Man, and also to identify the 'Proposals' which relate to specific places or issues, depending on the particular plan area. The two types of plan prepared and which make up the Island Development Plan are:
- a strategic plan, and
 - one or more area plans.
- 1.1.2 The Isle of Man Strategic Plan 2016 (the Strategic Plan) was approved by Tynwald on 15th March 2016, coming into operation on 1st April 2016. In hierarchical terms, the strategic plan sits above the area plans in the sense that any 'proposal' in an area plan shall be in general conformity with the strategic plan. In terms of the 'weight' attached to the IDP in decision making on planning applications, it is one of a number of considerations taken into account.¹

1.2 The implementation of Policy set out in the Isle of Man Strategic Plan 2016

- 1.2.1 This Area Plan for the North and West elaborates on the broad policies set out in the Isle of Man Strategic Plan relating them to precise areas of land. The content of the Draft Plan has been shaped by the Call for Sites Stage and the 'Preliminary Publicity'; the latter being a statutory requirement.
- 1.2.2 The Draft Area Plan for the North and West is made up of a **Written Statement** (this document) and a series of **Maps**. The Written Statement contains '**Proposals**' which are either site specific, relatable to a specific issue in the Plan Area, or on occasion in the form of a policy statement for a specific area. The Proposals link to the Plan **Objectives** and **Outcomes** set out at the start of each Chapter.
- 1.2.3 A number of '**Recommendations**' are also included. These are statements of intent where the Cabinet Office does not have direct control over implementation. They are intended to act as encouragement to other Departments or bodies to work together with the support of Cabinet Office to take action on or to deliver on particular matters, sites or policy statements.

1.3 How many Area Plans will there be?

- 1.3.1 The Area Plan for the North and West will complete the first round of full Island coverage with area plans under the 1999 Act. There is already an Area Plan for the South which covers Castletown, Port Erin, Port St Mary, Rushen, Arbory, and Malew, and an Area Plan for the East covering the Borough of Douglas, District of Onchan, and the Parishes of Braddan, Garff (Laxey and Lonan Wards only), Marown and Santon.

¹ S10(4) Town and Country Planning Act 1999

- 1.3.2 The 1999 Act allows an area plan to relate to the whole of the Island or to such part as may be specified therein. It is the aim to produce a single 'All-Island Area Plan' and an updated Isle of Man Strategic Plan and have these both approved by Tynwald before the end of 2025. These Plans - which together would make up the Island Development Plan - would be capable of being reviewed or updated in tandem and at more regular intervals.
- 1.3.3 The geographical coverage of the area plans identified at the time of the Isle of Man Strategic Plan 2007² was set out in the Island Spatial Strategy (Chapter 5) which was subsequently carried forward to the Isle of Man Strategic Plan 2016. The extent of the Plan boundaries set out in the first iteration of the Strategic Plan, is set out below:

Table 1. **Area Plan Coverage**

Area Plan	Local Authority Area
Douglas and the East	Borough of Douglas, the district of Onchan and the Parishes of Braddan, Garff (Laxey and Lonan Wards only), Marown and Santon
The South	Parishes of Rushen, Arbory and Malew, Villages of Port Erin and Port St Mary and the town of Castletown
Peel and the West	Peel, and the Parishes of Patrick, German and Michael
Ramsey and the North	Ramsey and the Parishes of Andreas, Ballaugh, Bride, Jurby, Lezayre, and the Maughold Ward of Garff

Plans now combined

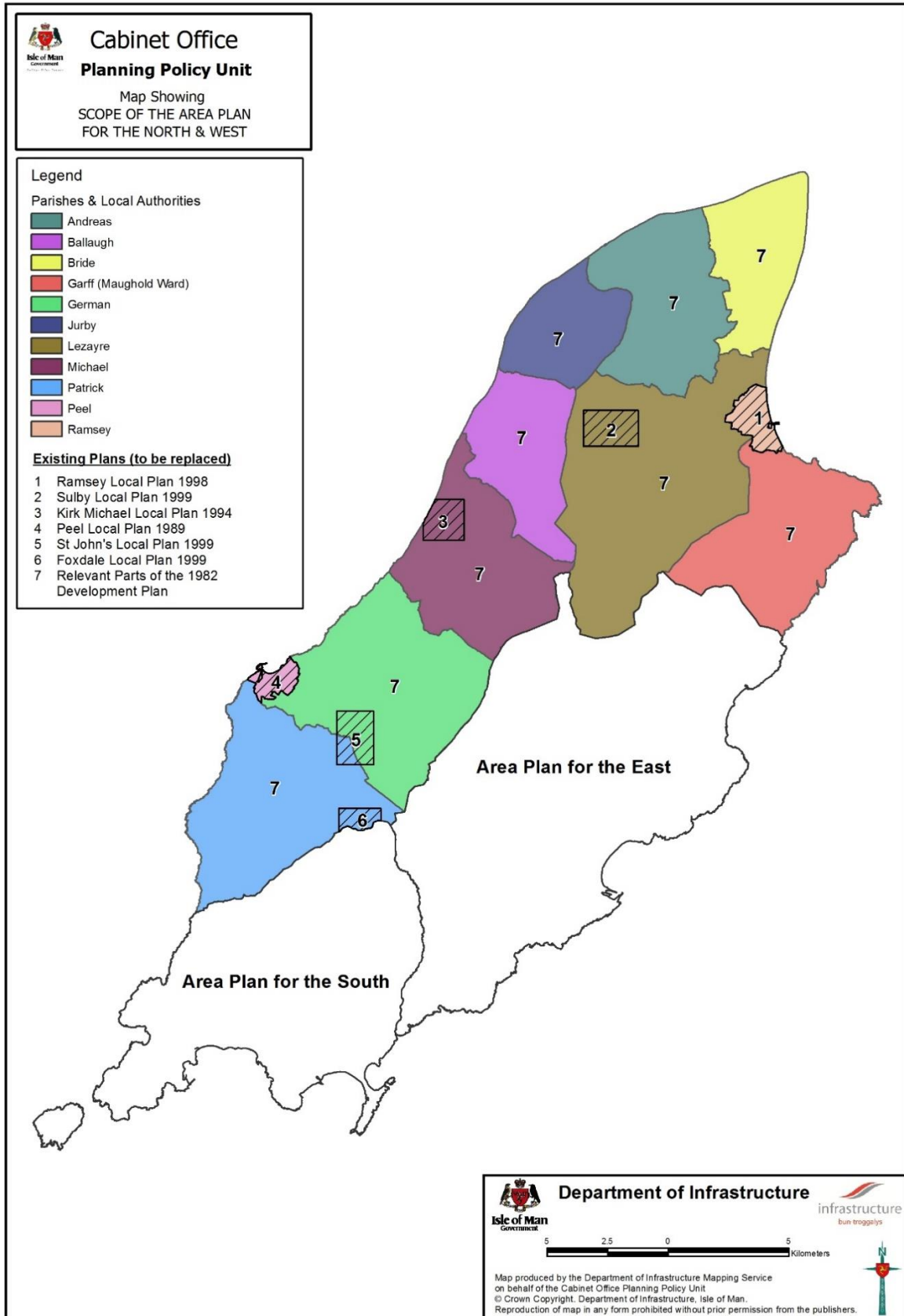
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1.4 The Area Plan for the North and West's geographical context

- 1.4.1 The Area Plan boundary is shown on WS Map 1 and includes Peel, and the Parishes of Patrick, German and Michael as well as Ramsey and the Parishes of Andreas, Ballaugh, Bride, Jurby, Lezayre, and the Maughold Ward of Garff. The Plan adjoins the Parishes of Braddan, Marown, Garff (Laxey and Lonan), Rushen, Arbory and Malew. Whilst these adjoining Parishes fall within other Plan areas, they cannot be completely set apart in terms of geography, infrastructure (grey, green and social), landscape and economic context of the North and West. Cabinet Office has had regard to this context in the formulation of the Plan. A map showing the geographical scope of the Area Plan is provided below.

² This was replaced by the Isle of Man Strategic Plan 2016; which rolled forward much of the original 2007 Plan.

WS Map 1 – Plan Area showing Local Authority boundaries



1.5 Stages in Plan Preparation

1.5.1 The publication of the Draft Area Plan for the North and West represents the first stage in the formal procedure to produce a new statutory development plan.³ The formal stages are set out below in Table 2. The Call for Sites stage is not part of the formal process.

Table 2. **Stages in Plan Preparation**

Date	Stage in Schedule 1	Purpose and Output
<i>31st May 2019 to 28th Feb 2020</i>	<i>Call for Sites (not part of statutory process)</i>	<i>Public Consultation. Evidence gathering. Opportunity to submit sites for consideration</i>
16 th April 2021 to 25 th June 2021	Preliminary Publicity	Public Consultation - Setting out of those matters which the plan proposals intend to deal with
24 th Sep 2021 to 10 th December 2021	Additional sites consultation	To make public the addition of 35 sites to the All-Sites List
24 th June 2022	Publication of Draft Plan	Publication of: <ul style="list-style-type: none"> • Draft Written Statement • Draft Maps • Supporting Evidence Papers • Response to earlier representations
Early 2023	Inquiry	To examine the Draft Plan in public
Normally 2 to 3 months after the Inquiry	Publication of Inspector's Report	To make available the original report as drafted by the appointed Inspector
Mid to end 2023	Adoption of Area Plan (by Cabinet Office)	Modifications published and representations/objections considered Plan Adopted 'by Order' Plan made up of: <ol style="list-style-type: none"> 1. A Written Statement 2. A set of Maps
End 2023 to early 2024	Publication of Area Plan after approval ⁴	Adopted Area Plan put to Tynwald for approval and thereafter published

³ Schedule 1, Development Plan Procedure, Town and Country Planning Act 1999

⁴ To take effect, the Plan must be approved within 3 months of the date of the Order

1.6 Documents which make up the Area Plan for the North and West

- 1.6.1 The Draft Area Plan is made up of i. this Written Statement, which sets out the background to the various topics together with some detailed Proposals and Recommendations, and ii. a set of Maps which illustrate all of the land use planning zonings and any sites described in the Plan.
- 1.6.2 In respect of the Maps, these have been produced at different scales to ensure good readability. The Constraints Maps showing Infrastructure and Environmental Constraints, the Landscape Character Assessment Map and the Main Proposals Map are better shown at small scale because of the large geographical areas they cover. The Settlement Proposal (or Inset) Maps have been produced at a larger scale because they cover smaller areas and understanding the line work and land allocation information on these maps needs to be clear and detailed. The Maps illustrate **the Proposals** set out in this Written Statement and identify specific (numbered) sites referred to as 'Proposal Sites'. The order of the Maps reflects the approved Settlement Hierarchy. The site numbers will be retained throughout the Plan's development as far as possible.

Table 3. **Maps which accompany this Written Statement**

Map Title	Draft Map Number
Constraints Maps	Map 1a North - Environmental Map 1a West - Environmental Map 1b North - Infrastructure Map 1b West - Infrastructure
Landscape Character Assessment Areas	Map 2 North Map 2 West
Main Proposals Map	Map 3 North Map 3 West
Ramsey	Map 4
Ramsey Town Centre	Map 5
Peel	Map 6
Peel Town Centre	Map 7
Andreas	Map 8
Jurby	Map 9
Kirk Michael	Map 10
St Johns	Map 11
Foxdale	Map 12
Ballaugh	Map 13
Bride	Map 14

Sulby	Map 15
Glen Mona	Map 16
Dalby	Map 17
Glen Maye	Map 18

1.7 The difference between the Plan period and Plan lifetime

- 1.7.1 The Isle of Man Strategic Plan 2016 covers the period from 2011 to 2026. The Area Plan for the North and West matches this period, as it represents the implementation of the strategic policies. This is known as the 'plan period'. The Strategic Plan is in the early scoping stages of being reviewed and the aim is to bring an updated plan to Tynwald before the end of 2024.
- 1.7.2 While the Area Plan for the North and West will not formally extend beyond the 15 year plan period of the Strategic Plan, which formally ends on 31st March 2026, this does not mean that the lifetime of the North and West Plan or relevance of the Proposals within the Plan will come to an end in 2026. The Plan will continue in operation until it is replaced as there is a need for continuity and for any transition from one statutory plan to another to take place smoothly and without ambiguity. As stated above it is the intention to produce a single All-Island Area Plan (to replace the Area Plans for the South, East and North and West), and have this in operation before 2026. By that time, the updated Isle of Man Strategic Plan, which is likely to be looking ahead to 2036 will be in operation.
- 1.7.3 To help in long term planning and to aid the smooth transition between plans, the Area Plans have in the past allocated 'Strategic Reserve Sites'. This mechanism in effect holds land in abeyance until there is a need. Given the time left remaining in the plan period, and the land requirements, there are no Strategic Reserves proposed in the Draft Plan.

1.8 Statutory Plans to be replaced by the Area Plan for the North and West

- 1.8.1 **The Isle of Man Planning Scheme (Development Plan) Order 1982:**
- 1.8.2 The Planning Scheme, often referred to as the 1982 Development Plan is still operational as an 'area plan' in much of the rural areas and smaller settlements in the North and West. It is currently the statutory development plan for Jurby, Andreas, Bride, Ballaugh, Glen Mona, Glen Maye and Dalby. Elsewhere in the North and West, settlement based 'Local Plans' have been in operation dating back to 1989 (Peel).
- 1.8.3 **Local Plans**
- 1.8.4 The Area Plan for the North and West will replace:
- The Planning Scheme (Development Plan) Order 1982 (all remaining parts)
 - Peel Local Plan 1989
 - Kirk Michael Local Plan 1994
 - Sulby Local Plan 1999

- Ramsey Local Plan 1998
- St Johns Local Plan 1999
- Foxdale Local Plan 1999

1.9 Development Plan requirements set out in legislation

- 1.9.1 S2a of the Town and Country Planning Act 1999 states that - "Where a development plan is prepared or revised, the Cabinet Office shall take into account the designation of any relevant land as a coastline management zone under the Coastline Management Act 2005 and any national policy directive made under section 2A (national policy directives)."
- 1.9.2 In line with these provisions, the Draft Plan has had regard to the Kirk Michael Coastline Management Zone (see Chapter 7, paragraph 7.23).

2 The Role of the Area Plan for the North and West

2.1 Introduction

- 2.1.1 The Area Plans prepared under the Town and Country Planning Act 1999 are statutory planning documents. The process of preparing and reviewing an Area Plan, as with a Strategic Plan, is defined in primary legislation the framework for which is set out in Chapter 1.
- 2.1.2 Once approved, the Area Plan for the North and West will be the development plan document for the plan area (as defined) used to implement the strategic policies. Its role is to set out locally appropriate ways of managing and guiding development based on the broad approaches approved to satisfy social, economic and environmental needs. A key goal of the Plan is to make places better for people; helping to improve the areas that they know well, and those areas they know not quite as well. The Plan will be a practical resource for decision makers and will be taken into account when planning applications are determined.

2.2 Plan Format

- 2.2.1 The format of the draft Area Plan is similar to the Plans for the South and the East and reflects the work which has been undertaken since 2019. It does not needlessly repeat policy where this is set out in the Strategic Plan. It is specific in terms of development opportunities and sites and sets out an appropriate level of background information. It is spatial, meaning it addresses the interrelation of many issues affecting land use and buildings and the spaces between them and how they connect with one another. The maps aim to give the reader a clear geographical perspective about what the written part of the plan means.

2.3 The foundations of the Area Plan for the North and West

- 2.3.1 The Strategic Aim, Strategic Objectives and Strategic Policies in the Strategic Plan are guiding principles which underpin the 'Island Spatial Strategy (ISS)'.⁵ The ISS has helped form the 'spatial vision' for the North and West. This 'Vision', set out in Chapter 5, reflects the guiding principles of the Strategic Plan to ensure that once the North and West Plan is operational, it will form - together with the Strategic Plan and two other Area Plans - a consistent and coherent 'Island Development Plan.'

2.4 How will the Area Plan implement strategic policy?

- 2.4.1 This Area Plan is specific to the North and West but touches on the wider context within which it is produced. Key to implementation is a clear vision delivered via an aim, objectives and outcomes. The broad 'Plan Aim' is set out below and followed up with greater explanation in Chapter 5 - 'Spatial Vision'.

2.5 Broad Aim

2.5.1 Overall, the aim of the Area Plan is to be:

A statement of proposals for the development or other use of land in the plan area to guide sustainable growth in the North and West based on the interlinking themes of social progress, economic prosperity and environmental quality strengthening the sense of neighbourhood, place and community links in the Plan area and connections to the rest of the Island.

2.6 Key Objectives and Outcomes

2.6.1 Before the drafting of Proposals, understanding what the purpose is and what is wanted in terms of results is important and key to achieving a coherent plan for all to use as an up to date guide for development. 'Objectives' and 'Outcomes' shape the proposals as they set the policy intent and help deliver the Spatial Vision.

2.7 How will the Area Plan for the North and West will be used in decision making?

2.7.1 The policies contained in the Isle of Man Strategic Plan must be taken into account when a decision is made on an application for planning approval. Those policies are given effect within a local (North and West) context in this Area Plan. Both plans make up the development plan which is one of the matters that the planning authority⁶ shall have regard to when a planning application is being assessed.

⁵ Island Spatial Strategy, Chapter 5, The Isle of Man Strategic Plan 2016

⁶ The 'Planning Authority' means the Department of Environment, Food and Agriculture (DEFA).

Table 4. **The Area Plan and its role in the planning application process**⁷

Planning applications are determined having regard to:	the provisions of the development plan, so far as material to the application;
	any relevant national policy directive,
	any relevant statement of planning policy (<i>i.e. a Planning Policy Statement</i>),
	such other considerations as may be specified in a development order or a development procedure order, so far as material to the application; and
	all other material considerations.

2.8 Development Briefs

2.8.1 These are included to provide additional guidance to support the decision making process on planning applications for specific sites. Development briefs provide direction on the expected use, design, layout and infrastructure requirements to be included in and addressed as part of development proposals. They may include general principles of good design as well as specific requirements on particular matters. The development briefs are not intended to be exhaustive nor replace the requirements of the Isle of Man Strategic Plan. They are a useful means to guide:

- i. proposers drafting planning applications;
- ii. the public and interested parties in understanding what to expect on a site allocated in the Plan; and
- iii. decision makers in assessing the merits of an application and how proposals comply with guidance set out in the Plan.

2.8.2 The Development Briefs are not fully formed at this stage and require input from the consultation responses. This is further discussed at Paragraph 14.9.

⁷ Table 4 is a summary only - see Part 2, S.10 (4) Town and County Planning Act 1999

3 Climate Change and Sustainability

3.1 The Island's response to Climate Change

3.1.1 There can be no doubt that the Island is susceptible to Climate Change. Government recognises this challenge and is committed to meeting agreed international targets and has embedded climate responsibilities into its policy priorities in 'Our Island Plan'.⁸ The Island Plan is clear about devising a roadmap to achieve Climate Change goals and focuses on the need to:

- uphold global climate change objectives;
- transition to climate neutrality;
- ensure infrastructure can adapt to climate extremes;
- understand how Climate Change informs and influences economic growth; and
- develop a Plan for Climate Change Adaptation including flood management and mitigation.

3.1.2 The Draft Area Plan for the North and West plays its part in responding to the climate crisis. It will be as effective as it can be in what can be described as a 'transition period' before the Climate Change Policies established under the Climate Change Act 2021 are fully embedded into Island-wide strategic planning policy. Cabinet Office acknowledges recent research that sets out best practice for the preparation and inclusion of climate conscious policy within development plans. A Royal Town Planning Institute (RTPI) publication published in October 2021 suggests "action on climate change should be an integral part of the culture of plan-making and must be embedded and integrated into policy preparation."⁹

3.1.3 The Climate Change Act 2021 sets the legislative framework for achieving net zero carbon emissions on the Isle of Man by 2050, and ensures that there is a Climate Change Plan in place. An Area Plan such as the Area Plan for the North and West cannot, by itself, bring into operation strategic planning policy changes for these must be set at a strategic all-Island level, i.e. via the Strategic Plan. However, there is much that it can do to demonstrate an alignment with best practice in terms of carbon sequestration, minimising greenhouse gas emissions, maintaining and restoring ecosystems, encouraging biodiversity net gain and sustainable drainage systems, and providing active travel infrastructure.

3.1.4 At the heart of the Island's plan making system is the recognition that plans need to be *sustainable* (as the Island moves towards net zero), *resilient* (in terms of adapting to change and future-proofing buildings and communities) and *inclusive* (in terms of creating healthy and equitable places where communities have a voice).

3.1.5 The new legislative framework has helped shape a 'vision' for the North and West and while this Plan is drafted in the knowledge that the plan period is to 2026, it is essentially setting the scene for the longer term as the Island fully embraces its climate responsibilities.

⁸ Our Island Plan – Building a secure, vibrant and sustainable future for our Island, January 2022 - GD No. 2022/0004.

⁹ A TCPA/RTPI publication – A Guide for Local Authorities on Planning for Climate Change, October 2021, s.3, page 24.

4 National Strategies relevant to the North and West

4.1 National Infrastructure Strategy¹⁰

4.1.1 The National Infrastructure Strategy (NIS) aims to ensure there is an integrated, reliable, secure and resilient provision of Island-wide infrastructure that meets the social and economic needs of the Island up to 2050.

4.1.2 The document presents an audit of the Island's current infrastructure; setting out the available capacities for each key asset and identifying any known issues with supply. It then examines the factors which could impact on the future provision of the Island's infrastructure. The NIS identifies Key Assets in the North and West as:

- The commercial harbours of Ramsey and Peel;
- Sulby Water Treatment Works;
- Local sewage treatment works at Ballaugh and Sulby;
- Peel Tidal Flapgates; and
- Peel Breakwater and associated structures.

4.1.3 The issues faced by specific assets identified in the First Monitoring Audit (2018)¹¹ of the NIS are the same as those identified in the original Strategy, namely:

- Flooding and wave overtopping in the harbour environments of Ramsey and Peel;
- Coastal erosion risk at Kirk Michael;
- Long term requirements for dredging in Peel harbour;
- Traffic congestion at Parliament Square, Ramsey;
- Upgrading of local sewage works at Ballaugh and Sulby¹² and
- Need for first time sewage treatment for the Peel Catchment including leachate from the disused Raggatt landfill site.

4.1.4 The Audit does not recommend any changes to the Strategy but it is clear that some of the 'future planned works' have not materialised as expected or are ongoing. A second Audit is underway but on the basis of known evidence, this plan addresses a number of local infrastructure issues including:

- i. Dredging and depositing of silt in a 'silt lagoon' east of Close Chiarn, Peel;
- ii. Coastal defence schemes in Peel and Ramsey; and
- iii. Need for first-time sewage treatment solution for the Peel catchment including leachate from the disused Raggatt landfill site.

4.2 Harbours Strategy

4.2.1 There is a broad goal to maximise the social and economic potential of the Island's harbours, making the most of each harbour's individual character, facilities and location.¹³

4.2.2 The Harbours Strategy notes that Ramsey Harbour accommodates commercial freight

¹⁰ National Infrastructure Strategy, GD 2017/0025

¹¹ NIS First Monitoring Report July 2018

¹² Ballaugh is complete, Sulby works are underway

¹³ Harbours Strategy GD 2018/0011

operations, fishing vessels, recreational boating and ship repair. Constraints include limited vessel berthing and loading/unloading operations and a narrow and exposed harbour entrance. The opportunities at Ramsey include: existing boat lifting and storage ashore, and an existing marine engineering sector, including specialist marine workshops. There are opportunities for yacht refit, landside support services for industries such as renewables and potential for a town quay wharf with improved facilities highlighting the area's maritime heritage.

4.2.3 **Key details of the Harbour's Strategy for Ramsey** relate to:

- i. The Department of Infrastructure taking over responsibility for the shipyard premises -
 - a. A third of which is to be used for Government maritime vessels and storage;
 - b. The remainder of the shipyard is to be promoted for engineering and vessel maintenance.

4.2.4 In Peel, the harbour provides facilities for a range of vessels including fuel shipments, fishing vessels as well as commercial vessels and recreational craft. Constraints include access restrictions to the marina due to the tidal flap and pedestrian bridge, limited water space and land availability for development, silt accumulation, limited storage space ashore and conflicting land and water uses in the inner harbour. There are however, good links with the town centre and the marina is protected by the harbour breakwater and flap gate. According to the Strategy, opportunities include making Peel a destination for visitors, improving services and facilities and separation of activities all of which could provide further economic development for the town.

4.2.5 **Key details of the Harbour's Strategy for Peel** include:

- i. Drafting options for the longer term solution for the disposal or treatment of contaminated silt; and
- ii. Optimising existing marine leisure by reviewing the infrastructure, operations and the financing of those operations.

4.3 **Active Travel Strategy**

4.3.1 Active travel is defined in the Active Travel Strategy¹⁴ as "walking or cycling (including the use of electric bicycles) as an alternative to motorised transport (cars, buses, motorcycles etc.) for the purpose of making every day journeys".

4.3.2 Terms, definitions and measures for active travel are still being developed alongside other measures as part of the delivery of the Active Travel Action Plan. This Plan seeks to provide higher-quality and safer cycling and walking routes in existing urban areas and improve direct routes that link better with low traffic and off-road routes. The objective is to increase the number of people 'travelling actively.' The Area Plan fully supports the integration of the Active Travel Strategy into the sustainable development framework for the Plan Area as well as strengthening and improving public leisure routes which fall outside of the term 'active travel' as strictly defined in the Strategy.

¹⁴ Active Travel Strategy 2018 - 2021 GD 0043/18

4.4 The 2016 National Strategy on Sea Defences, Flooding and Coastal Erosion

4.4.1 The 2016 National Strategy on Sea Defences, Flooding and Coastal Erosion Evidence Report¹⁵ identified areas at risk of fluvial, surface water and coastal flooding and erosion, while taking into account future changes to the climate, economic growth and development, and population growth. The Report included a comprehensive Risk Assessment to assess the impacts of flooding and erosion on key economic, infrastructure, environmental and social receptors.

4.4.2 The Report identified the four areas within the North and West as “high risk both now and in the future requiring urgent consideration, further investigation and potential intervention to reduce the evident risk” (further discussed in Chapter 7). The high risk areas are:

- Peel
- Ramsey (East and Coastal Ramsey, West Ramsey)
- Sulby
- The Ayres

4.5 Key planning legislation with a North and West context

4.5.1 The Town and Country Planning (Permitted Development) (Government Owned Land) Order 2012¹⁶. This Order permits some development on specified sites which would normally require planning approval. In the North, the specified sites relate to the following Government-owned sites:

- i. Isle of Man Prison, Jurby (Schedule 2); and
- ii. Curraghs Wildlife Park (Schedule 3).

¹⁵ National Strategy on Sea Defences, Flooding and Coastal Erosion 2016 (GD No. 2016/0044)

¹⁶ SD No. 0692/2012 Town and Country Planning (Permitted Development) (Government Owned Land) Order 2012

5 A Spatial Vision for the North and West

5.1 What is a Spatial Vision?

- 5.1.1 Setting out a spatial vision helps to set a direction of travel for the plan and its proposals. A good spatial vision is aspirational yet tempered with a sense of realism about what a plan will achieve during its lifetime. A vision can only really properly be defined after giving thought to the key critical issues identified within the area. These can then be tailored into objectives which can be the basis for drafting measurable key results or outcomes. It is expected that the 'Spatial Vision' set out below at paragraph 5.5 and supporting text will be shaped as the Plan progresses through to Inquiry and before Adoption by Cabinet Office, given the stages in the plan making process yet to be undertaken.
- 5.1.2 While the Plan Period can extend only to 2026 - in proper and right alignment with the Strategic Plan period - this doesn't hinder the ability to set goals and to make commitments as to how the area will evolve in the future, where the general location of development will be, the nature of that development, how sustainability will be achieved and how this fits with the Island Development Plan and plan framework as a whole.
- 5.1.3 The starting point for the Spatial Vision for the North and West has been the consultation findings from the Preliminary Publicity. These have been considered alongside the work undertaken on the settlement studies, the operational development plans, the studies directly referred to in the Island Spatial Strategy, as well as the Climate Change commitments and Action Plan.

5.2 Implementing the Spatial Vision in the Isle of Man Strategic Plan

- 5.2.1 The Strategic Plan provides an overarching Spatial Vision for the whole of the Isle of Man as part of the Island Spatial Strategy (ISS). The ISS provides a framework for strategic choices in relation to development and infrastructure investment. It assists private sector investment decisions. It provides a degree of continuity as a basis for existing policy but enables goals to be set to achieve a more sustainable pattern of development in the interests of future generations. The spatial vision for the North and West of the Island should align with the ISS. It is a positive statement on what good policy making and decision making can achieve.
- 5.2.2 The Spatial Vision set out in the Strategic Plan states:
- “The Island’s communities will have become more sustainable, prosperous, safe, healthy and vibrant. People from all sections of society will have been provided with better access to a range and choice of homes, jobs and services. This will have been achieved in ways that reduce the impact of society on the environment, improve the quality of design and the built environment and enhance the Island’s natural environment and heritage assets.”**
- 5.2.3 The current and future development pattern of the Island is based on a settlement hierarchy of Service **Centres**, that are connected by key transport **Links** and the main **Gateways** of ports and Ronaldsway Airport providing key points of entry to the Island (see Key

Diagram – WS Map 2, page 23).

5.2.4 The Centres comprise a hierarchy of service provision, with Douglas - the Capital of the Island - as the Main Centre. In the North and West, Ramsey and Peel act as a 'Service Centres' for their respective hinterlands. Jurby, Andreas, Kirk Michael, St Johns and Foxdale are identified as 'Service Villages.' Finally, there are a number of smaller settlements with the lowest level of service provision which currently rely on the other centres for various services. These are the Villages of Bride, Sulby, Ballaugh, Glen Mona, Glen Maye and Dalby. Spatial Policy 5 states that development will only be permitted in the countryside in accordance with General Policy 3 in the Strategic Plan; this sets out circumstances where exceptions may be made.

Table 5. **Settlement Hierarchy and Policy Approach**

Settlement Type	Settlement	Spatial Policy
Main Centre	Douglas	Spatial Policy 1 The Douglas urban area will remain the main employment and services centre for the Island.
Service Centres ¹⁷	Ramsey and Peel	Spatial Policy 2 Outside Douglas development will be concentrated on the following Service Centres to provide regeneration and choice of location for housing, employment and services. The Area Plan will define the development boundaries of such Centres so as to provide a range of housing and employment opportunities at a scale appropriate to the settlement.
Service Villages ¹⁸	Jurby Andreas Kirk Michael St Johns Foxdale	Spatial Policy 3 The Area Plan will define the development boundaries of such Villages so as to maintain and where appropriate increase employment opportunities. Housing should be provided to meet local needs and in appropriate cases to broaden the choice of location of housing.
Villages ¹⁹	Bride Sulby Ballaugh Glen Mona Glen Maye Dalby	Spatial Policy 4 Development should maintain the existing settlement character and should be of an appropriate scale to meet local needs for housing and employment opportunities. The Area Plan will define the development boundaries of such settlements so as to maintain their existing character.

5.2.5 The ISS is supplemented by a Key Diagram. The characteristics for each settlement are shown in Table 6 below:

¹⁷ Other Service Centres are Port Erin, Castletown, Onchan

¹⁸ Other Service Villages are Laxey, Port St Mary, Ballasalla, Union Mills

¹⁹ Other Villages are Baldrine, Crosby, Glen Vine, Ballafesson, Colby, Ballabeg, Newtown, Strang

Table 6. Key Diagram breakdown (Isle of Man Strategic Plan 2016)

Settlement	Type	Attributes	Strategic Links	Secondary Links
Ramsey	Service Centre	<ul style="list-style-type: none"> • Gateway • Major Port • Major Employment area • Regeneration Area 	<ul style="list-style-type: none"> • To Peel • To Douglas via Coast • To Douglas via Mountain 	<ul style="list-style-type: none"> • To Bride • To Andreas • To Jurby • To Douglas via Electric Railway
Peel	Service Centre	<ul style="list-style-type: none"> • Gateway • Smaller Commercial / leisure Port 	<ul style="list-style-type: none"> • To Douglas 	<ul style="list-style-type: none"> • To Kirk Michael • To Glen Maye
Jurby	Service Village	<ul style="list-style-type: none"> • Airfield (not used) • Major Employment Area • Regeneration Area 		<ul style="list-style-type: none"> • To Ramsey
Andreas	Service Village	<ul style="list-style-type: none"> • Airfield 		<ul style="list-style-type: none"> • To Bride, Ramsey & Jurby
Kirk Michael	Service Village		<ul style="list-style-type: none"> • Between Ramsey and St Johns 	<ul style="list-style-type: none"> • To Peel
Foxdale	Service Village		<ul style="list-style-type: none"> • Between St Johns and Castletown 	<ul style="list-style-type: none"> • To Douglas
St Johns	Service Village		<ul style="list-style-type: none"> • Between Peel and Douglas • Between Kirk Michael and Castletown 	
Ballaugh	Village		Between Ramsey and Kirk Michael	
Sulby	Village		Between Ramsey and Kirk Michael	
Glen Mona	Village		Between Ramsey and Douglas	
Bride	Village			Bride to Ramsey Bride to Andreas
Ballaugh	Village		Between Ramsey and Kirk Michael	
Glen Maye	Village			Glen Maye to Peel Glen Maye to Port Erin
Dalby	Village			Dalby to Peel Dalby to Port Erin

5.2.6 The aim of the Centres, Links and Gateways approach²⁰ is to give a strategic focus to future development and achieve balanced growth on the Island by developing:

²⁰ Isle of Man Strategic Plan 2016, section 5.8

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

5.2.7 In terms of the Island Spatial Strategy for the North and West, the key elements of the ISS for the **North**²¹ are:

- most housing focused on Ramsey in line with the current allocations in the Ramsey Local Plan;
- regeneration of Jurby in line with the Jurby Study²²;
- continued regeneration of Ramsey Town Centre; and
- employment opportunities focused on Ramsey Town Centre and Poylldooey/Ballachrink in accordance with the development framework²³.

5.2.8 In terms of the Island Spatial Strategy - key elements for the **West** - are:

- continued regeneration in Peel to create further housing, employment and leisure opportunities;
- exploiting the potential of the quayside and harbour for further housing and leisure opportunities; and
- limited development in the other villages in line with the current Local Plans.

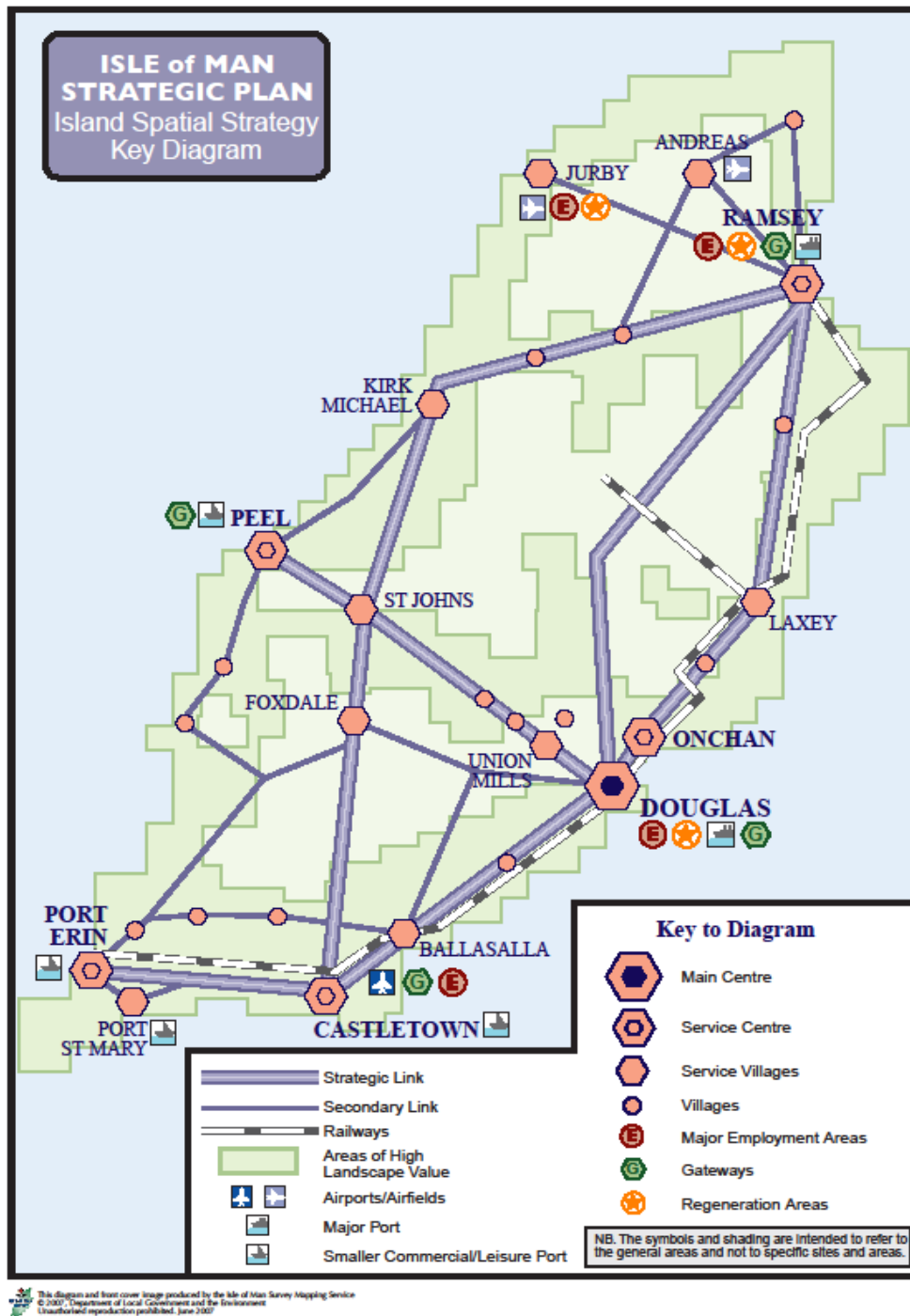
5.2.9 The framework set out above essentially forms the basis of sustainable development based on **social progress** (which relates to meeting housing, education and health, transport and infrastructure needs), **economic prosperity** (which relates to job creation and regeneration, business, tourism and leisure, and retail) and **environmental quality** (which relates to protecting and enhancing the environmental assets and addressing climate change).

²¹ The 'key elements' of the ISS for the North and West have not been updated since 2007. There may be other strategies and evidence which act as material considerations in taking the spatial strategies forward.

²² Taken forward via applications under the 'Jurby Initiative'

²³ This meant the West Ramsey Development Framework (a non-statutory document).

WS Map 2 - Island Spatial Strategy (Key Diagram)



Island Spatial Strategy, Key Diagram, Isle of Man Strategic Plan 2016

5.3 Capturing the critical issues in our settlements, town centres and rural areas

- 5.3.1 The Preliminary Publicity Stage helped identify a number of key issues which can be grouped into specific issues affecting the town centres and wider urban areas of Peel and Ramsey, the smaller settlements and the more rural areas of the north and west.
- 5.3.2 Such understanding has helped draft Proposals which can ultimately be described in broad terms as protecting areas from development, promoting areas which can be developed or

redeveloped through regeneration, ensuring the right level of supporting infrastructure is in place or conditionally linked as part of any development proposals.

5.3.3 The Town Centres of Ramsey and Peel

Ramsey and Peel – The town centres have evolved organically around the working harbours. Key issues include:

1. How to respect and maintain the interactive relationships between the working harbours, the quay side businesses and town centre uses;
2. How best to define the 'town centre';
3. Strengthening the High Street and maintaining vibrant centres;
4. Creating attractive places where people want to and can: spend time, live, shop, work and easily move around;
5. Optimizing the use of our centrally located sites which are vacant or underused and in a poor state of repair;
6. How to deal with flood risk in coastal locations ~~which are seeing more regular and severe storm events as a result of climate change.~~

5.3.4 The Settlements of Ramsey and Peel

Across Ramsey and Peel – Wider settlement needs within the two Service Centres of the North and West need to address the following issues:

1. How to meet housing needs across the settlement hierarchy;
2. How to maintain settlement character; ~~including preserving or enhancing the historic built environment~~
3. Ensuring sufficient land requirements for education and to take into account the goal of achieving the best educational outcomes for younger residents when considering new development and growth;
4. How to maintain and develop employment opportunities taking account of residents' aspirations;
5. Ensuring any spatial requirements for healthcare are met when considering new development and growth;
6. How to support, encourage and promote a network of active travel within all settlements alongside securing, where they arise, opportunities to improve leisure routes and linkages with public open space;

7. How to support the decarbonisation agenda to achieve integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport;
8. Retaining and ensuring that adequate open space opportunities for sport, recreation and leisure are provided as part of new development;
9. How to deal with flood risk and coastal erosion issues - whether coastal, fluvial, tidal, or surface water flood risk;
10. How to secure drainage improvements as part of planned development through SuDS and find appropriate locations for regional sewage treatment, and
11. How best to maintain and support the current tourism and leisure offer that makes best use of the unique selling points of each town.

5.3.5 Wider Rural Areas of the North and West

Wider Rural Areas - The key issues affecting the wider rural areas can be distinguished from those of Ramsey and Peel, as there tends to be different development pressures, although there are some common overlaps:

1. Retaining settlement identity and local character;
2. Supporting digitisation to empower rural businesses;
3. Promoting public transport and minimising adverse impacts arising from through traffic;
4. Maximising use of existing educational facilities and other community services;
5. Protecting landscape character and the countryside
6. Ensuring no net loss of biodiversity while moving towards and transitioning to a policy requirement for biodiversity net gain;
7. How to manage development so as to reduce the vulnerability of smaller settlements to flood risk and coastal erosion;
8. How to achieve walkable and cyclable neighbourhoods through well connected, safe and attractive pedestrian and cycle routes, thereby reducing reliance on the private car.
9. Identifying potential sites or areas that could accommodate renewable energies and any associated issues, and
10. Improving inland water quality.

5.4 Background statements to underpin the Spatial Vision

- 5.4.1 *Uniqueness* The plan area of the North and West is not unlike the plan areas of the East and South in that there is a rich variety of landscapes and settlements. The topography, diverse coastline and landmark features contribute to the unique character of each settlement and the countryside that surrounds them. Dominant in landscape terms are the rugged and smooth coastlines that overlook ever-changing seascapes, interrupted by sheltered harbours and sweeping bays against an Upland backdrop. The plan area contains nationally and internationally important features such as Tynwald Hill, Peel Castle and the Albert Tower. Key historic buildings such as Peel Cathedral, Andreas Church and Jurby Church add their own particular stamp and local distinctiveness upon the hosting settlement. Consequently, each settlement is unique, with its own sense of place.
- 5.4.2 *Coastal Settlements* The coastal settlements of Ramsey and Peel have grown up around the marine and fishing industries associated with the harbours, and these have influenced the layout of each settlement significantly. Fronting onto the sweeping bays of Ramsey and Peel, the tourism industry has also influenced the identity of each of these two settlements. The main focus within each of these towns remains on the harbours and bays, looking outwards towards the Irish Sea. Just behind the harbour areas and bays of Peel and Ramsey sit the main shopping, office and mixed use areas of the towns characterised by narrow streets and paths that link the town centre to the hustle and bustle associated with the harbours and waterside.
- 5.4.3 *Rural Village Settings* Within the wider rural areas, the landscape setting forms the context for each village. These villages are located on the flatter areas nearer the coast and also within the northern plains, having arisen from rural industries, such as agriculture, forestry and mining. A number of rural villages are well connected by the strategic road links between Ramsey, Peel, and Douglas that arc through the lower areas at the foot of the Uplands. Rivers, woodlands and open hill land form strong elements within the rural setting of each village, including the River Neb and the Sulby River.
- 5.4.4 *Sense of Place and Good Quality Design* There is a need to identify and protect those special characteristics and features that contribute to a strong and positive sense of place, and to promote sustainable proposals in accordance with strategic planning policies. Understanding the context and identity of each settlement can inform proposals for change in a manner that capitalises upon opportunities, whilst protecting settlement character and distinctiveness. By adhering to place-making principles, future development proposals will be 'in keeping' and of good quality and design.
- 5.4.5 *Optimum Location and Balance* The area plan is the mechanism for planning at the local level and determines any spatial or land requirements for future societal needs. Understanding the plan area and current provisions together with any constraints is key as each settlement has its own set of complex and inter-related issues and needs. Site selection by good analysis and reasoned balancing of arguments and evidence has the best chance of realising positive outcomes which are sustainable for the longer term.

5.5 Spatial Vision

The Spatial Vision for the North and West

To provide for the needs of the communities in the North and West by promoting sustainable growth based on the interlinking themes of social progress, economic prosperity and environmental quality.

With a development focus in Ramsey and Peel, ~~and the Major Employment Area of Jurby~~, land for housing, employment and other key uses will be delivered alongside essential key infrastructure to create inclusive, high quality places respectful of landscape character and appearance, biodiversity goals and climate change.

Previously developed land across all of the settlements will continue to be prioritised helping to regenerate unused and underused buildings and land bringing activity, vibrancy and development confidence back to the heart of our urban and rural communities, realising high quality spaces and places where people want to be.

New development areas will be designed to integrate well with existing communities providing good and convenient access to historic cores and town centres, harbours as well as social, leisure and educational facilities maintaining tangible and intangible links between places within settlements and good connectivity between individual settlements.

Towns and villages will thrive as increasingly attractive places having taken advantage of and promoted safe and convenient active travel routes and the strengthened leisure corridors between them.

There will be an improved network of green spaces across the plan area complementing built and cultural heritage altogether fostering a high quality of life for those who live, work and visit the north and west of the Island.

5.6 Achieving the Vision

- 5.6.1 To deliver this Vision and address identified critical issues and challenges, the following Chapters look at a number of topics in detail and set out key Area Plan **Objectives** and **Outcomes**, in order to meet the Spatial Vision as detailed above.

6 Landscape Character and Appearance

6.1 Introduction

- 6.1.1 The Landscape Character Assessment Report 2008²⁴ provides a baseline inventory of the landscape character on the Island. It is an evidence base to assist on the policy approaches to protect and enhance landscape character. In summary, it states:

"The current Manx landscape that we experience today is a result of a variety of physical processes acting on the underlying Manx rock group, which has created a distinctive landscape that has been altered and appropriated over millennia of human habitation through various activities such as deforestation, farming and mining. The result of these human, physical and cultural processes has been, and is the formation of the contemporary and diverse Manx landscape, loaded with beliefs and values that continue to change and respond to climatic and anthropocentric variations as any dynamic landscape must do to thrive and survive. This overview of physical and historical influences on the Manx landscape provides the context for the classification of the Island into areas of distinctive landscape character."

Paragraph 2.5.5 Landscape Character Assessment Report 2008

- 6.1.2 Strategic planning policy supports the view that the unique landscape characteristics of the Isle of Man be recognised and protected for the future, remaining free from inappropriate development.
- 6.1.3 Earlier statutory development plans in the North and West used the broad landscape classification 'Areas of High Landscape or Coastal Value and Scenic Significance.' This Plan replaces this designation with landscape character '**Areas**' and '**Types**'. The proposals which follow reflect the findings of the Report which identifies Key Features and Landscape Strategies for individual character types.
- 6.1.4 The Island has nine Landscape Character Types which are broad tracts of land that share common characteristics of geology, landform, vegetation, land-use and settlement. The North and West has seven identifiable landscape 'Types' on the Island:

Landscape Type	Description
A	Uplands
B	Narrow Upland Glens
C	Broad Lowland Valley
D	Incised Slopes
E	Rugged Coast
F	Undulating Lowland Plain
G	Smooth Coastal Strip

²⁴ Commissioned by former Government Department for Local Government and the Environment (DLGE) in 2005

- 6.1.5 Landscape Character Areas are geographically unique areas with a recognisable pattern of landscape characteristics, both physical and experiential, that combine to create a distinct sense of place. There are 59 Landscape Character Areas in total: 17 in the North plus one urban area (Ramsey) and 16 in the West, plus two urban areas (Peel and Kirk Michael).
- 6.1.6 In terms of administrative boundaries, the plan area directly affects eleven Local Authorities but landscape character tends not follow the line of any parish boundaries. The boundary lines on WS Map 3 below (and Map 2 Landscape Character Areas which accompanies this Written Statement) should be seen as zones of transition. The landscape descriptions do not extend into the urban areas which are greyed out as 'urban' on the maps although again, recognising zones of transition is important even in these areas and appreciating the Island's landscape from more built up areas is as important as seeing it from anywhere else.

6.2 The findings of the Landscape Character Assessment Report

- 6.2.1 The Landscape Character Assessment - in particular the landscape strategies and key views - have informed a number of proposals that protect specific views. Where there are no specific landscape proposals for an area, the landscape strategies and key views shall be taken to be the policy approach for the area, as set out in Landscape Proposal 1. The concept of a 'view' is somewhat challenging to identify in a paragraph but the Assessment Report highlights - which has been repeated here - a number of different landscape 'features' that can be identified and distinguished from one area to the next. There is not a statutory right to a view; it is rather a part of the concept of amenity or the charm of an overall setting. It is important therefore that in many places, such views should be recognised and protected from harm.
- 6.2.2 While each Landscape Character Area identified through the Assessment Report is valued, some areas require specific proposals due to the particular sensitivity to change and potential harm to their intrinsic landscape qualities that could result from development. Purely on landscape grounds, some Landscape Character Areas will have greater capacity to accept new development than others; it may be possible that landscape harm can be mitigated through careful design and landscaping measures.

6.3 Key Landscape Objectives

- i. **Plan Objective 1:** To identify the Landscape Types and Areas in the plan area focusing on those areas that will be particularly exposed to development pressures.
Plan Outcome 1a: Future development proposals give due regard to the landscape character, defined landscape strategies and key views when forming proposals and this is demonstrated in applications.
- ii. **Plan Objective 2:** To conserve and enhance the landscape character, quality and distinctiveness of the seven character Areas in the North and West - including the preservation of key views.
Plan Outcome 2a: All development respects landscape character allowing mitigation to play a part where decisions are finely balanced.

Plan Outcome 2b: Planning application decisions as well as Development Briefs and planning conditions are better able to protect landscape character and key views.

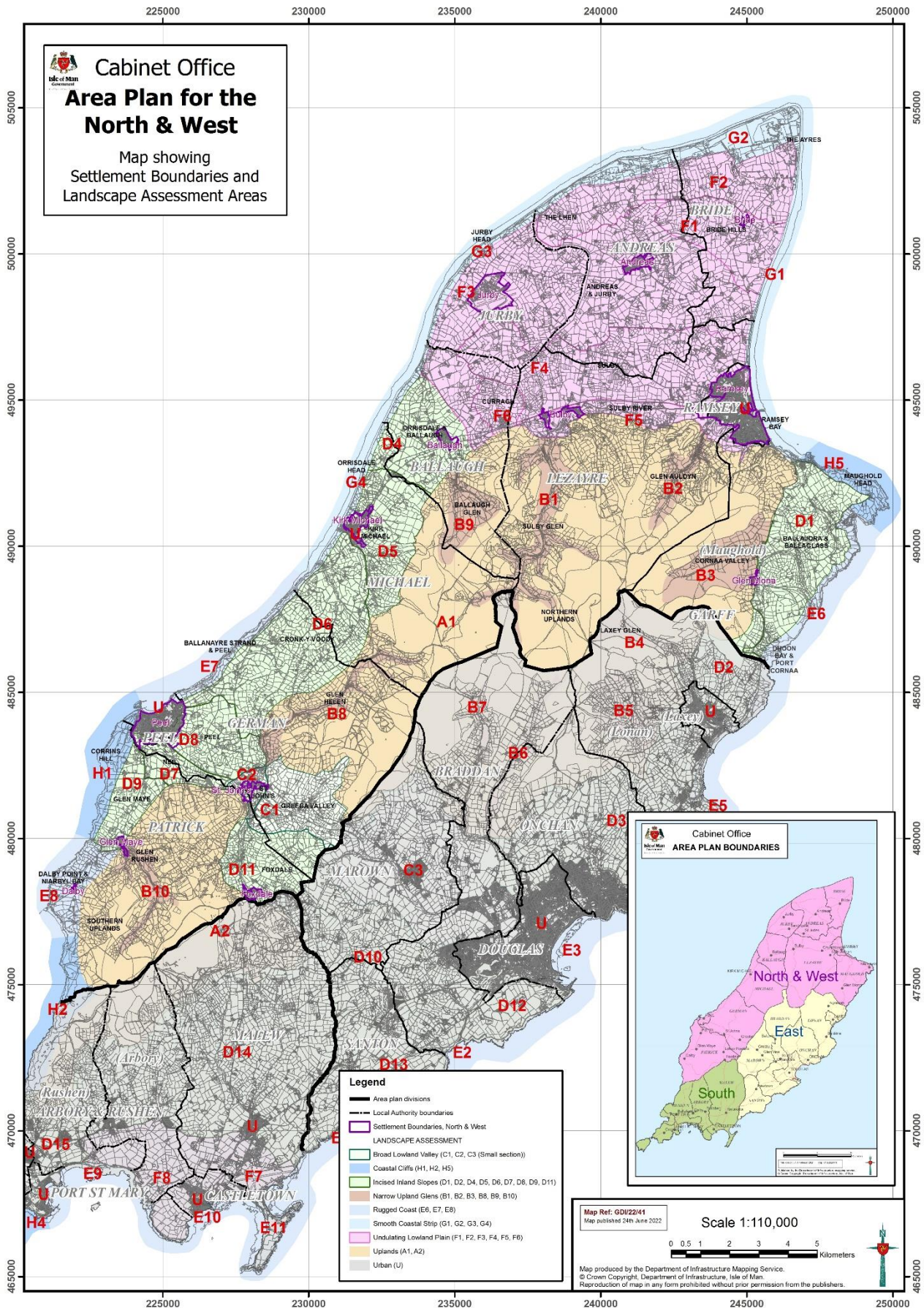
6.4 An overview of Landscape Character in the North and West

- 6.4.1 The *Smooth Coastal Strip* of **The Ayres (G2)** forms the northern edge of the Island stretching from Blue Point in the west to the Point of Ayre. The Old Norse word "eyrr" meaning 'gravelbank' aptly describes this intricate landscape and character of the foreshore. There is a system of soft cliffs and marram sand dunes and colourful, low hummocky heath. There is a relative sense of remoteness at the Ayres but some built structures act as focal points that contrast with the predominantly natural landscape. The Ayres enjoys open and expansive views of the sea and the tranquillity throughout the character area and ecological habitats contribute to recognisable sense of place.
- 6.4.2 Moving southwards is **The Lhen Undulating Lowland Plain (F2)** – surrounded to the north, west and east by the coastal strips of **Jurby Head (G3)** and **Ramsey Bay (G1)**. The area is flat to gently sloping and falls from north to south towards the sea and comprises a rectangular field pattern bounded by stone walls and hedgerows. At the western end a low ridge or spur rises to meet the coast and overlooks Cronk y Bing. Settlement pattern is scattered which reflects a strong sense of remoteness and tranquillity throughout the area, particularly away from the A10 road corridor. Views southwards are framed by a distant backdrop of Upland horizon.
- 6.4.3 The *Undulating Lowland Plain* of **Andreas and Jurby (F3)** encompasses a swathe of farmland underlain by the predominantly flat topography of the northern plain. To the west, the narrow course of the Lhen trench meanders through the landscape. The main A19 and A17 roads cross the area interlinking with a network of minor roads often lined with tall Manx sod banks. Settlement pattern is scattered and relatively isolated with the Andreas and Jurby Industrial Estates and IOM prison providing the largest groups of buildings within the area. Overall, there is a strong sense of tranquillity and openness. A strong recognisable sense of place is provided by views to the dramatic backdrop of the Uplands to the south, views of St. Patrick's Church and distant views to the sea at the eastern and western edges of the area.
- 6.4.4 Further south, the *Undulating Lowland Plain* of **Sulby (F4)** is again relatively flat but with some undulation caused by subdued mounds of sand and gravel. This area forms an east-west belt of farmland which lies adjacent to the Curragh (to the west), Sulby River Valley (at the base of the Northern Uplands to the south) and Ramsey (to the east). A patchwork of predominantly arable fields (interspersed with small patches of rough grassland and pasture) dominates the character of the area. Settlement patterns are relatively isolated, consisting of scattered houses and small groups such as St. Jude's. The landscape within the eastern part of the area abuts the western urban edge of Ramsey, facilitating views both into and out of the urban area. The built character of the urban edge has an impact upon the otherwise predominantly rural character of the area.
- 6.4.5 The **Sulby River (F5)** *Undulating Lowland Plain* contains the lower reaches of the Sulby River as it flows across the northern plain eastwards towards the sea at Ramsey Bay. The main A3 runs through the southern half of the area, hugging the base of the uplands to the south. Sulby Village nestles at the western end of the character area, marking the point at

which the river corridor meets the low northern plain after its journey through Sulby Glen. At the eastern end, the river flows into Ramsey where the corridor becomes more open and is influenced by surrounding urban built development.

- 6.4.6 South of the Sulby River are the steep slopes of the **Northern Uplands (A1)** with the Sulby Glen, Glen Auldyn, and Ballaugh Glen puncturing the slopes. Numerous steep sided V-shaped upland streams cut into the sloping hillsides, some with their own character areas such as the *Narrow Upland Glens* of **Cornaa Valley (B3)**, and on the west - **Glen Helen (B8)**. The open, expansive and exposed rolling moorlands with numerous rounded summits, such as Snaefell and Sartfell, are covered by a pattern of rough moorland vegetation consisting of heather, gorse and rough grass, areas of rough grazing, some bogland and various large blocky coniferous plantations.
- 6.4.7 The periphery of the Northern Uplands slopes steeply down to merge with the upper pastoral slopes of the *Incised Slopes* Landscape Character Areas that surround the Northern Uplands: **Ballajora and Ballaglass (D1)**, **Orrisdale and Ballaugh (D4)**, **Kirk Michael (D5)**, **Cronk y Voddy (D6)**, **Neb (D7)**, **Peel (D8)** **Glen Maye (D9)**, **Foxdale (D11)**. **Greeba Valley (C1)** and **St Johns (C2)** are characterised as *Broad Lowland Valleys*. Greeba has a relatively flat valley bottom with fragmented woodland along the valley floor. Numerous streams descending from steep side slopes feed into the Greeba River, which passes along the centre of this wide valley. There are small blocks of conifers but land use is dominated by pasture, with belts of deciduous woodland. Hill slopes on either side of valley provide a sense of enclosure, particularly where the valley narrows and the hill slopes lie in close proximity to the road. The western boundary of the character area follows the line of the A3 at a relatively narrow part of the valley, beyond which the St. Johns areas commence. Slieu Whallian Plantation on the surrounding upland slopes in the south of the area.
- 6.4.8 The *Southern Uplands* is most southerly Landscape Character Type, dissected by the *Narrow Upland Glen* of **Glen Rushen (B10)** and bordered on the coast by the *Rugged Coast* of **Dalby Point and Niarbyl Point (E8)**. Coniferous plantations of Lhargan and Arrasey predominate on the steep valley sides along the majority of the valley, with some scattered large fields bounded by Manx hedges of rough grazing on the gentler slopes around Glen Dhoo. The valley's upper slopes are covered in moorland vegetation characteristic of the uplands that surround the valley. Single track lanes wind down steep gradients to give access to the various abandoned lead mines that are scattered around the valley. Large highly visible chimneys at Beckwith's Vein Mine and numerous grey spoil heaps surrounding these remnants of historic mineral extraction.
- 6.4.9 Gentle to steeply sloping medium sized arable and pastoral fields, divided by substantial Manx hedgerows with gorse, descend to steep grassy slopes (with some areas of soil slippage) and these subsequently shelve down to jagged rocky cliffs by the sea. Various small coves and small sandy beaches are located at the foot of the cliffs, where small streams such as the Lagg and Kylley descend to the sea in waterfalls. Niarbyl Point marks the division between the Dalby and Manx geological groups where a large wave cut platform has been formed at this jutting, windy headland. This offers spectacular panoramic views south along the coastal cliffs towards Bradda Hill and the Calf of Man, north along the rocky coastline and west over the Irish Sea towards Ireland where the Mountains of Mourne are sometimes visible.

WS Map 3 – Showing identified Settlements and the Landscape Assessment Areas



6.5 Landscape Proposals

- 6.5.1 Landscape character helps form the essence of identity of the Island.
- 6.5.2 The Landscape Proposals below do not attempt to capture all of the landscape details referred to in the paragraphs above. The focus is on particularly special landscapes with common appeal and association with identified places and settlements. Some relate to features introduced by development, such as aspects of the Island's industrial heritage or Electric Railway systems. Others relate to historical elements, such as Tynwald Hill or Peel Castle. Others still are natural features which are cherished by those who adapt to live around them.
- 6.5.3 This Area Plan has identified those landscape character areas that are most likely to be affected by development pressures as a result of the allocations contained in this plan, including sites safeguarded for Minerals and Quarry extraction. Succinct landscape descriptions are set out below in tabular form together with specific Landscape Proposals where required. However, it is not intended as a definitive list, and a full list of the Landscape Character Areas, Strategies and Key Views that occur in the North and West are set out in Appendix 2, for ease of reference. The Landscape Character Assessment for the Isle of Man (2008) provides further detail and should be referred to, when determining planning applications.


Landscape Proposal 1


The broad landscape strategies and key views set out in this Chapter for the Landscape Character Areas, together with those set out in Appendix 2, shall be taken to be (in addition to any other Landscape Proposals set out for each Area), the relevant local policy statements on matters of landscape in the North and West.

Applications for development must demonstrate consideration has been given to such landscape strategies and key views and that design schemes have responded to such in terms of design including scale, layout, materials (colour and finishes) and landscaping plans.

6.6 General Landscape Descriptions and Proposal

- 6.6.1 **Northern and Southern Uplands (A1 and A2)** These two character areas have been included because they are very exposed. Any development has the potential to have a significant visual impact on the special landscape character associated with the Uplands.

Landscape Character Area	Northern Uplands (A1) - Uplands
Landscape Strategy Key Views 	<p>To conserve and enhance:</p> <ol style="list-style-type: none"> the character, quality and distinctiveness of the open and exposed character of the moorland; its uninterrupted skyline and panoramic views; its sense of tranquillity and remoteness; its wealth of cultural heritage features. <ul style="list-style-type: none"> Panoramic and expansive views out to sea and across the whole Island from the summits. Distant coastal views enclosed by peaks from various points within the centre of the area.

Landscape Character Area	Southern Uplands (A2) – Uplands
Landscape Strategy Key Views 	<p>To conserve and enhance:</p> <ol style="list-style-type: none"> The character, quality and distinctiveness of the open and exposed character of the moorland, its uninterrupted skyline and panoramic views, its sense of tranquillity and remoteness and its wealth of cultural heritage features. <ul style="list-style-type: none"> Open and expansive panoramic views out to sea and over the southern portion of the Island. Distant views in some areas enclosed by the surrounding peaks.

Landscape Proposal 2

The open, expansive and exposed nature of the Northern and Southern Uplands mean that the areas are prominent and highly visible from many viewpoints within the North and West. In order to protect and conserve the moorland vistas of the area, applications for new development within the area will not normally be supported. All applications, whether seeking a policy exception under General

Policy 3 of the Strategic Plan or not, must demonstrate that the development can be suitably integrated into, and be respectful of the surrounding landscape, addressing measures such as design, scale, layout, materials (colour and finishes) and landscaping.

6.7 Landscape Descriptions and Proposals – North

6.7.1 **Sulby River (F5)** - This character area has been identified for inclusion as any further expansion of Ramsey may have some impact upon the established landscape character in this area, and will need to be carefully designed and managed.

Landscape Character Area	Sulby River (F5) - Undulating Lowland Plain
Landscape Strategy	The overall strategy should be to conserve and enhance: a) The character, quality and distinctiveness of this rural area with its scattered settlement pattern, relatively strong field pattern, a network of enclosed minor rural roads and its ecologically valuable aquatic and riparian habitats.
Key Views	<ul style="list-style-type: none">• Views along the river corridor generally channelled by vegetation which lines the banks of the river.• Dramatic views to the adjacent southern uplands, which provide a wooded backdrop within views southwards.• At bridging points, open views from the river corridor may be obtained across adjacent fields which are set back from the line of the river.• Views to and from the urban edges of Ramsey.




Landscape Proposal 3

The established character of the Sulby River and surrounding area which affords channelled views within the landscape shall be preserved.

Development proposals must demonstrate that the impacts upon landscape character have been considered, and the design of any future proposal is adequately sympathetic to, and informed by the established landscape character.

Dramatic views to the adjacent southern uplands shall not be impaired.

6.7.2 **Ramsey Bay (G1)** – Ramsey Bay extends from almost the tip of the Point of Ayre in the north southwards along the coastline to encompass the seafront at Ramsey and slightly further south as far as Maughold Head. In the north of the area, farmland meets the sea with a relatively abrupt fall via soft cliffs.


Landscape Character Area	Ramsey Bay (G1) Smooth Coastal Strip
Landscape Strategy	To conserve: <ul style="list-style-type: none"> a) the setting of the built up area of Ramsey and its harbour; b) the tranquil stretches of beach that sit at the base of the sea cliffs; and c) enhance the harsh urban areas and existing field pattern.
Key Views 	<ul style="list-style-type: none"> • Expansive, open, panoramic views north and south along the coastline, with the wrought iron Queen’s Pier (extending out into the sea) as a visible landmark within views south. • Dramatic rising backdrop of the wooded Northern Uplands frames views westwards from Ramsey. • Open views from the Raad ny Foillan coastal footpath across an ever-changing, dynamic seascape to the east.


Landscape Proposal 4

The panoramic views across Ramsey Bay between Gob Ny Rona and The Dog Mills shall be protected from any development that would have an unacceptable visual intrusion.

6.7.3 **Ballajora and Ballaglass, together with Dhoon Bay and Port Cornaa (D1 and E6)** – These landscape character areas will be sensitive to any future proposals for minerals extraction and quarrying and it will be important for any future restoration proposals to restore as much as possible the identified landscape character within these areas.

Landscape Character Area	Ballajora and Ballaglass (D1) – Incised Slopes
Landscape Strategy	To conserve and enhance: <ul style="list-style-type: none"> a) The character, quality and distinctiveness of this area with its tranquil, relatively sparsely settled nature, its distinctive field patterns, its rural road network, its numerous areas of fragmented woodland and the setting of the various archaeological and historic features within the area.
Key Views	


	<ul style="list-style-type: none"> • Panoramic views to dramatic backdrop of rising uplands to the west. • Panoramic, open views towards the sea, which is visible as a skyline feature to the east. • Enclosed and channelled views along the corridors of Ballaglass Glen and Glen Mona.
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Landscape Character Area	Dhoon Bay and Port Cornaa (E6) – Rugged Coast
Landscape Strategy Key Views 	<p>To conserve:</p> <ol style="list-style-type: none"> a) The character, quality and distinctiveness of the tranquil and remote coastal area within its rich ecological habitats, open and expansive panoramic views and numbers sites of archaeological significance. <ul style="list-style-type: none"> • Extensive, panoramic views across the sweeping ever-changing seascape to the east can be gained from the rugged coastal edge. • Within the bays, views are more greatly limited by protruding headlands. • Panoramic, open views from the top of the series of rugged cliffs, eastwards across the sea and westwards towards the dramatic Northern Uplands backdrop. • Dramatic recognisable views northwards along the course of Ballaglass Glen from Port Cornaa.

Landscape Proposal 5

The landscape character areas of D1 and E6 will be sensitive to any future proposals for minerals extraction and quarrying. Any future applications for minerals extraction or quarrying must demonstrate that the schemes and restoration proposals have been informed by the identified landscape character strategy and key views and that proposals will preserve those special qualities that characterise this area in the longer term.

6.7.4 **The Lhen and The Ayres (F2 and G2)** – These landscape character areas may be affected by future proposals for minerals extraction and quarrying, and any future restoration proposals should restore the identified landscape character within these areas.


Landscape Character Area	The Lhen (F2) - Undulating Lowland Plain
Landscape Strategy Key Views 	<p>To conserve:</p> <ol style="list-style-type: none"> the relatively strong sense of openness throughout the area; the sparsely settled character of this area <p>To enhance:</p> <ol style="list-style-type: none"> the strong field pattern permeating the area <ul style="list-style-type: none"> Open and glimpsed views northwards towards the sea from several locations along the A10 road corridor. Distant backdrop of uplands within views southwards. Open views across the sea (and adjacent coastal strip) from the western ridge.

Landscape Character Area	The Ayres (G2) –Smooth Coastal Strip
Landscape Strategy Key Views 	<p>To conserve:</p> <ol style="list-style-type: none"> the strong sense of tranquillity along stretches of beach, sand dunes and gravel; the area's diverse patchwork of ecological habitats and strong sense of openness; and the open views across the area. <ul style="list-style-type: none"> Panoramic open views from Raad ny Foillan coastal footpath across an expansive horizon of seascape to the north. View to the strongly undulating shore of Scotland to the north on a clear day. Distant views southwards to undulating upland peaks. Open, panoramic views eastwards along the shore and gravelly beach.

Landscape Proposal 6

Any future application for minerals extraction or quarrying must demonstrate that restoration proposals have been informed by the identified landscape character, and will preserve those special qualities that characterise these areas in the longer term.

6.7.5 **Andreas and Jurby (F3)** - This character area may present development pressures for future expansion of industrial land uses that could significantly impact upon the established landscape character in this area, and need to be carefully managed.

Landscape Character Area	Andreas and Jurby (F3)- Undulating Lowland Plain
Landscape Strategy	<p>To conserve and enhance:</p> <p>a) the character, quality and distinctiveness of this rural area including the scattered settlement pattern, relatively strong field pattern delineated by a mixture of stone walls and relatively tall Manx hedge-banks and its network of enclosed minor rural roads</p>
<p>Key Views</p> 	<ul style="list-style-type: none"> Glimpsed views to the sea from the eastern and western edges of the area. Panoramic open views southwards towards a dramatic upland backdrop. Open views to landmark church towers (particularly St. Patrick’s Church) to the west of Jurby.

Landscape Proposal 7


The established ~~wooded~~ character of the ~~Sulby River~~ Lhen Trench and surrounding area which affords channelled views within the landscape shall be preserved.


Development proposals must demonstrate that the impacts upon landscape character have been considered, and the design of any future proposal is adequately sympathetic to, and informed by the established landscape character.

Dramatic views to the adjacent southern uplands shall not be impaired.

6.8 Landscape Descriptions and Proposals – West

6.8.1 **Neb (D7) and Peel (D8)** – These two character areas have been identified for inclusion as any further expansion of Peel may present development pressures that could significantly impact upon the established landscape character in these areas, and need to be carefully managed. This includes land reserved for minerals extraction and quarrying.

Landscape Character Area	Neb (D7) - Incised Slopes
Landscape Strategy Key Views 	<p>To conserve and enhance:</p> <p>a) The character, quality and distinctiveness of the area with its wooded character alongside the River Neb, with its roads enclosed by vegetation and overhanging trees, its substantial hedgerows and Manx hedges dividing irregular shaped pastoral fields and its scattered traditional farmsteads.</p> <ul style="list-style-type: none"> • Due to the flat nature of the area and fragmented woodland in field boundaries and along the river there are relatively few views other than glimpsed views through vegetation north from the A30 and A1. • In the west of the area the Peel Power Station's chimney forms a prominent landmark. • There are some views from the A30 around Ballamoar north-west to the rising ground towards Peel Golf course and glimpses of the built-up edge of Peel.


Landscape Character Area	Peel (D8) - Incised Slopes
Landscape Strategy Key Views 	<p>To conserve and enhance</p> <p>a) The character, quality and distinctiveness of the area with its open fields, its roads enclosed by Manx hedges and its scattered traditional farmsteads fringed by woodland.</p> <ul style="list-style-type: none"> • Open and panoramic views in the higher eastern portion of the area, with distant views over Peel Harbour, the built-up edge of Peel and the Power Station's tower, up to the tower on Corrin's Hill and out to sea. • On the smaller roads, away from the enclosed road corridors of the A1 and A20, there are glimpsed views through the hedgerows up the Greeba Valley and up to the surrounding upland areas.


Landscape Proposal 8

The wooded character of the River Neb and surrounding area, including field hedgerows shall be preserved.

Open and panoramic views from higher elevations in the east, looking towards Peel shall not be impaired.

6.8.2 **Ballanayre Strand and Peel, including Peel Hill (E7 and H1)** – These two landscape character areas form the rugged coastline that visually defines Peel as a coastal settlement, and may become exposed to development pressures in the future. Given the integrity of the existing setting, it is important that visual intrusion within these two landscape character areas can be managed.

Landscape Character Area	Peel Hill (H1) – Coastal Cliffs
Landscape Strategy Key Views 	<p>To conserve:</p> <p>a) The character, quality and distinctiveness of this open, unsettled and rugged area with expansive and dramatic views and to conserve the wild setting of the numerous archaeological features.</p> <ul style="list-style-type: none"> • Extensive and panoramic views from coastal path along the dramatic coastal cliffs to Calf of Man. • Extensive and panoramic views from coastal path inland to southern uplands and over the Island.

Landscape Character Area	Ballanayre Strand and Peel (E7) - Rugged Coast
Landscape Strategy Key Views 	<p>To conserve:</p> <p>a) The character, quality and distinctiveness of the area, with its tranquil coastal area, rich ecological habitats, open and expansive panoramic views, numerous sites of archaeological importance and to conserve and protect the coastal setting of Peel and Peel Castle.</p> <ul style="list-style-type: none"> • Views from Peel Bay enclosed by St. Patrick’s Isle and by headland to the north. • Distant views along the coastline in both directions are gained from the cliff tops and in the northern areas at the sea’s edge. • Views west to The Mountains of Mourne on the Irish mainland.

Landscape Proposal 9

The open and expansive headland of Peel Hill shall be protected from visual intrusion.


There is a presumption against development which would adversely affect St

Patrick's Isle.

Applications which would result in development being visible from the Isle must demonstrate that the setting has been considered, and the design of such a proposal is adequately sympathetic to, and informed by the surrounding historic landscape.

Slope and landform must be taken into consideration in any design response – this must demonstrate how a proposal is to become appropriate in the landscape setting, not dominate it.

6.8.3 **St Johns (C2)** – This character area has been included due to the national significance of Tynwald Hill which forms the setting for the annual Tynwald ceremony, arguably one of the most important calendar events of the Manx Parliament.

Landscape Character Area	St Johns (C2) – Broad Lowland Valley
Landscape Strategy Key Views 	To conserve and enhance: a) The character, quality and distinctiveness of the valley with its well-treed and enclosed valley bottom, its enclosed lanes and roads and its numerous sites of historic importance. <ul style="list-style-type: none">• From the majority of the roads, in the area views are restricted by surrounding dense woodland, trees that line the roads and many high grassed Manx hedges running along the roads.• Open views up the Greeba Valley and to surrounding upland areas from the assembly field at Tynwald Hill.

Landscape Proposal 10

The well treed character of the lowland valley should be conserved.

Development which would compromise the setting of Tynwald Hill or the Fairfield will not be supported.

Development proposals which would be visible from Tynwald Hill and/or the Fairfield must demonstrate that the design is informed by the setting and has taken into account the effect, if any, on such views and responded to them.

Slope and landform must be taken into consideration in any design response - this must demonstrate how a proposal is to become appropriate in the landscape setting, not dominate it.

7 The Natural Environment

7.1 Introduction

- 7.1.1 The protection and improvement of our natural environment, whether that relates to land, air, water or plants and animals is a vital part of planning. Intrinsic in development plan making is being able to properly assess the implications for the natural environment by specific proposals and land use allocations and in doing so, such issues are often finely balanced.
- 7.1.2 The pursuit of this balance means recognising the need to fully understand development pressures on land and in what circumstances further land for infrastructure, employment, housing and so on is needed in the future. Plans remain in operation for a number of years and so in planning for the right future it is inevitable that some development land will be needed and areas that are considered 'natural' may need to change. Whilst 'previously developed land'²⁵ within existing settlements will always be the preferred option, development on green or open space which may fall beyond an existing settlement boundary can sometimes be justified. Proposals which affect the natural environment are nearly always keenly debated as part of the plan making process, and rightly so.
- 7.1.3 Local, National and International designations help to differentiate areas as having particular value, be it because of habitat, biodiversity, ecology etc. and therefore it is vital that these are defined on the supporting Maps, offering instant recognition of the 'Constraints' that may apply to particular areas. New legislation is increasingly driving policy approaches to better protect the Island's natural assets and to adopt more nature friendly solutions when new infrastructure is required. Strengthening and reintroducing natural spaces and greenery into urban environments is gaining ground as an obvious approach to making town and village centres better places and it is this green and blue infrastructure that should be recognised as prerequisites when opportunities for regeneration and redevelopment occur.
- 7.1.4 Our natural environment is about those special, renowned protected areas but it is also about our broad natural environments; not necessarily protected by legislation or outside of our urban spaces. Our natural environment is entwined with our built environment and the need to develop a green infrastructure network is recognition of this important partnership. This Plan has a clear role to play in fostering this partnership by promoting biodiversity, seeing our natural environment as a critical carbon store and recognising natural spaces as vital to a good quality of life.
- 7.1.5 This Chapter aims to recognise those statutory designations and strategies which are highly relevant to the protection of natural environments within the Plan Area. Some mentioned have an Island-wide scope - such as the Island's UNESCO Biosphere status - but they can still be relevant to the North and West. Island-level strategies identify cross-border issues and take account of the cumulative impacts of human engagement with nature.

²⁵ Previously Developed Land is defined in the Strategic Plan. It can occur both within and outside of identified settlement boundaries.

- 7.1.6 The Environmental Constraints Maps (1a) shows those areas of particular importance to ensure planning decisions fully take account of the natural environment.

7.2 Implementing the Strategic Plan

- 7.2.1 This Chapter sets out locally appropriate means for implementing the policies set out in the Isle of Man Strategic Plan 2016. Environment Policy 1 summarises the general approach to the natural environment and countryside, and while there are further relevant policies, due to the robustness of the Strategic Plan, they are not repeated here.

~~Strategic Plan Environment Policy 1:~~

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

7.3 Area Plan Objectives

- i. **Plan Objective 1:** To identify those natural assets within the North and West that are both statutorily and non-statutorily protected, and to ensure that these areas continue to be protected, conserved and enhanced via the Plan process, and to recognise the continued designation of UNESCO Biosphere status.
Plan Outcome 1a: Future development will be directed away from those areas within the North and West that have species and habitats of national and international importance.
Plan Outcome 1b: Our UNESCO Biosphere status will be retained for future generations.
- ii. **Plan Objective 2:** To identify specific locations (where known) within the North and West that are recognised for their existing contribution to biodiversity and to promote an approach of no ‘net loss in biodiversity’ in the assessment of planning applications as a minimum whilst promoting biodiversity net gain and the maintenance and restoration of ecosystems.
Plan Outcome 2a: Future development will be directed away from areas which are recognised as particularly biodiverse.
Plan Outcome 2b: Biodiversity is recognised as a key climate change policy approach during the transition to a strategic planning policy change to ‘biodiversity net gain’ in all development proposals.
- iii. **Plan Objective 3:** To protect and enhance the existing network of multi-functional green spaces in the plan area which serve to deliver a wide range of environmental,

social and leisure assets for the benefit of local communities.

Plan Outcome 3a: Green spaces, whether treed, landscaped, used as open space or for public amenity purposes are protected and strengthened to ensure they can act as a quality baseline for a green infrastructure network for the North and West which is accessible and seamlessly connected with the rest of the Island.

Plan Outcome 3b: Local communities have easy access to green spaces which support active lifestyles and general wellbeing, and make a positive contribution to people's lives.

Plan Outcome 3c: The broad scale of green infrastructure, which may be as part of public realm improvements, increases and such change is measurable.

- iv. **Plan Objective 4:** To support the integration of greener drainage initiatives such as Sustainable Drainage Systems (SuDS) into development schemes as part of the wider approach to manage flood risk as part of the transition to a strategic planning policy change to the provision of SuDS unless it can be demonstrated that it is not a practicable option.

Plan Outcome 4a: There will be an increase in the number of new developments incorporating SuDS (green drains) in the North and West adopted by an approved body.

- v. **Plan Objective 5:** To ensure that the water quality within our territorial water catchment systems in the North and West is enhanced to better support human health as well as aquatic species found within our rivers and marine environments²⁶.

Plan Outcome 5a: The water quality within our territorial rivers and seas will be improved.

- ~~vi. **Plan Objective 6:** To ensure that light pollution is managed so as to minimise light pollution into the night sky in those 'dark sky' locations in the North and West.~~

~~**Plan Outcome 6a:** The dark sky discovery sites in the North and West will be retained for the enjoyment of future generations.~~

7.4 The Island as a UNESCO Biosphere

- 7.4.1 The Isle of Man was designated as a UNESCO Biosphere in 2016 in recognition of its special environment, culture, heritage, economy, and its people's desire to cherish and nurture them. There is the commitment to seek re-accreditation in 2026. The Island is the only entire nation Biosphere, with all land and territorial sea included within its designation. Whilst the Biosphere designation is not set within any statute, the legal site protection of 'Core' areas is provided by various legislation, such as the Wildlife Act for ASSIs. Together with various other legislation, these powers form a web of protection that have enabled, and continue to support, the Biosphere designation. The Strategic Plan and the Area Plans provide an extra layer of protection to both the natural and historic environment of the entire Island. Environmental Proposals within this Area Plan serve to guide development to ensure minimal harm to and where possible, enhancement of the environment.

²⁶ Environment Policy 22 restricts development where it would unacceptably harm the environment in terms of pollution of sea, surface water or groundwater.

7.4.2 The Island has mapped 'Core', 'Care' and 'Sustainable Development' areas. Examples of all of these can be found in the Plan Area such as the 'Core Terrestrial Areas' of the Ayres National Nature Reserve, 'The Care (buffer) Areas' which include the land outside of our settlements, and the 'Sustainable Development' (Transition) Areas which include Peel and Ramsey.

7.4.3 No specific proposals need to be set out in this Plan to afford further protection to the Biosphere status, as strategic planning policy and other measures provide sufficient protection.

7.5 Statutory Designations

7.5.1 Environment Policy 4 of the Strategic Plan lists the range of statutory designations which exist on the Isle of Man. Those relevant to the North and West are shown on the Environmental Constraints Maps 1a and are discussed below.

7.6 Areas of Special Scientific Interest (ASSIs)

7.6.1 Within the Plan Area there are 14 Areas of Special Scientific Interest (ASSI) which have been designated as such under the Wildlife Act 1990. These are set out in Appendix 1, Table A.1.1.

7.7 National Nature Reserves (NNRs)

7.7.1 The only NNR on the Island is the Ayres National Nature Reserve which is also an ASSI.

7.8 Marine Nature Reserves (MNRs)

7.8.1 Three MNRs affect the North and West:

- Ramsey Bay
- West Coast
- Niarbyl Bay

7.9 Ramsar Sites (~~stands for the Convention on Wetlands of International Importance defined under The Ramsar Convention on Wetlands of International Importance Especially as Waterfowl Habitat~~)

7.9.1 There is currently one Ramsar Wetland of International Importance: Ballaugh Curragh.

7.10 Manx Wildlife Trust Reserves

7.10.1 The Manx Wildlife Trust manages 24 Nature Reserves on the Isle of Man, seven of which are open to the public. The Reserves are designed to protect the most precious and vulnerable habitats on the Island. The North and West contains 19 Reserves (see Maps 1a and Appendix 1, Table A.1.2).

7.11 Bird Sanctuaries

7.11.1 Barnell Reservoir and The Arboretum in St Johns are designated Bird Sanctuaries, with only the latter being accessible by the public.

7.12 Areas of Ecological Interest (AEI)

7.12.1 Areas of Ecological Interest (AEI) indicate places of known wildlife interest which have not yet been surveyed in detail or scientifically evaluated. They may contain species which are protected under the Wildlife Act 1990, and become designated as a Wildlife Site in the future. Many habitats and species are becoming increasingly fragmented and isolated and Areas of Ecological Interest serve to link habitats together. Areas of Ecological Interest will be subject to a precautionary approach when development is proposed in such areas. The extent of these areas is shown on the Environmental Constraints Maps 1a.

~~**Natural Environmental Recommendation 1**~~

~~**The Department will support any further work undertaken in order to progress the designation of Wildlife Sites in the plan area as part of the delivery of the Biodiversity Strategy.**~~

7.13 Wildlife Sites

7.13.1 There are 17 designated 'Wildlife Sites' (see Appendix 1, Table A.1.3). Wildlife Sites are designated by the Manx Wildlife Trust with the support of DEFA. They are places considered to have high wildlife value but they are not statutorily designated or recognised in law. They are therefore simply important places for wildlife outside of legally protected land. Designation as a Wildlife Site does not preclude a site from being designated as an ASSI in the future. A precautionary approach will be adopted for proposed development which affects any designated Wildlife Sites.

7.14 Manx National Trust Land

7.14.1 Manx National Trust Land (which may be valued for a variety of reasons) is shown on Constraints Map 1a. A large expanse of MNT Land is situated at Eary Cushlin.

7.15 National Glens and Plantations

7.15.1 The National Glens and Plantations are managed by the Forestry, Amenity and Lands Directorate of the Department of Environment, Food and Agriculture (DEFA). These areas represent a significant amount of amenity space to people across the Island and are popular with walkers, cyclists and horse riders. Existing infrastructure that supports the amenity use of these assets, such as visitor car and coach parking, ensures that these assets continue to remain accessible to the public, and they should be retained. In addition to more traditional recreational uses, there may be scope in the future to sympathetically enhance the amenity value, where appropriate; for example Glen Wyllin provides seasonal camping facilities from April to September and Glen Helen provides glamping facilities on land that was previously developed (See Tourism Proposal 4).

7.16 Registered Trees and Woodland

- 7.16.1 Areas of Woodland and Registered Trees are shown on the Environmental Constraints Maps 1a.
- 7.16.2 Environment Policy 3 in the Strategic Plan protects woodland areas from unacceptable loss or damage, therefore it is unnecessary to add to this policy approach. However, new development must consider its relationship with existing trees and should attempt to optimise tree planting where possible. Landscaping schemes and planting schedules should be used where appropriate, with development briefs in this plan specifying their necessity in certain cases.

Natural Environment Proposal 1

Development proposals must protect, enhance, and create new, green infrastructure within the North and West, particularly in existing settlements. As part of the Island-wide environmental goal of strengthening the green infrastructure network, planning applications in the North and West are expected to demonstrate both their alignment with any approved Green Infrastructure Strategy, and explanation about how development schemes would contribute to an improved network of connected green spaces.

7.17 The Upland Environment

- 7.17.1 The Uplands of the Isle of Man provide expansive open space with an almost complete sense of tranquillity, featuring exposed rolling moorlands, V-shaped upland streams that cut into sloping hillsides, and bubbling streams nestled in valley bottoms. A combination of topography and an absence of development results in extensive panoramic views with an uninterrupted skyline. These spaces are utilised in a variety of ways: agriculture, including hill farming (sheep are free to roam on much of the Uplands), recreation (on designated public rights of way (PROW)) as well as for relaxation.
- 7.17.2 The Uplands can be described as an area that provides a variety of 'ecosystem services' which include the provision of drinking water and carbon storage. 99% of the Island's drinking water comes from these areas, whilst it is estimated that the peat and soil in the area contains millions of tonnes of carbon. It is therefore essential that we prevent contamination of the water, the loss of any carbon storage and deterioration of sphagnum moss which goes hand in hand with creating peatland areas.
- 7.17.3 Peatlands which can range on Island from shallow to deep peat, contain irreplaceable archaeological records, huge amounts of stored carbon and are a globally important habitat. Valuable areas of peatland are currently designated as ASSI's, and the Climate Change Act 2021 sets out a requirement to amend the Forestry Act 1984, to include a requirement for the Department (DEFA) to prepare a Peatland Register, to provide a legislative mechanism to protect our peatlands from undue disturbance.
- 7.17.4 Signs of historic human interaction are present throughout the area in the form of 'Sheilings' (remote agricultural huts), standing stones, hut circles, occasional intact farmsteads and areas of former peat cutting. These fragile remnants of the past highlight the importance of the Uplands to our ancestors way of life and the importance of preserving them.

- 7.17.5 Ecologically, the Uplands are home to a variety of flora and fauna, many of which are rare in a European and Global context. The Curlew bird is listed as an internationally important species that is at threat of extinction. Within the EU, the upland heather moorland represents a priority habitat. Whilst not within the EU, DEFA has legislative powers, under the Heath Burning Act 2003, to enter particulars of heathland on the Heathland Register, where it is deemed to be in the interests of good heathland management. Hen Harriers, Lapwings, and their associated habitats are also listed as nationally important.
- 7.17.6 The sensitive nature of the Uplands form a significant part of the North and West area that necessitates a policy approach that seeks to strengthen protection measures for both the natural beauty of the Uplands and its various ecosystem services.

Natural Environment Proposal 2

Applications for development must not adversely affect the openness, unspoilt nature and general character of the Northern and Southern Uplands.

Natural Environment Proposal 3

Applications for development must not adversely affect any peatland area whether known (as a result of being mapped) or suspected. Applications will be expected to demonstrate that the proposed development will not affect the ground conditions even if some distance from the application site, which are associated with peat maintenance, restoration and production.

Dark Skies

~~There are 26 Dark Sky Discovery Sites on the Island, and ten of those sites are located in the North and West. The locations are classified as 'Milky Way Sites' meaning that they are the darkest classification where the galaxy is visible to the naked eye. All of the following sites are publically accessible in the North and West:~~

~~Ballaugh Beach~~

~~Ballure Reservoir~~

~~Glen Moor Beach Car Park~~

~~Glen Wyllin Beach~~

~~Mooragh Park~~

~~Peel Castle (Footpath)~~

~~Port Lewaigue~~

~~Smeale Coastal Area~~

~~Sulby Reservoir~~

~~Tynwald Mills Overflow Car Park~~

Natural Environment Proposal 4

~~Where development is proposed in areas deemed to be in the vicinity of a Dark Sky Discovery Site in the North and West, proposals must seek to minimise the impact of light pollution both on an individual and cumulative basis. Where appropriate, a 'Lighting Assessment' will be required, and all applications will be expected to demonstrate a design response to light pollution which could, for example, include the use of baffling and design focus on the directionality of lighting. Where it is determined that there would be an unacceptable level of light pollution impacting one or more of the designated sites, such applications will be refused.~~

7.18 Watercourses and Wetlands

7.18.1 There are eight 'designated' watercourses across the Island, four of which are present in the North and West, namely the River Neb, Sulby River, Lhen Trench, and Cranstal Drain. The Uplands produce a network of mountain streams which gradually join and widen to become the Sulby River flowing out into Ramsey Bay, and the River Neb that flows out into Peel Bay. Several of these rivers form the natural boundaries between the northern and western Parishes. A non-exhaustive list of other rivers and streams in the North and West also includes:

- Blaber River
- Cornaa River
- Foxdale River
- Glen Auldyn River
- Glenmaye River
- Killane River

7.18.2 Like most of the watercourses of the Island, those in the North and West contain numerous species of fish including Atlantic salmon, Brown/Sea/Rainbow trout and the rare river lampreys. An internationally important native species is the European eel which is listed as Critically Endangered by the International Union for Nature Conservation (IUCN) though

appears widespread through the Island's waterways. Its population here represents a very important habitat globally.

- 7.18.3 There are three impounding reservoirs in the North and West: Ballure, Sulby, and Block Eary. Of these, Sulby is the only one to provide drinking water, meeting the need for the majority in the North and West. Combined, Sulby and Block Eary's hydroelectric facilities generate an annual average of 3 Gigawatt hours of energy to the Manx grid which is enough to power 1,000 homes.
- 7.18.4 Brown trout can be found within the reservoirs in the North and West, with Ballure and Sulby also stocked with rainbow trout. Angling is therefore a popular recreational activity at these sites, and throughout the Island's watercourses, the economic and social value of which is recognised in this plan. This recreational fishing industry depends both on healthy fish stocks and high recreation and visual amenity.
- 7.18.5 The ecosystem services provided by the Island's watercourses and wetlands are vital to the environment and us, as humans; these services obviously include drinking water, but also important carbon storage and natural flood mitigation. Development close to these areas must be closely monitored to ensure they are not negatively impacted. For example, evidence from DEFA shows that artificial light from new housing close to rivers may have a detrimental impact on migratory salmonids. An undeveloped corridor of land between the river bank (measured from the edge of the river channel) and any riverside development is normally required to allow for natural changes in the position of the river channel, as well as in water levels.

Natural Environment Proposal 5

Applications for new development which intend a connection to an existing reservoir in the plan area for its water supply must demonstrate that as a consequence of such new development, water levels will not be so affected as to have a detrimental effect on normal flows.

Natural Environment Proposal 6

Planning applications which by reason of their nature, scale or proximity would adversely affect an existing reservoir, designated watercourse or wetland, will not be approved. Proposals for mitigation will be taken into account during the assessment of such applications.

Applicants must satisfy any specific concerns relating to flora and fauna, artificial lighting and buffer distances.

7.19 Marine Protected Areas and Marine Conservation Zones

- 7.19.1 Biodiversity of both the land and the sea is becoming a greater focal point for protection and enhancement under new legislation. With regard to the latter, it is critical that an effective policy framework contains sufficient protections to be able to realise the social and economic benefits of marine resources, without negatively impacting the environmental aspect. There are physical limits to the extent of the Town and Country Planning Act but what happens on land can affect the watercourses which flow out to sea and can directly

affect important coastline environments.

7.19.2 'Marine Protected Areas' can be found in the Island's waters and is an umbrella term which serves primarily to protect and conserve fisheries resources or allow scientific research and experimental trials. Within them, areas are designated as Marine Nature Reserves (MNR's) which provide for the protection and enhancement of biodiversity to ensure that there is a healthy range of different habitats, food types and marine species.

7.19.3 Within Manx waters 10 Marine Nature Reserves have been designated, of which three are situated along the North and West coast. These are:

- i. Niarbyl Bay Marine Nature Reserve
- ii. West Coast Marine Nature Reserve
- iii. Ramsey Bay Marine Nature Reserve

7.19.4 Each MNR has unique zones and protections for specific conservation features such as Ramsey Bay which contains five 'zones' ranging from general conservation (Zone 1) to specifics such as Horse Mussel (Zone 2), Eelgrass (Zone 3), Fisheries Management (Zone 4) and Voluntary Rocky Shore (Zone 5).

Natural Environment Proposal 7

Applications which would have a detrimental effect on the water quality flowing into an identified Marine Nature Reserve (MNR) ~~off the coast of the Plan Area~~ will not be supported.

7.20 Areas subject to flooding and erosion

7.20.1 National flooding policy is directed by Strategic Plan Environment Policies 10, 11 and 13 which collectively seek to manage the relationship between development and flood risk. The 2016 National Strategy on Sea Defences, Flooding and Coastal Erosion Evidence Report provides the basis for applying a precautionary approach to better steer development to areas with the lowest risk of flooding and erosion from any source. In short, development should not be allocated or permitted on land if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding.

7.20.2 The 2016 National Strategy on Sea Defences, Flooding and Coastal Erosion Evidence Report²⁷ identified the following areas as HIGH RISK both now and in the future requiring urgent consideration, further investigation and potential intervention to reduce the evident risk:

- Peel
- Ramsey (East, West and Coastal Ramsey)
- Sulby
- The Ayres

7.20.3 Flood management/alleviation schemes are being pursued in Ramsey Harbour and in Peel Harbour but it is recognised that flood alleviation schemes can often appear intrusive in the natural and built environment and need careful assessment.

²⁷ National Strategy on Sea Defences, Flooding and Coastal Erosion 2016, GD No. 2016/0044

- 7.20.4 A recent planning application for an extension to the existing sea wall on Douglas Promenade²⁸ was refused, and key issues related to the absence of sufficient environmental information, flood risk information and concerns relating to the loss of public views of the sea by people who would have been unable to see over the wall. This decision will be a helpful guide to the Government Departments making similar applications in the future in Ramsey and Peel in the near future.
- 7.20.5 The general policy stance for flood alleviation schemes in the North and West will be to support those schemes for flood defence proposals that set out a clear justification for the need for such measures, assess the likely environmental impacts and set out clear mitigation proposals to minimise those impacts.
- 7.20.6 The dramatic and devastating results of flooding were highlighted by a flood in Laxey in 2019. While outside of the Plan Area, it nonetheless represents the very real threat posed by flood risk and sheds light on how surface water is dealt with Island-wide and should be dealt with going forward.
- 7.20.7 The Independent Review of the Laxey Flood of 1st October 2019 made 10 Recommendations. Of particular note is the following recommendation:
- Recommendation 8 - "Greater attention and more urgency is given to existing plans to deal with surface water flooding."
- 7.20.8 Consideration of these flood risk factors was an integral part of site assessment in the plan area and flood data must continue to influence planning decisions taken on proposals within the plan area.

7.21 Flood Maps

- 7.21.1 To aid with planning and mitigation, flood maps provide good guidance on flood risk when it comes to rivers, the sea and surface water. They are relevant to both site allocations in Area Plans and in the determination of planning applications. The risk areas shown relate to Tidal Flooding, Fluvial Flooding and Pluvial Flooding (surface water). The published maps illustrate 100 year return period for fluvial flooding, and a 200 year return period for tidal flooding. Surface water flooding – which occurs as a result of intense rainfall, where drainage systems are overwhelmed – is recorded in terms of low, medium and high risk.

Natural Environment Proposal 8

Flood alleviation measures will be supported in principle for the Ramsey Harbour area and the Peel Harbour area. The schemes must demonstrate the known flood risk and assess heritage and landscape and visual impacts. There must be clear demonstration that the final design and finishes have been prepared with the findings in mind with clear mitigation proposals where necessary to minimise those impacts.

²⁸ Planning application ref. no. 18/00956/B

7.22 Coastal Erosion and the Kirk Michael Coastline Management Zone

- 7.22.1 Environment Policies 9, 11 and 12 of the Strategic Plan set out a precautionary approach to development relating to land that is likely to be affected by coastal erosion. This is particularly relevant for the North and West, due to the extensive occurrence of sand and gravel cliff faces. The coastal land on the north western side of the Island is particularly prone to erosion, inundation or coastal subsidence.
- 7.22.2 Both the Strategic Plan 2016 and the **National Strategy on Sea Defences, Flooding and Coastal Erosion** Evidence Report (2016) highlight Kirk Michael as an area particularly at risk from coastal erosion. The 2016 Report states that there is no immediate risk to property in this area, although from 2060 onwards there is a high risk to three residential properties and the former fish farm. Such risk has been recognised for some time and a Coastline Management Zone²⁹ was designated in 2007 (under the Coastline Management Act 2005) between the Glen Balleira stream and the Glen Wyllin stream (see Constraint Map 1b). This zone allows for the sustainable management of the coastline that falls within the zone and ensures planning policy (including the Area Plan process) makes informed decisions about land use taking into account coastline issues. The data available for coastal erosion has informed the site assessment process, especially in relation to Kirk Michael.
- 7.22.3 The draft Area Plan for the North and West has not allocated any additional sites for permanent land uses where land falls within this Zone. Future applications in the Zone will be determined taking account of the following Proposal.

Natural Environment Proposal 9

Planning applications which would inhibit or prevent the sustainable management of coastal land within or adjacent to the Kirk Michael Coastal Management Zone designation, will not be supported.

7.23 Harbour Improvements and Marina developments

- 7.23.1 Harbour improvements to create the Peel Marina were made in 2008/2009. Whilst a success on many fronts, the build-up of silt in the years since its completion has led to the need to dredge the silt and find a solution to its disposal. For the time being, the silt is being deposited in a lagoon (to dry) on Site PE003 (Part A). Waste Proposal 1 sets out this Plan's approach to the silt lagoon and future land use of this site.
- 7.23.2 ~~In There is no water retention scheme in Ramsey, although plans have been mooted over the years for improvements a scheme in the inner harbour area and a new marina scheme in Ramsey Bay was suggested in response to the Preliminary Publicity stage A second possibility has been suggested as part of this plan process in Ramsey Bay between the Queen's Pier and the Ramsey breakwater. Any future Either schemes will and be considered on their its-merits, taking into account the Strategic Plan and all other Proposals in this Plan.~~ For any inner harbour improvements, it is prudent for any design scheme to take into account the experience of Peel and the issues that have arisen in terms of silt build-up and dealing with that silt.

²⁹ The Coastline Management Zone (Kirk Michael) Designation Order 2007 SD 571/07

Natural Environment Proposal 10

Any applications relating to inner harbour development ~~for a marina type development~~ in Ramsey must demonstrate that it has taken into account the implications for silt build up and mitigate for such as part of any overall design scheme.

Natural Environment Proposal 11

Improvements to the mooring and yachting facilities in the inner harbour of Ramsey will be supported subject to compliance with all relevant Policies and Proposals.

8 The Built Environment and Urban Regeneration

8.1 Introduction – Making Great Places

8.1.1 When thinking of the Island’s built environment, the urban spaces around us quickly spring to mind. In trying to capture what it means, the built environment of our towns and villages represents the hand-built aspects of our surroundings. It includes not only the buildings but the spaces in between the buildings such as parks and gardens, public realm and social spaces, as well as the infrastructure that supports our daily activities such as streets and paths, railways, utility networks and flood defences. This is also referred to as townscape. How the built environment looks and changes and makes us feel has a direct impact on how successful and sustainable places and the communities that live in them are. Careful, good quality design gives a longevity to places that makes them attractive. Good places should be for everyone and have the ability to be used by everyone, and should generate that desired – but often intangible - *sense of place*.

8.1.2 Our Island Plan 2021-2026 calls for the “implementation of policies that strive for beauty and quality in our built environment.” Other references state the need that “built heritage is to be protected and enhanced” and that our “built and natural environment is well maintained for everyone to enjoy.” These statements reflect the aim of the Strategic Plan:

*"To plan for the efficient and effective provision of services and infrastructure and to direct and control development and the use of land to meet the community's needs, having particular regard to the principles of sustainability whilst at the same time preserving, protecting, and improving the quality of the environment, having particular regard to our uniquely Manx natural, wildlife, cultural and built heritage."*³⁰

8.1.3 The management of future development within our built environment will be key to achieving this aim.

8.2 Existing Places and Challenges

8.2.1 The spotlight on our built environment is growing. Rising to the challenge of adapting to climate change is part of that but the pandemic has also highlighted the good, the bad and the ugly of our built up areas and what it means to live and move around in them, access services, everyday shopping needs and open space. How people interact with each other and the environment around them, and connect with school, work, leisure space and everywhere in between is very much a focus for future successful places.

8.2.2 Coastal communities are at the greatest risk from climate change as the threat from coastal flooding and erosion increases. As part of a long-term sustainable approach to designing resilient urban space, Ramsey and Peel especially will have to plan carefully for increasingly intensive weather events. The approach needs to ensure that our towns and villages endure in the face of climate change and can adapt to changing trends.

8.2.3 Increasingly, attention is drawn to the need for great places and the term ‘placemaking’ is

³⁰ Para 2.6, Strategic Plan Aim, Strategic Plan

often used to describe an approach which puts local communities at the heart of shaping where they live. Good quality townscape evolves over time but the vision for such should be part of any new proposals and projects as the benefits to be had include a strong sense of civic pride and a good quality of life. One of the goals of this plan is to support the approach of making great places; places that people enjoy living in, working in and going to as specific destinations. While it is the role of the Strategic Plan to revisit the Spatial Strategy and Strategic Objectives for the Island as a whole, the Area Plans are able to realise and integrate into its policy approach, a number of objectives to guide future development proposals.

- 8.2.4 Central to placemaking is recognising the existing character of place within new development proposals in a manner that ensures civic pride through high design standards and enhanced public realm. It goes without saying that the creative use of existing historic assets that preserves the building for future generations is best practice. Good outdoor environments promote active lifestyles, and green infrastructure within the urban environment can create more attractive outdoor spaces for residents and workers to travel through and spend time in. In short, it's good for investment and businesses who are increasingly looking for good spaces, facilities and environments for their staff.

8.3 Area Plan Objectives and Outcomes

- 8.3.1 Careful analysis of the opportunities and challenges faced by our built environment in the North and West have enabled the following Objectives and Outcomes to be formulated to support the policy intent behind the Built Environment and Regeneration Proposals that follow.

- i. **Plan Objective 1:** To locate development primarily in the towns and villages in the North and West or, where appropriate, sustainable urban extensions.

Plan Outcome 1a: Open countryside will be protected from speculative and unplanned development.

Plan Outcome 1b: The approach focuses opportunities in the settlements and centres which is likely to go hand in hand with general urban improvement and regeneration.

- ii. **Plan Objective 2:** To ensure that optimum use is made of existing urban capacity, including re-development of previously developed land and re-use of existing buildings including historic buildings.

Plan Outcome 2a: There is a reduction in the number and scale of unoccupied urban sites within the settlement boundaries.

Plan Outcome 2b: There is an increase in the number of sympathetically refurbished buildings and upper floors which are unused/underused.

- iii. **Plan Objective 3:** To protect and enhance the individual character of our towns and villages in the North and West.

Plan Outcome 3a: New development will be designed in a manner that is sympathetic to the special characteristics of the surrounding site context.

- iv. **Plan Objective 4:** To support proposals which seek to make sustainable, well-designed and appropriate changes to the built environments of towns and villages, so that they are more

resilient to climate change; particularly Ramsey, Peel and Kirk Michael.

Plan Outcome 4a: Settlements and changes proposed to them are able to cope with events associated with climate change, such as flooding and coastal erosion.

- v. **Plan Objective 5:** To support proposals for public realm improvements and good design.
Plan Outcome 5a: A greater sense of civic pride and community well-being, enhanced townscape quality, sensitive to the local context, and a measurable increase in green infrastructure.

8.4 Building within our Settlements

- 8.4.1 In order to achieve the over-arching Strategic Aim of the Strategic Plan, it is important to fully utilise available land within existing settlement boundaries. Strategic Policies 1 and 2 of the Strategic Plan encapsulate this principle.
- 8.4.2 The settlement hierarchy - as part of the Island Spatial Strategy within the Strategic Plan - guides development to those centres where the need is greatest. For the North and West, that need is greatest in Ramsey and Peel. Future development in Ramsey and Peel should deliver a range of housing and employment opportunities at a scale appropriate to each settlement. In the smaller service villages of Andreas, Kirk Michael, Jurby and St. Johns, there is an emphasis placed on meeting local need and broadening the location of housing. The more isolated villages should address local need and provide limited employment opportunities.
- 8.4.3 Spatial Policy 5 of the Strategic Plan states that new development will be located within defined settlements. The accompanying Maps defined such settlements by a 'settlement boundary'.
- 8.4.4 The ability of settlements to accommodate new development, whether that is housing, or employment land or other grey, green or social infrastructure, will depend on the particular characteristics of that settlement.

8.5 Understanding the Settlements

- 8.5.1 This area plan covers a wide geographical area and thirteen settlements of different characters and sizes, with different opportunities and challenges. The townscape in the settlements differ considerably and design approaches that might be suitable for Ramsey may not be suitable for Peel or Kirk Michael for example. The factors that influence our built environments are wide but in attempting to make the best use of and improve our settlements for the future, it's important to understand what we have.
- 8.5.2 To appreciate the intricacies of each, Settlement Profiles have been carried out for the largest settlements: Ramsey, Peel, Kirk Michael, Andreas, Foxdale, St. Johns and Jurby, with study findings set out below.

8.6 Ramsey

- 8.6.1 Ramsey occupies an excellent coastal location and the town is surrounded by high quality natural assets that support recreation. The existing residential provision within Ramsey provides a variety of dwelling types. There is a good retail and employment offer located in the town centre, supported by educational, leisure and healthcare facilities and good transport connections regionally.
- 8.6.2 The low-lying topography supports sustainable travel modes across the settlement, but the coastal location and low lying topography exposes Ramsey to an enhanced risk of flooding.
- 8.6.3 Comparably high building densities within the town limit the options for infill development to meet housing need, but the 2021 Census shows a high property vacancy rate of 16% and quayside buildings have become un-occupied in some areas. Bringing un-occupied sites and buildings back into re-use will benefit the local economy, enhance the townscape quality and increase the available number of residential dwellings.

8.7 Peel

- 8.7.1 Peel enjoys an excellent coastal location that supports a working harbour and associated Marina, in addition to many other services and facilities within the town. Peel Castle and Peel Cathedral form key landmarks within the town that help to define a strong sense of place, and much of the historic fabric within the townscape has remained intact. The layout in the historic core limits the modern retail offer in the High Street and traffic congestion can arise. A variety of dwelling types are on offer, with good transport links to Douglas and the surrounding settlements in the West.
- 8.7.2 Peel has the highest development density of all of the settlements in the North and West, with the greatest concentration occurring within the historic core. The 2021 Census data shows a low property vacancy rate of 11%, but there are a number of unoccupied urban sites that need to be re-vitalised, which can help to meet the settlement's development needs. Development on the periphery of Peel in the last 20 years or so has meant there have been challenges in successfully integrating 'new Peel' with the historic core and has stretched the availability of existing community facilities. These factors combine to limit the options for infill development.

8.8 Kirk Michael

- 8.8.1 Kirk Michael - as a coastal settlement - benefits from an attractive rural setting that includes many recreational assets that support an active lifestyle. The historic core supports a good local retail offer for the size of the settlement, and there are a good range of services and facilities on offer, including a primary school. The relatively flat topography makes the village an obvious candidate for active travel.
- 8.8.2 Detached dwellings are the dominant house type within the wider parish of Michael, with 3 bedroom properties being the most common number for household bedrooms. The parish of Michael has a low vacant property rate of 10%, and the extent of brownfield land is minimal. Existing land use maps and development densities suggest that options for infill development within the village envelope are limited.

- 8.8.3 The settlement being on a strategic link (A3) between Ramsey and Peel/St Johns experiences constant through traffic, which feels accentuated by the historic properties which line the highway and the narrow pavements in some places although parked vehicles often reduce the speed of traffic through the heart of the village.
- 8.8.4 Coastal erosion threatens Kirk Michael more than any other settlement in the Plan area. This limits the ability for growth to the north of the settlement boundary in Kirk Michael. Chapter 7 sets out more detail in respect of this settlement constraint.

8.9 St. Johns

- 8.9.1 St Johns is a centrally located rural village that nestles within an attractive rural landscape, and the village has good transport links to the wider regions. Tynwald Hill forms a key landmark on approach into the village from the West, and generous provision of open space supports a good recreational offer. The relatively flat topography in the valley bottom makes the village an obvious candidate for active travel. The nearby Saw Mills, Thie Slieau Whallian Centre and Tynwald Mills shopping complex provides a good employment offer within a short distance of the village, and there are two primary schools within the village.
- 8.9.2 St Johns is on a strategic route but some traffic approaching from the East and heading south does divert down the A3 at Ballacraigne.
- 8.9.3 Detached dwellings are the most common dwelling type, with the majority of dwellings having 3 bedrooms. The 2021 census suggests that the vacant property rate of the parish is high at 14%, but there are no brownfield sites within the existing settlement boundary. Existing land use maps and development densities suggest that infill development within the village envelope could provide some land for future development purposes.

8.10 Andreas

- 8.10.1 Andreas is a characterful and compact village within an attractive landscape setting that benefits from secondary links to Ramsey and nearby villages. The village has its own school with available capacity and the relatively flat topography makes the village an obvious candidate for active travel, although some lower lying areas have an increased exposure to flood risk. The remote location results in a less reliable public transport provision than in other locations, such as St. Johns or Kirk Michael. Opportunities for employment are also more restricted than in Ramsey.
- 8.10.2 Detached dwellings are the most common dwelling type, with the majority of dwellings having 3 bedrooms. The 2021 census suggests that the vacant property rate of the parish is low at 11%. The existing settlement density presents some opportunities for infill development within the village envelope.

8.11 Jurby

- 8.11.1 Jurby is a remote rural settlement that is afforded dramatic views towards the Uplands to the south east. The settlement has expanded over time through a number of government interventions, including the former RAF base (now de-commissioned), local authority

housing estates and the Island's Prison. Community facilities include a medical centre, shop, church, and primary school with available capacity. The relatively flat topography makes the village an obvious candidate for active travel.

8.11.2 The remote location results in a less reliable public transport provision than in other locations, such as St. Johns or Kirk Michael, and this impacts upon access to employment, services and facilities, but there are secondary links to Ramsey and other villages nearby. Jurby is earmarked for some new development under the Jurby Initiative and a new mixed use development has been approved. Despite being identified as a Major Employment Area, development in recent years has been constrained by the existing water infrastructure, although plans are in hand to remedy this (see Proposal Transport and Utilities Proposal 6).

8.11.3 Detached dwellings are the most common dwelling type, with the majority of dwellings having 3 bedrooms. There is brownfield land available in the village and settlement density is low, although the vacancy property rate is low across the parish at 10%.³¹ These factors would suggest that there is land available within Jurby for future development but current infrastructure needs to be improved.

8.12 Foxdale (Higher)

8.12.1 Foxdale is a former mining settlement that is located within an attractive valley setting. The village benefits from a good range of services and facilities on offer for the settlement size, including a school and the housing offer is mixed.

8.12.2 Detached dwellings are the most common dwelling type in the wider parish of Patrick, with the majority of dwellings having 3 bedrooms, but Foxdale incorporates the historic miners' terraces **as well as mine captain's houses, mining remains and a former railway station**. All land is fully utilised and options for infill development are limited, although the vacant property rate across the parish of Patrick is 13%³², suggesting that there is scope to bring vacant properties back into use.

8.12.3 Vehicular traffic passing through the western edge of Foxdale conflicts with on street parking and pedestrian movement.

8.13 Regeneration, Built Environment Reform and Comprehensive Treatment Areas

8.13.1 Our Island Plan highlights the need to build a secure, vibrant and sustainable future for our Island. There is a strong theme running through the Island Plan to revive our urban landscape, improve the public realm and focus development on brownfield sites to better support urban living and regeneration.

8.13.2 The Built Environment Reform Programme (BERP) sets out an overarching vision to deliver quality and vibrancy in urban living and town centre regeneration. It recognises the need to put our town centres first and make brownfield development an attractive option.

³¹ 2021 Census.

³² 2021 Census 30th/31st May 2021 - This figure includes flats, houses, and cottages used as holiday accommodation, but excludes hotels and other commercial properties.

8.13.3 Environment Policy 43 of the Strategic Plan supports this approach and proposals which seek to regenerate run-down urban and rural areas in accordance with a published regeneration strategy, will be supported.

8.13.4 **Comprehensive Treatment Areas**

8.13.5 Comprehensive Treatment Areas (CTA)³³ are an important lever to encourage and enable redevelopment and positive change. CTAs are a way to identify land for comprehensive treatment by development, redevelopment or improvement, or partly by one and partly by another method. This Plan proposes one CTA in Ramsey (see Built Environment Proposal 2).

8.14 Urban Regeneration Strategy

8.14.1 Urban regeneration and subsequently any future regeneration strategy for the North and West should be focused on Ramsey and Peel. Particular focus should be on: West Quay, Water Street and Tower Street (historic core of Ramsey), St. Paul's Square and Albert Road together with regeneration opportunities adjacent to Peel Harbour and the Waterfront overlooking Peel Bay.

8.14.2 West Quay in Ramsey provides opportunities for economic, environmental, infrastructure or social improvement but would benefit from co-ordinated enhancement/change. West Quay in Ramsey should be designated as a Comprehensive Treatment Area (CTA).

8.14.3 Regeneration initiatives should contribute positively to the existing townscape, respond to the historic context, and reference existing building densities.

Built Environment Proposal 1: Urban Regeneration

The Area Plan supports regeneration within our urban settlements **generally but particularly supports regeneration in the following locations:**

- 1. The Fire Station, ~~Shoprite~~ Supermarket and West Quay, Ramsey – for office, leisure, retail, hotel, residential, entertainment venues, food and drink uses and public open space or a combination thereof. Emergency services provision on the site opposite the existing Fire Station will also be supported;**
- 2. The area around Water Street and Tower Street, Ramsey - for office and retail use, with retention of existing historic buildings, where possible. Public realm improvements and street tree planting would enhance the townscape quality in this area and provide dwell time for visitors to the town centre.**
- 3. St. Paul's Square, Ramsey – for a mix of uses including retail, bulky goods retail, leisure, food and drink uses, commercial and residential, with enhanced links to the Manx Electric Railway Station to the South Promenade, and public realm improvements;**
- 4. Albert Road, Ramsey - commercial and/or residential uses would be**

³³ Section 4 (1) of the Town and Country Planning Act 1999

- appropriate, with commercial uses forming a buffer between existing residential land uses and coarse grained retail uses located to the north of Albert Road, together with public realm improvements;
5. Peel Harbour and Waterfront - for retail, food and drink, hotel, leisure and commercial uses adjacent to the Marina will be supported. Future development proposals should be sympathetic to the historic context and capitalise upon key views across the bay and harbour.
 6. ~~Site known as Empire Garages~~ Sites PR014 and PR015, Peel Promenade (if no longer in use as a garage). Potential suitable uses would be for residential, tourism and leisure uses that can capitalise upon key views across the bay.

In addition, in line with the Policies in the Strategic Plan, Cabinet Office supports the development of brownfield, or otherwise unused or under used sites within settlement boundaries. The Department does acknowledge that, in the absence of a register of contaminated land, there can be a need for comprehensive site investigation works as part of brownfield development. Early investigation of these potential issues can help identify technical restrictions to site redevelopment and any costs associated with remediation and waste management.

Urban Environment Recommendation 1

For Government owned land in the North and West which is vacant or underused, it is recommended that Departments work together with ~~the Manx Development Corporation~~ all key stakeholders to clarify issues including strategic approach, preferred uses, funding mechanisms, timing, which should include a focus on townscape and public realm improvement and connectivity in line with the Vision set out in this Plan. The achievement of co-operation and skills development will assist in the process of optimising the potential of all vacant and underused sites and delivery of high quality schemes on site.

8.15 Comprehensive Treatment Area – West Quay and Sulby River, Ramsey (area is shown on Maps 4 and 5)

- 8.15.1 Land within West Quay and overlooking the Sulby River is very visible on approach to the town centre over the Stone Bridge. Despite planning approval for a variety of uses having been granted, much of the site remains undeveloped and has done for some time. The site has a negative effect on this prominent area of Ramsey Harbour and impacts on the appearance of the town as a whole.
- 8.15.2 The area fronting onto the harbour should be sympathetically developed in a manner that respects the historic building line, scale and massing. Current land uses within the industrial site next to the Stone Bridge, incorporating the Ramsey Town Commissioners Depot, could be rationalised to include combined emergency services provision. There may be future opportunities to look at the design/position of the existing ~~Shoprite~~ supermarket site in a manner that restores the original sense of enclosure to the street scene, and introduces replacement residential properties on the site of the existing Fire Station Site.
- 8.15.3 West Quay, Ramsey is a strategic freight corridor and maintaining access for commercial

vehicles, including HGV's, must be considered in any proposed development. A Development Brief has been prepared to set out development parameters for future development in this area, as detailed below.

8.15.4 The 1999 Act prescribes under S.4(2) that:

"If an area is designated under this section by an area plan, the plan shall:

- (a) describe the treatment which is proposed by the Cabinet Office; and
- (b) specify the period, which shall not exceed 5 years beginning with the date on which the plan is adopted, within which that treatment is to begin."

Built Environment Proposal 2 - CTA Proposal for West Quay and Sulby River, Ramsey (Treatment Plan)

Development of this area shall include office, leisure, retail, hotel, residential, entertainment venues, food and drink uses and public open space or a combination thereof. Emergency services provision on the site opposite the existing Fire Station will also be supported if this is deemed a practical change in service provision.

All new development and regeneration proposals within the Comprehensive Treatment Area must demonstrate design elements to provide and enhance areas of public realm through sensitive and context-specific design.

Within 12 months of the date when this plan is adopted, the Cabinet Office shall publish a broad feasibility study for the CTA reflective of this Proposal (the Development Brief below) and other Proposals in this plan which seek to improve townscape and achieve the optimum use of brownfield sites in existing settlements. The minimum details shall include:

- i. A site context and existing conditions plan, ~~showing levels at the appropriate local datum,~~ existing land uses and building footprints, adjoining roads and access points and land in government ownership.**
- ii. Detailed analysis of the issues and identification of possible solutions/options going forward.**
- iii. An exploration of whether any areas of the CTA which may need to be master planned.**
- ~~iv. An exploration of the feasibility of connecting this area via a new 'over river' link/walkway/bridge to the area close to North Shore Road/Bowring Road junction.~~**

Where land is designated a 'CTA', Cabinet Office may acquire that land or any part thereof by agreement or compulsorily to facilitate treatment by development, redevelopment or improvement.³⁴

³⁴ S4 (3) Town and Country Planning Act 1999.

Development Brief for area defined as 'CTA Proposal for West Quay and Sulby River'

- 1. This area is considered suitable for civic land uses, tourism or leisure uses, professional and financial service uses, food and drink, residential land uses and bulky goods retailing; open spaces and improved public realm and circulation space for vehicles and people actively travelling.**
- 2. Active ground floor uses are encouraged at ground floor levels to take advantage of key views towards the waterfront and Sulby River. Residential and tourist accommodation uses, together with professional and financial service uses are encouraged shall be considered possible uses in upper storeys of buildings to take advantage of key views towards the waterfront and Sulby River.**
- 3. Development proposals in this area going forward must be accompanied by a Design Statement that sets out the baseline site characteristics and identifies distinctive townscape elements and natural features that form part of the character of the area, and identifies suitable design approaches that can build upon this distinctive townscape. Any Design Statement shall take into account this Plan and any Feasibility Study published by Cabinet Office in line with **BE Built Environment** Proposal 2 set out above.**
- 4. Based on the townscape studies undertaken, the storey heights of new buildings – subject to final detailed design – should be limited to a maximum of four storeys on West Quay - overlooking the harbour, dropping down to three storeys in height overlooking the River, and then dropping down to two storeys in height towards the residential hinterland.**

8.16 Building Densities

- 8.16.1 To make the optimum use of our settlements **and ensure housing delivery is on target**, both the density and intensity of urban settlements is important **to manage alongside the goal of delivering great spaces and places. This is about getting the metrics right about new dwelling numbers, employment and retail floor space but also ensuring the supporting environment and infrastructure is or can be in place to support such aims.**
- 8.16.2 The Strategic Plan (Strategic Policy 1) states that "development should make the best use of resources by..." The Policy lists at point (b) "ensuring the efficient use of sites..." For the North and West – to ensure that the best use of available sites is achieved – the minimum density in terms of dwellings per hectare of the net developable area **is set out below** should be followed. The net developable area excludes all areas for community uses, open space, landscaping, highways or uses other than residential but includes private gardens and shared internal spaces. **This baseline measure gives an understanding of site capacity and principles of new development that can aid getting the right design/layout/open space**

~~details approved and built on site. In some instances, it may be that land should not be developed until the necessary infrastructure is implemented to support it.~~

Built Environment Proposal 3:

New Applications for residential development within defined settlements in the North and West must ~~set out~~ deliver the a minimum density of the net developable area in accordance with the settlement's position within the settlement hierarchy. These densities are;

- a) 160 dph in service centre settlements
- b) 45 dph in service centre settlement conservation areas
- c) 35 dph on greenfield sites in or abutting a service centre
- d) 20 dph within or abutting a service village including conservation areas
- e) 10 dph within or abutting a village including conservation areas

Developments that deliver less than the minimum must demonstrate as part of the application any reasoning for not adhering to the guidance, whether due to the characteristics of the site and its context or specific constraints. No development shall exceed 350 dwellings per hectare of the net developable area.

Table 7- Average and peak housing densities*: North and West Settlement	Average Density (dph)	Peak Density (dph)	Type of settlement
Peel	19.5	41	Service Centre
Ramsey	18	103	Service Centre
Kirk Michael	13	20	Service Village
Foxdale	13	14	Service Village
Andreas	12	12	Service Village
Ballaugh	11	18	Village
Glen Maye	11	13	Village
Dalby	11	-	Village
Bride	9	16	Village
St. Johns	8	14	Service Village
Glen Mona	8	-	Village
Sulby	7	13	Village
Jurby	6	11	Service Village

**dph dwellings per hectare*

8.17 The contribution of urban conservation and heritage to high quality places

8.17.1 Built heritage assets contribute significantly to townscape quality, often providing attractive

living and working conditions which in turn attract economic and social prosperity. Put simply, people choose to live and work there. For this reason, our heritage assets should be preserved and actively used. Future development that affects the settings to heritage assets or impacts upon the historic character of a conservation area should be sympathetic to these assets. Strategic Policy 5 and Environmental Policy 42 set out strategic policies in respect of townscape quality and settlement character.

8.17.2 Defining features within the historic built environment in the North and West include the harbours and quaysides of Ramsey and Peel and the historic infrastructure of the Electric Tramway and the marine lighthouses. There is a legacy of historic railway infrastructure of fine cultural and historic interest **and a number of War Memorials protected under War Memorials Act 2016**. The historic grain of Peel and Ramsey old towns, including their street layouts, town yards, plot sizes and landscape settings helps to define a historic townscape legacy.

8.17.3 The significance of Manx heritage assets in the built environment is increased by their relative scarcity. Registered Buildings and Conservation Areas which might not necessarily achieve such status in the United Kingdom have gained a higher status in the Isle of Man where their contribution to national identity and the Island's story is highly valued.

8.17.4 Existing and new development can exist side by side, even with some visual differences presented by old and new building styles. New development should not seek to mimic existing development but be of its own time. Such innovation is crucial and with good precedent: some of the Island's best architectural examples emerged from the building design competitions of the Edwardian era.

8.17.5 In the Strategic Plan, **Strategic Policy 5** which is supported by **Environmental Policy 42** states:

"New development, including individual buildings, should be designed so as to make a positive contribution to the environment of the Island. In appropriate cases the Department will require planning applications to be supported by a Design Statement which will be required to take account of the Strategic Aim and Policies."

8.17.6 There are opportunities in this plan to carry this policy forward into site specific development briefs.³⁵ Design Statements should demonstrate:

- An understanding of baseline site characteristics including constraints and opportunities;
- Design approaches which integrate well with surrounding areas;
- That design reinforces and/or complements the distinctive character of the local area including public realm.

8.18 Registered Buildings

8.18.1 As stated in the Strategic Plan, Paragraph 7.25: 'Conservation of the built environment and archaeological features should be viewed as an asset to be promoted and not as a constraint to be overcome.'

³⁵ Final draft Development Briefs will follow public consultation on this draft plan and ahead of Inquiry).

- 8.18.2 It is recognised that retaining the best examples of built heritage for future generations benefits the resident population through an increased sense of well-being and national identity. The Registered Building List identifies many of these best examples.
- 8.18.3 The table below details the number of Registered Buildings to be found in the North and the West. Notable registered buildings in the North include the Courthouse, the Queen’s Pier and Our Lady of the Star and Sea, St. Maugholds Roman Catholic Church, all in Ramsey. The lighthouse structures at the Point of Ayre and Maughold are also included on the list, as is Milntown House, in Lezayre. Another ~~surprising~~ focus for heritage interest is to be found in Jurby, with four former ~~army-RAF~~ base buildings now registered.
- 8.18.4 Notable Registered buildings in Peel include Peel Cathedral, the Kipper Yard and the Peel Harbour Master’s office. Other registered buildings in the West including the Mitre Hotel and Courthouse in Kirk Michael and Ballaugh Old Church at The Cronk.
- 8.18.5 The best examples of mid and late-20th Century architecture contribute to a rich and vibrant built heritage, and the continued use of these buildings is supported. A proposed use which retains a building of heritage value, but requires modification to that building, is superior to a proposal which leads only to demolition or decay of that building.

Table 7. Registered buildings in the North and West

Location	Total in each Local Authority area
Ramsey	27
Jurby	13
Michael	11
Peel	10
Bride	8
Andreas	7
Patrick	7
Lezayre	7
Ballaugh	3
German	3
Maughold	3
Total	99

8.19 Conservation Areas

- 8.19.1 Cabinet Office is committed to reviewing the Conservation Areas and Draft Conservation Areas, during the remainder of the plan period in line with the procedure set out in Section 18 of the Town and Country Act 1999. Of the 20 adopted Conservation Areas on the Island, five of these are within the North and West, as detailed below. It is acknowledged that there is a sense of urgency in respect of St. Johns where part of the village has had draft Conservation Area status for some years.
- 8.19.2 Environment Policies 30 – 39 provide strategic policies in respect of conservation areas and registered buildings, and the Area Plan does not need to propose further general guidance.

Table 8. **Conservation Areas in the North and West**

North	West
Ramsey Maughold	Glen Wyllin Kirk Michael Peel St. Johns (draft)

8.20 Ancient Monuments

8.20.1 Ancient Monuments are protected by the Manx Museum and National Trust Act 1959 and rest in the care of Manx National Heritage. Some Ancient Monuments are located on comparatively remote or isolated sites which are unlikely to be subject to change arising from development, but others are within or close to settlements or may be close to potential mineral workings or sites for public infrastructure. Environment policies 40 and 41 of the Strategic Plan set out strategic planning policies for Ancient Monuments.

8.20.2 The most notable Ancient Monuments in the North are:

- Cashtal Yn Ard, Maughold – Neolithic tomb dating back ~~to circa 2000~~ 3000 BC, Maughold.
- Rhullick ny Quakeryn - 17th Century Quaker Burial Ground, Maughold
- Ballafayle Cairn - Neolithic Burial Cairn, Maughold
- ~~Cronk Sumark Hillfort, Sulby, Lezayre~~
- ~~Kerroogarroo Fort – 17th century civil war fort, Andreas; Maughold Church and Crosses, Maughold~~
- ~~Maughold Head Bronze Age Cairn, Maughold~~

8.20.3 The most notable Ancient Monuments in the West are:

- Cabbal Pheric and Spooyt Vane Waterfall – 12th century Keeill, Glen Mooar
- ~~Peel Castle – iconic fortress set on St Patrick’s Isle~~
~~Lag ny Keeilley – one of the Island’s best preserved Keeills~~
- ~~Ancient Boulder containing Rock Art, Niarbyl~~

8.20.4 In respect of archaeological artefacts, a number of churches in the North and West are internationally renowned for their ~~stone-celtic-cross-medieval stone~~ **stone sculpture** collections, with a major collection housed at Maughold. Other collections can be found in Bride, Andreas, Jurby and Kirk Michael. In some instances, the immediate setting or landscape context may also need protection or enhancement. A precautionary approach is justified in this instance and early engagement with Manx National Heritage is recommended.

9 Our Town and Village Centres

9.1 Introduction

- 9.1.1 Town and Village Centres are an important part of everyday life. Centres tend to be where people shop, live, work, access local services, seek entertainment, explore, socialise and make a living. They are often destinations for all of the above. The Strategic Plan does not define 'town centre' uses and so any attempt to define the Island's centres on a map has to be based on the particular characteristics of each area taking into account judgements about the commercial heart of a place, among other aspects.
- 9.1.2 Higher order settlements³⁶ tend to have more of a service offer than lower order settlements and this is no different in the plan area. Peel and Ramsey have a greater variety and number of shops, offices, local services, and leisure and tourist facilities than, for example, the Service Village of Kirk Michael which in turn has greater provision than Glen Mona or Dalby. Recognising where smaller settlements have areas of 'mixed use' is still important however as this is where convenience shopping, a hall or a community space, or other local services etc. will mostly likely to be found. For those places where such uses are small scale, it is unnecessary to define specific 'town centres'. It may only take a single shop or a hall next to a village green to give the real feeling of being in the 'centre' of a place. Covid-19 showed just how important local 'centres' are to every community and key to retaining and building on this importance as the Island learns to live with Covid, is to support and protect our town and village centres in a variety of ways.

9.2 Key Challenges

- 9.2.1 **Defining the 'Town Centre'** - The approach to town centres in this Plan focuses on defining the centres for Peel and Ramsey only. This is not to say that the centres of smaller settlements lack relevance or importance in their respective areas but that such centres may be better represented by showing Mixed Use areas rather than by a specific 'village centre' boundary. Neighbourhood shops in predominantly residential areas play their part within the fabric of making places not just estates. Where there is a row or group of shops, they may well be recognised as 'neighbourhood centres'. Through Mixed Use proposals and map allocations, the objectives for lower order settlements in terms of their 'centres' are also recognised, where appropriate.
- 9.2.2 In identifying the extent of the Town Centre and different Mixed Use areas for Peel and Ramsey account has been taken of: the core shopping and office areas, but also the location of civic, leisure and tourism uses - including arts, and culture. The assessment process took account of how these areas sat within the wider mix of uses, with the aim of defining a compact and readily accessible area that could reasonably be described in a settlement as having a vitality and vibrancy.
- 9.2.3 There is no doubt that town centres generally are retracting in many ways and core functions are changing. A balance does need to be struck between centres having the ability to adapt and change without damaging the vitality and viability of the central core.

³⁶ Generally larger settlements in the settlement hierarchy. Douglas is the Main Centre and is thus the highest in the order of settlements for the Island.

9.3 Overview of Peel and Ramsey

- 9.3.1 This Plan presents practical and sensible proposals for Peel and Ramsey and the other settlements in terms of their centres, however those centres are defined. It addresses local issues and puts forward clear and positive proposals that respond to those issues that affect each town centre. This Plan ensures a town centre focussed approach that will help to attract high quality investment and strengthen confidence and a will to develop and occupy sites. The opportunity has been taken to identify 'mixed use zones' as a planning tool to guide and protect development types.
- 9.3.2 **Peel** - The town centre issues in Peel arise from the compact historic core with limited availability of large retail floor plates, combined with restricted servicing and access arrangements that support modern retailing needs. An extended evening economy in close proximity to existing residential uses also requires the careful management of commercial waste storage, licensing and parking.
- 9.3.3 Setting out Mixed Use Areas, defining a Town Centre boundary and providing suitably worded Town Centre Proposals will help to enhance the vitality of Peel town centre - which includes an extended evening economy - and allow for careful management of town centre issues. Transition zones between primary town centre uses and quieter residential areas also have a role to play in respect of future opportunities for growth.
- 9.3.4 **Ramsey** - The town centre in Ramsey is vulnerable to flood risk, particularly along the East Quay. Under-investment in quayside buildings has resulted in vacant properties and under-occupied urban sites that mar the public face of Ramsey. Consequently, there is a need for regeneration of these sites, together with sympathetic flood risk alleviation measures and public realm improvements, so as to enhance the public face of the town centre and bolster the local economy.
- 9.3.5 Setting out Town Centre Mixed Use Areas in Ramsey, defining a town centre boundary and providing suitably worded Town Centre Proposals provides a focus for both public and private sector investment and support a variety of uses that allows for greater flexibility to better respond to changing market demands. Providing greater flexibility of uses can be used as a mechanism to support viable regeneration initiatives in those areas where it is desirable to encourage regeneration, and to bring vacant premises back into commercial use, thereby enhancing the public face of the town.

9.4 Implementing the Strategic Plan

- 9.4.1 Throughout the Strategic Plan there is strong recognition that new retail and office development must be ~~to~~-located within existing town and village centres on land that is zoned for such purposes, making exceptions for neighbourhood shops, bulky goods and corporate headquarters on approved Business Parks (see Strategic Policy 9, Business Policy 7, 9 and 10).
- 9.4.2 The above Policies need to be understood in the context of the whole Strategic Plan, and the nature and needs of each locality. As stated in Paragraph 9.4.5 of the Strategic Plan:

"It is accepted that in some circumstances a mix of uses can be appropriate within town centre locations such as residential flats above retail units or office accommodation,

particularly where this can help to ensure the use of the area at different times during the day, thus helping to ensure the security and vitality of these areas.”

9.5 A renewed focus on Town Centres

9.5.1 A number of initiatives in recent years have focused on town centre improvement. Work continues to gather pace through the Built Environment Reform Programme. In terms of retail development, the last bespoke and dedicated work on retail was the Retail Sector Strategy 2013 (GD 0063/13) which supported a town centre focussed approach with the aim of attracting high quality investment along with high quality retail environments. The basis for a regeneration strategy for the Plan Area - which should have a clear drive towards improving town centres - is contained in Chapter 8.

9.6 Area Plan objectives for Town and Village Centres

9.6.1 **Plan Objective 1:** To define a town centre boundary in Peel and Ramsey, undertake Townscape Character Assessments and define Town Centre Mixed Use Areas in Ramsey and Peel to guide development, investment and support regeneration.

Plan Outcome 1a: Town centres are able to adapt quickly to changing economic circumstances and market demands, contributing to efficient and well recognised regional Service Centres.

Plan Outcome 1b: New retail, office and other typical town centre uses are focused within the town centre boundary.

9.6.2 **Plan Objective 2:** To respect, maintain and strengthen the interactive relationships between the working harbours, the quayside businesses and environment and the primary shopping areas of Peel and Ramsey.

Plan Outcome 2a: The hearts of Peel and Ramsey have a clear identity and purpose and function as attractive, cohesive and distinctive places.

9.6.3 **Plan Objective 3:** To identify transitional areas or zones (Transition Zones) between Town Centre Mixed Use Areas and quieter residential hinterlands.

Plan Outcome 3a: Potential conflict between incompatible uses such as predominantly residential and commercial premises is avoided or better managed.

9.6.4 **Plan Objective 4:** To identify small and key uses in Village Centres by Mixed Use designation and/or identification of neighbourhood shops.

Plan Outcome 4a: Existing community assets and services are retained, fostering place identity and community sustainability.

9.7 Identified Character Areas within the Town Centres of Ramsey and Peel

9.7.1 Townscape Character Assessments have been prepared to inform the Town Centre Mixed Use Proposals for Ramsey and Peel.³⁷ The Assessments have identified Character Areas, as

³⁷ Appendix 3 of the Settlement Studies for Ramsey and Peel.

shown on the Town Centre Maps for Ramsey and Peel, and have informed Proposals for Mixed Use Areas that are set out in detail below.

9.7.2 There are three Character Areas within the historic core of Ramsey Town Centre that encompass a mix of land uses, namely:

1. The Quayside (East Quay and West Quay);
2. The High Street (High Street East and High Street West); and
3. Old South Ramsey.

9.7.3 The study for Peel identifies five Character Areas within the historic core of Peel Town Centre that encompass a mix of land uses, namely:

4. East Quay;
5. Market Place;
6. The High Street (Castle Street leading to Michael Street and Athol Place);
7. The Waterfront (referred to as the Shore Promenade); and
8. The Civic Quarter (including the Town Hall and Cathedral).

9.8 Mixed Use Areas (MUA): Ramsey Town Centre

9.8.1 **MUA 1 The Quayside: East Quay** (situated to the east of East Street). This supports commercial shipping and mixed uses within quayside buildings. Typical uses for lower floors include food and drink, retail and service uses. Residential uses are found in some upper floors, together with storage. This area is exposed to tidal flooding.

Town Centre Proposal 1a: East Quay Character Area, Ramsey

1. **A clear delineation between commercial shipping uses operating on the East Quay and commercial uses within quayside buildings should be maintained;**
2. **Shops, financial and professional services or food and drink uses are acceptable within quayside buildings. Residential use to upper floors of warehouse buildings is an acceptable alternative to shop storage;**
3. **Future uses should support an extended economy into the evening hours;**
4. **Where possible, existing historic quayside buildings should be retained and renovated, and vacant premises brought back into re-use. Sympathetic modifications to quayside buildings that help to minimise flood risk and promote inclusive access will be supported;**
5. **Where demolition and new build is proposed in this character area, the future design of such schemes must be resilient to flood risk, of high design quality and respond to the context of the vernacular character of the quayside buildings;**
6. **The inclusion of views from quayside buildings across the Harbour should be encouraged, and**
7. **Public realm improvements and sympathetically designed flood alleviation measures on the harbour side will be supported. Public realm design must take account of the location and be designed for longevity.**
8. **Any future improvements to public realm and public access or egress points shall ensure that the design is inclusive and accessible.**

9.8.2 **MUA 1 The Quayside: West Quay** (situated to the West of East Street) supports leisure craft moorings, including yachts and small fishing vessels. Land uses within harbour side buildings incorporate a mix of residential, commercial and food and drink uses. Large gap sites in this area that were formerly used for industrial purposes present development opportunities to enhance the tourism and leisure offer within the town centre and support town centre residential living.

Town Centre Proposal 1b: West Quay Character Area, Ramsey

- 1. Where possible, existing historic quayside buildings should be retained and sympathetically renovated and vacant properties should be brought back into use, the preference being renovation rather than demolition and rebuild. Sympathetic modifications to quayside buildings that help to minimise flood risk and promote inclusive access will be supported;**
- 2. The re-use of previously developed sites along West Quay is supported. The design of new buildings on West Quay must be resilient to flood risk, be of high design quality and respond to the context of the vernacular character of the quayside buildings;**
- 3. Retail and food and drink uses to lower floors within quayside buildings will be supported. Hotel, residential and office uses to upper floors of quayside buildings along the West Quay are also acceptable subject to design and detailed matters;**
- 4. The inclusion of views from quayside buildings across the Harbour is supported;**
- 5. The future re-location of former industrial uses and coarse grained commercial uses away from West Quay to areas designated for industrial uses will be supported if in alignment with any future regeneration strategy, and**
- 6. Public realm improvements will be supported; design must take account of the location and be designed for longevity.**
- 7. Any future improvements to public realm and public access or egress points shall ensure that the design is inclusive and accessible.**

9.8.3 **MUA 2: ~~Ramsey High Street-Parliament Street~~**: The eastern end continues to serve as the historic retail core. This area includes Parliament Street between the Christian Street/Parliament Street junction and Peel Street/Market Hill, opening out into a square at the Courthouse. Parliament Street is characterised by retail uses, with active shop frontages occurring at ground floor level. Storage and residential uses are found within the upper floors above shops. Court Row, Water Street and Peel Street accommodate financial and service uses. These uses complement the main retail uses in Parliament Street, and are easily accessible. The open space surrounding the Courthouse supports temporary market stalls and events. Gap sites can be found within the historic urban fabric.

9.8.4 Town Centre Proposal 2a: **Ramsey-High Parliament Street – East**

1. Historic buildings in Parliament Street (East) should be retained, brought back into active use and sympathetically renovated. Sympathetic modifications that help to minimise flood risk and promote inclusive access will be supported;
2. The re-use of previously developed sites in Parliament Street is encouraged. The future design of new buildings should be resilient to flood risk, of high design quality and respond to the context of the vernacular character of Parliament Street East;
3. The predominant use within **Ramsey-High Parliament Street - East** will be retail use and is identified as the 'primary shopping area'. Retail uses shall be retained in this area. Residential and financial uses to upper floors are supported. Offices to support financial and professional services will be encouraged in Water Street, Peel Street and Court Row, together with community facilities such as creative arts studios;
4. Future uses should support an extended evening economy; **and**
5. ~~5—Market stalls for seasonal and weekend use will be supported; and~~ Future re-location of existing **general** industrial uses away from Water Street to areas designated for industrial uses will be supported if in alignment with any future regeneration strategy.
6. **Any future improvements to public realm and public access or egress points shall ensure that the design is inclusive and accessible.**

9.8.5 **MUA 2: ~~Ramsey-High Street~~ Parliament Street – West** (including Parliament Street between East Street and Parliament Square) is characterised by active shop frontages at ground floor level for retail and food and drink uses, and a varied mix of residential, financial and service uses are situated above the shops. The exception to this is the predominantly commercial use situated within former townhouses on Auckland Terrace. The Street terminates in Parliament Square, with Ramsey Town Hall forming the civic face of the Square on a key approach into the town centre.

Town Centre Proposal 2b: **~~Ramsey-High~~ Parliament Street - West**

1. Historic buildings in Parliament Street - West should be retained and sympathetically renovated, with vacant properties brought back into active use. Sympathetic modifications that help to minimise flood risk and promote inclusive access will be supported;
2. A mix of uses will be supported at ground floor levels, including shops, financial and services and food and drink. Residential, financial and service uses will be supported **generally** within upper stories;
3. The conversion of former terraced properties on Auckland Terrace from office premises back to residential uses should be supported, if such uses would help to bring vacant premises back into re-use, retain the historic building fabric and not harm the High Street;

4. **Future re-development of sites fronting onto Parliament Square should enhance the public face of the town centre through a coherent use of scale and massing; and**
5. **Public realm improvements to Parliament Street and Parliament Square are supported.**
6. **Any future improvements to public realm and public access or egress points shall ensure that the design is inclusive and accessible.**

9.8.6 **MUA 3: Old South Ramsey** (including the area surrounding Mona Street and the South Promenade) is characterised by historic buildings and lanes that lead to the waterfront, with magnificent views afforded across Ramsey Bay. This area is characterised by residential land uses, intermingled with some civic uses. Our lady Star of the Sea and St. Maughold Church forms a key landmark feature in this area.

Town Centre Proposal 3: Old South Ramsey

1. **Registered buildings and buildings situated in the conservation area in Old South Ramsey should be retained and renovated. Vacant buildings should be brought back into active use. Sympathetic modifications that help to minimise flood risk and promote inclusive access will be supported;**
2. **Residential and civic uses will be supported in this area;**
3. **Key views across the Bay should be retained, and**
4. **Public access to the South Promenade and Queen's Pier should be maintained.**

9.9 **Mixed Use Areas (MUA): Peel Town Centre**

9.9.1 **MUA 4: East Quay** - situated to the east of the Marina - supports leisure craft moorings associated with the Marina, including yachts and small fishing vessels. Land uses on the East Quay incorporate a mix of fine grained residential, coarse grained commercial, civic and food and drink uses. Future land uses should support the tourism and leisure offer.

Town Centre Proposal 4: East Quay, Peel

1. **Historic quayside buildings should be retained and sympathetically renovated. Sympathetic modifications to quayside buildings that help to minimise flood risk and promote inclusive access will be supported;**
2. **Where demolition and new build is proposed, the future design should be resilient to flood risk, of high design quality and respond to the context of the vernacular character of the quayside buildings;**
3. **Future land uses on East Quay should support an extended economy into the evening, and include civic, retail and food and drink uses to lower floors and residential uses to upper floors;**
4. **Public realm improvements along East Quay should support tourism and leisure uses, reinforce links to the High Street and reflect the character of that area. The retention of key views across the Harbour from East Quay is supported, and**

5. The Area Plan supports the principle of the future re-location of existing **Light Industrial** uses away from East Quay to areas designated for industrial uses.
6. **Any future improvements to public realm and public access or egress points shall ensure that the design is inclusive and accessible.**

9.9.2 **MUA 5: Market Place** - situated on the more elevated levels to the east of East Quay - comprises a small town square that serves as a key gateway into the High Street. The green space within the site of the former St. Peter's Church provides a welcome green lung for both local residents and visitors in an otherwise densely developed townscape. There is further scope for improvements to the townscape quality within Market Place.

Town Centre Proposal 5: Market Place, Peel

1. **Where possible, existing historic buildings should be retained and renovated. Sympathetic modifications to historic buildings that help to promote inclusive access are supported.**
2. **New development within the Market Place should be of high design quality and be of sufficient scale and height to ~~re-inforce re-establish the~~ a traditional sense of enclosure to the Market Place and screen views towards the rears of existing properties.**
3. **~~High quality~~ Appropriately scaled retail, ~~leisure and~~ food and drink, finance and professional service uses will be supported at the lower levels. Residential, tourist accommodation and office uses to upper floors of historic buildings within Market Square is also acceptable.**
4. **Future uses within Market Place should support an extended economy into the evening;**
~~5- Market stalls for seasonal and weekend use will be supported;~~
5. **Key views towards the remaining spire of the former St. Peter's Church should be retained.**
6. **Market Place would benefit from urban tree planting. ~~reinforcement of existing greenspace.~~**

9.9.3 **MUA 6: The High Street** comprises Castle Street and Market Street leading into Michael Street and Athol Place. This is the main retail area within Peel. To support the future retail offer in the town centre, sympathetic modifications would be beneficial in this area. Public realm improvements within the High Street and Athol Place would support inward retail investment.

Town Centre Proposal 6: Peel High Street

1. **Historic buildings in Castle Street, Market Street and Michael Street should be sympathetically retained and renovated. Sympathetic modifications that combine small individual units into larger retail floor plates and help to promote inclusive access will be supported;**
2. **Within Michael Street, existing retail uses will be retained as a primary shopping**

area. New residential uses on upper floors will be supported along with other office uses. A mix of land uses along Castle Street and Market Street leading down to the promenade, comprising residential, retail, and food and drink will be supported; and

- 3. Public realm improvements in Castle Street, Market Street and Michael Street that help to address servicing issues will be supported.**

9.9.4 **MUA 7: The Waterfront (Shore/Promenade)** serves as a water frontage for local residents and visitors not arriving by boat. As an amenity resource, the waterfront serves an important function within the town centre of Peel, and it should continue to support tourism and leisure uses within the town centre. Unoccupied urban sites should be brought back into use in a manner that supports the tourism and leisure offer associated with the Waterfront.

Town Centre Proposal 7: The Waterfront (The Shore/Promenade)

- 1. Historic buildings on the Waterfront should be sympathetically retained and renovated;**
- 2. New development on the Waterfront should be resilient to flood risk, be of high design quality and reflect the scale and massing of the existing historic environment;**
- 3. Land uses should support the existing tourism and leisure offer within Peel, such as food and drink, community facilities (including creative art studios), and retail and leisure to ground floors and residential and tourist accommodation to upper floors;**
- 4. Key views across the bay should be promoted within any new development;**
- 5. Public realm improvements to the waterfront will be supported; and**
- 6. Public access to the Waterfront should be maintained.**
- 7. Any future improvements to public realm and public access or egress points shall ensure that the design is inclusive and accessible.**

9.9.5 **MUA 8: The Civic Quarter** includes the Town Hall and Cathedral and is situated on Derby Road, leading down to Athol Place and Michael Street. The Cathedral forms a key landmark in the town centre, and the surrounding gardens provide a valuable amenity resource in the town centre. The Town Hall is also clearly distinguishable. The Peel Centenary Centre and Corrin Memorial Hall provide a focus for community gathering and social cohesion.

Town Centre Proposal 8: The Civic Quarter

- 1. The Cathedral buildings and associated gardens should be preserved for Church use and other community uses.**
- 2. Civic uses and community facilities will be supported in the Civic Quarter.**
- 3. The open space adjacent to Lyndale Avenue and the grounds of the Cathedral shall be retained as an important green space with mature trees, to preserve the setting to the Cathedral.**
- 4. Any future improvements to public realm and public access or egress points shall ensure that the design is inclusive and accessible.**

~~5. The pedestrian link connecting Derby Road with Tynwald Road along Lyndale Avenue shall be maintained.~~

9.10 The Transition Zones

- 9.10.1 The transition zones incorporate a mix of uses generally on larger floorplates (or coarse grained) adjacent to the town centre that support the principle town centre uses. Transition zones help to provide a buffer between quieter residential areas and the livelier town centre uses that extend into the evening. They also present opportunities for business expansion adjacent to the existing town centre, where larger floor plates are needed.
- 9.10.2 Within Ramsey, transition zones are located within areas encompassing St. Pauls Square (including the ~~Shoprite~~ supermarket), the MER Station, a large area incorporating the Co-op supermarket, bus station and former Raymotors Garage, and the ~~Shoprite~~ supermarket, Fire Station, former Ramsey Bakery and Ramsey Town Commissioners' Yard. Transition zones in Ramsey are characterised by anchor retail uses and bulky goods retail, transport facilities and car parking, petrol stations, civic and industrial uses and private dwellings.
- 9.10.3 Within Peel, transition zones are located in the area including the House of Manannan and car park on the Quayside, and the Police Station, Rectory, Car Park and Telephone Exchange on Albany Road. There is also a transition zone to the west of Orry Lane and Queen Street. Transition zones in Peel are characterised by civic and retail uses associated with industrial processing, transport facilities and private dwellings.
- 9.10.4 Future development proposals within the transition zones should complement town centre uses, but not replace them. In some instances, development parameters may be set out in the form of a Development Brief or a Regeneration Strategy, to guide the future re-development of a transition zone.
- 9.10.5 In respect of the proposed Comprehensive Treatment Area (CTA) in Ramsey, a succinct Development Brief has been included in Chapter 8. A feasibility report will be prepared in the future that sets out more detailed information in respect of the site opportunities and challenges that are presented at this key gateway into Ramsey town centre from the North.

Town Centre Proposal 9: The Transition Zones

- 1. A mix of uses (some with larger floorplates) with good links to the historic core that contribute positively to the townscape will be supported. Acceptable land uses include civic land uses, leisure uses, bulky goods retailing and public transport hubs;**
- 2. The re-use of previously developed sites in transition zones is encouraged, in accordance with development parameters set out in any future Development Brief or regeneration strategy alongside Strategic and Area Plan policy guidance. Vacant premises should be brought back into re-use;**
- 3. Future re-development in the transition zones should be of high design quality and integrate well with both the historic core and residential hinterland, whilst providing natural surveillance on to the street;**
- 4. Attractive boundary treatments that help to ~~restore a sense of the original~~**

strengthen the street enclosure will be supported and views of rear properties should be screened from view;

- 5. ~~Future~~-Investigation of **and future** provision for park and ride facilities, cycle parking infrastructure and electric vehicle charging points is supported. Car and cycle parking areas should incorporate green infrastructure elements within the transition zones, to positively contribute to townscape quality and biodiversity enhancement.**

9.11 Mixed Use Areas: Service Villages and Villages

- 9.11.1 Existing Mixed Use areas are shown on the Proposals Maps for the Service Villages and Villages, and these indicate the location of local centres within the smaller settlements, in accordance with Strategic Policy 9. Where single buildings, for example pubs, are important for the facilities of a Village or could be enhanced as such by diversification to other uses compatible with supporting a village community, these have also been recognised as Mixed Use.
- 9.11.2 The villages of Kirk Michael and Foxdale accommodate a number of local independent shops and businesses within the historic village core, on the A3 vehicular route that passes through the villages. Narrow pavements and on-street parking bring some conflict between pedestrians and through traffic and any proposals to improve this relationship will be supported.

Neighbourhood Centre Proposal 1:

Where uses/areas are considered important to the 'local centre' or neighbourhood, they have been identified as Mixed Use in this Plan. This is to give some flexibility in the future but is ultimately to retain good services and facilities in identified settlements. Specific uses and changes in these areas will be considered on their merits.

10 Transport and Utilities

10.1 Introduction

10.1.1 This Chapter focuses on infrastructure associated with transport: roads, railways, public transport and active travel (discussed in more detail in 'Part 1' below), Utilities: energy, telecommunications, water supply, sewerage networks (discussed in 'Part 2' below), and Minerals and Waste (discussed in 'Part 3' below).

10.1.2 Sustainable, high quality, resilient and climate-ready infrastructure for the Island as a whole is essential; it is not just an issue that the North and West needs to grapple with. There are climate change goals to decarbonise heat, energy and transport infrastructure, and these must start to influence policy development even though some strategies and action plans have yet to be finalised. The overall thrust of the Climate Action Plan is to move towards:



10.1.3 In preparing this Plan, it is recognised that the road network continues to play a key role in moving freight, in getting people to and from places of work, in accessing leisure spaces and for all manner of social contact. It will still be essential to assess the impact of proposed new development on the network, on nodes and junctions and the manner in which transport and other infrastructure influences where development is focused. This includes infrastructure which transports water and energy to, and waste from, our homes and businesses. Professional and personal interactions are increasingly taking place online, but this relies on digital communication networks and the electricity to power them. Coordinating the provision of such infrastructure alongside new or intensified development is key to making sustainable planning policy decisions.

10.1.4 For the Area Plan for the East, a full assessment of different growth distribution patterns was undertaken in an effort to compare the implications of developing in different areas and in different ways. The pattern of growth evolved throughout the plan process and the final Area Plan for the East approved by Tynwald was much reduced in terms of general allocated sites compared to Draft Plan. The approved pattern of development focused in and around the main settlements of Douglas and Onchan with consolidation of development in other areas.

10.1.5 For the North and West, there has been a more focused assessment of growth distribution pattern testing compared to the East but the process has nevertheless considered the implications of development and growth on infrastructure provision and vice versa. There is a need when preparing development plans to not only understand the infrastructure needs of new development but how existing infrastructure influences or should influence the location of new development. This is demonstrated by the Strategic Objectives set out below.

10.1.6 The following sections touch on the priorities set out in the Strategic Plan, the key elements of the approved infrastructure strategies and sets out specific, local infrastructure issues and Proposals to address them. Provisions for the continued safe and sustainable extraction of minerals and aggregates is also discussed along with waste.

10.2 Strategic Plan Implementation – Transport and Utilities

10.2.1 The Isle of Man Strategic Plan contains specific strategic policy in respect of transport and other grey infrastructure. The Chapters on Strategic Objectives and Strategic Policies state that development needs to:

- optimise the use of previously developed land;
- use sites efficiently;
- utilise existing and planned infrastructure, facilities and services;
- minimise journeys by private car,
- make best use of public transport,
- not adversely affect highway safety for all users, encourage pedestrian movement;
- be located and designed to promote a more integrated transport network;
- encourage the efficient use of energy;
- safeguard the efficient operation of the Island's ports for fishing, commercial and leisure use without compromising environmental objectives; and
- be well served by modern telecommunications without compromising the protection of the landscape.

10.2.2 The overall aim can be summed-up as being, to protect public-benefiting utilities and other assets and enable the orderly provision and co-ordination of these and other facilities for the benefit of the community.

10.2.3 Since the Strategic Plan 2016 was approved, some changes have occurred relevant to the services and utilities – changes to titles of service authorities and suppliers and changes to strategies and service types as well as the 'terms' used to describe those 'types'. None of these changes alter the intention of the Policies in the Strategic Plan and are thus taken into account in this Area Plan as natural evolutions of business operations. Further explanation where appropriate is provided in the following sections.

10.3 Transport and Utilities - Objectives and Outcomes

- Plan Objective 1:** To ensure that key transport corridors linking ports to the broader transport network are protected from any adverse effects as a result of new development and where necessary to reserve land for strategic transport infrastructure.
Plan Outcome 1a: Efficiency, effectiveness and safety of all key transport routes are maintained or improved.
- Plan Objective 2:** To identify and address any relevant matters at the local level in the Plan Area referred to in key Strategy Documents including: The National Strategy on Sea Defences, Flooding and Coastal Erosion 2016, The National Infrastructure Strategy 2017, The Harbours Strategy 2018, The Active Travel Strategy 2018 and any updates thereto.
Plan Outcome 2a: Proposals reflect any Strategies approved by Tynwald, whilst being in general conformity with the Strategic Plan.

- iii. **Plan Objective 3:** To examine, through appropriate modelling at the area plan level, the impact of development proposals on the highway network and key junctions and traffic management options are fully explored.

Plan Outcome 3a: Average speed and average journey times remain within acceptable tolerances ~~Travel times and congestion levels remain within acceptable tolerances.~~
- iv. **Plan Objective 4:** There is a coordinated transport system in the North and West.

Plan Outcome 4a: Places have good and convenient access to public transport and traffic management plans and mitigation are integral to new development.

Plan Outcome 4b: New footpaths and active travel routes and the connections between them are practical, safe options for users.
- v. **Plan Objective 5:** To ensure that telecommunications infrastructure is integrated into design schemes from the start.

Plan Outcome 5a: There are no unexpected applications for masts or similar equipment on development sites identified in this Plan.
- vi. **Plan Objective 6:** To prevent new development in areas of flooding or in locations that would increase the risk of flooding in other areas.

Plan Outcome 6a: Number of properties at risk of flooding, based on the flood data available, does not increase as a result of the Plan.

Plan Outcome 6b: Adoption of Sustainable Drainage Systems (SuDS) is fully explored as part of every development application where relevant and the number of SuDS schemes being used to address surface water issues increases.
- vi. **Plan Objective 7:** All new developments have adequate water supply and sewerage infrastructure and to add certainty to where improvements are to be made to the system.

Plan Outcome 7a: Identification of a preferred site for a Regional Sewage Treatment Facility to serve Peel and the West with significant new development held back until the issue is resolved.
- vii. **Plan Objective 8:** To ensure phasing of all service and utility provision is considered as part of planning applications supported by suitable development briefs setting out sequencing requirements where appropriate to facilitate network expansion.

Plan Outcome 8a: Provision is timely, well planned, coordinated and sustainable.
- viii. **Plan Objective 9:** To have an awareness of the incoming statutory planning policy changes brought about by the Climate Change Act 2021 and approved Action Plans.

Plan Outcome 9a: Proposals and any associated Development Briefs in the North and West reflect the need to address climate change whilst being in general conformity with the existing Strategic Plan.

Part 1 – Transport

10.4 The Highway Network and Strategic Links

10.4.1 The Isle of Man has a strategic transport network which links to all parts of the Island. This is set out spatially on WS Map 2 – Key Diagram in Chapter 2. It comprises of a radial pattern of roads converging on Douglas with links to the main service and employment centres around the coast. There are Primary Routes between Ramsey and Douglas (Coast Road and Mountain Road), and between Ramsey and Kirk Michael connecting to St Johns and from that point westwards to Peel (A1), eastwards to Douglas (A1) and southwards to Foxdale (A3). There is a network of secondary links in the plan area as well as the railway links on the east coast and the Mountain Railway.

Table 9. **Strategic Routes in the North and West**

Highway	Route
A1	Peel to Douglas via St Johns
A2	Ramsey to Douglas via Laxey
A3	Ramsey to St Johns/Foxdale and the South via Kirk Michael
A18	Ramsey to Douglas via The Mountain

10.4.2 Strategic Transport Policies³⁸ remain relevant and recognise the importance of new development being:

- located close to existing public transport facilities and routes including pedestrian, cycle and rail routes;
- integrated into existing systems in terms of making provision for new bus, walking and cycle routes;
- designed to accommodate expected volumes of traffic generated;
- planned with the needs of pedestrians having similar weight to needs of other road users;
- planned with adequate parking provision in line with approved standards; and
- subject to transport assessments where appropriate.

10.5 Particular transport issues in the North and West – Highway Links and Junctions

10.5.1 The supporting evidence for the Isle of Man Strategic Plan 2016 examined the effect of the proposed level of development on the highway system. In general terms, the evidence demonstrated that the highway network could cope with the expected traffic growth up to 2026 i.e. 5,100 new dwellings between 2011 and 2026. It did, however, recognise one junction which suffered congestion; that being Parliament Square in Ramsey.

10.5.2 The Strategic Plan goes on to state that:

- Following sensitivity tests on the Ballacraine to Ramsey Strategic Link, there is no requirement to undertake further traffic congestion investigation work in rural village locations such as Kirk Michael;
- Traffic flows at the Parliament Square junction in Ramsey and the Ballacraine junction,

³⁸ Chapter 11, Isle of Man Strategic Plan 2016

- are set to increase by 2026 which will increase congestion at these locations; and
- An evaluation of this data indicates that the increase in traffic flow at Parliament Street in Ramsey can be accommodated by the minor improvement works to increase capacity undertaken at this location in 2009. However, the Ballacraigne and Onchan Main Road traffic signals will require further assessment during the development of the Area Plans for the West and East of the Island respectively to ensure these junctions do not become subject to a high level of congestion.
- **As more information becomes available the above findings will need to be re-evaluated as to the scale and proportion of improvements to junctions and corridors.**

10.6 The Need for Traffic Modelling

10.6.1 For the North and West Plan - as with the East Plan – the level of land release and how this land is defined reflects the planning approval/delivery data since 2011 and the Census data and projections. Working on the basis of the preferred sites identified, the impact in terms of trip rates and traffic flows on the overall network would be relatively low. This is not to say that individual site based modelling is not required.

10.6.2 Traffic baselines

It is understood that:

- There has been some rebounding in terms of general traffic movements as Covid restrictions have been lifted although the growth rate in broad traffic figures has remained relatively level in the past 10 years, bar some local level changes as specific developments have been completed.
- There have been traffic control improvements at Ballacraigne through the installation of Microprocessor Optimised Vehicle Actuation (MOVA). Options for further MOVA - for instance at Parliament Square, Ramsey - could potentially help alleviate any additional pressures that new development North of the Sulby River would have, particularly during the morning peak. There is, however, uncertainty about whether this will be installed within the rest of the plan period. Such uncertainty coupled with limited housing need up to 2026 have been contributory factors in there being no housing sites being proposed in north Ramsey.
- The change in traffic flows arising from this plan will be relatively low, however there will be sensitive locations where traffic modelling will be required. Traffic count data collection is continuing. This will help to complete the modelling on the Draft Plan and support any additional evidence papers and necessary amendments to development briefs ahead of Public Inquiry.**~~Traffic count data collection is continuing³⁹. This will help to complete the modelling on the Draft Plan and support any additional evidence papers and necessary amendments to development briefs ahead of Public Inquiry.~~

10.6.3 Strategic Leisure Routes

10.6.4 Under the Active Travel Strategy, 'Active Travel' routes only relate to routes within settlements. In reality of course, the aim is to create a network of active travel routes which safely connect to the normal roadways and which connect well with leisure trails/routes that are fit for purpose and well maintained. This Plan supports the strengthening of

³⁹ Data collection has been hampered by Covid-19 and the need to avoid certain times of the year e.g. school holidays

investment in active travel and supports measures to improve and reinstate (or potentially re-route) where necessary long distance leisure routes, for example public access along former railway lines. There is a long-term aspiration to re-establish an uninterrupted public route following the old railway line between Ramsey, St Johns, and Peel and Foxdale.

10.7 Long term safeguarding zones for Jurby Airport

10.7.1 Within the North and West there are two major former airfields, one situated at Andreas and one at Jurby. Although not currently used as a functioning commercial airport, this Plan recognises the strategic importance of the Jurby Airfield, which remains in government ownership, and seeks to protect the future use of the airfield as a potential national airport for the Island in the future. Accordingly, Map 1bN Constraints – Infrastructure shows ground level Safeguarding Zones around the airfield in order to protect its future use.

10.8 Transport and Utilities Proposals (Part 1)

10.8.1 The Proposals below flow from and support the Strategic Plan. Site specific issues are dealt with in the Development Briefs.

Transport and Utilities Proposal 1

Planning applications must take into account ~~the any~~ Active Travel Strategy ~~and any specific actions set out in any or~~ Investment Plans approved by Tynwald relevant to the North and West ~~which flow from it~~ .

Transport and Utilities Proposal 2

This Plan supports proposals to improve connectivity across settlements for pedestrians and bicycles including users of electrically assisted pedal cycles (EAPCs). Planning applications will be seen as opportunities to improve links between designated active travel and leisure routes, areas of public open space as well as sports, leisure and community facilities. Options to create or enhance such links must be fully explored as part of the planning application process.

Transport and Utilities Proposal 3

Applications that seek to re-establish or improve the route of the former railway line (Ramsey to Peel, St Johns and Foxdale) for public access and use, whether for active travel or leisure purposes will be supported provided that such proposals comply with other proposals in this Plan. Surface treatment must be appropriate for all users.

Transport and Utilities Proposal 4

All numbered sites identified on the Maps involving development must include a Travel Plan as part of the planning application which sets out a strategy and practical approaches to deliver of the transport objectives set out in this plan. Travel Plans must demonstrate how delivery is to be achieved and how it is to be

updated over time. Consideration must be given to the provision of cycle parking and changing facilities as part of development proposals.

Transport and Utilities Proposal 5

The Infrastructure Constraints Map 1aN sets out Safeguarding Zones that are required to protect the future use of Jurby airfield for a potential national airport. No development will be permitted in these zones that would prejudice this use. As these areas are three-dimensional, consultation with the Department of Infrastructure (Airport Division) is essential prior to any approval being granted for development within these zones.

Part 2: Utilities

10.9 Energy, Water and Telecommunications

- 10.9.1 This section focuses on energy, telecommunications, water supply, disposal of surface water and waste water (sewage treatment).
- 10.9.2 By way of background, Manx Utilities is responsible for providing electricity, natural gas and clean water and the processing of waste water across the Isle of Man. Manx Utilities is key in the delivery of reliable clean energy and it's important to note that this Plan, whilst starting to embrace new approaches in preparation for energy and heating transition, will not fully deliver a full decarbonisation approach through its Proposals. The Strategic Plan is the ideal place to set out updated and new 'strategic' planning policy in response to climate change. All Government Departments are currently working on Strategies to respond to climate change including measures to allow full transition to reliable clean energy and renewable heating etc.
- 10.9.3 There are around 43,000 homes on the Island and the majority are still heated using fossil fuels – mainly oil and gas. Manx Gas supplies both natural gas and Liquefied Petroleum Gas (LPG) to domestic customers and business across the Island. The Climate Change Act 2021 is clear in that no fossil fuel heating systems can be installed on or after 1 January 2025.
- 10.9.4 There are two telecommunications operators on the Island: Manx Telecom (both fixed and wireless networks) and Sure (wireless). Other operators with retail-only services lease network capacity from those with physical network infrastructure. There are a number of transmitter sites on prominences such as Lhergy Frissell and Peel Hill which play a vital role in the delivery of wireless networks. These key sites have been identified on the Infrastructure Constraints Map.

10.9.5 **Network Capacity Issues - Waste water/sewage treatment and water supply**

- 10.9.6 The servicing of Peel by improved sewerage and the provision of a secure water supply for Jurby were identified as matters of concern in the early stages of the plan process. The amount and timing of any new development in these two locations is clearly linked to appropriate infrastructure and the right services being in place. Manx Utilities has undertaken an assessment of alternative sites and solutions for the dealing with foul water/sewage and Cabinet Office supports the findings of the work which was instigated following the refusal of PA 19/00462/B at the site of the former Glenfaba House.
- 10.9.7 In terms of identifying and addressing network capacity, new development places different demands on water and sewer services, electricity demand, telecommunications and of course legal connections to the road network. The sites specifically allocated in this plan can in principle be adequately serviced but where appropriate development will be phased or be conditional on services being operational. The onus will remain on all applicants to demonstrate that sites can be adequately serviced and that Infrastructure providers have all the information required to assess network impacts and requirements properly.
- 10.9.8 In many cases this will be a simple exercise, but in the case of Peel, where constraints in relation to sewage treatment are known and likely to remain until the issue is resolved, demonstration of an acceptable solution will be vital for any development in the intervening period between the date this Plan becomes operational and a permanent solution for sewage treatment coming online.
- 10.9.9 There is limited new development proposed in this Plan over the plan period but small scale development may take place within the settlement boundary of Peel (as well as other settlements) which will need careful monitoring via the application process and there will need to be a proportionate response.

Transport and Utilities Proposal 6

Sewage and wastewater treatment in Peel and the leachate from the Raggatt shall be dealt with ~~by~~ at a new Regional Sewage Treatment Works (RSTW) facility. The preferred site for a Sewage Treatment Works is PE003 (Part B) identified on Map 6. Main vehicular access to the site must be via Glenfaba Road. No other development will be permitted which would harm the ability of the preferred site to be used for these purposes.

As part of any application, all possible alternative sites in the local area shall be identified and explanation provided as to why these sites are impracticable.

All aspects of the design and siting, including highway access and egress as well as the impacts on residential amenity, the environment and biodiversity, as well as all landscaping and proposals for mitigation shall be considered alongside the potential benefits of a new Sewage Treatment Works and considered as part of a detailed planning application. All planning applications must take into account the following Development Brief.

Development Brief	
Site Number	PE003 (Part B)
Site Name	Land west of Glenfaba Road, Peel – field nos. 311836, 311835, 311785, 315179
Site Size	6.74 ha (gross) 5.87 ha (net)
See Map	6
Land Allocation in the Draft Plan	Civic, Cultural or Other Use

Development Brief Points (may to be refined after public inquiry consultation)

1. **The land allocation on this site allows for the buildings and other works associated with a new regional sewage/wastewater treatment works.**
2. **An Environmental Impact Assessment must be carried out and any subsequent Report must form part of the planning application.**
3. **Any application should include details of how the development will address/mitigate for any issues which are recognised in the EIA which could include:**
 - **Odour emissions and how these are to be monitored and dealt with**
 - **Dust emissions**
 - **Archaeology**
 - **Flora and fauna including legally protected species under the Wildlife Act 1990.**
 - **Ecology**
 - **Biodiversity**
 - **Lighting**
 - **Hours of operation**
 - **Silt management**
 - **Aquatic invertebrates**
 - **Trees**
 - **Hydrology**
 - **Anthropogenic activities**
4. **An Ecological Impact Assessment may be required following the scoping stage of the EIA and applicants shall consult with DEFA on this matter.**
5. **Any application should include (or demonstrate how it is going to provide ahead of any part of the scheme being taken up):**
 - i. **A Construction Environmental Management Plan,**
 - ii. **A Traffic Management Plan,**
 - iii. **A Construction Management Plan and**
 - iv. **A Biodiversity Enhancement Plan.**

6. **Should there be any identified impact on trees within Registered Tree Area RA0531, an Arboriculture Method Statement must be submitted with the application or prepared and agreed as part of any conditions of approval.**
7. **Landscaping plans must accompany any detailed planning application with particular reference to:**
 - **Views from PROW 362 (Heritage Trail) that must be sensitively screened should any part of the development be visible from a height of 1.6M.**
 - **Existing hedgerows which must be protected during construction and retained where possible with a suitable buffer. Should removal be unavoidable and in order to ensure there is no net loss of biodiversity, mitigation advice should be sought from the Department of Environment, Food and Agriculture's Ecosystem Policy Team.**
8. **Access should be from the Glenfaba Road.**

10.10 Surface Water Drainage

10.10.1 Drainage and the management of water flows is an important constraint on development throughout the plan area. Undulating landscapes and historical uses of land, together with climatic conditions contribute towards what can be a significant effect on some properties.

10.10.2 These effects must be managed appropriately and with the intention of minimisation of effect on neighbours, the natural environment and public assets being paramount at all times.

Transport and Utilities Proposal 7

In order to respond to the increasing risk of flooding in terms of stormwater and overland flow on new developments, neighbouring properties and surrounding catchments, applications shall, where the scale of development warrants, demonstrate that consideration has been given to the use of Sustainable Drainage Systems (SuDS) in the development design. Benefits of SuDS include being able to:

- a. **Protect and enhance natural water systems while controlling and minimising effect on neighbouring properties;**
- b. **Integrate stormwater treatment into the landscape;**
- c. **Protect the quality of water;**
- d. **Reduce run-off and peak flows; and**
- e. **Minimise drainage and infrastructure costs.**

10.11 Water Supply

- 10.11.1 The Isle of Man Fire & Rescue Service has advised that the current water supply network in Jurby may not be able to supply sufficient volumes of water from existing hydrant main connections to fight a large scale industrial or warehouse type fire. As a result, Manx Utilities recently commissioned a feasibility study to consider options available for improving water flow and pressure for firefighting purposes within Jurby. The aim was to consider options to improve reliability, resilience and capacity of water supplies in Jurby to support future residential and commercial development in the area.
- 10.11.2 The best option concluded by the study was that there was a need to construct a new Service Reservoir with integral pumps, supplied by a new 2km, 180mm diameter water main from Sandygate to Jurby. ~~Planning approval for the development of a Service Reservoir in Jurby was secured in November 2023⁴⁰ While the Design Stage of the new reservoir is in its early phase, the.~~ This principle of the scheme is supported by the Area Plan as it will clearly add resilience in the future supply of water to residential and commercial customers within Jurby as well as increased water flow and consistent pressure to the Isle of Man Fire and Rescue Service. ~~Existing reservoirs include Ballure and Sulby. It is important to protect the water catchments of these assets.~~
- 10.11.3. ~~Existing reservoirs include Ballure and Sulby. It is important to protect the water catchments of these assets.~~

Transport and Utilities Proposal 8

~~Subject to detailed planning approval being approved, the principle of The development of~~ a service reservoir in Jurby is supported.

Transport and Utilities Proposal 9

Any application within the settlement boundary of Jurby must, as part of that application, demonstrate that the development would have sufficient access to water for firefighting purposes. The long term solution to water supply issues in Jurby is to be addressed by the provision of a new Service Reservoir supplied by a new water main from Sandygate. Once works have begun on this new project, applications may by planning condition, be required to connect to this reservoir. Until this time however, applications must address the water supply issue via alternative solutions which could include appropriately positioned and designed storage tanks which take into account the existence of other storage tanks, temporary or otherwise, in the Jurby area.

Transport and Utilities Proposal 10

No development will be permitted which would adversely affect the water supply catchments of Ballure & Sulby reservoirs identified within the blue dashed line within the Infrastructure Constraints Maps (1b).

⁴⁰ Planning Application [23/00988/B](#) was approved by DEFA in November 2023.

10.12 Supporting the decarbonisation of the energy network

- 10.12.1 The Climate Change Act 2021 commits the Island to achieve net zero by 2050 and as part of an interim target, by 45% reduction by 2035. Changing how energy is generated and how our homes are heated is a major component to this reduction.
- 10.12.2 It is likely that a change in energy mix with a greater focus on solar, wind, biomass or an 'interconnector' to a neighbouring jurisdiction or any combination of the aforementioned will be influential in reaching this goal. Nearly all of these alternatives will have a spatial element meaning there will be an associated land requirement and almost certainly a need to balance competing economic, social and environmental objectives. Depending on what is being proposed, there will be different issues and challenges to balance.
- 10.12.3 It is important to recognise that not all of the strategic policy changes required to deliver wide-scale green energy solutions can be achieved through the North and West Plan. Such strategic policy change will be delivered via the Isle of Man Strategic Plan Review and possibly through utilising the planning mechanism National Policy Directives (NPDs); these can define the strategic planning policy position on an issue at those times when there needs to be new statutory guidance more readily available that has the ability to override the Strategic Plan.
- 10.12.4 The Climate Action Plan 2022 to 2027 (due to go before Tynwald) is committed to developing a Low Carbon Energy Strategy, and a Renewable Heating Strategy to investigate deployment of low-cost renewable generation such as wind or solar in accordance with grid capacity. Importantly for the grid, there is a need to balance renewables such as solar and wind because they are not available all of the time. It is also important that there is network resilience and security: there are different requirements if MUA is the operator of renewables compared to private enterprises wanting to connect to the grid. Proper assessment is necessary for the best achievable delivery plan. The Action Plan sets out the need to look into various feasibility studies including the potential for: an additional interconnector(s) for electricity, sustainable biofuel, an offshore windfarm, and a trial district heating scheme.
- 10.12.5 In summary, given the various workstreams that are currently looking into the best strategies going forward, including the Manx Utility work examining options for **small scale** renewable projects including solar trial areas, it would be premature to identify specific sites for wind turbines or solar arrays in this Plan with the exception of 'trial areas' which are supported for solar arrays on named sites in this Plan. **Cabinet Office acknowledges that one of the two shortlisted sites for a 20MW windfarm was in Sulby and Druidale, noting that the site it is not being progressed at this time.** The allocation of sites, other than temporary trial sites, would risk being out of step with imminent work which is looking at Island-wide solutions. So while green energy production may have a part to play in the Plan Area in the future, particularly given the flat terrain of the Northern Plains, this Area Plan is limited in its ability to select specific sites.
- 10.12.6 Given the willingness to transition to green energy and heating solutions, applications may come forward over the lifetime of the Plan. With this in mind the following Proposal has been prepared.

Transport and Utilities Proposal 11

Ahead of approval of the Low Carbon Energy Strategy, the Renewable Heating Strategy and any subsequent delivery plans which can then be formally recognised in Strategic Planning Policy, this Plan supports the principle of:

- 1. Trial solar array installations in the Plan Area as part of the Island's transition to renewable and low carbon energy. Elements of such trial schemes including the location, size, scale and length of trial must be considered via a detailed application which must demonstrate the need for the scheme and how it relates to the Climate Action Plan. Sufficient environmental information must accompany any application. Possible trial sites could include Government/**MUA-Manx Utilities Authority** sites at: i. Balladoole (Site LC001) and ii. Sub-station off Clenagh Road, Sulby (Site LC002).**

- 2. Proposals for a second Interconnector landing substation site at Balladoole (LC002) subject to a clear demonstration of need and how it relates to the Climate Action Plan. An EIA will be required as part of any application for an Interconnector.**

10.13 The High and Intermediate Pressure Gas Pipeline

- 10.13.1 The High Pressure Gas Pipeline runs from Glen Mooar on the west coast to Pulrose Power Station in the east. The Intermediate Pressure Pipeline forks off at Glen Mooar to supply Peel, Kirk Michael, Ballaugh and Ramsey with Natural Gas. Both pipelines are shown on the Constraints Map.
- 10.13.2 The High Pressure Gas Pipeline contains gas at 90 bar pressure and it is vital that any proposals for development take account of this constraint to protect the integrity of the infrastructure and public safety.

Transport and Utilities Proposal 12

To accord with best practice, any applications judged to be in the vicinity of the High Pressure or Intermediate Pressure Gas Pipeline which would potentially affect it, all such applications shall be referred to the pipeline owner, Manx Utilities to ensure that the safe operation and maintenance of the network is in no way prejudiced.

10.14 Electronic communications networks and services

- 10.14.1 The general goal of the Digital Strategy is to ensure business connectivity and an enhanced provision of local community facilities and services where practical and appropriate through the expansion and development of the existing infrastructure and networks across the Island. This includes radio networks (TETRA, 4G and possible 5G telephone and data services and point-to-point data links) as well as fixed networks (copper, co-axial and fibre-optic cable networks).

- 10.14.2 As technologies are constantly evolving, it is neither possible nor appropriate to determine or predict a certain physical location of much of the network infrastructure. What works for one type of network will not work for another. However, it is recognised that certain provision of high quality reliable electronic communications networks and services are essential to the economic connectivity and vibrancy of the Isle of Man.
- 10.14.3 In recent years a number of Town and Country Planning (Telecommunication) Development Orders have attempted to widen and clarify permitted development rights for operators. The orders provided for planning approval for some types of development and set out 'prior approval' processes for others. Work on a further Order is underway to make changes to the existing permitted development rights.⁴¹

Telecommunications Proposal 1

For new development in the North and West, planning applications must demonstrate where practical and appropriate to do so, that:

- a. Fibre optic cables can be directly provided to any new dwelling or premises.**
- b. The installation of all necessary electronic communications structures including masts and/or other apparatus are factored in at the start of the design process to avoid disruptions later on once a development is occupied or in use.**
- c. Design schemes have examined the possibility of installing masts/equipment which are being capable of hosting equipment from more than one operator.**
- d. The proposal has taken into account radio networks in particular those used by the emergency services (TETRA).**

Part 3: Minerals and Waste

10.15 Transport and Utilities (Part 3) - Minerals and Waste

- 10.15.1 The Isle of Man is predominantly self-sufficient and does not heavily rely on the import of minerals and aggregates for construction and highways maintenance. As an Island with a finite supply, it is necessary to be efficient in the use of on-Island supplies, cautious in allowing development that would prejudice their working and positive in the promotion of the use of secondary aggregates wherever possible.
- 10.15.2 The Mineral sites within the North and West that contribute to primary aggregate sales and future reserves are:
- Point of Ayre (Sand and Gravel)
 - Ballaharra Quarry (Sand and Gravel)
 - Poortown Road Quarry (Hard Rock)

⁴¹ The Draft Town and Country Planning (Telecommunications) Development (Amendment) Order 2022 was published in May 2022.

10.15.3 Two other quarries exist in Garff, the Dhoon (Hard Rock) and Dreemskerry (Hard Rock). While not currently being worked, these are valuable reserves that should be retained and protected for such future use until otherwise declared unworkable by the Department of Environment Food and Agriculture.

Minerals Proposal 1

For the Mineral Sites identified in this Plan (shown on Constraints Map 1b), whether currently worked or not, Consultation Zones are proposed based on the following distances:

- **Sand and Gravel or where blasting is not required - 300M**
- **Hard Rock or where blasting is required - 500M**

These distances, which shall be measured from the edge of the site apply to:

- 1. Point of Ayre (Sand and Gravel);**
- 2. Ballaharra Quarry (Sand and Gravel); and**
- 3. Poortown Road Quarry (Hard Rock)**
- 4. Dhoon (Hard Rock); and**
- 5. Dreemskerry (Hard Rock)**

Minerals Proposal 2

Within the Consultation Zones defined in Minerals Proposal 1, there will be a presumption against any development for purposes in which vulnerable members of the public would be present, including housing, education, medical establishments or any other use that could prejudice or in some way hinder the working of the available Minerals present unless it is demonstrated that it would not have this effect and is otherwise acceptable.

Minerals ~~Policy~~ Proposal 3

Land surrounding mineral sites and within the Mineral Consultation Zones may be required for water retention ponds or other engineering works to facilitate safe operation of the site. Applications for such ponds or works will be determined in accordance with the Strategic Plan and other Proposals in this Plan.

Minerals Proposal 4

Any applications to extend or develop existing mineral extraction sites must demonstrate that consideration has been given to how the entire site can be remediated to allow the restoration of the whole site at the end of their operational lifespans. Remediation schemes must show how the nature conservation/ecology interest of the site can be preserved and/or enhanced over time.

10.16 Waste

- 10.16.1 ~~The 'Isle of Man Waste Strategy 2018, prepared by the Department of Infrastructure, sought to reduce the amount of waste sent to landfill. To that effect, much of the Island's domestic waste is incinerated at the Energy from Waste Plant in Braddan or processed for recycling or reuse either on or off Island.~~
~~Isle of Man Waste Strategy 2018, prepared by the Department of Infrastructure, sought to reduce the amount of waste sent to landfill from 25% to 5%. To that effect, much of the Island's domestic waste is incinerated at the Energy from Waste Plant in Braddan or processed for recycling or reuse either on or off Island.~~
- 10.16.2 ~~Of the non-incinerable waste that is inert such as glass and road planings (only when free of coal tar) these can be suitable for recycling as secondary aggregates.~~
~~the non-incinerable waste that is inert such as glass and road planings these can be suitable for recycling as secondary aggregates which reduce the need for primary aggregates~~ in construction uses.
- 10.16.3 In Peel, there is a recognised issue with silt that builds up in the Peel Marina. This is currently being dealt with via an existing planning approval whereby the silt is set out in a lagoon (for onward disposal) on the area of industrial land on the level area between Mill Road and Glenfaba Road. This Plan recognises in Waste Proposal 1 that there is no immediate end date to this activity. ~~The Department of Infrastructure may pursue this use on a permanent basis and therefore this Plan recognises in Waste Proposal 1 that there is no immediate end date to this activity.~~

Waste Proposal 1

This Plan supports the continued use of Field 315179, Ballaterson Farm, Peel - which is allocated for Industrial Use - for a contractor's area, lagoon and pipelines in accordance the Planning Approval for PA 18/01293/B which relates to silt from the Peel Marina. Once decommissioned, the land shall revert to Industrial Use. There is no assumption that, as a result of the temporary approval, it sets a precedent for the use of this area for Special Industrial Uses.

This Plan allocates an area of Industrial land to the south of Field 315179. Any application to expand the uses approved on Field 315179 into this area will need to demonstrate need for such use and to take into account the findings of an Environmental Impact Assessment. Any application will need to take into account the conditions attached to PA 18/01293/B which may equally apply to any new or expanded area as it did Field 315179.

Waste Proposal 2

This Plan supports the retention of Rockmount as a waste facility (which allows for non-hazardous silt deposits) and that this plan supports the continued use of the site for storage and monitoring of dredged material from Peel Marina subject to the necessary approvals being in place.

Waste Proposal 3

This Plan supports the retention of Wrights Pit North as a waste facility (for construction waste and other hazardous materials) and notes the extension of planning approval for operations and restoration plans to 31st December 2030.

~~**This Plan supports the retention of Wight's Pit North as a waste facility (which allows for non-hazardous silt deposits) and notes the extension of planning approval for operations and restoration plans to 31st December 2030.**~~

11 Employment

11.1 Introduction

- 11.1.1 This Chapter addresses the issue of employment land and focuses on the requirements for industry and offices. This may include light, general or special industrial land, research and development or storage and distribution type uses depending on the processes and uses taking place.⁴²
- 11.1.2 Our Island Plan 2021 to 2026, ~~together with the Isle of Man Economic Strategy states under the goal of a “strong and diverse economy” that the aim is to “support and provide the right conditions for development, diversification, growth and opportunity for the Island’s economy and business sectors.”~~ aims to “develop a strong and diverse economy, which is sustainable, ambitious and built on firm foundations to provide economic success, rewarding career opportunities and prosperity which positively impacts all residents on the Isle of Man”. This recognises the need to “consider how our Climate Change commitments can inform and positively influence economic growth, opportunities and stability over the long term.”⁴³
- 11.1.3 The Service Centres of Ramsey and Peel both have established areas of employment land within their settlement boundaries. In Peel, a large amount of employment land is situated between Patrick Road and the River Neb. This area comprises Mill Road Fish Yard as well as a number of industrial units adjacent to Peel Power Station. The existing Local Plan also shows a 1.3 ha of industrial area to the east of Ramsey Road on the northern edge of the town. The building on the site and land has been unused/underused for a number of years and is considered better suited – via this Plan - to being subsumed within the wider predominantly residential area.
- 11.1.4 In Ramsey, there is some employment land on the banks of the Sulby River. This includes land at Gladstone Park, Riverside Industrial Estate and Station Road. Ramsey is also home to a working shipyard which supports the maintenance of sea-going vessels as well as various other marine engineering activities. Ramsey and Peel both have working harbours which form a key part of the local economic infrastructure, in-turn, supporting the Island’s fishing industry. Both harbours are also key access points for the distribution of heavy goods.
- 11.1.5 Several of the smaller settlements within the North and West also contain areas of employment land. These areas include: the Jurby Industrial Estate, Andreas Airfield, Kelly’s Industrial Estate in Kirk Michael, the Clock Tower Industrial Estate in Foxdale and land at Kella Mill in Sulby.
- 11.1.6 Area Plan proposals and land allocations can contribute to the economic growth of the Island. Key to facilitating this economic growth is an understanding of specific land-use requirements (need) and an appreciation of particular demands from a business perspective – both of which must be informed by a clear, long-term vision. Pursuant of providing such an over-arching vision, Our Island Plan, in tandem with the Isle of Man Economic Strategy

⁴² Town and Country Planning (Use Classes) Order 2019 - SD2019/0392

⁴³ Our Island Plan: Incorporating the delivery of the Economic Strategy, January 2023 (GD No. 2022/0095)

sets the economic ambition for the Island.

- 11.1.7 This Chapter and its Proposals and Recommendations build on the findings of several studies/strategies into the existing provision of, and short term future demand for, employment land across the North and West of the Island. ~~Establishing the clear longer term vision will be aided by the incoming Economic Strategy which will filter through to planning policy via strategic policy review and update of local area proposals.~~
- 11.1.8 Following the peak of the Covid-19 pandemic, Government commissioned a number of Reports which have helped to clarify the current economic situation seeking to identify challenges and opportunities, many of which have been reflected in Our Island Plan. ~~It is important to recognise that the proposals in this plan do not attempt to project land requirements beyond the plan period. Future Strategies are still being developed and it would be premature to identify land for significant employment uses and types beyond 2026 as part of this plan.~~

11.2 Strategic Plan Implementation

- 11.2.1 The Isle of Man Strategic Plan 2016 sets out high-level policies for the economic development of our Island, aiming to achieve a diverse mix of employment opportunities.⁴⁴ Unlike housing, there is no overall figure/amount of employment land need specified and thus no breakdown for local area provision. Each Area Plan response is therefore based on available and relevant data.
- 11.2.2 When it came to the Area Plan for the East, there was much debate at the Public Inquiry regarding the employment land needs and arguments were presented as to what the specific needs were in terms of hectareage. The Employment Land Review 2017 (ELR), as updated, was the key evidence document relied on by Cabinet Office and counter evidence was presented to challenge the figures. The approach adopted by both the Inspector and the final Area Plan was to allocate an area significantly larger than the Employment Land Review stated was needed. Clear phasing and sequencing of development was set out in specific Development Briefs which served to hold back on the immediate release of some land.
- 11.2.3 Since the approval of the Area Plan for the East by Tynwald in 2020 there has been no update to the ELR. ~~For this Plan, Cabinet Office has commenced an internal review of the findings of the Employment Land Review and has worked closely with the Department for Enterprise to compliment workstreams already underway in the Department. Additionally, up to date employment statistics from Statistics Isle of Man, stemming from the 2021 census have been provided to complement existing data. Cabinet Office has also undertaken an reliance has been placed on an internal review of need taking into account the views of the Department for Enterprise, the Strategies undertaken in the last two years, quarterly economic statistics and the~~ assessment of sites suggested for development including the likely best sites for employment uses in the short to medium term. Site specific Proposals take account of the Island Spatial Strategy, market-based evidence on the supply of, and demand for different types of employment land, as well as the availability of existing employment sites; their opportunities and their constraints.

⁴⁴ See Chapter 4 Strategic Policies and Chapter 9 Business Policies, Isle of Man Strategic Plan

- 11.2.4 The Isle of Man Strategic Plan states “the growth of employment opportunities throughout the Island will be encouraged provided that the development proposals accord with the policies of this Plan” (Business Policy 1). This support is conditional that said growth has regard to: “scale, which should be appropriate to the area; the availability of public transport links; the proximity to labour; and the availability of water, sewerage and other utilities” (Business Policy 2). The Strategic Plan also states that “major employment-generating development should be located in existing centres on land zoned for such purposes” (Strategic Policy 6).
- 11.2.5 Due to their respective population sizes, public transport links, utilities provision and working harbours, Peel and Ramsey are identified as locations where employment land development should be focused in the North and West⁴⁵ but there is recognition of i. smaller-scale development in Service Villages and Villages, and ii. opportunistic development which has evolved over time outside of traditional ‘industrial land’ allocations.
- 11.2.6 Jurby - a Service Village – is identified specifically for regeneration in the Strategic Plan and, as a recognised ‘Major Employment Area’, this is fully reflected in the land allocations on Map 9 and in the written Proposals in this Plan.

11.3 Area Plan objectives for the provision of Employment Land

- i. Plan Objective 1:** To support the growth of employment and to provide opportunities for industry, research and development, storage and distribution and office sectors.
Plan Outcome 1a: Sufficient and appropriate sites are available to ensure a supply of sites for employment development up to 2026, allowing for phased release where appropriate.
- ii. Plan Objective 2:** To retain opportunities for employment land unless there is evidence that such land could be put to a different and more appropriate use.
Plan Outcome 2a: Land which is good quality and in the right location is protected.
Plan Outcome 2b: Occupancy levels increase and prevalence of vacant sites decreases.
Plan Outcome 2c: Key redundant sites identified as part of wider regeneration schemes.
- iii. Plan Objective 3:** To focus employment uses in Peel and Ramsey, but recognising opportunities/consolidation of uses in Jurby (Major Employment Area) and more informally arranged historic growth on Andreas Airfield **as well as additional land adjacent to existing employment uses adjacent to the Clocktower Industrial Estate in Foxdale.**
Plan Outcome 3a: Employment land is serviced by existing infrastructure and in close proximity to areas where people live which are accessible by public transport and by employees travelling actively.
Plan Outcome 3b: Areas of industrial use not currently zoned for such uses are regularised by new allocations where appropriate. This will help in sustainable and more ordered development, more consolidated in nature and less sporadic including a better ‘mapped’ understanding of plans for Jurby.
- iv. Plan Objective 4:** To consider any needs for general and special industry in the Plan

⁴⁵ Paragraph 9.2.2 – Isle of Man Strategic Plan

Area and the specific spatial needs associated with such uses.

Plan Outcome 4a: All industrial type land uses are planned for within the plan period and land is safeguarded as necessary for the future.

- v. **Plan Objective 5:** To acknowledge the North and West may provide suitable locations for emerging industries for instance cannabis growing and processing which may come to play a greater role in the Island's employment mix in years to come.

Plan Outcome 5a: No specific allocations or protection of land for such uses.

11.4 Assessment of Employment Land Requirements

11.4.1 The Employment Land Review (ELR) in 2015 sought to provide a comprehensive picture of the need for and provision of employment sites and premises by area and sector based on projections of future number of jobs. It was updated in 2017. It looked at:

- Manufacturing (including the production of food and beverages)
- Office (E-gaming, ICT, Banking, Insurance, Fiduciary and Professional Services); and
- Warehousing and Distribution

11.4.2 The ELR calculated that the total requirement for Employment Land (manufacturing, distribution & warehousing and office) was 1.86 hectares (ha) in the North and West (from 2014 – 2026).

11.4.3 To account for 'choice or churn', an over-allocation of 50% was applied which increased the 'need' figure to 2.79 hectares. **The ELR calculates employment land need in the North and West from 2014 to 2026 and therefore, any employment land development undertaken since 2014 'counts' towards supply.** Since 2014, a total of **0.81.22** hectares in Jurby has been developed, and on this basis the outstanding need or residual 'target' **based on the ELR is 1.57 99** ha to 2026.

~~11.4.4 An assessment of land available suggests that the development of existing designated industrial land within existing settlement boundaries could provide 3.06 ha thus meeting and surpassing this target based simply on the figures. It is recognised however that it's important to factor in the characteristics and size of the individual pockets of land/buildings available and how attractive they are to the current market.~~

~~11.4.5 The paragraphs and Proposals below do not allocate additional land for employment development outside of the settlement boundaries. However, they do recognize industrial type uses on sites that, while falling outside existing defined settlements, nevertheless contribute to broad land 'supply'.~~

11.5 Emerging data – re-assessing employment land requirements in the North and West

11.5.1 The findings of the Employment Land Review do not properly align with the Island Spatial Strategy, or the status of Jurby and Ramsey as major employment and regeneration areas. Additionally, Cabinet Office have identified limitations in the ELR's data collection which resulted in an underestimation of growth in some sectors whilst overestimating growth in others.

11.5.2 In formulating an approach to employment land proposals for the North and West, Cabinet Office has undertaken a focused internal review of the findings of the ELR, and has used the latest quarterly employment statistics to determine an appropriate figure as follows:

- i. The Employment Land Review calculates the demand for employment land (manufacturing, distribution & warehousing and out of town office) from 2014 – 2026 and produces a combined figure for the North and West of 1.86 hectares. However, the ELR distribution is not properly aligned with the Island Spatial Strategy (N&W 30%) and the major employment and regeneration areas of Jurby and Ramsey, the commercial port of Peel or other opportunities available in the North and West. Rather, the ELR uses the responses data received via a survey to draw conclusions.
- ii. A significant under estimate of employees within the Manufacturing sector was made as measured on average of the last four quarters (Table 6: Private Sector –Office Based Employment).
- iii. This figure does not allow for choice or churn and therefore an element of over-allocation is required, 35% is proposed, and additional uplift proportional to the North and West's combined regional distribution percentage is also proposed to address the aforementioned shortfall in the employment estimates, giving a figure of **12.11 hectares**.
- iv. Sites have been identified as being developed since 2014, giving a total of 1.22 hectares and a **residual target of 10.89 hectares**.

11.5.3 This approach has been adopted with the acknowledgement that the lifetime of the Area Plan for the North and West will, in all likelihood, last beyond the end of the Plan period. In doing this, Cabinet Office have aimed to provide adequate employment land opportunities in the medium term as a buffer to accommodate need as this Plan transitions to the All-Island Area Plan after 2026. The approach supports the aims of Our Island Plan which aims to create and fill 5,000 new jobs across new, enabling and key sectors by 2032. In addition to this, Cabinet Office acknowledges that the North and West may provide suitable locations for the future development of emerging industries which, may include but are not limited, to medicinal cannabis.

11.6 Broad assessment of employment land supply

11.6.1 The following table describes the current employment land supply which is relevant to be factored in as contributing to the revised target of 10.89 ha. For completeness, the table includes new land allocated 'industrial' in this Plan, vacant office buildings and other long term vacant sites.

Table 10. **Employment land supply that will count towards supply set out in the Employment Land Review 2017**

Site location	Settlement	Proposed land use	Overall Size (ha)	Description (vacant land or buildings)	Available Supply (ha)
Town Centres⁴⁶ and Mixed Use Areas: Vacant Offices and key vacant sites					
Former car Showroom 26 West Quay	In Ramsey	Mixed Use In Transition Zone	0.23	Vacant (former garage)	0.23
Former IoM Bank, Main Road, Kirk Michael	In Kirk Michael	Mixed Use	0.08	Vacant office building	0.08
Total area available on edge of Town Centres and in Mixed Use					0.3
Industrial Land					
Gladstone Park	In Ramsey	Predominantly Industrial	0.33	Undeveloped parcel of land	0.33
Jurby Industrial Estate	In Jurby	Predominantly Industrial	15.13 18.63	Partially developed with landscaping	2.38 5
Andreas Airfield Industrial Units	Outside Andreas	Predominantly Industrial	7.48	Mix of repurposed and modern units	1.47 6.56
Kelly's Industrial Estate	In Kirk Michael	Predominantly Industrial	0.3	Vacant field	0
Clock Tower Industrial Estate	In Foxdale	Predominantly Industrial	2.79	No development but used for car sales and existing workshops	0
Land at Kella Mill	In Sulby	Predominantly Industrial		Natural vegetation within a flood risk area	0
Total Area Available For Industrial Uses					4.18 29.53
Total Employment Land Available that contributes to 2.79 10.89 ha 'needed'					4.5 11.89

11.7 Potential development Areas

- 11.7.1 As set out in the Objectives, the Plan is committed to protecting existing employment areas which have been zoned in purple on the Proposals and Inset Maps.
- 11.7.2 In terms of specific strategy work undertaken, the Jurby Initiative 2018 supports further residential development, with planning approval having recently been granted on the former ~~Army-RAF~~ Camp for 21 dwellings north of the Ballameanagh Road and seeks to attract new businesses and grow industry. This Plan supports the broad goals of the

⁴⁶ Including Transition Zones for Ramsey and Peel (Maps 5 and 7)

Initiative and the land allocations reflect this.

11.8 Employment Proposals

11.8.1 The Employment Proposals seek to promote the development of those sites within existing Settlement Boundaries first and in drafting the following proposals, regard has been had to the Employment Land Review, Government Quarterly Economic Reports and published strategies.

Employment Proposal 1

The development of the following site (RM001 part) will be supported for the following uses only: light industrial, research and development, storage and distribution; office accommodation (subject to compliance with Strategic Plan Business Policy 7); or retail outlets (subject to compliance with Strategic Plan Business Policy 5).

Table 11 – Employment Proposal 1

Area	Site No. used in Draft Plan	Size (Ha.)	Net Employment Development (Ha.)	Contribution to land supply (Ha.)
Undeveloped land at Gladstone Park Industrial Estate	RM001 (part)	0.33	0.33	0.33
TOTAL		0.33	0.33	-0.33

Employment Proposal 2

The development of Site JE001 and field 124728 will be supported for the following uses: light industrial, general industrial, research and development, storage and distribution and HGV parking. JE001 is not, for the purposes of this Plan, recognised as a Business Park for Corporate Headquarters as defined in Business Policy 7 of the Isle of Man Strategic Plan. No retailing (bulky goods) will be permitted. All applications shall have regard to the Development Brief - Site JE001.

Table 12 – Employment Proposal 2

Area	Site No. used in Draft Plan	Size (Ha.)	Net Employment Development (Ha.)	Contribution to land supply (Ha.)
Jurby Industrial Estate	JE001	15.13	3.77	2.38
TOTAL		15.13	3.77	2.38

Development Brief - Employment Proposal 2

Development Brief Points – Site JE001 and field 124728

1. Any new planning applications for the development of the Jurby industrial estate and field 124728 North of Jurby Road must either:
 - a. Be accompanied by a Master Plan which relates to the entire area covered by the 'Jurby Initiative' or
 - b. Set out how it relates to the published Jurby Initiative with an explanation as to why the submission of a Master Plan is not practicable.
2. The Master Plan referred to in 1.a. above must demonstrate clearly how Jurby will be developed in the short term (up to the end of the plan period in 2026) and in the medium term (over the next 10 years) providing a phasing schedule to enable the proper monitoring of activity and delivery of the various proposals intended for Jurby. It shall show:
 - a. An up to date plan of all existing land uses and buildings;
 - b. All spatial elements including the overall distribution and location of different industrial use types, open spaces and structural landscaping, roads, access and parking arrangements.
3. All applications that include a Master Plan must describe the contribution that that application will make to employment land supply or other uses.
4. There must be no net loss of biodiversity.
5. Development proposals which are likely to have a significant effect on the environment will need to be accompanied by suitable environmental information. Given that there is an ASSI adjacent to the site and residential development relatively close to the industrial estate, there may be a requirement for an Environmental Impact Assessment. Any exercises into the screening and scoping exercises associated with an EIA should be discussed with DEFA.
6. A travel plan, which includes provision for Active Travel – demonstrating how sustainable transports objectives are to be attained, will form a part of any planning application.

Employment Proposal 3

The development of site PTE001 will be supported for the following uses: light industrial, general industrial, storage and distribution uses; office accommodation (subject to compliance with Strategic Plan Business Policy 7); or retail outlets (subject to compliance with Strategic Plan Business Policy 5).

Employment proposal 3

Area	Site No. used in Draft Plan	Size (Ha.)	Net Employment Development (Ha.)	Contribution to land supply (Ha.)
Clock Tower Industrial Estate, Foxdale	PTE001	2.79	?	?
TOTAL		2.79	3.77	2.38

11.9 Existing industrial types developments outside of existing settlement boundaries

11.9.1 This Plan recognises existing employment and retail uses which fall outside existing settlements which have none the less developed incrementally over time. This includes industrial uses in Andreas, as well as the retail uses at Tynwald Mills. This is reflected on the relevant Maps as predominantly industrial (Andreas) and predominantly retail (Tynwald Mills).

Employment Proposal 4:

Site AE001 – Andreas Airfield supports light, general or special industrial, research and development, or storage or distribution, HGV parking and other compatible 'sui generis' uses⁴⁷ (i.e. not falling within a defined use class) that would otherwise be unacceptable in or adjacent to residential areas. Any application must provide an annotated location plan to describe nearby uses and buildings to provide a context for any new applications.

11.10 ~~Future~~ The Economic Strategy and the Area Plan's approach to emerging industries

11.10.1 The Isle of Man Economic Strategy⁴⁸ sets out an ambition and a vision for the Island's economy up to 2032 and recognises the importance of emerging sectors and their potential future contribution to the Island's economy. The broad aims of the Economic Strategy were incorporated into an amended 'Our Island Plan'⁴⁹ which was approved by Tynwald. Cabinet Office recognises that large, flat floor plates which could be delivered on employment opportunities in the North and West may potentially be well suited to the development of emerging industries, which may include but are not limited to, medicinal cannabis.

~~11.10.2 A new Economic Strategy for the Island is currently being developed.⁵⁰ Work is underway on a ten year economic plan looking at creating an economic vision and ultimately an~~

⁴⁷ Refer to Explanatory Note of Town and Country Planning (Use Classes) Order 2019 – or replacement thereof

⁴⁸ [Our Island, Our Future: Isle of Man Economic Strategy \(GD No. 2022/0080\)](#)

⁴⁹ [Our Island Plan: Incorporating the Delivery of the Economic Strategy \(GD No. 2022/0095\)](#)

⁵⁰ Due to be published and debated Q3/Q4 2022 Amend to reflect that the "Our Island, Our future" Isle of Man Economic Strategy (GD No. 2022/0080) was approved by Tynwald in December 2022

~~economic framework and action plan. It is due to be published and debated later in 2022 and it is expected that this Strategy will influence the policy development of the Strategic Plan which will look ahead over the next 15 years.~~

11.10.3 In terms of emerging industries, in 2021 a regulatory framework was established to allow commercial operators to grow, manufacture, distribute and export cannabis products under licence. While planning and licensing are separate, crop sites need to be approved through the licence and factors such as location and security are taken into account.

12 Tourism and Leisure

12.1 Introduction

12.1.1 A tourism offering which is more diverse and which supports our Island's visitors and residents all year round is a clear objective of Our Island Plan.⁵¹ [Our Island, Our Future Visitor Economy Strategy 2022-2032](#) ~~[The Isle of Man Visitor Economy Strategy 2022-2032](#)~~⁵² sets out an ambitious plan to develop the tourism sector over the next 10 years.

12.1.2 This new Visitor Strategy will have implications for strategic planning policies and the Strategic Plan Review process will need to re-evaluate the current Policy approaches to tourist accommodation and rural development. Any changes to spatial planning policy for development in the countryside is best addressed at a national level through broad strategic policy; it is not for the North and West Plan which is drafted to be in general conformity with the Isle of Man Strategic Plan 2016. The 2016 Plan, until it is replaced, sets out the planning policy stance in terms of land use and development on the Isle of Man.

12.2 Isle of Man Strategic Plan 2016 - Implementation

12.2.1 Strategic Plan Policy supports and encourages tourist development that makes appropriate use of the Island's natural attractions, our built heritage and our heritage railways.

12.2.2 Strategic Policy 8 supports development that makes use of existing built fabric of interest and quality provided there is no adverse effect on environmental, agricultural, or highway interests and where they enable enjoyment of our natural and man-made attractions. The policy reflects the general restriction on new development outside of defined development zones.

12.2.3 The Strategic Plan acknowledges that the Island's primary assets to visitors are its unique historical landscape, culture and heritage, as well as a wide range of specialist events and attractions. It is important that a balance is struck between the needs of tourism and the protection of the Island's assets, so that tourism development is sustainable and in accordance with the objectives of the Strategic Plan.

12.2.4 The Strategic Plan states that there is no special reason why less demanding Policies should be applied to tourism development than for other types of development in the countryside. It is normal for larger scale schemes to be the subject of an Environmental Impact Assessment before planning applications can be properly considered, as with any other form of large scale development.

12.2.5 The need to broaden the range of accommodation available and improve its quality is recognised. New forms of distinctive, contemporary and eco-friendly visitor accommodation will be supported provided that they comply with the Policies in the Strategic Plan, and attention is drawn particularly to General Policy 2, General Policy 3, and Business Policies 11, 12, 13 and 14. These policies seek to protect the countryside from new development but allow for conversions of existing rural buildings for tourist uses.

⁵¹ GD No. 2022/0004 Our Island Plan, page 10

⁵² GD No. 2022/0036 Our Island, Our Future Visitor Economy Strategy 2022-2032

12.3 Tourism in the North and West – accommodation, assets and activities

- 12.3.1 The North and West of the Island contains a wide range of tourist attractions and a range of accommodation. With its rugged coastlines, sweeping sandy beaches, steep Uplands and smooth glacial plains, **abundant wildlife** as well as over 200 Hectares of National Glens, the North and West is particularly varied and especially valued.
- 12.3.2 Excellent walking and off-road tracks support the rural tourism sector and give access to historic sites and activity centres; both the Raad ny Foillan coastal footpath and the Millennium Way traverse the Plan Area. In terms of specific assets, they are numerous and mentioning them all is beyond the scope of this Plan. Alongside the parks, golf courses and public spaces there is Peel Castle, the House of Manannan, a section of the Manx Electric Railway, Curraghs Wildlife Park, Milntown House and Gardens, the Jurby Transport Museum, St German’s Cathedral, the Grove Museum, Mooragh Park and Tynwald Hill. Queen’s Pier in Ramsey can also be added to the list, the restoration of which is on-going but is already beginning to welcome the public once again. Like so many other seaside piers built in the late 19th Century, Ramsey Pier was not only a landing stage but a focal point for promenading holiday-makers and residents alike. The planned, sympathetic restoration of Ramsey Pier will be a key tourist asset for Ramsey.
- 12.3.3 The majority of the large scale accommodation facilities, as well as restaurants and supporting industries and services are situated in Ramsey and Peel. The historic promenades of both of these settlements still retain a hotel presence, and small scale B&Bs and other non-serviced accommodation units take advantage of the setting and characterful surroundings, as well as the retail, recreation and leisure offers within the towns. There are numerous camping opportunities across the Plan Area which adds to the variety of accommodation and tourist offer.
- 12.3.4 It is important that key visitor accommodation facilities are retained and that proposals support their refurbishment and enhancement. The general aim must be to maintain variety in the Island’s visitor accommodation and protect the Island’s unique selling points in line with the Isle of Man Strategic Plan.

12.4 Area Plan objectives for Tourism

- i. **Plan Objective 1:** To encourage new tourism development in existing settlements or on previously developed land or via conversion in line with the Strategic Plan.
Plan Outcome 1a: The countryside - including the coastline - will be protected from unwarranted development and there is raised confidence and greater investment in existing facilities and accommodation and by the innovative re-use of brownfield sites in the plan area.
- ii. **Plan Objective 3:** To identify any buildings and sites which should be retained for tourism uses.
Plan Outcome 3a: Sites which are considered important to the tourism offer are retained and future investment schemes can be targeted towards such areas if appropriate.
- iii. **Plan Objective 4:** To support existing tourism enterprises in the plan area providing the right scale of control.
Plan Outcome 4a: Existing developments and businesses feel supported by the plan within a framework of understanding about which matters may have to be considered as part of detailed

planning applications.

Plan Outcome 4b: The retention of existing tourist accommodation uses unless it can be demonstrated that such accommodation is ~~demonstrated to be~~ no longer commercially viable.

Tourism Proposal 1

There is a recognised need for new and transformed hotel and serviced/non-serviced accommodation. This plan supports such investment as long as it is in line the Isle of Man Strategic Plan. Planning applications for the conversion or redevelopment of hotels (as identified by 'H' on the Maps) to non-tourist uses will not be permitted unless it can be demonstrated that the premises, after being upgraded to meet modern standards, would not be financially/commercially viable as a hotel development.

Tourism Proposal 2

The establishment of new, or alterations to existing, tourist accommodation within the settlement boundaries of towns and villages in the North and West ~~or on~~ **previously developed land** will **generally** be supported so long as compliant with the other proposals in this plan ~~and the policies of the Strategic Plan.~~

Tourism Proposal 3

~~New or improved harbour-side facilities in Peel and Ramsey to accommodate visiting vessels will generally be supported.~~ Applications for new harbour works, harbour facilities and marina type developments that constitute development will be considered on their merits taking into account the Strategic Plan and all other Proposals in this Plan.

Tourism Proposal 4

Any development proposals to improve the existing infrastructure at Glen Wyllin and Glen Helen to strengthen these as tourist accommodation and visitor assets which may include the construction of parking areas and other space re-configuration, or enhanced or new associated facilities will **generally** be supported. Development proposals must not over intensify the primary approved uses of these tourist assets or harm the natural environment and landscape character within which these facilities operate.

Tourism Proposal 5

The provision of low key rural tourist accommodation such as small scale camping pods in woodlands/ plantations in the north and west will be assessed on their merits in line with the Strategic Plan and Area Plan proposals. Planning conditions may be imposed seeking removal of buildings no longer required for such uses.

Tourism Proposal 6

The environment of the Raad ny Foillan long-distance footpath will be protected from unsympathetic development. Where development proposals provide an

opportunity to re-align inland sections of this route closer to the coast, these will be taken whenever possible.

Tourism Proposal 8

Camping bothies and bunkhouses in the North and West will only be acceptable where it can be demonstrated that they support the use of a national trail, such as the Raad ny Foillan and there is a national strategy in place which is supported by strategic planning policy. Such structures must be designed so that they assimilate into the countryside. Planning conditions will be imposed seeking removal of buildings no longer required for such uses.

13 Open Space and Recreation, Education, Health and other Community Facilities

13.1 Introduction

13.1.1 This chapter deals with the provision of open space, recreation, health and community facilities in the Plan area. It begins by assessing the existing provision, comparing this to minimum standards detailed in the Strategic Plan⁵³ before setting out Proposals to ensure that the provision of these facilities is maintained and where possible, improved.

13.1.2 As part of the Our Island Plan 2022, 'an Island of health and wellbeing' is identified as a key priority. Under this objective, it is stated that "facilitating healthy lifestyles, access to sport and culture and encouraging a good work-life balance is as important as developing high-quality health and social care services".⁵⁴

13.1.3 Throughout the drafting of this Area Plan consideration has been given to the impact of allocating land for residential development on local open space provision, recreation and community facilities including health and social care and education facilities. Where appropriate final development briefs refer to particular requirements.

13.2 Strategic Plan Implementation

13.2.1 The policy approach of the Strategic Plan seeks to protect existing open space, recreation and community facilities, as well as to provide a framework for the delivery of expanded provision as part of new developments, particularly through residential developments.

Recreation Policy 1 states:

Area Plans should incorporate an assessment of the indoor and outdoor sport and recreation needs of the plan area, and the wider context and include proposals to:

- retain existing sporting facilities and open space provision unless alternative provision of equivalent community benefit and of equivalent or better accessibility is made available;
- identify suitable sites to make good any deficiency in provision both for existing and future residents of the area; and
- ensure appropriate provision is made as part of any proposed residential development, in accordance with the Open Space Standards set out in Appendix 6 to the Plan, related to the needs generated by the development, unless the specific housing provision within the development justifies a reduced provision in relation to specific types of open space requirement.

⁵³ Appendix 6 – Isle of Man Strategic Plan

⁵⁴ Our Island Plan: Building a secure, vibrant and sustainable future for our Island: January 2022, GD No. 2022/0004

Recreation Policy 5 states:

Area Plans will identify areas where improvements to informal access to the countryside can be made and to the public footpath network. Existing public rights of way should be retained and any development which affects these will be permitted only if it provides diversions which are no less direct or attractive than existing routes.

13.3 Area Plan Objectives

- i. **Plan Objective 1:** To assess current sports, recreation, open space and play provision in the plan area and consider future needs and where necessary set out recommendations to help facilitate improvements.
Plan Outcome 1a: There is an up to date assessment of space and facilities which highlights any deficiencies.
- ii. **Plan Objective 2:** To protect existing sporting facilities and open space in line with the Strategic Plan and striving for improved provision.
Plan Outcome 2a: Existing facilities are retained. Settlements have access to proportionate sports, recreation and open space facilities to meet community needs over the plan period extending in to the next plan period.
- iii. **Plan Objective 3:** Ensure development schemes take into account landscaping, green infrastructure and public open space early in the design process.
Plan Outcome 3a: Successful landscaping schemes that last the test of time. Good shared amenity space including a mix of soft and hard visual structures and artistic features. Uplift in public realm which has clearly and thoughtfully been designed to create comfortable spaces.
- iv. **Plan Objective 4:** Identify opportunities to increase green infrastructure within settlement boundaries.
Plan Outcome 4a: There is a measurable increase in greenery within settlements within five years of the Plan being adopted.
- v. **Plan Objective 5:** Where opportunities arise, improvements are made in accessing the countryside by better and new links, paths and connections.
Plan Outcome 5a: A better network of spaces within settlements and to the countryside beyond leading to an increase in people travelling actively and making good choices about how they move around and interact with their environments.
- vi. **Plan Objective 6:** To identify the need for new or expanded education or health and social care facilities and other community uses, recognising the impact of the recent closure of residential care facilities in Peel.
Plan Outcome 6a: Communities, as they both intensify and expand, are sustainable and supported by the right level of local infrastructure.
Plan Outcome 6b: Care challenges in Peel are recognised and the existing site of the closed Corrin Home remains protected for health and care uses.

vii. **Plan Objective 7:** To identify where safer walking routes to school and areas of play space are needed/could be achieved for children and families and to facilitate discussions about 'play' and how it's provided.

Plan Outcome 7a: Cabinet Office is able to work with others and identify key stakeholders such as Isle of Play to achieve longer term improvements in children's play space locally.

Plan Outcome 7b Facilitation of action plans which seek to establish/improve safe walking routes to school and between schools and local play spaces e.g. Dhoon School.

13.4 Types of Open Space and Community Facilities

13.4.1 For the purposes of this Chapter, 'open space' is considered to be land which is generally publicly accessible and which has differing levels of formality. Open space normally represents a valuable community asset which can either be identified for a specific use, or left simply as public open space or amenity space.

13.4.2 Specific recreational land and facilities can either be formal, such as a sports hall, athletics track or sports pitch, or more informal, such as parks, play space, gardens or landscaped amenity areas.

13.4.3 For the purposes of this Chapter, 'recreational land' constitutes well-maintained land, often with a network of paths with a good walking surface which is located within or close to an existing settlement. In the Area Plan for the East, it was acknowledged that the region's schools made a significant contribution towards local indoor and outdoor sports provision. The same is true of the North and West, with school halls and playing fields often providing facilities for local sports clubs as well as community groups.

13.4.4 Community facilities cover a wide range of services from community centres and parish halls to schools, doctors' surgeries and health centres and police, fire and ambulance services (often referred to as 'blue light hubs'). These facilities form an essential support network, as without them, communities can lack a sense of place and struggle to identify as anything more than residential estates. Established settlements in the North and West have in many places evolved organically over extended periods of time. Any new expansions need to clearly take account of any open space, facilities and supporting infrastructure and the Area Plan can help to identify and secure any needs.

13.5 Assessment of current open space, recreation and community facilities

13.5.1 Tables ~~17-11~~ and ~~18-12~~ below set out a high-level appraisal of the existing provision of a variety of open space, recreation and community facilities within the North and West. The immediate emerging trend from the data is that the smaller settlements generally have a lower level of facilities provision when compared to the larger settlements such as Ramsey and Peel.

13.5.2 The Strategic Plan provides 'per capita' targets for the provision of certain categories of open space, recreation and community facilities. These categories are:

- formal open space (e.g. football pitches),
- children's facilities (e.g. play grounds) and
- amenity land.⁵⁵

⁵⁵ Appendix 6 – Isle of Man Strategic Plan

For other **community** facilities outside of this (e.g. places of worship, post offices, nursing homes etc.) the availability tables below are the most effective way of monitoring existing provision and although no prescribed minimum area per capita **standard** is provided by the Strategic Plan, they all represent highly important community facilities and gauging their provision is important to the development of this Area Plan.

Table 11. **Open Space and Community facilities in the North – existing provision (as at 2023)**

Type	Ramsey	Andreas	Ballaugh	Bride	Jurby	Lezayre	Maughold
Amenity	Y	Y	Y	Y	Y	Y	Y
Worship	Y	Y	Y	Y	Y	Y	Y
Burial Land	N	Y	Y	Y	Y	Y	Y
Child Care	Y	Y	N	N	Y	Y	N
Children's Play Space	Y	Y	Y	Y	Y	Y	Y
Pitches	Y	Y	Y	N	N	N	N
Post Offices	Y	Y	Y	N	Y	N	N
Doctors and Dentists	Y	N	N	N	Y	N	N
Schools	Y	Y	Y	N	Y	Y	Y
Skate Park/BMX	Y	N	N	N	N	N	N
Allotments	N	N	N	N	N	Y	N
Golf Course	Y	N	N	N	N	N	N
Shooting Ranges	N	Y	N	N	Y	Y	N
Youth Club	Y	Y	Y	N	N	N	N
Watersports	Y	N	N	N	N	N	N
Equestrian	N	Y	Y	N	Y	N	N
Institutional care	Y	N	N	N	Y		N
Motorsport	N	N	N	Y	Y	N	N
Indoor Sports	Y	N	N	N	N	N	N
Arts, Culture and Community	Y	Y	Y	Y	Y	Y	Y
Emergency Services	Y	N	N	N	N	N	N

Note: Some facilities serving individual settlements may fall outside of the parish or local authority area. This table reflects the current position.

Table 12. **Open Space and Community facilities in the West – existing provision (as at 2023)**

Type	Peel	German	Michael	Patrick
Amenity	Y	Y	Y	Y
Worship	Y	Y	Y	Y
Burial Land	N	N	Y	Y
Child Care	Y	Y	Y	N
Children's Play Space	Y	Y	Y	Y
Pitches	Y	N	Y	Y
Post Offices	Y	N	Y	Y
Doctors and Dentists	Y	N	N	N
Schools	Y	Y	Y	Y
Skate Park/BMX	Y	N	Y	Y
Allotments	N	Y	N	Y
Golf Course	Y	N	N	N
Shooting Ranges	N	Y	Y	N
Youth Club	Y	Y	Y	Y
Watersports	Y	N	N	N
Equestrian	N	Y	N	Y
Institutional care	Y	N	Y	N
Motorsport	N	Y	N	N
Indoor Sports	Y	N	N	N
Arts, Culture and Community	Y	Y	Y	Y
Emergency Services	Y	N	Y	N

Note: Some facilities serving individual settlements may fall outside of the parish or local authority area. This table reflects the current position.

13.6 Outdoor Recreation and Amenity Space

13.6.1 In the case of some categories of open space, the Strategic Plan provides a per capita target for new residential development. Where this is the case, the Community Facilities Audit⁵⁶ has recorded detailed information on recreation and amenity space. From this information, it is possible to determine whether or not provision is at an appropriate level for the population of the Parish or Local Authority Area, as well as across the North and West as a whole. Existing provision can then be used as a benchmark and assessment of any new residential development can be determined with this benchmark in mind.

13.6.2 The Isle of Man Strategic Plan sets out minimum recreation and open space standards per 1,000 residents for new residential developments of 10 dwellings or more. These standards are as follows:

Sports pitches	1.8 hectares/ 1,000 population
Children's Play Space	0.6 hectares/ 1,000 population
Amenity space	0.8 hectares/ 1,000 population

13.6.3 Tables 13 and 14 combine Local Authority figures for the three categories of open space outlined above to give overall figures for the North and the West. This provision is then benchmarked against the minimum standards stipulated in the Isle of Man Strategic Plan.⁵⁷

Table 13. Open Space and Recreation in the North – summary figures (ha)

Type	Andreas	Ballaugh	Bride	Jurby	Lezayre	Maughold	Ramsey	North total	Strategic Plan difference
Amenity	1.57	0.65	1.78	0.23	2.41	2.01	1.70	1.61	+0.81
Pitches	0.33	0.44	0.00	0.00	0.00	0.00	0.77	0.52	-1.28
Children's play space	0.04	0.04	0.03	0.21	0.03	0.13	0.06	0.06	-0.54
Overall Supply	1.94	1.13	1.81	0.44	2.45	2.13	2.53	2.20	-1.00

⁵⁶ See Core Documents List

⁵⁷ Appendix 6 – Isle of Man Strategic Plan

Table 14. **Open Space and Recreation in the West – summary figures (ha)**

Type	German	Michael	Patrick	Peel	West total	Strategic Plan difference
Amenity	3.01	0.51	0.17	2.24	1.74	+0.94
Pitches	0.00	0.43	1.86	1.01	0.35	-1.45
Children's play space	0.17	0.23	0.01	0.12	0.13	-0.47
Overall Supply	3.18	1.17	2.04	3.37	2.22	-0.98

13.6.4 The above tables highlight a lack of provision across almost all metrics of open space and recreation space in the North and West of the Island. The only category that is not under-provided for is amenity land. The most significantly under-provision relates to sports pitches with an underprovision of **1.282 Ha/1000 residents** in the North and **0.571.45 Ha/1000 residents in the West**. This underprovision is particularly pronounced across the Northern Parishes of Bride, Jurby, Lezayre and Maughold (Garff Ward) where there is no sports pitch provision at all.

13.6.5 It is important to note that the Community Facilities Audit (as it currently stands) does not consider the population demographics of a Parish or Local Authority Area when assessing the provision of the above types of open space. Equally, it is acknowledged that members of the public who reside in one region, may well be regular users of sporting and recreation facilities in neighbouring areas. This is considered to be particularly true of residents of Parishes and Local Authority Areas which are located in close proximity to the larger settlements within the North and West, such as Ramsey and Peel. The table above showing open space and recreation figures demonstrates some deficits in provision across the Local Authority areas and highlights where new provision may need to be provided as part of future development schemes. For example, it shows that both the North and the West of the Island have a generally high level of amenity space but that both areas have a lower level of sports pitch provision. No assessment has been undertaken of the usage of facilities or current sporting trends or 'offer' in terms outdoor pursuits that do not require sports pitches.

Open Space and Community Proposal 1:

Applications for residential development on Proposal Sites as part of this Plan for ten dwellings or more must demonstrate that they have taken into account the impact that the additional development will have on the demand for health, social care and education facilities, as well as need for other community facilities such as neighbourhood shops, open space and children's play space.

~~Applications on those sites identified as PR002 and RR009 (new residential sites on the edges of Peel and Ramsey respectively) must demonstrate that they have taken into account the needs of future (as well as existing) residents in terms of health and social care, education, neighbourhood shops as well as demand for other community facilities, open space/play space.~~

Open Space and Community Proposal 2:

Site PO007 on the northern end of Peel Promenade is recognised as important recreation and leisure space **and will be retained for such uses**. Opportunities to enhance these facilities or introduce new compatible uses that would **not detract from complement** the primary use of the site for recreation and leisure space will be considered on their merits, taking into account overall scale, design and layout, traffic generation and other planning considerations.

Open Space and Community Proposal 3:

In ~~the~~ light of the identified capacity issues relating to education provision in Peel, ~~for land in the vicinity of~~ both Peel Clothworkers' Primary School and Queen Elizabeth II High School, new educational land has been identified and must be safeguarded for future educational purposes.

Open Space and Community Proposal 4:

Additional provision of residential care home uses in Peel is supported subject to detailed planning considerations. The site occupied by the Corrin Care Home (now closed) shall be retained as a potential site for a residential care home until there is certainty (in health and care strategy terms) that this site is no longer needed for such uses. On this site, 'Civic, Cultural or Other Use' supports the specific use for residential/nursing home uses which **generally** provide high levels of supportive care.

Open Space and Community Recommendation 1:

Cabinet Office would welcome further discussions with the Department of Health and Social Care in terms of its emerging long term strategic policies in respect of future health and well-being campus' or 'hubs' and specifically the future opportunities to expand current facilities in Peel following on from the closure of the Corrin Care Home.

Open Space and Community Proposal 5:

Further to the identified lack of provision of formal open space in the form of sports pitches across the Northern Parishes of Bride, Jurby, Lezayre and Maughold, land off Jurby Road (LO001) has been identified as suitable for the development of such facilities in order to help address the shortfall in regional provision. The following development brief forms part of this Proposal.

Site	LO001
Site Description	Field 134255, Jurby Road, Lezayre
Size	3.5 ha
See Map	4
<p>Development Brief (may be re-refined after public inquiry consultation)</p> <ol style="list-style-type: none"> 1. The site shall can only be used for formal open space, which includes pitches: greens, courts, athletics tracks and for associated purposes such as training areas. The acceptability of flood lighting proposals shall be determined as part of future planning applications. 2. Any planning application to progress the use of the site must be accompanied by a Master Plan of the whole site. This must show all spatial elements including safe access, parking and circulation arrangements. 3. Any buildings on the site must be demonstrably linked to the use of the site for sports/recreation space provision and can include changing facilities, refreshment area, shower areas and toilets. 4. A Travel Plan must be submitted as part of any planning application which sets out a strategy for the delivery of sustainable transport objectives, and demonstrates how these are to be achieved and updated over time. 5. Sufficient environmental information must be submitted to allow a full understanding of the impact of the development in line with the Strategic Plan. 6. There must be no net loss of biodiversity as a result of the development of this site. 7. A new public footpath that connects to Public Right of Way 632 via the Sulby River and Mountain View Innovation Centre would be beneficial. The Applicant must demonstrate the extent to which this can be achieved as part of any development proposals. 	

Open Space and Community Recommendation 2

Pursuant of reaching the goals identified in Our Island Plan, and in addition to the requirements set out in the Strategic Plan in terms of the level of formal and informal space needed, this Area Plan supports the development of partnerships from the public and private sectors which seek to provide the right mix of sports, recreation, amenity, informal play and children’s play space in the North and West. Local authorities, Isle of Play, community groups may already be invested in improving play space and the Cabinet Office supports scheme development which may include community planting schemes.

The Department is keen to ensure local communities have the right opportunities for all aspects of open space and that where appropriate the right guidance is available especially in respect of children’s play park provision. This is important community infrastructure and could be linked with any Active Travel Plan and any future measures or strategies to better connect green infrastructure and open

space in the North and West to provide a network of accessible and practical 'greened' space that the community is invested in.

Open Space and Community ~~Recommendation~~ Proposals 6

To address the short fall in community facilities in Glen Mona and to seek to make the village a more sustainable and safer place, ~~To help identify potential solutions to achieving safer walking routes and crossing points between the residential areas, play park/public open space and Dhoon School, Cabinet Office is willing to work with Garff Commissioners, other Departments and the landowners to help facilitate local improvements for all residents and school users~~ the following development brief for Glebe Field forms part of this Proposal.

Site	G0003
Site Description	Glebe Field to the South of Dhoon Church, Main Road, Glen Mona
Size	0.6 Ha
See Map	16
Development Brief (may be refined after Public Inquiry)	
<ol style="list-style-type: none"> 1. This site can be used to provide public open space either for general amenity or recreation space or children's play space or a combination of these uses. 2. Any planning application to progress the use of the site for public open space must ensure that adequate car parking is provided on-site and any changes onto the A2 highway ensure safe access and egress. 3. Favourable consideration will be given to the use of part of the site to provide community recycling facilities. 4. Any buildings erected on the site must be demonstrably linked to the site's use as public open space. 5. The establishment of safer walking routes between the site and development on the western side of the highway in Glen Mona (including the residential development at Ballagorry) are encouraged as part of any development at Glebe Field. Any proposals should seek advice from the Department of Infrastructure in respect of creating a pedestrian crossing over the A2 highway to facilitate safe access to and from Glebe Field. 6. There must be no net-loss of biodiversity as a result of the development of this site. 	

14 Residential (Housing)

14.1 Introduction

- 14.1.1 Our Island Plan 2021 to 2026 identifies housing as one of the critical issues that Government needs to address. The commitment is to “tackle the housing crisis by ensuring everyone has a suitable and affordable place to call home” and this is linked to the goal that “our housing stock meets the needs of our population now and into the future.” It is not the role of this Plan to fully define the term ‘housing crisis’ or tackle national housing issues but there is a clear need to fully understand the context within which this Plan is drafted. A clear baseline in terms of Housing Policy for the North and West is set out in the Strategic Plan which remains the statutory policy guidance in terms of overall housing numbers.
- 14.1.2 The Isle of Man Strategic Plan identifies the net number of new housing units needed in the North and West between 2011 and 2026 (1540). Housing Policy 3 is particularly relevant in terms of the figures but all other Housing Policies underpin this Plan.
- 14.1.3 Debate and discussion about housing numbers and sites is often one of the most controversial parts of a new development plan. Topic discussions often centre on:
- i. Where should new housing be located?
 - ii. How many new homes are needed?
 - iii. What should the mix and tenure be?
 - iv. How many should be affordable?
 - v. How is delivery to be achieved?
 - vi. What data/evidence is available? How should this be used and how reliable is it?
- 14.1.4 The Strategic Plan provides the broad figures for the North and for the West and this is the starting policy guidance in terms of housing figures. A familiar thread running through the entire Plan is that the Area Plan needs to be ‘in general conformity with the Strategic Plan.’ Statistical support which influences the local need figure is also provided by the Residential Land Availability (RLAS) Study⁵⁸ data which monitors planning approvals and take-up rates of those approvals. This data helps keep track of housing delivery, and helps determine what housing in terms of land and numbers still needs to be provided over a defined plan period. So, in determining the number of homes needed, reliance is currently on the Strategic Plan, approval and delivery data showing rate of development of new housing but with an understanding that the Census and the data that flows from it such as population projections can influence the phasing of land release over a particular plan period.
- 14.1.5 In the future, Island housing need will be guided not only by the Census but also ‘Objectively Assessed Housing Need’ (or ‘OAHN’) studies. This is a common approach for local authorities working under the National Planning Policy Framework and Planning Practice Guidance in England.⁵⁹

⁵⁸ RLAS (Update 15) was used to produce the Draft Plan

⁵⁹ The Housing and Communities Board has expressed its support for progressing with an ‘OAHN’ to help establish future housing requirements on the Island.

14.2 How the 2021 Census has influenced this Plan

- 14.2.1 The Strategic Plan states that there is an expected drop in household size of 0.04 every 10 years, as was the case at the 2011 Census as a 10 year rolling average. Shortly after the approval of the Strategic Plan, the 2016 Census results were published showing an increasing decline in average household size, as did the most recent 2021 Census. The decline in average household size between 2011 and 2021 is 0.01 per annum or 2.5 times over the current policy assumption. ~~The 2016 Interim Census had a significant influence on the policy approach towards housing numbers and site selection in the final version of the Area Plan for the East. The 2016 Census and the subsequent Paper titled "Meeting our Population Challenges"⁶⁰ influenced the overall number of sites and the proportion of sites put into general allocations and the proportion put into Strategic Reserve. The Census remains key evidence in plan development and as there was a fall in residential population between 2011 and 2016 this needed to be addressed in the final stages of the plan process. Cabinet Office has recently published population projections⁶¹ containing several scenarios for future growth and the net inward migration required to achieve these outcomes. These figures are not predictions but indicative of the scenarios required to achieve a given outcome and are to be further investigated as part of the Strategic Plan Review. Cabinet Offices ~~but it has been~~ notes that the Strategic Plan housing need figures were based on population estimates for 2026 that are higher than current projections for 2026 following the 2021 Census. There are no population projections currently available from the 2021 Census but they are soon to be available. Cabinet Office will await the most up to date population projections from the 2021 Census before confirming or revising its position in terms of housing sites ahead of the Public Inquiry.~~
- 14.2.2 While the Plan Period of this Plan is to 2026, and there is the requirement to be in general conformity with the Strategic Plan, it is only prudent to take into account the time remaining in the plan period, emerging data projections, the deliverability of housing units in the next two years and the transitional arrangements from one plan to another."
- 14.2.3 Proposed housing allocations in this plan go modestly beyond the housing numbers specified in the Strategic Plan to take into account the changes in average household size that were at the time acknowledged as susceptible to influence from a wide range of macro-economic factors and is in the spirit of the plan with the intention of having a regular reviews to plan, monitor and manage.

⁶¹ Evidence Paper P.EP 01 Island Spatial Strategy Options – published 21st July 2023, Cabinet Office

14.3 Strategic Plan Implementation

- 14.3.1 The overall focus of the Isle of Man Strategic Plan is to encourage the development of sustainable communities. This approach strives to create places where people want to live and work and where new development has been integrated well with more established communities. These places should have the right infrastructure and facilities and sit well in the landscape. They should be served by public transport and other local services and offer a range and mix of housing types and tenures. Where new development does take place, it should be designed and laid out to reduce and mitigate the impacts of introducing additional built development within or on the edge of established Island settlements.
- 14.3.2 The Island Spatial Strategy (ISS) promotes a 'Sustainable Vision' for the Island, part of which forms a framework describing where new development should be located. In terms of the North and West, the spatial strategy translates to development being concentrated, at an appropriate scale, in defined settlements with the greatest provision being in the Service Centres of Peel and Ramsey.
- 14.3.3 Housing Policy 1 and Strategic Policy 11 in the Strategic Plan set out the projected housing needs of the Island in the Plan Period 2011 to 2026:

Housing Policy 1 (and Strategic Policy 11)

The housing needs of the Island will be met by making provision for sufficient development opportunities to enable 5,100 additional dwellings (net of demolitions), and including those created by conversion, to be built over the Plan period 2011 to 2026.

- 14.3.4 In terms of how those dwellings should be distributed, Housing Policy 3 allocates 15% (770) to the North, 15% (770) to the West, 22% (1120) to the South and 48%(2440) to the East.

Housing Policy 3:

The Island's housing need of 5100 additional dwellings between 2011 and 2026 is to be met by a spatial distribution of housing across the North, South, East and West as follows:

• North	770
• South	1,120
• East	2,440
• West	770
• All-Island	5,100

14.3.5 The Area Plan for the North and West seeks to implement these Housing Policies setting out the broad objectives and outcomes for residential development for the plan area as a whole and for particular localities. The Proposals take into account the spatial hierarchy in the Strategic Plan as well as local detail, including an understanding of constraints and opportunities, all of which set the framework for what can be delivered over the plan period.

14.3.6 Cabinet Office acknowledge that this plan comes towards the end of the plan period and is likely to last beyond 2026 until the updated Strategic Plan and All-Island Area Plan are approved and brought in to operation. It is very unlikely that all of the sites identified in this Plan and all of the associated infrastructure referred to will be fully built out by 2026. To ensure adequate delivery of housing in the plan period, Cabinet Office proposes to pro-rata the expected yield of proposals sites for the remaining time to deliver Housing Policy 1 of the Strategic Plan 2016. As an aside, the additional 484 units that may be delivered on the proposal Sites in the medium term provides approximately half of the anticipated uplift in housing need expressed in the Strategic Plan Review Preliminary Publicity.

14.4 Area Plan Objectives

- i. **Plan Objective 1:** To meet the housing need figures set out in the Isle of Man Strategic Plan 2016 and demonstrate an adequate supply taking into account the remainder of the plan period.

Plan Outcome 1a: There are sufficient housing opportunities on a mix of sites for a variety of housing types (including opportunities for affordable housing) over to be delivered over the plan period. ~~and~~ There is also sufficient and considered expansion space to support sustainable planning in the longer term as this Plan transitions into the next.

- ii. **Plan Objective 2:** To consider the urban capacity of existing settlements for housing through the unoccupied urban sites work and Residential Land Availability Study work ahead of any identification of greenfield sites.

Plan Outcome 2a: Settlements, even if extended, are sustainable and optimise the use of previously developed land.

- iii. **Plan Objective 3:** All new housing sites to have development briefs where appropriate (see paragraph 14.10).

Plan Outcome 3a: All key issues that need to be addressed in future planning applications are identified with the effect that such guidance minimises delay in processing and delivery of new homes.

- iv. **Plan Objective 4:** Protection of land to ensure grey, green and social infrastructure⁶² needs can be accommodated.

Plan Outcome 4a: all new housing and existing communities are supported by the right level of (improved where possible) services and better access to services~~them~~, including sewage treatment, community facilities and green spaces.

⁶² Grey – roads, sewerage, utilities, telecoms. Social – education, health, sports & community. Green – open space, public realm, natural environment.

Plan Outcome 4b: Increased certainty regarding commitment to improved beaches, river and sea water quality in the future.

- v. **Plan Objective 5:** To retain the character and appearance of the **smaller** settlements in the Plan Area **while recognising the need for sustainable growth and consolidation where appropriate.**

Plan Outcome 5a: The local area is sustainable and development **clearly is** focused on regeneration **first.**

14.5 Housing evidence

14.5.1 The following key data has been collated as part of the plan process:

- i. The number of net new dwellings approved and built since 2011.
- ii. Data on the types of new properties approved and built, whether in settlements or in the countryside, including conversions.
- iii. Projection data in respect of conversions and unexpected windfall housing sites ensuring final land supply figures reflect such gains.
- iv. A long and short 'list' of housing sites compiled by assessment of existing allocated sites but as yet undeveloped sites, as well as assessment of those sites put forward for consideration in the Call for Sites.

14.6 Housing Need in the North and West 2011 to 2026

14.6.1 ~~To be in line with the~~The Strategic Plan 2016 ~~this Plan seeks to provide~~ensure opportunities for 1,540 dwellings to be built in the North and West between 2011 and 2026.

14.6.2 A total of ~~811833~~ net new homes ~~between~~ have been built or are under construction since 2011.⁶³ Once expected yield is taken into account from existing approvals, as well as projected conversions up to 2026, along with an estimate of the potential for new homes in existing settlements (i.e. urban capacity) the remaining need that needs to be satisfied by this Area Plan becomes clear:

Table 15. **Housing supply**

	Category of Supply	Net new units
A	Dwellings completed/started between 2011- 2022 2023	811 833
B	Expected yield from outstanding planning approvals (allowing for 7664 % take-up rate)	200 236
C	Projected conversions 2022-2026	3936
D	Sites available within ESB without valid planning approvals	14739
E	Total of A+B+C+D	11971144
ON	Outstanding Need 1540 - 10501144	343396

⁶³ RLAS Update Report 15

14.7 Satisfying the Outstanding Need

- 14.7.1 The calculations undertaken suggest **just** a number of sites need to be allocated. The plan approach is **to identify several ~~two specific Sustainable Urban Extension~~ sites in the Service Centres of Ramsey and Peel, (~~one in Peel and one on the edge of Ramsey which is in Lezayre Parish~~), ~~two~~ smaller sites in the Service Villages of Andreas, ~~and~~ St Johns, Kirk Michael and Foxdale and ~~two several modest~~ sites in the Villages of Ballaugh and Sulby ~~and Glen Mona~~. It is judged that these are sustainable sites which are deliverable within the plan period. **In the case of the sites on the edge of Peel and Ramsey, proposals would benefit from the significant employment and leisure opportunities afforded by these larger settlements. In the case of the other proposal sites,** all are on edge of existing settlements and in communities which have retained village pubs, schools, open spaces and paths for active travel/leisure purposes. Development on these sites ~~would avoid areas at risk of flooding and which have~~ has the potential to deliver high quality, sensitively designed developments which can be accessed **by public transport** and these sites would be proportionate to the character and scale of the settlements.**
- 14.7.2 Together, these sites have the potential to deliver ~~318~~ **395** dwellings **within the Plan Period**. In terms of affordable housing, it is estimated that these sites could deliver ~~9799~~ affordable homes under Housing Policy 5.

14.8 Proposed Residential Sites

- 14.8.1 The Residential Proposal Sites, along with existing supply and projected housing numbers via conversions, can provide for ~~1515~~ **1539** additional dwellings being delivered in the North and West, between 2011 and 2026.
- 14.8.2 The Plan has taken the following approach in terms of housing numbers and site selection:
- i. Large proportion of development - across the plan period as a whole – to be in existing settlements.
 - ii. Realistic expectations of what brownfield sites can deliver in existing settlements based on settlement studies and regeneration potential.
 - iii. Largest new site allocations on the edge of the Service Centres of Peel and Ramsey to help support the vitality and viability of the Service Centres which are at the metaphorical hearts of the North and West.
 - iv. New development in Peel linked to an approved solution to sewage treatment in the form of a new Regional Sewage Treatment Plant.
 - v. Development sites identified in the Service Villages of Andreas, ~~and~~ St Johns, **Foxdale and Kirk Michael** and Villages of Ballaugh, Sulby ~~and Glen Mona~~ which is in scale with the character of these Villages which already have good services and infrastructure and community facilities.
 - vi. No ~~sites-vulnerable uses~~ in areas ~~ast identified as being at risk of flooding~~ **but this does not preclude the site from otherwise being developed**.
 - vii. Recognition that the best opportunities for affordable housing are currently on greenfield

sites. Securing actual affordable units on brownfield sites is not always achievable ~~on the same scale as new sites because of the site constraints with the~~ current affordable housing scheme and ~~the~~ wording of Housing Policy 5.⁶⁴

- viii. Recognition that ~~some other~~ settlements such as Bride, Dalby and Glen Maye may have potential for ~~new~~infill development but are otherwise currently isolated from regular public transport links and have limited community facilities in the area ~~in the future subject to evidenced housing land needs, review of the Island's Spatial Strategy and proper master planning in some cases:~~
- ~~• Kirk Michael — a long term requirement for proper master planning to address opportunities and constraints.~~
 - ~~• Glen Mona — long term potential to better connect the school with the village and improve safe pedestrian access to the school and existing play areas and open space.~~
 - ~~• Bride, Dalby and Glen Maye — Focus on small infill and improvement within existing settlement boundaries.~~
 - ~~• Foxdale — a long term requirement for proper master planning to address opportunities and constraints including how to deal with the area's mining legacy/contamination issues.~~

14.9 The Residential Proposal Sites and need for Development Briefs

- 14.9.1 The Proposals Map (Map 3) and Inset Maps identify specific numbered sites for residential development. Development Briefs provide guidance to applicants and help in the development management process when applications are being considered. A good Development Brief can allow for a more straightforward and quicker application process overall and ultimately helps in the success of schemes on the ground. ~~The following Sites will be accompanied by Development Briefs: PR002, RR009, AR018, BR010, LR007 & GMR001 (part).~~
- 14.9.2 Some numbered sites do not have associated Development Briefs and where this is the case, development on such sites shall be in accordance with Strategic Plan Policy and other Proposals in this Plan. Some numbered sites are simply numbered to make identification easier, especially if referred to in the Written Statement.

Residential Proposal 1

Development of the proposed (allocated) sites shall be undertaken in accordance with the proposed use marked on the Maps, the Development Briefs, the Proposals and all other relevant planning policies.

⁶⁴ Housing Policy 5 - which requires developments over 8 dwellings to have 25% affordable units - is to be reviewed as part of the Strategic Plan Review.

Residential Proposal 2

Any further development applications on land in Peel **or its sustainable urban extensions**, whether or not such land is specifically named or numbered in this Plan, will need to provide clear information about how the proposed development will be drained and wastewater dealt with. Applications will be judged taking into account the level of additional discharge into the public sewerage system and any added harm on biodiversity, ecosystem health and human health. Applications which would add to the current level of discharge into Peel Bay will also take account of Strategic Policy 4 (c), Environment Policy 22 in the Strategic Plan.

14.10 The Residential Proposal Sites

14.10.1 Site PR002 is allocated in the Plan for Predominantly Residential use

Site Number	PR002
Site Description	Land at Ballaterson, Glenfaba Road, Peel including Fields 316039, 311843, 311884, 315926 & 315936
Site Size	5.7 Ha
See Maps	Map 6
Development Brief (may be refined after public inquiry)	
<ol style="list-style-type: none">1. The site shall be used allocated for predominantly residential uses.2. A planning application to develop this site must include suitable supporting environmental information to allow full and proper assessment of the impact of the proposal. It may be determined that specific information is necessary at the planning application stage. As a minimum, a preliminary ecological appraisal will be required.3. No development shall take place until the Regional Sewage Treatment Works planned to serve Peel and the West is operational. If there is certainty about when the new works will be operational, it may be possible for a planning condition to be used to restrict properties being occupied until the necessary regional infrastructure is in operation. This is to ensure that there is no significant additional discharge of untreated sewage/wastewater into Peel Bay.4. Consideration must be is given to (although it is acknowledged that the surrounding land is in separate ownership) improvement in pedestrian and cycle routes in the general area to the A1 and the Heritage Trail, so as to promote active travel. New connecting routes will be counted towards any amenity space requirement.5. A minimum density of 35 dwellings per hectare of the net developable area should form the basis of the design to ensure the optimum use of the development site. A higher density may be appropriate. Any densities lower than the minimum set out must demonstrate why this is not practicable in relation to the proposed development.6. There must be no net loss of biodiversity.	

14.10.2 Sites GMR008, GMR009 and GMR023 are allocated in the Plan for Predominantly Residential use

Site Number	GMR008, GMR009 and GMR023
Site Description	Fields to the east of the existing settlement boundary of Peel (north and south of Poortown Road)
Site Size	15.3 Ha, 10.8 Ha and 9.7 Ha (totalling 35.8 Ha)
See Maps	6
Development Brief (this may be refined after the Public Inquiry)	
<p>1. The sites shall be developed for:</p> <ul style="list-style-type: none"> i. predominantly residential uses; ii. community facilities and public open space; and iii. the construction of a District Link Road – the route for which must be integral to the design scheme and protected in the longer term to ensure the opportunity to connect to the A4 Ramsey Road in the north and the A1 Douglas Road in the South. <p>2. Given that these sites represent a new and significant land allocation on the edge of Peel, and not previously included within the settlement boundary of the Town, an Environmental Impact Assessment is required for the entire site.</p> <p>3. The first phase of development must relate to site GMR023 and part of site GMR008 extending no further north than the Poortown Road unless needed for highway purposes and junction planning. This first phase must be able to demonstrate that a road connection can be achieved and built as part of the development through fields 311906, 314532, 314531, 312065, 314530, 312064 & 311999 to connect the A20 Poortown Road with the A1 Douglas Road.</p> <p>4. The second phase of development (land north of Poortown Road) must be able to demonstrate that a road connection (between Poortown Road and Ballagyr Lane) can be achieved and built. This phase must be able to demonstrate that there is the opportunity to connect Ballagyr lane through to the A4 Ramsey Road. As this Phase is for the longer term the fields north of Ballagyr Lane have not been included in the settlement boundary.</p> <p>This full area (Phase 1 and Phase 2) has the potential - over the remaining North and West Plan Period (to 2026) and in the longer term - to provide a sustainable urban extension to Peel and to secure key highway link improvements.</p> <p>5. Development must be in accordance with an approved Masterplan for the entire area which may be broken down into Phase 1 and Phase 2 development (as referred to above) and must address the following matters: Individual development phases; areas of public open space; route and junction arrangements for the District Link Road; sustainable transport options which recognise the need to encourage active travel; substantial structural landscaping buffers and the consideration of appropriate community facilities in accordance with local need. These may include: education and health and social care facilities, a neighbourhood centre and recreational open space.</p>	

6. No development shall take place until the Regional Sewage Treatment Works (RSTW) planned to serve Peel and the West of the Island is operational. If there is certainty about when the works will be operational it may be possible for a planning condition to be used to restrict properties being occupied until the necessary regional infrastructure is in operation. This is to ensure that there is no additional discharge of untreated sewage/wastewater into Peel Bay.
7. A Travel Plan must be submitted with any application which sets out the intended approach for the delivery of sustainable transport objectives with a focus on supporting safe access to and from local schools.
8. Consideration must be given (although it is acknowledged that the surrounding land is in separate ownership) to improvements to pedestrian and cycle routes in the general area, particularly the provision of a link to the Heritage Trail (Public Right of Way 362) so as to facilitate active travel.
9. Any development must not materially affect Registered Tree Areas RA2004 or RA1189.
10. The allotments off Ballagyr Lane must be retained and integrated into the design scheme for Phase 2. Consideration may be given to the allotments being relocated on the site or replaced off site. Such relocation will be considered on its merits taking into account the level of retained or improved community benefit, accessibility and other related matters. A net loss of allotment space will not be supported.
11. A minimum density of 35 dwellings per hectare of the net developable area should form the basis of the design to ensure the optimum use of the development site. A higher density may be appropriate. Any densities lower than the minimum set out must demonstrate why this is not practicable in relation to the proposed development.
12. There must be no net loss of biodiversity.

14.10.3 Site RR009 is allocated in the Plan for Predominantly Residential use

Site Number	RR009
Site Description	Fields 134281, 34282, 134284 – Land south of former railway line and Lezayre Road, Ramsey & Lezayre
Site Size	Approx. 12 Ha.
See Map	Map 4
Development Brief (this may be refined after the Public Inquiry)	
<ol style="list-style-type: none"> 1. The site shall be used allocated for predominantly residential use and open space. 	

2. There must be a satisfactory and safe access off Lezayre Road which can sensitively break through the green space/roadside boundary as shown on Map 4.
3. An Environmental Impact Assessment must be carried out on this site and included in the scoping assessment must be on the impact on trees, biodiversity and protected birds. Steps must be included in any subsequent Environmental Statement to mitigate any impact. An Arboricultural Method Statement (AMS) will be needed ahead of any commencement of works.
4. A Travel Plan must be submitted with any application which sets out intended strategy approach for the delivery of sustainable transport objectives with a focus on supporting safe access to and from local schools.
5. A structural landscaping plan must be included with the application which should wherever practicable aim to retain existing hedgerows as part of the design approach.
6. This plan supports improved public access across Field 134281 and public open space within Field 134281 to enhance community connections and links between existing community of Ramsey and new residents.
7. There must, as part of any application, be proposals to link the site to the former railway line to the north of the site for the purposes of travelling actively.
8. A minimum density of 35 dwellings per hectare of the net developable area should form the basis of the design to ensure the optimum use of the development site. A higher density may be appropriate. Any densities lower than the minimum set out must demonstrate why this is not practicable in relation to the proposed development.
9. There must be no net loss of biodiversity.

14.10.4 Site RR006 & RR007 are allocated in the Plan for Predominantly Residential Use

Site Number	RR006 and RR007
Site Description	Vollan Fields and Fields 134079 and 131077, Mount Pleasant, Andreas Road, Ramsey
Site Size	12.83 Ha
See Map	4
Development Brief (this may be refined after the Public Inquiry)	
<ol style="list-style-type: none"> 1. The site shall be used for predominantly residential uses. 2. A planning application to develop this site must include suitable supporting environmental information to allow full and proper assessment of the impact of the proposal. It may be determined that specific information is necessary at the planning application stage. As a minimum, a preliminary ecological assessment will be required. 	

- 3. Safe access to the site must be achieved off the Bride Road (A10) as well as the Andreas Road (A9).**
- 4. A Travel Plan must be submitted with any application which sets out intended strategy approach for the delivery of sustainable transport objectives. In addition to this, development should take into consideration the identified congestion issues at Parliament Square, Ramsey and should not seek to exacerbate such issues.**
- 5. Development must not adversely affect Registered Tree Area RA1594.**
- 6. A structural landscaping plan must be included with any application which should, wherever practicable, aim to retain existing hedgerows as part of the design approach.**
- 7. A minimum density of 35 dwellings per hectare of the net developable area should form the basis of the design to ensure the optimum use of the development site. A higher density may be appropriate. Any densities lower than the minimum set out must demonstrate why this is not practicable in relation to the proposed development.**
- 8. There must be no net loss of biodiversity.**

14.10.5 Site AR004 is allocated in the Plan for Predominantly Residential Use.

Site Number	AR004
Site Description	Fields 124281, 124282 and 124283, Oatlands Farm, Oatlands Road, Andreas
Site Size	4.5 Ha
See Map	8
Development brief (this may be refined after Public Inquiry)	
<ol style="list-style-type: none"> 1. The site is to be used for predominantly residential use. 2. A planning application to develop this site must include suitable supporting environmental information to allow full and proper assessment of the impact of the proposal. It may be determined that specific information is necessary at the planning application stage. As a minimum, a preliminary ecological appraisal will be required. 3. A Flood Risk Assessment is required for this site. A Sustainable Drainage System (SuDs) must be considered as part of any application. 4. Consideration must be given to the establishment of a pedestrian link which can provide better access between the site and existing community facilities in the centre of Andreas village. Any such pedestrian link or footpath should make best use of neighbouring land (although it is acknowledged that this may be in separate ownership) to provide pedestrian access that does not solely rely on the use of pavements at the side of the highway. 	

5. A minimum density of 20 dwellings per hectare of the net developable area should form the basis of the design to ensure the optimum use of the development site. A higher density may be appropriate. Any densities lower than the minimum set out must demonstrate why this is not practicable in relation to the proposed development.

6. There must be no net loss of biodiversity.

14.10.6 Site AR018 is allocated in the Plan for Predominantly Residential Use

Site Number	AR018
Site Description	Field 121432 & 125001, Andreas
Site Size	3.4 Ha.
See Maps	Map 8
Development Brief (this may be refined after Public Inquiry)	
<ol style="list-style-type: none"> 1. The site is to be used for predominately residential uses. 2. The site shall deliver a high proportion of affordable housing. 3. A planning application to develop this site must include suitable supporting environmental information to allow full and proper assessment of the impact of the proposal. It may be determined that specific information is necessary at the planning application stage. As a minimum, a preliminary ecological assessment will be required. 4. Any application must demonstrate that the mix of units/accommodation takes into account consultation between the landowner (DOI), the Department of Health and Social Care, the Department of Environment Food and Agriculture, the Housing and Communities Board, Cabinet Office and the Local Authority to ensure the right mix of tenure and property type is provided on this site. 5. The proposed development must make improved provisions for pedestrian and cycle routes, so-as to promote active travel. 6. A minimum density of 20 dwellings per hectare of the net developable area should form the basis of the design to ensure the optimum use of the development site. A higher density may be appropriate. Any densities lower than the minimum set out must demonstrate why this is not practicable in relation to the proposed development. 7. There must be no net loss of Biodiversity. 	

14.10.7 Site MR007 is allocated in the plan for Predominantly Residential Use

Site Number	MR007
Site Description	Fields 230794 and 234268, Kirk Michael
Site Size	1.84 Ha.
See Maps	Map 10
Development Brief (this may be refined after Public Inquiry)	
<ol style="list-style-type: none">1. The site shall be used for predominantly residential uses.2. A planning application to develop this site must include suitable supporting environmental information to allow full and proper assessment of the impact of the proposal. It may be determined that specific information is necessary at the planning application stage. As a minimum, a preliminary ecological assessment will be required.3. A structural landscaping plan must be included with any application which should, wherever practicable, aim to retain existing hedgerows as part of the design approach.4. A Travel Plan must be submitted with any application which sets out the intended approach for the delivery of sustainable transport objectives with a focus on supporting safe pedestrian access to and from the local school and village amenities.5. A minimum density of 20 dwellings per hectare of the net developable area should form the basis of the design to ensure the optimum use of the development site. A higher density may be appropriate. Any densities lower than the minimum set out must demonstrate why this is not practicable in relation to the proposed development.6. There must be no net loss of Biodiversity	

14.10.8 Site MR008 is allocated in the Plan for Predominantly Residential Use, Public Open Space and allows for a new Local Access Road.

Site Number	MR008(a) and MR008(b) and MR008 (POS)
Site Description	Part Field's 234267, 234456, 234555 & 230578, Douglas Road Corner, Kirk Michael
Site Size	3.74 Ha.
See Maps	Map 10
Development Brief Points (this may be refined after public inquiry)	
<ol style="list-style-type: none"> 1. Site MR008(a) and MR008(b) shall be used for predominantly residential uses and may be connected by a Local Access Road (with pavement) through the existing agricultural fields (234456 and 234780) as indicated on Map 10. A new road must be screened by the creation of new sod banks with native trees and shrubs. 2. MR008 POS shall be used only for public open space. 3. Development must be in accordance with an approved Masterplan for all elements: MR008(a), MR008(b) and MR008(POS) as well as the fields within which the Local Access Route is marked. The Masterplan must address the following matters: <ol style="list-style-type: none"> i. individual development phases; ii. areas of public open space; iii. route for the Local Access Road; iv. sustainable transport options which recognise the need to encourage active travel; v. sustainable drainage (SuDS) vi. structural landscaping. 4. Development Proposals must show new pedestrian and active travel routes from MR008(a) to the A3 Main Road and from MR008(b) to the A3 Main Road. 5. Given that these sites together represent a new sustainable extension to Kirk Michael and a new stretch of highway, an Environmental Impact Assessment is required for the entire site. 6. The views from School Corner to the hills, which provide the backdrop to the village, shall remain unobstructed. 7. A minimum density of 20 dwellings per hectare of the net developable area should form the basis of the design to ensure the optimum use of the development site. A higher density may be appropriate. Any densities lower than the minimum set out must demonstrate why this is not practicable in relation to the proposed development. 8. There must be no net loss of Biodiversity. 	

14.10.9 Site BR010 is allocated in the Plan for Predominantly Residential Use

Site Number	BR010
Site Description	Field 2244256, Main Road, Ballaugh
Site Size	2.32 Ha.
See Maps	Map 13
Development Brief (this may be refined after public inquiry)	
<ol style="list-style-type: none"> 1. The site shall be used for allocated for predominantly residential use. 2. The proposed development must make improved provisions for pedestrian and cycle routes, so as to promote active travel and provide safe and efficient access and egress from the former railway line. 3. A planning application to develop this site must include suitable supporting environmental information to allow full and proper assessment of the impact of the proposal. It may be determined that specific information is necessary at the planning application stage. As a minimum, a preliminary ecological appraisal will be required. 4. An impact statement should submitted with any application given the Registered Tree Area RA1352 & RA1452. An Arboricultural Method Statement must be submitted with the application or prepared and agreed as part of any conditions of approval. 5. Should there be any identified impact on Registered Tree RT0071, an Arboricultural Method Statement must be submitted with the application or prepared and agreed as part of any conditions of approval. 6. A minimum density of 10 dwellings per hectare of the net developable area should form the basis of the design to ensure the optimum use of the development site. A higher density may be appropriate. Any densities lower than the minimum set out must demonstrate why this is not practicable in relation to the proposed development. 7. There must be no net loss of Biodiversity. 	

14.10.10 Site LR007 is allocated in the Plan for Predominantly Residential Use

Site Number	LR007
Site Description	Land off Sulby Glen Road and Claddagh Road (Field 134370), Sulby
Site Size	1.47 Ha.
See Maps	Map 15
Development Brief Points (this may be refined after public inquiry)	
<ol style="list-style-type: none">1. The site shall be used for predominantly residential use of a design and scale that reflects and compliments this part of the village.2. A planning application to develop this site must include suitable supporting environmental information to allow full and proper assessment of the impact of the proposal. It may be determined that specific information is necessary at the planning application stage such as a preliminary ecological appraisal.3. Main vehicular access shall be off the Sulby Glen Road; consideration will be given to pedestrian link to the Claddagh Road.4. A flood risk assessment must accompany any detailed planning application.5. A minimum density of 10 dwellings per hectare of the net developable area should form the basis of the design to ensure the optimum use of the development site. A higher density may be appropriate. Any densities lower than the minimum set out must demonstrate why this is not practicable in relation to the proposed development.6. There must be no net loss of Biodiversity.	

14.10.11 Site LR040 is allocated in the Plan for Predominantly Residential Use

Site Number	LR040
Site Description	Field 131356 to the west of Clenagh Road, Sulby
Site Size	0.58 Ha
See Maps	Map 15
Development Brief Points (this may be refined after public inquiry)	
<ol style="list-style-type: none">1. The site shall be used for predominantly residential use of a design and scale that reflects and compliments this part of the village.2. A planning application to develop this site must include suitable supporting environmental information to allow full and proper assessment of the impact of the proposal. It may be determined that specific information is necessary at the planning application stage such as a preliminary ecological appraisal.3. A minimum density of 10 dwellings per hectare of the net developable area should form the basis of the design to ensure the optimum use of the development site. A higher density may be appropriate. Any densities lower than the minimum set out must demonstrate why this is not practicable in relation to the proposed development.4. There must be no net loss of Biodiversity.	

14.10.12 Site GMR001 and Site GMR006 are allocated in the Plan for Predominantly Residential Use.

Site Number	GMR001 and GMR006
Site Description	Plot of Land south of Main Road to the east of industrial land and including former horticultural nursery, Main Road, St Johns, German
Site Size	4.89 Ha.
See Maps	Map 11
<p>Development Brief Points (this may be refined after public inquiry)</p> <ol style="list-style-type: none"> 1. The sites shall be used for predominantly residential uses. 2. Development must be in accordance with an approved Masterplan for the entire area which may be broken down into Phases and must address the following matters: <ol style="list-style-type: none"> i. individual development phases which may be broken down into GMR001 and GMR006, ii. areas of public open space, iii. highway access and internal road network, iv. sustainable transport options which recognise the need to encourage active travel; v. landscaping and structural landscaping buffers. vi. Sustainable drainage systems 3. Given the characteristics of the site to the south of the Village and that it has more than one potential access point onto the Main Road, a Design and Access Statement is required. 4. A planning application to develop this site must include suitable supporting environmental information to allow full and proper assessment of the impact of the proposal. It may be determined that specific information is necessary at the planning application stage. As a minimum, a preliminary ecological appraisal will be required given the proximity to an Area of Ecological Interest to the south east. 5. Design should not inhibit any long-term potential active travel connections in a southerly direction to the school and the heritage trail. 6. A minimum density of 10 dwellings per hectare of the net developable area should form the basis of the design to ensure the optimum use of the development site. A higher density may be appropriate. Any densities lower than the minimum set out must demonstrate why this is not practicable in relation to the proposed development. 7. There must be no net loss of Biodiversity. 	

14.10.13 Site GR021 is allocated in the Plan for Predominantly Residential Use.

Site	GR021
Site Description	Field 621884, between Dhoon School and Ballagorry Estate, Glen Mona
Size	1.93 Ha
See Map	16
Development Brief (this may be refined after public inquiry)	
1. The site shall be used for predominantly residential uses.	
2. Taking account of:	
 i. the topography of the site,	
 ii. the size and character of the Village,	
 iii. the need for a new access onto the A2; and	
 iv. the location of the site between the school and existing housing development to the south,	
 a Design and Access Statement is required as part of any planning application on this site.	
3. A minimum density of 10 dwellings per hectare of the net developable area should form the basis of the design to ensure the optimum use of the development site. A higher density may be appropriate. Any densities lower than the minimum set out must demonstrate why this is not practicable in relation to the proposed development.	
4. There must be no net loss of Biodiversity.	

14.10.14 Site GR022 is allocated in the Plan for Predominantly Residential Use.

Site	GR022
Site Description	Glen Mona Hotel and Country Pub (part of overflow car park)
Size	0.42 ha.
See Map	16
Development Brief (this may be refined after public inquiry)	
<ol style="list-style-type: none"> 1. The site shall be used for predominantly residential uses. 2. A planning application to develop this site must include suitable supporting environmental information to allow full and proper assessment of the impact of the proposal. It may be determined that specific information is necessary at the planning application stage such as a preliminary ecological appraisal. 3. Taking account of: <ol style="list-style-type: none"> i. the prominent location of the site between the electric railway and the highway, ii. the character of this part of the Village, iii. the vegetated area within the site boundary and; iv. the proximity of the site to an Area of Ecological Interest and area of Registered Trees to the north of the site <p>a Design and Access Statement is required as part of any planning application on this site.</p> 4. There must be no net loss of Biodiversity on this site. 	

14.11 Summary figures – Residential Land Supply and Sites

14.11.1 The following Table 19 summarises all of the figures relating to housing supply and the proposed sites and an estimate of the yields those sites might deliver.

14.11.2 In terms of further explanation: The Strategic Plan sets out that 1540 new dwellings are needed within the plan period. The figure set out in the table below adds up to ~~1515~~ 1539. This is an apparent shortfall in provision of ~~25~~ 1 unit. However, it is important to note that the housing yield calculations within this plan have factored in Biodiversity Net Gain with a discount on developable area dependant on the ecological quality to the land. This requirement is not yet in force ~~but will do at some point within the plan period and until such time a greater number of units than anticipated could be approved~~ and improvements may be made off site.

~~If land for biodiversity net gain is excluded from the figures on the basis that this requirement is not yet statutory planning policy, sites in this plan could deliver an additional 45 units. Cabinet Office is therefore satisfied that the supply will adequately meet the needs although monitoring will continue.~~

Table 16. **Summary of Residential Land Provision**

Supply Source		Dwellings
A. Dwellings completed between 2011-2023		833
B. Expected yield from outstanding approvals		236
C. Projected conversions 2023-2026		36
Total of A+B+C		1105
D. Available sites in the following settlements (without planning approval)		
Ramsey	<i>Sites could deliver</i>	10
Peel		20
Jurby		3
Andreas		4
Ballaugh		1
Sulby		2
Bride		1
Dalby		1
D. Total delivery potential on available sites (within the remaining Plan Period)		39
		-
E. Allocated Sites		
RR006	Vollan Fields Andreas Road & Bride Road	48
RR007	Fields 134079 and 131077, Mount Pleasant	17
RR009	Fields 134278, 134279, 134280, 134281, 134282, 134283, 134284, 134288 & 134289, Lezayre Road	47
PR002	Fields 311843, 311884, 314538, 314542 & 314543 Ballaterson, Glenfaba Road	37
PR001	Olive Court and the Edward Loades Buildings	19
GMR008 GMR009 & GMR023	Fields 314533, 314528, 316052, 314445, 314530, 312064, 311964, 311965, 311966, 311967, 311997, 311998, 311999, 312003 and land adjacent to Ballagyr Lane	131
AR004	Fields 124281, 124282 & 124283 Oatlands Farm, Andreas	17
AR018	Field 121432 & 125001, Andreas	11
MR007	Fields 230794 and 234268, Kirk Michael	9
MR008	Part Field's 234267, 234456, 234555 & 230578	11

PTR004(b)	Field Number- 333129, Foxdale	4
BR010	Field 2244256, Main Road, Ballaugh	7
LR040	Field 131356 Clenagh Road	1
LR007	Land off Sulby Glen Road and Claddagh Road (Field 134370), Sulby	4
LR017	Field south of Jurby Road at Cronk Mayn	2
LR027	Land to the West of Kella Close	5
GMR001	Plot of land located between Mac's and Allanson's Nurseries Peel Road St. Johns	6
GMR006	Dreem Faaie Nursery	13
GR021	Field 621884, Glen Mona	5
GR022	Former Glen Mona Hotel and Country Pub car park	1
E. Total - Allocated Sites		395
Strategic Reserves		0
Grand Total		1539

Appendix 1

Table A.1.1 detailing ASSI Sites in the North and West

ASSI Site	Key Features
Ballachurry Meadows	Unimproved grassland and potential for bird habitats.
Ballacrye Meadow	Species rich rush pasture which has an unusually high level of diversity in both flora and fauna.
Ballateare Meadow (Consortium Field)	Species rich hay meadow, marshy grassland, variety of orchids, and variety of breeding birds.
Ballaugh Curragh	Flora, fauna, geology, geomorphology, and landscape - noted for its diversity of birdlife which includes at least 39 breeding species.
Central Ayres	Costal habitats: intertidal shingle, gravel and sand, vegetated shingle and decalcified fixed dunes with dune heath and grassland. Important populations of rare and protected breeding and visiting birds, invertebrates and rare and protected plants.
Cronk e King	Six hay meadows with a narrow strip of sedge-rich land to the upper north western boundary. The site fauna includes brown hares, blue butterflies and various bird species.
Cronk y Bing	Wide strip of sand dunes, with soft cliffs and a flat plateau of semi-fixed dune grassland. Area provides a habitat for a variety of invertebrates, plants, and nesting birds.
Dalby Coast	Varied geography includes species-rich hay meadows and rocky shore. Coastal area from Glen Maye to an area south of Niabyl represents one of the largest continuous areas of unimproved coastal habitat on the Island.
Dhoon Glen	Consists of a series of small, steep tributary valleys and one deep glen; special for its flora and wildlife habitats. Provides excellent breeding and feeding territory for birds and a good habitat for various invertebrates.
Glen Maye	Steep, wide gorge with broadleaved and mixed plantation on the sides, leading to cliffs and coastal slopes to the south and west. The area is an excellent breeding and feeding territory for birds with over 65 species potentially using the area. Notably abundant and diverse range of ferns.
Glen Rushen	Wet unimproved acid grassland, valley mire and flush, developing native broadleaved woodland, river valley and streams.
Greeba Mountain and Central Hills	Large area of upland moorland and grassland comprising five hills in a roughly southwest to northeast line: Greeba Mountain, Slieau Ruy, Lchargee Ruy, Colden and Slieau Maggle. The majority of this area is covered with heather moorland, interspersed with acid grassland and small streams.
Jurby Airfield	Species-rich, neutral grassland on sandy soil in between airfield runways. Home to various flora and a 'stronghold' for breeding skylarks.
Maughold Cliffs & Brooghs	Coastal grassland, hard cliff, and rocky shore providing excellent breeding and feeding territory for coastal and seabirds.
Ramsey Mooragh Shore	Vegetated strandline, shingle, semi-fixed dune and coastal grassland. The area supports rare and uncommon plants and a variety of invertebrates. Significant for the presence of Isle of Man Cabbage.

Table A.1.2 detailing Manx Wildlife Trust Reserves in the North and West


Manx Wildlife Trust Reserves	
• Aust	• Glen Dhoo
• Ayres Nature Discovery Centre and Nature Trail	• Goshen
• Barnell Reservoir	• Lough Cranstal
• Ballamooar Meadow	• Lough Gat-e-Whing, Andreas
• Close e Quayle	• Miss Guyler's Meadow
• Close Sartfield	• Moaney and Crawyn's Meadows
• Close Umpson	• Ramsey Hairpin Woodland Park
• Cooldarry	
• Cronk y Bing, Lhen Bridge	
• Curragh Feeagh	
• Dalby Mountain	
• Dalby Mountain Fields	
• Fell's Field	


Table A.1.3 detailing Wildlife Sites in the North and West


4799/001	Andreas Rectory, Andreas
4096/002	Ballachurry, Andreas
3697/001	Ballamooar Castle, Jurby
4600/001	Ballavarkish, Bride
3292/001	Bishop's Court Glen, Michael and Ballaugh
2282/002	Cashtel Moar, Patrick
2383/001	Close Chiarn, patrick
4001/001	Close Sayle, Andreas
3286/001	Eary Farm, Michael
4096/001	Glen Duff Quarry, Lezayre
3180/001	King's Forest, Marown
4294/001	Kirk Christ, Lezayre
2887/001	Lady Port, German
3894/001	Lezayre Community Hall, Lezayre
4096/001	The Dollough, Lezayre
2482/001	The Raggat, Patrick
2280/001	Traie Cronkan, Patrick
4788/001	Traie ny Halsall, Maughold
2886/001	Wood's Strand, German


<p style="text-align: center;">Glens</p>	<ul style="list-style-type: none"> • Ballaglass Glen • Ballure • Bishopscourt Glen • Cooil y Ree • Dhoon Glen • Elfin Glen • Garey ny Cloie Gardens • National Park Arboretum 	<ul style="list-style-type: none"> • Glen Helen • Glen Maye • Glen Mooar • Glen Wyllin • Lhergy Frissell Glen • Tholt y Will Glen
<p style="text-align: center;">Plantations</p>	<ul style="list-style-type: none"> • Abbeyville • Archallagan • Arrasey • The Ayres • Ballacuberagh • Ballakillingan • Ballaugh • Ballig • Ballure • Brookdale • Claghbane • Creg Ny Crock • Dreemskerry • Eairy beg • Glen Rushen • Glion Gill 	<ul style="list-style-type: none"> • Gob-y-Volley • Greeba • Kerroodhoo • Kion Slieu • Ohio and Ballakerka • Round Table • Sartfell • Skyhill • Slieau Managh • Slieu Curn • Slieu Maggle • Slieu Mooar • Slieu Whallian • The Rhenny • The Vaish • Tholt-e-will


Appendix 2 – Landscape Character Summary Tables


Landscape Character Area	Northern Uplands (A1) - Uplands
<p>Broad Landscape Strategy</p> <p>Key Views</p> 	<p>To conserve and enhance:</p> <ol style="list-style-type: none"> the character, quality and distinctiveness of the open and exposed character of the moorland; its uninterrupted skyline and panoramic views; its sense of tranquillity and remoteness; its wealth of cultural heritage features. <ul style="list-style-type: none"> Panoramic and expansive views out to sea and across the whole Island from the summits. Distant coastal views enclosed by peaks from various points within the centre of the area.


Landscape Character Area	Southern Uplands(A2) – Uplands
<p>Landscape Strategy</p> <p>Key Views</p> 	<p>To conserve and enhance:</p> <ol style="list-style-type: none"> the character, quality and distinctiveness of the open and exposed character of the moorland, its uninterrupted skyline and panoramic views, its sense of tranquillity and remoteness and its wealth of cultural heritage features. <ul style="list-style-type: none"> Open and expansive panoramic views out to sea and over the southern portion of the Island. Distant views in some areas enclosed by the surrounding peaks.


Landscape Character Area	Sulby Glen (B1) – Narrow Upland Glens
<p data-bbox="274 295 434 367">Landscape Strategy</p> <p data-bbox="274 537 434 568">Key Views</p> 	<p data-bbox="587 295 932 327">To conserve and enhance:</p> <p data-bbox="625 336 1404 488">a) the character, quality and distinctiveness of the wooded valley bottom with distinct field pattern, the remote, tranquil and unsettled character as well as the various visible cultural heritage features.</p> <ul data-bbox="587 537 1430 730" style="list-style-type: none"> • Glimpsed views down the valley through interlocking spurs out to the northern plain at times, otherwise enclosed by steep valley sides. • Open views over reservoir to surrounding upland peaks such as Snaefell.


Landscape Character Area	Glen Auldyn (B2) – Narrow Upland Glens
<p data-bbox="274 1180 434 1252">Landscape Strategy</p> <p data-bbox="274 1382 434 1413">Key Views</p> 	<p data-bbox="577 1180 922 1211">To conserve and enhance:</p> <p data-bbox="625 1220 1436 1332">a) the character, quality and distinctiveness of wooded valley bottom with housing sensitively located alongside the ecologically valuable riparian corridor.</p> <ul data-bbox="587 1382 1401 1458" style="list-style-type: none"> • Channelled views framed by steep valley slopes. • Glimpsed views up wooded slopes to surrounding uplands.


Landscape Character Area	Ballaugh Glen (B9) - Narrow Upland Glens
Landscape Strategy Key Views 	<p>To conserve and enhance:</p> <p>a) the character, quality and distinctiveness of this tranquil valley, with its intimate, small-scale settled and wooded character and regular field pattern defined by Manx hedges and shrub hedges containing mature trees.</p> <ul style="list-style-type: none"> • From valley sides and out of plantations, glimpsed views to sea and northern plain. • From valley bottom road, views enclosed by the immediate woodland and valley sides.


Landscape Character Area	Glen Rushen (B10) Narrow Upland Glens
Landscape Strategy Key Views 	<p>To conserve and enhance:</p> <p>a) the character, quality and distinctiveness of the unsettled, remote and wooded character of the valley bottom, its winding single track road valley with its and the setting of various scattered abandoned mines, chimneys and associated buildings.</p> <ul style="list-style-type: none"> • Dense and extensive coniferous plantations prevent expansive views. • More open views out from the valley sides outside the plantations.


Landscape Character Area	Greeba Valley (C1) - Broad Lowland Valley
Landscape Strategy Key Views 	<p>To conserve and enhance:</p> <p>a) the character, quality and distinctiveness of the valley with its well-treed and enclosed character in the valley bottom, its distinct rectilinear field patterns and small scattered hill farms on the rising valley sides.</p> <ul style="list-style-type: none"> • Views from valley floor typically enclosed by the fragmented woodland and roadside trees on the valley floor. • More open views from the valley sides along the valley and up to the peaks of the Northern Upland peaks and the upper slopes of Foxdale.


Landscape Character Area	St Johns (C2) – Broad Lowland Valley
Landscape Strategy Key Views 	<p>To conserve and enhance:</p> <p>a) the character, quality and distinctiveness of the valley with its well-treed and enclosed valley bottom, its enclosed lanes and roads and its numerous sites of historic importance.</p> <ul style="list-style-type: none"> • From the majority of the roads, in the area views are restricted by surrounding dense woodland, trees that line the roads and many high grassed Manx hedges running along the roads. • Open views up the Greeba Valley and to surrounding upland areas from the assembly field at Tynwald Hill.


Landscape Character Area	Ballajora and Ballaglass (D1) – Incised Slopes
Landscape Strategy Key Views 	<p>To conserve and enhance:</p> <p>a) the character, quality and distinctiveness of this area with its tranquil, relatively sparsely settled nature, its distinctive field patterns, its rural road network, its numerous areas of fragmented woodland and the setting of the various archaeological and historic features within the area.</p> <ul style="list-style-type: none"> • Panoramic views to dramatic backdrop of rising uplands to the west. • Panoramic, open views towards the sea, which is visible as a skyline feature to the east. • Enclosed and channelled views along the corridors of Ballaglass Glen and Glen Mona.


Landscape Character Area	Orrisdale and Ballaugh (D4)– Incised slopes
Landscape Strategy Key Views 	<p>To conserve and enhance:</p> <p>a) the character, quality and distinctiveness of the area with its patchwork of relatively regular, medium-scale fields, its mature network of low hedges, its tranquil and remote character and its traditional hamlets and scattered farm buildings.</p> <ul style="list-style-type: none"> • Dramatic views to muted upland backdrop to the east. • Glimpsed views across ever-changing seascape to the west. • Sweeping views southwards along the course Glen Dhoo to the south. • Widespread views of Ballaugh Church steeple.


Landscape Character Area	Kirk Michael (D5)– Incised slopes
Landscape Strategy Key Views 	<p>To conserve and enhance:</p> <p>a) the character, quality and distinctiveness of the area with its mature network of low hedges, its tranquil and remote character, its traditional hamlets and scattered farm buildings and its enclosed and intimate rural road network.</p> <ul style="list-style-type: none"> • Dramatic views to muted upland backdrop to the east. • Glimpse views across ever-changing seascape to the west. • Kirk Michael church is a dramatic landmark within views approaching from adjacent landscape character areas.


Landscape Character Area	Cronk y Voddy (D6) - Incised slopes
Landscape Strategy Key Views 	<p>To conserve and enhance:</p> <p>a) the character, quality and distinctiveness of the area, with its patchwork of upland fields fringed by valley bottom woodland and moorland and its enclosed and intimate rural road network, a tranquil and remote character with traditional hamlets, scattered farm buildings and nucleated settlements built in a vernacular style.</p> <ul style="list-style-type: none"> • Open views, in the west up to the upland peaks of Sartfell and other upland peaks. • Open views over fields to ever-changing seascape in the west of the area. • Kirk Michael Church north of this character area is a dramatic landmark in views from northern parts of this area.


Landscape Character Area	Neb (D7) - Incised Slopes
Landscape Strategy Key Views 	<p>To conserve and enhance:</p> <p>a) the character, quality and distinctiveness of the area with its wooded character alongside the River Neb, with its roads enclosed by vegetation and overhanging trees, its substantial hedgerows and Manx hedges dividing irregular shaped pastoral fields and its scattered traditional farmsteads.</p> <ul style="list-style-type: none"> • Due to the flat nature of the area and fragmented woodland in field boundaries and along the river there are relatively few views other than glimpsed views through vegetation north from the A30 and A1. • In the east of the area the Peel Power Station's chimney forms a prominent landmark. • There are some views from the A30 around Ballamoar north-west to the rising ground towards Peel Golf course and glimpses of the built-up edge of Peel.


Landscape Character Area	Peel (D8) - Incised Slopes
Landscape Strategy Key Views 	<p>To conserve and enhance:</p> <p>a) the character, quality and distinctiveness of the area with its open fields, its roads enclosed by Manx hedges and its scattered traditional farmsteads fringed by woodland.</p> <ul style="list-style-type: none"> • Open and panoramic views in the higher eastern portion of the area, with distant views over Peel Harbour, the built-up edge of Peel and the Power Station's tower, up to the tower on Corrin's Hill and out to sea. • On the smaller roads, away from the enclosed road corridors of the A1 and A20, there are glimpsed views through the hedgerows up the Greeba Valley and up to the surrounding upland areas.


Landscape Character Area	Glen Maye (D9) – Incised Slopes
<p data-bbox="274 295 434 367">Landscape Strategy</p> <p data-bbox="274 537 434 568">Key Views</p> 	<p data-bbox="577 295 925 327">To conserve and enhance:</p> <p data-bbox="625 336 1433 528">a) the character, quality and distinctiveness of the area, with its traditional settlement of Glen Maye, the wooded National Glen of the same name, its enclosed road corridors and the more open character of the sloping fields.</p> <ul data-bbox="587 577 1442 896" style="list-style-type: none"> • Expansive views are curtailed by the hill slopes that flank the A27, and by roadside vegetation, which allows only glimpsed near distance views of the surrounding fields. • Enclosed and channelled views around the settlement of Glen Maye due to the tree cover. • Some glimpsed views up to the Southern Uplands from sections of the A27 and open views from higher land elsewhere.


Landscape Character Area	Foxdale (D11) – Incised Slopes
<p data-bbox="274 1106 434 1178">Landscape Strategy</p> <p data-bbox="274 1469 434 1500">Key Views</p> 	<p data-bbox="577 1106 925 1137">To conserve and enhance:</p> <p data-bbox="625 1146 1433 1384">a) the character, quality and distinctiveness of the area, with its wooded valley bottoms, its strong geometric field patterns delineated by Manx hedges, its numerous traditional buildings and its network of small roads and lanes. The strategy should also include the restoration of landscapes distributed by former mining activities.</p> <ul data-bbox="577 1433 1433 1671" style="list-style-type: none"> • Open views down and across the valley towards St Johns, the Greeba Valley and beyond to the peaks of the Northern Uplands from areas of higher ground. • Enclosed views up to the surrounding Southern Upland areas and Stoney Mountain Plantation.


Landscape Character Area	Dalby Point and Niarbyl Bay (E8) - Rugged Coast
Landscape Strategy Key Views 	<p>To conserve:</p> <p>a) the character, quality and distinctiveness of the tranquil coastal area with its rich ecological habitats, open and expansive panoramic views and the field pattern on the shelving land.</p> <ul style="list-style-type: none"> • Glimpsed views through hedgerows over fields out to sea from the A27. • Open and extensive panoramic coastal views south from Niarbyl Point to Calf of Man.


Landscape Character Area	Dhoon Bay and Port Cornaa (E6) – Rugged Coast
Landscape Strategy Key Views 	<p>To conserve:</p> <p>a) the character, quality and distinctiveness of the tranquil and remote coastal area within its rich ecological habitats, open and expansive panoramic views and numbers sites of archaeological significance.</p> <ul style="list-style-type: none"> • Extensive, panoramic views across the sweeping ever-changing seascape to the east can be gained from the rugged coastal edge. • Within the bays, views are more greatly limited by protruding headlands. • Panoramic, open views from the top of the series of rugged cliffs, eastwards across the sea and westwards towards the dramatic Northern Uplands backdrop. • Dramatic recognisable views northwards along the course of Ballaglass Glen from Port Cornaa


Landscape Character Area	Ballanayre Strand and Peel (E7) - Rugged Coast
Landscape Strategy Key Views 	<p>To conserve:</p> <p>a) the character, quality and distinctiveness of the area, with its tranquil coastal area, rich ecological habitats, open and expansive panoramic views, numerous sites of archaeological importance and to conserve and protect the coastal setting of Peel and Peel Castle.</p> <ul style="list-style-type: none"> • Views from Peel Bay enclosed by St. Patrick’s Isle and by headland to the north. • Distant views along the coastline in both directions are gained from the cliff tops and in the northern areas at the sea’s edge. • Views west to The Mountains of Mourne on the Irish mainland.


Landscape Character Area	Bride Hills (F1) - Undulating Lowland Plain
Landscape Strategy Key Views 	<p>To conserve:</p> <p>a) the matrix of deciduous woodland; b) the sparsely settled character of the area.</p> <p>To enhance:</p> <ul style="list-style-type: none"> • The relatively strong field pattern permeating the rest of the area. • Distant views to upland in the south. • Glimpsed views to the sea from the northern edge of the area. • Bride Church tower is a landmark, within several views from the character area to the north.


Landscape Character Area	The Lhen (F2) - Undulating Lowland Plain
Landscape Strategy Key Views 	<p>To conserve:</p> <ul style="list-style-type: none"> a) the relatively strong sense of openness throughout the area; b) the sparsely settled character of this area. <p>To enhance:</p> <ul style="list-style-type: none"> c) the strong field pattern permeating the area. <ul style="list-style-type: none"> • Open and glimpsed views northwards towards the sea from several locations along the A10 road corridor. • Distant backdrop of uplands within views southwards. • Open views across the sea (and adjacent coastal strip) from the western ridge.


Landscape Character Area	Andreas and Jurby (F3)- Undulating Lowland Plain
Landscape Strategy Key Views 	<p>To conserve and enhance:</p> <ul style="list-style-type: none"> a) the character, quality and distinctiveness of this rural area including the scattered settlement pattern, relatively strong field pattern delineated by a mixture of stone walls and relatively tall Manx hedge-banks and its network of enclosed minor rural roads. <ul style="list-style-type: none"> • Glimpsed views to the sea from the eastern and western edges of the area. • Panoramic open views southwards towards a dramatic upland backdrop. • Open views to landmark church towers (particularly St. Patrick's Church) to the west of Jurby.


Landscape Character Area	Sulby (F4) - Undulating Lowland Plain
Landscape Strategy Key Views 	<p>To conserve and enhance:</p> <p>a) the character, quality and distinctiveness of this rural area with its scattered settlement pattern, relatively strong field pattern and enclosed network of minor rural roads.</p> <ul style="list-style-type: none"> • Dramatic views southwards to the imposing skyline of the uplands, which often provide a dark contrast to the adjacent landscape. • Relatively open views across farmland, framed in places by mature hedgerows. • Views into and out of the western urban edge of Ramsey (at the eastern edge of the character area).


Landscape Character Area	Sulby River (F5) - Undulating Lowland Plain
Landscape Strategy Key Views 	<p>The overall strategy should be to conserve and enhance:</p> <p>a) the character, quality and distinctiveness of this rural area with its scattered settlement pattern, relatively strong field pattern, a network of enclosed minor rural roads and its ecologically valuable aquatic and riparian habitats.</p> <ul style="list-style-type: none"> • Views along the river corridor generally channelled by vegetation which lines the banks of the river. • Dramatic views to the adjacent Southern Uplands, which provide a wooded backdrop within views southwards. • At bridging points, open views from the river corridor may be obtained across adjacent fields which are set back from the line of the river. • Views to and from the urban edges of Ramsey.


Landscape Character Area	The Curraghs (F6) - Undulating Lowland Plain
Landscape Strategy Key Views 	<p>To conserve and enhance:</p> <p>a) the character, quality, distinctiveness and ecological value of this area as well as managing the area sensitively to accommodate the needs of farmers, tourists and visitors.</p> <ul style="list-style-type: none"> • Views to wooded and non-wooded upland slopes directly to the south of the area. • Open views across the area are often constrained by woodland; however, views to adjacent farmland can be gained from the north, eastern and western edges of the area.

Landscape Character Area	Ramsey Bay (G1) Smooth Coastal Strip
Landscape Strategy Key Views 	<p>To conserve:</p> <p>a) the setting of the built up area of Ramsey and its harbour;</p> <p>b) the tranquil stretches of beach that sit at the base of the sea cliffs.</p> <p>To enhance:</p> <p>c) the harsh urban areas and existing field pattern.</p> <ul style="list-style-type: none"> • Expansive, open, panoramic views north and south along the coastline, with the wrought iron Queen’s Pier (extending out into the sea) as a visible landmark within views south. • Dramatic rising backdrop of the wooded Northern Uplands frames views westwards from Ramsey. • Open views from the Raad ny Foillan coastal footpath across an ever-changing, dynamic seascape to the east.

Landscape Character Area	The Ayres (G2) –Smooth Coastal Strip
Broad Landscape Strategy Key Views 	<p>To conserve:</p> <ol style="list-style-type: none"> the strong sense of tranquillity along stretches of beach, sand dunes and gravel; the area’s diverse patchwork of ecological habitats and strong sense of openness; and the open views across the area. <ul style="list-style-type: none"> Panoramic open views from Raad ny Foillan coastal footpath across an expansive horizon of seascape to the north. View to the strongly undulating shore of Scotland to the north on a clear day. Distant views southwards to undulating upland peaks. Open, panoramic views eastwards along the shore and gravely beach.

Landscape Character Area	Jurby Head (G3) – Smooth Coastal Strip
Landscape Strategy Key Views 	<p>To conserve:</p> <ol style="list-style-type: none"> the strong sense of remoteness and tranquillity, openness along the expansive stretches of sandy beaches; the numerous highly sensitive ecological habitats, and managing the area for visitor access. <ul style="list-style-type: none"> Panoramic open views across the ever-changing seascape, towards low hills in the distance, which form part of the Scottish foreshore. Western edge of Undulating Lowland Plain frames and truncates views eastwards. Views northwards and southwards along the length of the beach.

Landscape Character Area	Orrisdale Head (G4) (Smooth Coastal Strip)
Landscape Strategy Key Views 	<p>To conserve:</p> <p>a) the strong sense of tranquillity along the expansive stretches of sandy beaches,</p> <p>To conserve and enhance:</p> <p>b) the numerous highly sensitive ecological habitats and provide sensitive access for visitors.</p> <ul style="list-style-type: none"> • Extensive views along the coastline from the beach north to Jurby Head, south to Peel and St. Patrick's Isle and out to sea. • Views inland blocked by tall sea cliffs.

Landscape Character Area	Peel Hill (H1) – Coastal Cliffs
Landscape Strategy Key Views 	<p>To conserve:</p> <p>c) the character, quality and distinctiveness of this open, unsettled and rugged area with expansive and dramatic views and to conserve the wild setting of the numerous archaeological features.</p> <ul style="list-style-type: none"> • Extensive and panoramic views from coastal path along the dramatic coastal cliffs to Calf of Man. • Extensive and panoramic views from coastal path inland to Southern Uplands and over the Island.

