



**Isle of Man
Government**
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Area Plan for the North and West- Draft Plan Schedule of Responses

PIP 4

February 2024



Response Code	Unique ID	Name (When premission has been received to publish)	Chapter/Evidence Paper/Map/Site	Comment	Response	Proposed Modification to the Plan Y/N
ANON-F4CB-AG78-P	<u>1049596891</u>	ANON	2244256 Ballaugh Field	<p>1. This field stands between 1.5 and 2.5 meters in elevation above two boundaries of our property. This being seen from the front elevation of our property to the left and rear boundary. In the event of dwellings being constructed near or upon these said boundaries, they would look directly down into our private garden and home, especially so to the rear of our property. This situation would impact greatly and be ruinous upon our right to privacy, quality of life and possible loss of natural light and intrusive noise.</p> <p>2. The said above boundaries are of a Manx, stone and sod hedge construction. These banks are less than stable, given to their construction. Any major nearby construction activity would, almost inevitably cause damage and collapse of the boundary hedges.</p> <p>3. Road access to this field would according to representatives of the Cabinet Office be directly out into the Main Road which would be near our own access point. Therefore safe line of sight vision at a new access point in my opinion is highly questionable.</p> <p>4. The inevitable creation of hard standing surfaces eg. roofs, roadways, drives shall create significant rain water collection. As already mentioned the elevations being significantly higher then the cartilage of our property which would almost certainly generate ingress of surface water directly down onto our property during winter months or heavy rain events. This, depending upon extent leading to standing surface water upon our land, even potential flooding of our home.</p> <p>Furthermore, the obvious foul and storm water drainage route from a development would inevitably be fed into the existing sewer pipe under the Main Road. During heavy rain events now, the carriageway has a propensity to surface water flooding outside of our property. This due to existing inadequate drainage infrastructure.</p> <p>The addition of further extraneous water into the existing drainage arrangements without major hydraulic re engineering of said arrangements, would almost certainly give potential to the flooding of our property.</p> <p>5. As already mentioned within my views and opinions, the destruction of viable farmland, when other 'brown field' locations are available is simply not an intelligent idea when we are discussing the long term future of the islands food sustainability.</p>	<p>Through the Area Plan process, Cabinet Office assesses the acceptability of the principle of development against the policies contained within the Strategic Plan. Specifics of development proposals such as layout, access, design, flood alleviation measures and connection to utilities are best addressed at the planning application stage.</p> <p>In line with the sequential approach to the development of land adopted in the Strategic Plan, the Draft Area Plan for the North and West prioritises development inside of existing settlement boundaries first before extending into greenfield areas/countryside. Cabinet Office consider that it is necessary to allocate new land for residential development as part of an Area Plan as it is not possible for the housing needs of the Island to be provided for solely on 'brownfield' or previously developed sites. This being said, the Draft Area Plan for the North and West has a clear focus on the regeneration of existing town and village centres, encouraging the retention of vibrancy, activity and vitality in our centres.</p>	N
BHLF-F4CB-AGDC-E	<u>27535972</u>	Andreas Parish Commissioners	AM001	<p>Within the Written Statement (24th June 2022) it is noted that Jurby is favoured for future development as a Service Village with potential employment opportunities in the area. Andreas Commissioners note this but would stress that there is also potential for Andreas Airfield for increased employment purposes which should not be discounted. Whilst this site is not government owned further employment opportunities could/should be encouraged and would also make the site more attractive for the area. Access into and out of this site is direct and flows directly into Ramsey town without affecting the main hub of the village.</p>	<p>As part of the Draft Area Plan for the North and West, Cabinet Office chose to identify 7.48 Hectares of land at Andreas Airfield as employment land. This allocation reflects the rationalisation of existing employment uses which have developed at the airfield over recent decades. It is the intention of the Draft Plan to recognise the Airfield as employment land which will allow for its continued use and to provide employment opportunities in the Parish and wider area.</p>	N
ANON-F4CB-AG2J-3	<u>226202618</u>	ANON	appendices	<p>I'm not sure that the open nature of some of our uplands should necessarily be preserved if they were forested in the past & could be reforested. Our tree cover must be increased from the paltry current 6% to something approaching the EU average of 38%</p>	<p>Following Environment Policy 2 of the Strategic Plan, the Draft Area Plan for the North and West recognises the character and quality of the Northern and Southern Upland areas as identified in the Landscape Character Assessment (2008). The Department notes the concern about tree cover but the plan itself does not propose to increase or promote wholesale tree planting in the North and West as part of the proposals.</p>	N
ANON-F4CB-AGY9-S	<u>798735158</u>	ANON	appendices	<p>The documentation whilst thorough is too too much for residents to digest and respond to . It is an academic standard document which should have been cut up and made more accessible - it will not achieve much in residents involvement and will be a waste of all this time ame effort.</p>	<p>Cabinet Office produced a community guide which sought to succinctly lay out the issues that the Draft Plan aimed to address as well as provide details of informal consultation events that Planning Policy Officers were running in Peel and Ramsey. The purpose of the community guide and these consultation sessions was to make the Draft Plan as accessible to members of the public as possible and to facilitate greater levels of community engagement. The guide was well received and all consultation events well-attended.</p>	N
ANON-F4CB-AG2X-H	<u>871892378</u>	Ramsey Town Commissioners	appendices	<p>A new plan is welcomed as the current plan for Ramsey "Ramsey Local Plan Order 1998" is 24 years old and thinking about the environment, emissions, flooding, travel and active travel were very different / not considered at that time.</p> <p>Having a plan with a 2-year lifespan is not appropriate as the process of creating or updating a plan takes a number of years and in this case as there are no strategic reserve sites. Does this mean there will have to be another call for sites as and when the Island Plan is developed?</p> <p>For Ramsey particularly the focus is regeneration and re-use of buildings. This is less attractive than green field development and an economic package to support this type of development is required.</p>	<p>The development of the Area Plan for the North and West aims to bring the planning framework up to date in line with the policies of the Strategic Plan which was developed in the years following the approval of the Ramsey Local Plan 1998. It is acknowledged that the Plan Period of the Strategic Plan formally ends on the 31st March 2026 but it and the Area Plan for the North and West once approved will remain inforce until they are formally replaced by the new Strategic Plan and the All Island Area Plan. The process will follow the stages set out in Schedule 1 of the 1999 Town and Country Planning Act. The Draft Area Plan for the North and West has the right balance of new development sites and redevelopment and regeneration of existing settlements.</p>	N

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BHLF-F4CB-AGJN-Y		Dandara Group Holdings Limited	AR004	whilst the site at Oatlands Road, Andreas is not proposed for allocation in the Draft APNW it should be assessed in the context of our views (outlined above) in respect of the lifetime of the Plan, housing need and housing distribution. The site is well located in relation not only to the village centre but also to the adjacent industrial area at Andreas Airfield, and existing field boundaries within the site mean that it could be appropriately developed in phases if necessary The site is wholly within the control of the Dandara group of companies and is capable of accommodating residential development to meet identified housing need in the North. This would include affordable housing, and other specific housing types should there be an identifiable need (for example older persons housing). The development of the site would represent a sustainable extension to existing and proposed residential areas and would be adjacent to the existing settlement boundary of Andreas. The site is within easy walking and/or cycling distance of village facilities using existing level highways and footways, and there would be potential to create new pedestrian links through adjoining residential areas. A Master Plan for the development of the site would consider matters such as general layout, access and highway arrangements, landscaping, drainage and open space provision.	Cabinet Office have revised the housing proposals. Please see revised map and development brief for AR004.	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	AR004	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office acknowledge the Department's concern and has prepared a development brief with this constraint in mind.	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	AR009	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office acknowledge the Department's concern and is not proposing this site for development.	N
BHLF-F4CB-AGDC-E	27535972	Andreas Parish Commissioners	AR011	The Commissioners note that an area previously zoned for development where excavation has recently taken place – Fields 121381 & 121382 on the Bride Road – is now removed from the proposed settlement boundary. This presents the question of what the land is likely to be used for in the future as it's unlikely that it would be sought for agricultural purposes having been so extensively excavated. Whilst there are difficulties with the current owner it seems short sighted to remove the zoning on this land.	The site in question was recognised as an Area of Ecological Interest in its entirety by the DEFA Ecology team and shown as such on map 1a North. Cabinet Office note the taken-up application and have included the site within the predominantly residential area.	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	AR011	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office acknowledge the Department's concern and is not proposing this site for development.	N
ANON-F4CB-AGXG-6	580571349	Katy Bond	AR011	I feel that you have missed an opportunity to include fields 121381,124280 and 121382 which have had existing planning and have not developed any ECO diversity, as there has continually had work on the site. This site also would provide better infrastructure links to the highway and foul and SW.	The site in question was recognised as an Area of Ecological Interest in its entirety by the DEFA Ecology team and shown as such on map 1a North. Cabinet Office note the taken up application and have included the site within the predominantly residential area.	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	AR014	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office acknowledge the Department's concern and is not proposing this site for development	N
BHLF-F4CB-AGDC-E	27535972	Andreas Parish Commissioners	AR018	The Commissioners note that the site which has been proposed for development – AR018 – is Government owned and could therefore, deliver a high proportion of 'affordable' housing. Whilst the Commissioners support this, the main area for concern regarding this site is the access road bringing traffic into the village and joining the A17. This is a difficult corner to navigate and the potential extra traffic (26 properties = potentially 50+ cars) could make this a very congested area. Andreas has large HGV's continually travelling through the village so the Commissioners would be very interested to see plans for traffic management for this site.	The DoI have advised that the fields in question as well as the property known as "Croftonville" are within the Department's ownership. The Department of Infrastructure are also responsible for administering the Island's affordable housing scheme. The Designated HGV routes for the Island show the A9/Oatlands Road as the designated route for HGV's travelling between Ramsey and Andreas and not the A19 onto which an access for the site would potentially be located.	N
ANON-F4CB-AGXD-3	985681756	ANON	AR018	Residential buildings on this site will impact existing homes on 2 boundaries. Certainly, bungalows on Larivane Close may have to contend with 2 story houses overlooking their back gardens. This would be insensitive to residents who chose to live in a bungalow area with relative privacy	Cabinet Office is of the opinion that this can be overcome with a carefully considered layout and landscaping plan at the planning application stage.	N
ANON-F4CB-AGXD-3	985681756	ANON	AR018	Access in and out of the proposed potential site will increase traffic in an area of the village (be that the village shop and upwards, or Kiondroghad Road towards the Grosvenor Pub). This winding area round the village can get congested currently (especially with work lorries e.g. ***** and other companies speeding around.) This can only deteriorate more with construction traffic, and more new resident vehicles.	Cabinet Office consider that suitable access could be achieved to and from the site subject to proper detailed assessment.	N
ANON-F4CB-AGXD-3	985681756	ANON	AR018	It would seem more sensible to me, to consider building plots in more spacious areas with good, wide roads e.g. Ballalough, Little Meadows. Areas on this side of Andreas will keep congestion away from the centre of the village small roads, and also would be more conveniently located on the Andreas Road area leading easily to Ramsey and Bride.	In assessing development sites for potential inclusion in the Draft Area Plan for the North and West, Cabinet Office considered sites against various development constraints and consider that in accordance with the policies set out in the Strategic Plan, AR018 represents an appropriately located site to allow for the future growth of Andreas.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	AR018	Field 121432 & 125001 The Department supports the inclusion of the site for residential uses as part of the Draft Plan. Due to the site's proximity to an existing settlement, road network and existing residential land use, the Department would support development at this site. Also, as above, any significant development in these areas will require additional resources to provide sufficient public transport facilities to meet demand for transport to schools, medical facilities and retail services. This will inevitably necessitate the provision of additional services which will come at a cost to the Department, and to wider Government.	Cabinet Office notes the Department's continued support for the inclusion of this site in the Draft Area Plan for the North and West.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	AR018	No footways on Kiondroghad Road – PERS rated very poor. No safe access to village.	Development brief will include the requirement to improve pedestrian experience from location of site access to the junction of the A17.	Y
ANON-F4CB-AGXG-6	580571349	Katy Bond	AR018	There is no suitable access for the site on to the Kiondroghad road or on the B2 Leodest road. The filed references you have included also do not match your existing boundary map meaning that access would have to be on to the B2 Leodest road. I would question the infrastructure in the area as I know that the foul and SW are only 150mm pipe which would not be suitable for a larger development.	The DoI have advised that both the two fields and the property known as Croftonville is within their ownership. However, during 2015-2018 parcels of land were sold to the properties within George's Close and two properties at the junction of Kiondroghad Road for extensions to their residential curtilage. The DoI had not updated at the time of the preliminary publicity. These have now been reflected on the Map. Cabinet Office have no serious concerns that suitable access could not be achieved.	N

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BHLF-F4CB-AGD8-3	213999270	ANON	BDR005	Please note the applicant is in full support of the draft zoning for the site REF BDR005. The site assessment clearly identifies the site as being within the existing settlement boundary and as suitable for residential development. The applicant confirms that the site is developable and can be brought forward during the plan period.	Cabinet Office notes and accepts these comments.	N
BHLF-F4CB-AGDT-Y	220594366	ANON	BR003	This land was submitted as part of the site br003 – fields to the west of St Mary’s Meadow. However in a subsequent email it was pointed out that the land was part of an approved planning application PA 90/01712/B. Notwithstanding the fact that you have not assessed this as being suitable for creating an access to site br003, we would submit this should not preclude this land being shown as part of the existing development site of St Mary Meadow and therefore part of the existing settlement of Ballaugh and shown within the “Existing Settlement Boundaries” of Ballaugh. As shown in the attached application plan, the site is part of the legal entity as approved by Planning of St. Mary’s Meadow development. It comprises open space for that development, the now former LPG gas tank site, now part of the adjoining property’s garden, and the access road which served both the LPG site and could serve the land above to the west. As such we would submit that all the land comprised in this application and approval must be included within the settlement boundary of Ballaugh.	Cabinet Office has amended Map 13 of the Pre-Inquiry Draft Area Plan for the North and West to reflect the land in question as the open space provided as part of planning application 90/01712/B.	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	BR003	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office acknowledge the Department concern and is not proposing this site for development	N
BHLF-F4CB-AGDY-4		Patricia Newton	BR003	This land was submitted as part of site BR003 – Fields to the west of St Mary’s Meadow. However, in a subsequent email it was pointed out that the land was part of an approved planning application 90/01712/B. Notwithstanding the fact that you have not assessed this site as being suitable for creating an access to the above site, we would submit that this would not preclude it from being shown as part of the existing development site of St Mary’s Meadow and therefore part of the existing settlement of Ballaugh and shown within the “Existing Settlement Boundaries” of Ballaugh. As shown in the attached application Plan, the site is part of the legal entity as approved by planning of St Mary’s Meadow Development. It comprises open space for that development, the now former LPG gas tank site, now part of the adjoining property’s garden and the access road which served both the LPG site and could serve the land above to the west. As such, we should submit that all the land comprised in this application and approval must be included within the settlement boundary of Ballaugh -A copy of the original paper plan is attached as well as extract images of the plan and related correspondence on the planning microfiche-	Cabinet Office has amended Map 13 of the Pre-Inquiry Draft Area Plan for the North and West to reflect the land in question as the open space provided as part of planning application 90/01712/B.	Y
BHLF-F4CB-AGSA-U	522932590	Patricia Newton	BR003	In 2012 as part of an application for development of site br003, an independent flood risk appraisal based both on site and desktop information for the landowners, concluded not only could development be designed to reduce flood risk to other already developed parts of the village but also “In my view that with an adequate detailed design, there is no reason that the site cannot be used for economic, safe, quality residential development, in regard of flooding issues.”	Since 2012, more accurate flood risk mapping has been developed which places the site in an area at high risk of river flooding. Additionally, in assessing the site, Cabinet Office deemed that it scored a ‘critical constraint’ in terms of impact on landscape character. This stance accords with the view of the Inspector of 12/00776/A who cited “impact upon the character and quality of the landscape” as one of the reasons for refusal.	N
BHLF-F4CB-AGSA-U	522932590	Patricia Newton	BR003	Development of the site would not adversely impact on any of the key views identified in the landscape study; it would open up views of key features that are not obtainable from other sites.	Cabinet Office hold that as the site would only be accessible through the existing St Mary’s Meadow development, the creation of a wholly new access would have a potentially significant impact on landscape.	N
BHLF-F4CB-AGSA-U	522932590	Patricia Newton	BR003	The site is not impacted by periodic closure of the TT course and does not rely on land outside of the landowners’ control for access at all times of the year. As such at all times it is also close to and accessible to and from all facilities and utilities that help make Ballaugh a sustainable village.	Cabinet Office accept that the site does not front onto the TT course and that the site in question is in close physical proximity to the existing facilities of the village.	N
BHLF-F4CB-AGSA-U	522932590	Patricia Newton	BR003	In total the landowners have had a legitimate expectation that site BR003 with its associated access would be allowed to be developed in the future. The short term nature of the Area Plan for the North and West based on out of date population figures and not taking into account Government strategy for population growth is not considered an acceptable format for “forward planning” . At the very minimum Strategic Reserve sites should be identified for longer term future growth. It is not practical for any developer to work on a three year timetable starting with Year 0 being the year of land designation.	Cabinet Office have prepared the Draft Area Plan for the North and West to be in general conformity with the Strategic Plan which contains housing need figures for the Island between 2011 and 2026. Given the time remaining in the Plan Period, residential proposals have been amended without the need for Strategic Reserve sites.	N
BHLF-F4CB-AGSA-U	522932590	Patricia Newton	BR003	Along the northern edge of the site is a wooded farm track which is also a public right of way; this is where the current field access is. Views from this track southwards towards the hills are largely obstructed by the existing wooded area. Development on the site can be designed to ensure that views towards the hills not currently available may be appreciated from within the site. In this respect Site BR003 is no different from any other site that has been developed or is proposed for development in Ballaugh. The generally flat land throughout enables such views to be maintained from within developed areas. Views to Ballaugh Church steeple would not be impacted by development of this area. The site is almost totally surrounded by hedgerows and trees. There are no public views from the west, the land to the west being purely agricultural, and there are no views of the steeple along the farm track on the north side which in any event would not be affected by any development on the site.	As the site would only be accessible through the existing St Mary’s Meadow development, the creation of a wholly new access would have an impact on existing residents.	N

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BHLF-F4CB-AGSA-U	522932590	Patricia Newton	BR003	<p>it is only too easy to look at a flat map of Ballaugh and assume that any new development that extends the village outside of its current rectangular block would be out of character. However this does not take into account views from the ground. Development of the area would be visible from St. Mary's Meadow and the school site on the opposite side of the stream but not from anywhere else other than possibly from a very great distance when one is looking down on the northern plain from the uplands. Views out from the East ie from St Mary's Meadow and the School site over the site are not of right; they are not any of the key views identified in the landscape character assessment.</p> <p>The access from St Mary's Meadow has long been protected since that development was approved - PA 90/01712/B refers. It exists on the ground and has been agreed by both developers and the Commissioners, the latter owning and maintaining the adjacent open space (see attachment). The LPG tanks no longer exist and landscaping, including encroaching on the agreed retained / protected access route, has not been undertaken in conjunction with consultation with the owners over their legal right to retain the line of future access to their land. As this access route, 9.0 or 9.1m wide is protected as part of an approved plan for residential development, there can be no assumption that it is only for agricultural use of the field to the west of Ballaugh stream (see attachment re separate submission on access route and extract from deeds).</p>	Cabinet Office has amended Map 13 to include the open space associated with planning application 90/01712/B within the existing settlement boundary.	Y
BHLF-F4CB-AGSA-U	522932590	Patricia Newton	BR003	A separate submission has already been submitted with regard to this access land. It is part of an approved and constructed planning development as shown in the attached plan. Having been within the village boundary as shown on the 1982 Development Plan it is now totally illogical and potentially illegal to exclude it now that it is developed. See attached extract from 1982 Development Plan North.	Cabinet Office has amended Map 13 to include the open space associated with planning application 90/01712/B within the existing settlement boundary.	Y
BHLF-F4CB-AGSA-U	522932590	Patricia Newton	BR003	<p>A very small part of the site is within an area zoned as woodland. This is largely around the existing access track / public footpath running along the north boundary of the site. There would be no intention to develop on this land. Moreover the designation of Woodland does not carry any implication for nature conservation interest for which there is a separate zoning in the 1982 Development Plan which is not used on any part of the site.</p> <p>Much of the area surrounding Ballaugh is shown as being within an Area of High Landscape Value and / or Scenic Significance on the 1982 Development Plan. This is not a zoning relevant to nature conservation for which there is a separate designation in the 1982 Plan. See attached extract from 1982 Development Plan North.</p> <p>Planning Policy appears to be allowing itself to be deliberately misled with regards to potential nature conservation interest for which no evidence is given on the site assessment.</p>	<p>The 1982 Development Plan (as approved) shows an area of woodland along the northern edge of the site. Constraints mapping produced and published as part of the Draft Area Plan for the North and West shows this area as an Area of Ecological Interest. Accordingly, in assessing the site in respect of Q5. (protecting valued wildlife habitats and species) the site was correctly scored 'orange' as adjacent land, but not the site, has potential nature conservation interest.</p> <p>In assessing sites for their potential nature conservation value, Cabinet Office has engaged with Ecosystems Policy in DEFA who provided detailed consultation responses on the conservation interest of sites. Additionally, Cabinet Office used up-to-date environmental mapping (the same data which is reflected on the environmental constraints maps) to assess sites in respect of their ecology value.</p>	N
BHLF-F4CB-AGSA-U	522932590	Patricia Newton	BR003	<p>The Flood Appraisal Study (copy attached) was done in 2012 for PA 12/00776/A after the current St Mary's Meadow development had been completed. The study was not purely a desk top one, unlike that used on the MUA maps. It involved the assessor being on site. It also involved consultation with the Government Land Drainage Engineer.</p> <p>The flood appraisal and its conclusion was not challenged by the drainage authorities: they said they needed more detail which would, in any case, have followed with a reserved matters application, had approval in principle been given. The report was challenged by local residents who provided photographic evidence of high river levels since the construction of their houses. However one of the principal objectors lived upstream, not downstream, of the proposed development and it has been stated in the flood appraisal that works associated with any proposed development could alleviate problems upstream: they would not cause them; as is clearly evidenced in the application, they already existed before the time of the application in 2012.</p>	Up to date flood mapping, produced since 2012, indicates that the eastern portion of the site in particular is within a high risk zone for river flooding. This has been reflected in the assessment of the site.	N
BHLF-F4CB-AGSA-U	522932590	Patricia Newton	BR003	<p>On site the straightening of the river and the strengthening of the banks on the St Mary's meadow side of Ballaugh River could have had an adverse impact on the proposed site on the west side but this was not established. The Study established that only a small part of the site was at any flood risk.</p> <p>The owners own the river bed upto the middle of the river. The study undertaken clearly states that the site lends itself to an approach that combines a main channel and a secondary flood channel, the latter to be provided on the owner's south bank of the river incorporating the mature trees. While it is accepted that a small low lying portion of the site may have issues with surface water (as shown on attached extract from Flood Hub map), the report concludes that development can be used to provide an opportunity to reduce current flood threats to both sides of the stream and enhance the environmental value of the river corridor. The owners have noted that surface water drainage put in to serve St Mary's Meadow is discharging such that it undermines gabion baskets put in on the west side of the stream.</p>	In respect of flood risk on the site, Cabinet Office hold that flood risk mapping produced by the Department of Infrastructure shows a significant proportion of the site as being at high risk of river flooding in addition to surface water flooding.	N
BHLF-F4CB-AGSA-U	522932590	Patricia Newton	BR003	<p>By way of comparison it is noted that almost 50% of the proposed designated site, BR010, and developed land adjacent to it north of Main Road is subject to surface water flooding.</p> <p>The assessment done by Policy Planning is wholly inadequate and flies in the face of the more detailed assessment done by a professional on behalf of the landowner. If Government targets to increase the Island's population in sustainable settlements are to be met, then Government needs to realise that engineering and development design have moved on from simple yes or no basis based on whether any part of a site is subject to flooding. In effect Government are unnecessarily blocking development of this land both in short and long term even though its development could reducing the flood risk situation for current development.</p>	<p>Whilst it is noted that both site BR003 and BR010 are affected by surface water flooding issues, BR010 is wholly unaffected by river flooding which Cabinet Office hold to be a significant issue affecting site BR003.</p> <p>Housing need can be better accommodated in other Service Centres, and Service Villages before further land in the Village of Ballaugh is required.</p>	N
BHLF-F4CB-AGSA-U	522932590	Patricia Newton	BR003	Development of the site does not involve land in any ownership other than that of the landowners or in their control through their retained right of access, 9.0m or 9.1m wide, from St. Mary's Meadow, an existing access route being already built in part on that site.	Cabinet Office note that the site and a potential access road in the adjacent St Mary's Meadow development are within the same ownership.	N

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BHLF-F4CB-AGSA-U	522932590	Patricia Newton	BR003	The site would be accessible by vehicle all year. It does not rely on the use of farm tracks / former railway tracks, potential future footpaths / bridleways not designated at present when TT motor bike races close the main Sulby – Ballaugh - Kirkmichael road.	Cabinet Office note that the site does not front directly onto the TT course	N
BHLF-F4CB-AGSA-U	522932590	Patricia Newton	BR003	It is close to and readily accessible to the existing school and could potentially provide a new school site readily accessible from existing residential areas, particularly those east of Station Road.	Cabinet Office note that that the site is in close proximity to the existing facilities of the village	N
BHLF-F4CB-AGSA-U	522932590	Patricia Newton	BR003	It is readily accessible to the Village shop, and post office again at all times of the year.	Cabinet Office note that that the site is in close proximity to the existing facilities of the village	N
BHLF-F4CB-AGSA-U	522932590	Patricia Newton	BR003	It is close to the Church and church hall.	Cabinet Office note that that the site is in close proximity to the existing facilities of the village	N
BHLF-F4CB-AGSA-U	522932590	Patricia Newton	BR003	Its siting is total is compatible with encouraging the use of all existing community facilities, a characteristic which is very important for the sustainability of villages.	Cabinet Office note that that the site is in close proximity to the existing facilities of the village	N
BHLF-F4CB-AGSA-U	522932590	Patricia Newton	BR003	The sewage works is at The Dollagh north of Ballaugh on the Coast Road. Services could be carried on a bridge over Ballaugh Stream to link up to existing services.	Cabinet Office is aware of the provision of existing services and utilities in the Area	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	BR005	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office notes these comments.	N
BHLF-F4CB-AGYG-7		Maria Sheridan	BR006	Site BR006 should be identified as a strategic reserve site for approximately 50 dwellings. The site is situated immediately adjacent to the settlement boundary and would therefore form a sustainable urban extension of Ballaugh. It is noted that the Site Assessment has found the site to be unsuitable for housing based on landscape and settlement character impacts, however these matters have not been identified as critical constraints. We object to the findings of the Site Assessment. It is considered that the development of the site would form a sustainable extension of the village. See attached Supporting Statement for our full response	The Draft Area Plan for the North and West does not identify any Strategic Reserve Sites. Ballaugh is identified as a Village within the Spatial Policies of the Strategic Plan which infers a lower housing need in the settlement compared to Service Centres or Service Villages. With this in mind, and considering that Ballaugh has an allocated site as part of the Draft Plan, it is considered that additional housing land beyond that which has been proposed is required.	N
BHLF-F4CB-AGYG-7		Maria Sheridan	BR006	The housing density in the immediate locality is generally of a medium density. As an urban fringe site, the concept proposed comprises of a low-density housing scheme. This will ensure the development is in keeping with the surrounding area and will accord with the density guidelines for this type of location provided in the Site Assessment Framework. This states that large sites towards the edge of settlements should generally provide densities of 5-10 units per net hectare. The net developable area of the site is approximately 4.8 hectares (12 acres) and it is proposed in this case to adopt the higher end of this density range to secure the most efficient use of the land. It is therefore proposed that the site could accommodate at least 50 dwellings (10 units per hectare). The remainder of the site is for structural landscaping and public open space.	Cabinet Office note your consideration of development density at this stage. Amendments have been made to the top down assumptions in assessing site yields.	Y
BHLF-F4CB-AGYG-7		Maria Sheridan	BR006	DC.2: Hazardous land uses and contamination - Score Green	The Site Assessment Framework priorities contaminated land that could remediated for development. Score remains yellow.	N
BHLF-F4CB-AGYG-7		Maria Sheridan	BR006	DC.4 Maintaining Landscape Character - Score Yellow	The site would screen views of the northern uplands identified as a key view in the landscape character assessment.	N
BHLF-F4CB-AGYG-7		Maria Sheridan	BR006	DC.5 Protecting valued wildlife habitats and species - Score Green	Cabinet Office agree and acknowledge the preliminary ecological assessment within the submission.	N
BHLF-F4CB-AGYG-7		Maria Sheridan	BR006	DC.7 Protecting archeology and Acinent Monuments - There are no Ancient Monuments on site and there is very low potential for archaeological interest. - Score Green	While no tumuli or other earthworks were visible upon site visit or aerial photography, the site is recorded as having finds. Score Red	N
BHLF-F4CB-AGYG-7		Maria Sheridan	BR006	DC.10 - In view of the lack of previously developed sites in the North and West of the Island, it is considered that more further housing sites will largely have to be brought forward on greenfield sites such as this.	All greenfield sites are score equally in this regard.	N
BHLF-F4CB-AGYG-7		Maria Sheridan	BR006	DC.11 - The site is immediately adjacent to the existing settlement boundary and is for the most part open grazing land except for the site boundaries which are marked by hedgerows. The Development Framework for the site shows that these boundary features would be retained wherever possible and this will help retain the existing enclosure and absorb the development into the landscape. It is considered that the site can be developed successfully to fit with the scale, landform and pattern of the surrounding area and local landscape.	Development would have an impact on important landscape setting - score red	N
BHLF-F4CB-AGYG-7		Maria Sheridan	BR006	DC.12 - The site is situated immediately adjacent to existing housing to the north and would form a logical extension of Ballaugh to the south. The Development Framework demonstrates that it will be possible to develop the site in a manner that is consistent with, and sympathetic to, the surrounding rural interface	Cabinet Office agree that the impact on visual amenity could be mitigated but there would be an impact. Score remains yellow.	N
BHLF-F4CB-AGYG-7		Maria Sheridan	BR006	DC.14 - The development proposes a new access off Main Road (A3) to the north-east of the site. A Transport Appraisal has been prepared by i-Transport, see Appendix 3. This demonstrates that a safe access can be achieved off Main Road. Development of the site would not result in a significant increase in the volume (or nature) of vehicle traffic movements on local roads.	Cabinet Office acknowledge that suitable access can be made but a new connect will have to be made so score orange.	N
BHLF-F4CB-AGYG-7		Maria Sheridan	BR006	DC.16 - Maximising access to community services and facilities - Score Yellow	Cabinet Office believe this site scores Green	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	BR007	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office notes these comments.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	BR009	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office acknowledge the Department concern and is not proposing this site for development	N
BHLF-F4CB-AG2Q-A	159295473	ANON	BR009	I would like to propose that my field (BR009) is included in the plan. I note that it was excluded for the following reasons: <ul style="list-style-type: none"> • Key views of the historic Ballaugh village and south to the hills and glen would be spoilt • Limited sewerage capacity - Unacceptable increase in traffic around Ballaugh bridge I would like to note, my field is further from the bridge and wouldn't cause the same congestion. There are properties next to the field so sewerage shouldn't really be an issue. Additionally, I would like the whole of the field to be included, the original plan only included part of the field.	As with all the sites which were submitted to Cabinet Office for potential inclusion in the Area Plan for the North and West, this site was assessed using the published Site Assessment Framework. With regards to this particular site, a Critical Constraint was triggered in respect of flood risk which meant that the site was deemed unsuitable, and therefore screened out.	N

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ANON-F4CB-AG5M-9	643020886	ANON	BR010	<p>I live at Hunters Croft, Main Road, Ballaugh and this field is immediately behind my house. I cannot understand why this site has now been added as previously it was not zoned. This field sits higher than my garden so any houses built would definitely overlook me, occupants would be able to see in my windows easily and invade my privacy. I bought this property as it had a field at the back and no other property looked over me. The access from this field would be out onto a busy main road, traffic is already an issue early morning work time and again in the evening time when people are going home from work. Sometimes I wait quite a while to exit my drive onto the main road, this would be compounded if the field was built on. Visibility is not good either way on leaving this field entrance, visibility is reduced both ways due to corners on the main road. The field is also actually cut off during roads closed periods when racing is on. I also have a lot of wildlife in the garden which would vanish if this field was built on, I am not NIMBY person but really feel that this site is not right for the village of Ballaugh.</p> <p>I feel that any other site which does not abut the main road and was in the first consultation map, would be a better option, an example is at the end of the Glebe Aalin estate where there has already been provision when it was built to extend onto the field which adjoins it, this is the other side of the old railway line. This would enable traffic to exit onto quieter roads away from the main road area, people would then have the option of travelling to the main road or use the back roads out of Ballaugh.</p>	BR010 was identified during the Preliminary Publicity stage of the Area Plan for the North and West and was therefore consulted on following the close of the original Preliminary Publicity consultation. Cabinet Office considers that issues such as overlooking are to be dealt with at the planning application stage. In the Development Brief corresponding to BR010, Cabinet Office state that provision should be made as part of any development for the improved provision of pedestrian and cycle routes. The site's proximity to the former railway line provides the opportunity for the expansion of the Active Travel network as well as providing an access route to the existing facilities within the village, reducing the need to access such facilities using a private car.	N
ANON-F4CB-AG5T-G	799728668	ANON	BR010	BR010 - who is this being targeted at? More retirees? Again. as with many of these sites, these don't correspond with the plan.	All allocations in the Draft Area Plan for the North and West are in general conformity with the Strategic Plan.	N
BHLF-F4CB-AG2Z-K	268734013	ANON	BR010	<p>What made us move here (ballaugh) is the unspoilt natural areas and agricultural land and the overall natural beauty of surrounding areas where we, like many, are free to enjoy pleasant scenic walks away from endless housing estates.</p> <p>It seems that no matter where you go in the Isle of Man that one is doomed to have Dandara / Hartford Homes and the like, build endless housing estates to the glee of many politicians / commissioners. I despise when certain individuals talk so much dribble of how much they care about the planet/green areas etc when all they can see is how much more money will go into government coffers (rates, taxes etc). This is explained further down the email.</p> <p>I (we) would like to therefore register our 5 objections (3 site related) to this proposal but we would also like to voice our concerns to the following:</p> <ol style="list-style-type: none"> 1. We only became aware of this zoning proposal a couple of days ago [25th August 2022] when someone came to our property to hand over copies of the objection letter. We were never made aware of the town hall meeting nor was there any leaflet dropped at nor posted through our post box which makes me wonder how many other households were somehow inadvertently/conveniently 'missed out' from being informed of the meeting or the rezoning for that matter. 2. Given the outrageous declaration of the 'done deal' that a separate investigation is conducted for bribery and corruption i.e. 'done deals' normally happen regardless of objections or anything else for that matter. 3. We strongly object to what many may see this to be [or become] a 'Pulrose' style housing estate [or at least that's the perception one gets of what is being implied with the development]. 	BR010 was identified during the Preliminary Publicity stage of the Area Plan for the North and West and was therefore consulted on following the close of the original Preliminary Publicity consultation (April-June 2021). BR010, as well as 34 other additional sites were consulted on between 24th September and 10th December 2021, this consultation was publicised by a public notice in the Isle of Man Courier. Following the close of the Additional Sites Consultation, Cabinet Office published the Draft Area Plan for the North and West on 24th June 2022 in which BR010 was included as a proposal. The publication of this document was accompanied by a public notice, posts on Government social media channels, several news stories from the Island's media as well as the circulation of a Community Guide, which contained details of the 'drop in' sessions Cabinet Office would be undertaking. Cabinet Office was not wholly responsible for the distribution of the Community Guide but was made aware of several areas who would not be receiving one, this prompted Officers to personally deliver copies of the Guide to homes in the West of the Island. Cabinet Office take allegations of corruption incredibly seriously and refute any such allegations.	N
BHLF-F4CB-AG7Z-R BHLF-F4CB-AG7D-2 BHLF-F4CB-AG24-D BHLF-F4CB-AG2D-W BHLF-F4CB-AGD1-V BHLF-F4CB-AGJB-K BHLF-F4CB-AGST-E BHLF-F4CB-AGSW-H BHLF-F4CB-AGSP-A BHLF-F4CB-AGSK-5 BHLF-F4CB-AGD7-2 BHLF-F4CB-AGDS-X BHLF-F4CB-AGJG-R BHLF-F4CB-AGJ2-3 BHLF-F4CB-AGJ8-9 BHLF-F4CB-AGJ5-6 BHLF-F4CB-AG7Z-R BHLF-F4CB-AG24-D BHLF-F4CB-AGDS-X	969963554	Ballaugh Residents	BR010	<p>My reasons for objection related to the Isle of Man Strategic Plan are as follows:</p> <p>General Policy 2: Development which is in accordance with the land-use zoning and proposals in the appropriate Area Plan and with other policies of this Strategic Plan will normally be permitted, provided that the development:</p> <p>(c) does not affect adversely the character of the surrounding landscape or townscape; Ballaugh is one of the few villages in the north which doesn't have main road 'estate' housing, the housing estates are all accessed after turning into the village at Ballaugh Bridge. This gives the village a much smaller appearance when travelling along the A3 TT course. This gives the impression of a linear settlement, as each house along the A3 road is individual. There are no wide estate road accesses or repetitive developer housing, only traditional terraces, cottages and individual dwellings with private driveways and farm lanes.</p> <p>(d) does not adversely affect the protected wildlife or locally important habitats on the site or adjacent land, including water courses; The field BR010 hosts a wide variety of species during the year, including rabbits, hares, pheasants and roosting bats.</p> <p>(f) incorporates where possible existing topography and landscape features, particularly trees and sod banks A huge area of sod bank, or mature trees depending on exact location will need to be removed to provide a safe highway visibility splays to the estate, destroying natural habitats and urbanising countryside feel as you enter/exit the village.</p> <p>(g) does not affect adversely the amenity of local residents or the character of the locality; (h) provides satisfactory amenity standards in itself, including where appropriate safe and convenient access for all highway users, together with adequate parking, servicing and manoeuvring space;</p> <p>(i) does not have an unacceptable effect on road safety or traffic flows on the local</p>	The Draft Area Plan has been prepared in general conformity with the Strategic Plan 2016. As this is the preparation of a new Area Plan General Policy 2 existing land use planning is not a consideration. The site has been otherwise assessed on its impact on the surround landscape/Townscape, wildlife, topography, amenity and highways.	N

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BHLF-F4CB-AG7Z-R BHLF-F4CB-AG7D-2 BHLF-F4CB-AG24-D BHLF-F4CB-AG2D-W BHLF-F4CB-AGD1-V BHLF-F4CB-AGJB-K BHLF-F4CB-AGST-E BHLF-F4CB-AGSW-H BHLF-F4CB-AGSP-A BHLF-F4CB-AGSK-5 BHLF-F4CB-AGD7-2 BHLF-F4CB-AGDS-X BHLF-F4CB-AGJG-R BHLF-F4CB-AGJ2-3 BHLF-F4CB-AGJ8-9 BHLF-F4CB-AGJ5-6 BHLF-F4CB-AG7Z-R BHLF-F4CB-AG24-D BHLF-F4CB-AGDS-X	969963554	Ballaugh Residents	BR010	The only vehicular access will be onto the TT course. It is a recipe for objections to racing and will cause organisers and marshals unneeded pressure and problems with disgruntled residents. During TT and MGP race periods, residents will have no vehicular access to their houses so will park in and around the village, along the A10 or in existing housing estates and walk along the railway line. This will put dangerous levels of vehicular movement and congestion on the existing roads, especially in the housing estates which tend to be full of spectator parking already. In my opinion there should be a general presumption against any new housing estates which can only access the highway via the TT course. (see Milntown application by Dandara in Ramsey as a prime example of a problem site).	Neither the Strategic Plan or the Highways division of the DoI have a policy on the presumption against development on or access by the TT circuit. As the TT is and event planned in collaboration with multi agencies, including the emergency services and advertised in advance via public notices and direct mail, future residents will be aware of the event and the restrictions it will impose during road closure events. Cabinet Office therefore do not take the position that such a presumption against development is necessary.	N
BHLF-F4CB-AG7Z-R BHLF-F4CB-AG7D-2 BHLF-F4CB-AG24-D BHLF-F4CB-AG2D-W BHLF-F4CB-AGD1-V BHLF-F4CB-AGJB-K BHLF-F4CB-AGST-E BHLF-F4CB-AGSW-H BHLF-F4CB-AGSP-A BHLF-F4CB-AGSK-5 BHLF-F4CB-AGD7-2 BHLF-F4CB-AGDS-X BHLF-F4CB-AGJG-R BHLF-F4CB-AGJ2-3 BHLF-F4CB-AGJ8-9 BHLF-F4CB-AGJ5-6 BHLF-F4CB-AG7Z-R BHLF-F4CB-AG24-D BHLF-F4CB-AGDS-X	969963554	Ballaugh Residents	BR010	(n) is designed having due regard to best practice in reducing energy consumption. Best practice in reducing energy consumption is unarguably now Passivhaus. However local developers are still building to meet Building regulations, installing gas boilers and covering their roofs with 'Eco Bling' solar panels to meet SAP calculation targets. Planning and Building Control are separate however to meet 'best practice' under the Strategic Plan, Passivhaus levels of performance should now be the norm in such developments and at the very least no fossil fuel boilers.	Planning policy only deals with land use policies and is itself also separate from planning and building control and therefore out of scope of the Area Plan and the Strategic Plan.	N
BHLF-F4CB-AG7Z-R BHLF-F4CB-AG7D-2 BHLF-F4CB-AG24-D BHLF-F4CB-AG2D-W BHLF-F4CB-AGD1-V BHLF-F4CB-AGJB-K BHLF-F4CB-AGST-E BHLF-F4CB-AGSW-H BHLF-F4CB-AGSP-A BHLF-F4CB-AGSK-5 BHLF-F4CB-AGD7-2 BHLF-F4CB-AGDS-X BHLF-F4CB-AGJG-R BHLF-F4CB-AGJ2-3 BHLF-F4CB-AGJ8-9 BHLF-F4CB-AGJ5-6 BHLF-F4CB-AG7Z-R BHLF-F4CB-AG24-D BHLF-F4CB-AGDS-X	969963554	Ballaugh Residents	BR010	Environment Policy 13: Development which would result in an unacceptable risk from flooding, either on or off-site, will not be permitted. A large area of the field BR010 is marked as 'high likelihood of surface water flooding' on the MUA flood risk viewer. There is a presumption against development in such areas. Building in these areas will place unacceptable risk not only on the new dwellings, but could also adversely affect neighbouring property by reducing runoff space and undeveloped land to absorb heavy rain. Also during the winter months MUA workmen are in Mountain View clearing drains which are already overloaded. Increasing the load on the already struggling system is a recipe for further trouble and problems for existing residents of the village.	Cabinet Office notes your concern and has prepared a development brief for site BR010	N

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BHLF-F4CB-AG7Z-R BHLF-F4CB-AG7D-2 BHLF-F4CB-AG24-D BHLF-F4CB-AG2D-W BHLF-F4CB-AGD1-V BHLF-F4CB-AGJB-K BHLF-F4CB-AGST-E BHLF-F4CB-AGSW-H BHLF-F4CB-AGSP-A BHLF-F4CB-AGSK-5 BHLF-F4CB-AGD7-2 BHLF-F4CB-AGDS-X BHLF-F4CB-AGJG-R BHLF-F4CB-AGJ2-3 BHLF-F4CB-AGJ8-9 BHLF-F4CB-AGJ5-6 BHLF-F4CB-AG7Z-R BHLF-F4CB-AG24-D BHLF-F4CB-AGDS-X	969963554	Ballaugh Residents	BR010	Environment Policy 14: Development which would result in the permanent loss of important and versatile agricultural land (Classes 1-2) will not be permitted except where there is an overriding need for the development, and land of a lower quality is not available and other policies in this plan are complied with. This policy will be applied to (a) land annotated as Classes 1/2 on the Agricultural Land Use Capability Map; and (b) Class 2 soils falling within areas annotated as Class 2/3 and Class 3/2 on the Agricultural Land Use Capability Map. How can the general public view the land classes? Has this field been tested and are there less fertile soil fields in the north & west which could be used first?	All site assessment note the Agricultural Land Capability classification where applicable. Agricultural Land Use Capability maps are available from the Evidence Base page on Gov.im or in the Tynwald Library. BR010 falls within Class 3.	N
BHLF-F4CB-AG7Z-R BHLF-F4CB-AG7D-2 BHLF-F4CB-AG24-D BHLF-F4CB-AG2D-W BHLF-F4CB-AGD1-V BHLF-F4CB-AGJB-K BHLF-F4CB-AGST-E BHLF-F4CB-AGSW-H BHLF-F4CB-AGSP-A BHLF-F4CB-AGSK-5 BHLF-F4CB-AGD7-2 BHLF-F4CB-AGDS-X BHLF-F4CB-AGJG-R BHLF-F4CB-AGJ2-3 BHLF-F4CB-AGJ8-9 BHLF-F4CB-AGJ5-6 BHLF-F4CB-AG7Z-R BHLF-F4CB-AG24-D BHLF-F4CB-AGDS-X	969963554	Ballaugh Residents	BR010	Environment Policy 42: New development in existing settlements must be designed to take account of the particular character and identity, in terms of buildings and landscape features of the immediate locality. Inappropriate backland development, and the removal of open or green spaces which contribute to the visual amenity and sense of place of a particular area will not be permitted. Those open or green spaces which are to be preserved will be identified in Area Plans. Although this area has been identified as part of the settlement boundary of Ballaugh, there is a very clear settlement boundary already which runs along the back of Ballaterson Fields, Glebe Aalin, Ballaugh Bowling club and Mountain View. This extra field of zoning juts out and breaks the natural village boundary, damaging the visual amenity from the Railway line footpath and also making the village feel much larger while travelling along the A3 Main Road/ TT course. It looks and feels like a backland development.	Strategic Policy 2 in the Strategic Plan proposes the use of appropriate 'sustainable urban extensions' to meet development needs approved as part of the Strategic Plan 2016. All sites in a surrounding Ballaugh have been assessed and BR010 scores well in terms of access to facilities and minimal impact on views from neighbouring residential properties and impeding views of the uplands. Cabinet Office disagree that development of the site would be contrary to Transport Policy 3, development would create the opportunity to improve the routes potential as a public transport/cycle route and does not compromise the attraction of the route for tourism and leisure uses.	N
BHLF-F4CB-AG7Z-R BHLF-F4CB-AG7D-2 BHLF-F4CB-AG24-D BHLF-F4CB-AG2D-W BHLF-F4CB-AGD1-V BHLF-F4CB-AGJB-K BHLF-F4CB-AGST-E BHLF-F4CB-AGSW-H BHLF-F4CB-AGSP-A BHLF-F4CB-AGSK-5 BHLF-F4CB-AGD7-2 BHLF-F4CB-AGDS-X BHLF-F4CB-AGJG-R BHLF-F4CB-AGJ2-3 BHLF-F4CB-AGJ8-9 BHLF-F4CB-AGJ5-6 BHLF-F4CB-AG7Z-R BHLF-F4CB-AG24-D BHLF-F4CB-AGDS-X	969963554	Ballaugh Residents	BR010	Transport Policy 3: New development on or around existing and former rail routes should not compromise their attraction as a tourism and leisure facility or their potential as public transport routes, or cycle / leisure footpath routes. The extension of residential housing along the railway line would severely damage the existing beautiful views towards Gob Y Volley and the northern hills. This view currently starts immediately after passing through the gate onto the line after the play park area. Also any use of the line as a vehicular access during TT/MGP race periods would be against the protection of the line for potential public transport and cycle routes.	Cabinet Office notes your concern but development would not compromise the attractiveness of the route for leisure or active travel uses and the plan makes no mention or suggestion of vehicle access during road closure events.	N

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BHLF-F4CB-AG7Z-R BHLF-F4CB-AG7D-2 BHLF-F4CB-AG24-D BHLF-F4CB-AG2D-W BHLF-F4CB-AGD1-V BHLF-F4CB-AGJB-K BHLF-F4CB-AGST-E BHLF-F4CB-AGSW-H BHLF-F4CB-AGSP-A BHLF-F4CB-AGSK-5 BHLF-F4CB-AGD7-2 BHLF-F4CB-AGDS-X BHLF-F4CB-AGJG-R BHLF-F4CB-AGJ2-3 BHLF-F4CB-AGJ8-9 BHLF-F4CB-AGJ5-6 BHLF-F4CB-AG7Z-R BHLF-F4CB-AG24-D BHLF-F4CB-AGDS-X	969963554	Ballaugh Residents	BR010	The leaflet regarding the area plan that came through the post states that 'Sustainable green field sites...will help provide Affordable housing'. There are two issues with this statement. Firstly sustainable suggests that these new dwellings will all be 'Eco houses' as mentioned above, unless built to Passivhaus levels they won't be up to the current best practice. The document may have meant different meaning of the term however this is how it comes across to the layperson. With regard to affordable housing, it is true, 25% of developments over a certain size must provide such housing, however the statement is worded to imply that the new housing on greenfield land will be affordable housing. Again the meaning can be interpreted differently but this wording in my opinion is to make objectors feel they are preventing affordable housing being built. I am all for affordable housing in the correct place, generally it is best near to areas of employment where young people and families can walk to work, school and to leisure activities. Building estates of houses in the countryside embeds the use of cars as people commute and take children to clubs etc. What will likely happen here is that the plans will show the 25% affordable housing located in the area which is noted to be high risk of flooding. Another favourite of developers is to slowly remove affordable housing through numerous iterations of a masterplan arguing its not 'profitable' and agreeing to pay a levy to government instead.	Sustainable Urban Extensions was the term used in the community guide as is defined within Appendix 1 of the Strategic Plan 2016. "Sustainable Urban Extensions Involves the planned expansion of a city or town and can contribute to creating more sustainable patterns of development when located in the right place, with well-planned infrastructure including access to a range of facilities, and when developed at appropriate densities."	N
ANON-F4CB-AGD9-4		D Doran	BR010	This identified land area is a natural extension of the community and housing requirements in the area. It will sustain the community and provide necessary housing for the locality, easy access to the local school/shops/pub. Ballaugh has excellent bus/transport connections and amenities, the bowling club abuts the land area, the only wild life park on the Island is close by and the sandy beach is a short distance from the area. The identified land for housing has access to the old railway line providing residents with walks as it bounds this. Ballaugh will benefit from the proposed land as it will enhance employment/lead to new businesses in sympathy for the area. This is a very positive extension to Ballaugh and the North/West area plan	Cabinet Office notes these comments	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	BR010	No controlled pedestrian crossings on A3 linking development with south side of village and no footway on south side of A3 unsafe access to bus stops serving Peel bound bus services.	Cabinet Office note the site is serviced by the sole pavement on the A3 and that pedestrian journeys to opposing bus routes from any potential development site within the village will make this compromise however, site BR010 makes the best use of other routes in terms of accessing other community facilities.	N
ANON-F4CB-AG5U-H	134703041	Tonia mutch	BR010	This is opposite our house in hall in the mainroad. The road is already busy and full of traffic by building more houses and bringing more cars into the village this will make the mainroad a death trap. It will also have a major impact on our lives and well being, it will ruin our view and our mental health. Also the village is small and can't cope with more people. Also the drains etc could not cope with more water etc.	Cabinet Office has allocated sites in the Draft Plan where the potential for Active Travel is greatest. This is the case for BR010 where the former railway line abuts the site's northern boundary. Increasing access to Active Travel within the Plan Area could potentially have the effect of lessening congestion on local roads as more residents opt to use the AT network. With regards to the village population, Cabinet Office considered that settlements with existing community facilities would be where residential development should be focused outside of Peel and Ramsey. This approach aims to ensure the future viability and sustainability of important facilities such as schools, shops, public houses and places of worship.	N
BHLF-F4CB-AGJN-Y		Dandara Group Holdings Limited	Chapter 1	It is noted that "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". The intention of the Cabinet Office to review and update the IoM Strategic Plan and then produce an all-Island Area Plan is also noted, but both of these tasks will involve extensive, time-consuming procedures and it is impossible to predict with any certainty when they might be commenced, let alone completed.	Cabinet Office have revised proposals to ensure certainty in future housing supply whilst also being in general conformity with the Strategic Plan 2016.	Y

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BHLF-F4CB-AGJN-Y		Dandara Group Holdings Limited	Chapter 1	<p>It is for this reason that the APNW should seek to provide sufficient residential development opportunities to ensure that housing need in the North & West can be met beyond 31st March 2026. Clearly, given the variables involved the estimation of housing need numbers can never be a precise exercise – we note, for example, that the take-up rates for the period 2001-2022 (when including lapsed approvals) differ significantly between the North and the West, at 58% and 86% respectively (RLAS 15, para 2.2.5). In order to avoid a potential under-supply of housing it is essential that the APNW identifies and allocates sufficient land to meet housing need beyond 2026 – this should be by allocating available sites in the first instance, and by identifying Strategic Reserves in the longer term. The time left remaining in the Plan period should not be a reason for failing to identify Strategic Reserve sites – if allocated sites do not come forward or permissions are not implemented, and if the intended review of the IoMSP and publication of an all-Island Area Plan do not proceed within the expected timeframe, the development of Strategic Reserve sites may be required to meet housing need.</p> <p>It is noted that the IoM Government's Economic Strategy ("Our Island, our Future") seeks to grow the Island's population to 100,000 residents by 2037, driven by the inward migration of economically active people. In this context it is even more critical that Area Plans are not overly restrictive when identifying and providing opportunities for new housing.</p>	Cabinet Office notes the approval of the Economic Strategy by the Tynwald Court on the 15th of November. The current strategic plan provides the opportunity for homes to accommodate 93,526 by 2026, the uplift between this strategy and that of 100,000 by 2037 is small. Allocations within the Area Plan for the North and West will provide sufficient delivery during the plan period and cabinet office acknowledge that the lifetime of the plan may last beyond the plan period	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 1	The Plan Period and Plan Lifetime as set out in 1.7 are noted. In light of the emerging economic strategy and the intended growth in the population, the Department looks forward to working with the Cabinet Office to ensure future plans reflect any infrastructure requirements beyond 2026.	Cabinet Office welcomes further collaboration with the Department in implementing 'Our Island Plan'.	N
ANON-F4CB-AG2M-6	1049596891	ANON	Chapter 1 – An 'Area' Approach to Plan making	<p>The Area Plan framework is too inflexible, bureaucratic and long winded. Consequently, it becomes detached from the fast changing pace of modern life in the 21st century.</p> <p>Over the past 50 years life has changed dramatically. Yet planning always seems to lag behind such change - acting as a dead hand upon Innovation & Entrepreneurship in their open-minded search to solve the ever changing challenges of modern living.</p> <p>In only the last few years issues such as:</p> <ul style="list-style-type: none"> -Increased Home-working due to the pandemic -Climate Change affecting land use suitability for existing uses -Desire for more individual self-sustainability and self-reliance - due to the recent unreliability of ventures with partner countries -New Energy Generation Sources, requiring more flexibility in adapting land use. <p>We need an annual "Dynamic Innovations Plan" which specifies, promotes and consults on new locations & developments which aim at moving the Island's economy forward and at maintaining the Island's population in good health with rewarding modern jobs. This is missing from the current approach to planning.</p>	Cabinet Office do not accept that 'planning' or Area Plans inhibit innovation. The Broad Aim of the Draft Area Plan for the North and West is 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".	N
ANON-F4CB-AGD3-X	888640724	ANON	Chapter 1 – An 'Area' Approach to Plan making	<p>The key to expansion in the WEST MUST start with infrastructure development. We are the only area that has been left out of government provision of residential care. This is unacceptable with an aging population and therefore the west is being discriminated against in terms of resources.</p> <p>likewise, the new Hub doesn't provide us with anything new -we already had a day center provision run by Age Concern .</p>	The Draft Area Plan for the North and West seeks to preserve the civic designation on the former Corrin Memorial Home so that there would be no obstructions in land use planning terms to prevent the home, or subsequent building on the site, providing residential care in the west of the Island.	N
ANON-F4CB-AGY1-H	144739928	ANON	Chapter 1 – An 'Area' Approach to Plan making	<p>The plan is based in part on ideas and strategies formed in and before 2016. Such an approach has now been completely overtaken by science findings that our world is in dire trouble. An entirely new mind set is required, and it needs to have its basis on fundamentally green and zero emissions thinking. This is not what the Written Statement for the Draft Plan displays, on the contrary. I believe it is back to the drawing board. Proceeding with a Plan such as this will prove to be a very serious mistake. Think climate first. If we do this, what is the Co2 emissions consequence? What is the pollution consequence, not just here, but also wherever stuff is produced. There is only one atmosphere! We need to be a responsible, just and concerned global citizen. It actually does not matter how little others are doing, we have to be doing more and better, then we can reap the rewards of possible future inward investment and people.</p>	The Climate Change Act will be brought into operation in Planning Policy when the Strategic Plan is reviewed prior to the development of an all Island Plan. Although the Strategic Plan's references to Climate Change are limited, the plan does exemplify the tenets of sustainability and of sustainable development	N
ANON-F4CB-AGY9-S	798735158	ANON	Chapter 1 – An 'Area' Approach to Plan making	<p>By applying Kirk Michael as a service area, it has reduced the opportunities to develop bus connections to Douglas and the airport. It is currently impossible to return to Kirk Michael by bus at the weekend from the airport. This allocation also reduces opportunities to have Kirk Michael beach identified as a local resource for swimming; walking and fishing. All of which indicated that Kirk Michael has good recreation facilities and would encourage investment in beach changing facilities and public toilets.</p> <p>Kirk Michael requires urgent attention to reducing coastal erosion and just denying planning applications does not reduce erosion.</p>	<p>Kirk Michael is identified as a Service Village within Spatial Policy 3 of the Strategic Plan, with which the Draft Area Plan for the North and West must be in general conformity. Cabinet Office does not consider that Kirk Michael's status as a Service Village impacts the provision of beach changing facilities or public toilets, nor the identification of Kirk Michael beach as a resource for swimming, walking or fishing.</p> <p>In preparing the Draft Area Plan for the North and West, Cabinet Office has adhered to the Coastline Management Zone (Kirk Michael) Designation Order 2007 which is reflected in Constraints Map 1b. This order informed the Site Assessment Process and the development of Natural Environment Proposal 8.</p>	N

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ANON-F4CB-AGDA-C	187443659	ANON	Chapter 1 – An 'Area' Approach to Plan making	The area approach has practical advantages and of course has already been applied to the rest of the Island making it appropriate for the North and West as long as, and this is stated, it has regard to the adjoining Parishes. For this plan given the statement "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" it is a short-term steppingstone. It is appreciated that there is seldom a "good time" and this whole process has taken years longer than originally envisaged so completing the exercise may make that steppingstone important in at least bringing that process to conclusion. Assuming its incorporation in the final all Island plan it will hopefully have longevity in that revised form. However, the various expected completion dates seem ambitious and further compromised by the dependency on other updates, revisions and new plans/strategies which will affect the final form or require wholesale changes within a short time of its approval and publication. Not least of those new plans given the fundamental role of the Strategic plan within the area plan is the stated "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"! The statement "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" is a sensible and desirable approach but I am concerned whether it is achievable.	Once approved, the Area Plan for the North and West will provide updated planning guidance for the North and West of the Island ahead of the preparation of the All Island Plan which itself will be preceded by a review of the Isle of Man Strategic Plan. Cabinet Office is committed to working towards the broad timescales stipulated in the Draft Plan with regards to updating and reviewing Planning legislation across the Island.	N
ANON-F4CB-AGS6-G	88772885	Christopher S Barr	Chapter 1 – An 'Area' Approach to Plan making	The plan appears logical re development of the north and west of the Island With anticipated increase in population over the next 15 years proper distribution of housing development to all areas of the Island is required In particular the detail of identified development around Ballaugh seems sensible and logical and should be pursued in full	Cabinet Office note this comment	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	Chapter 1 – An 'Area' Approach to Plan making	We accept what has been set out in Section 1.7, that the lifetime of the plan and the relevance of this policy within the plan does not come to an end simply because the plan period has ended. It is a concern however that all the appropriate targets for housing need have been based off the Strategic Plan's targets for 2026. It is considered poor timing to allocate sites for development without the future in mind. Paragraph 1.7.2 sets out the ambition to replace the Area Plan for the North and West by 2026 replacing the Area Plans with an All-Island Area Plan. This highlights concern over the spending of public money on the preparation of an Area Plan which will be replaced in 3 years. The failure to include Strategic Reserve Sites is also considered to be short-sighted. In Paragraph 1.7.3 it sets out that due to the time left on the plan period (2026) and the land requirements, there are no Strategic Reserve Sites proposed. The issue is that should need be proven to increase due to information from the Census Projections, policy ambitions of the Government and the findings of an Objectively Assessed Housing Needs Study (set out in Paragraph 14.1.5) the Government fails in its duty In summary our comments on chapter one is that the preparation of the plan, though we accept is required, is premature in line with the lack of available data, the ambitions of the housing team to have an objectively assessed housing need, and the pending review of the strategic plan for the island.	The Area Plan for the North and West has been produced to be in general conformity with the Isle of man Strategic Plan and therefore, the Area Plan will not over-allocate land. Cabinet Office considers it necessary to progress the Area Plan for the North and West prior to the development of updating the development plan. Cabinet Office have revised site proposals to avoid the use of strategic reserves and that the allocations will be phased in their development by way of development briefs and the application stage. It is Cabinet Office's intention to bring an Adopted Area Plan for the North and West before Tynwald for Approval in Q4 2024/Q1 2025. Progressing with the Area Plan for the North and West will have the effect of updating Planning Policy in the Plan Area which currently dates back to 1982 in large parts. This will in turn mean that policy in the Plan Area is brought into general conformity with the tenets of the Strategic Plan which champions sustainable development and the protection of our Island environment.	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Chapter 1 – An 'Area' Approach to Plan making	This Draft plan is a distraction due to its short life and is preparing us for the all Isle plan, this is to big too confusing and people will give up due to nature of both the written document and the Maps. I accept that the Officers in charge of the Draft Plan attended sessions to explain and yes they were very helpful. Areas were taken out, some ares changed designation, others added the is too confusing to be anything other than a distraction for imposing a developers brief in 2026 My main interest is Peel but my Country should not be 'up for grabs' by the Planning Department and developers and that's what this plan feels like.	The length of the Draft Written Statement as well as the number of maps which accompany it are appropriate given the breadth of issues the plan seeks to deal with as well as the size of the geographical area to which it applies. The Draft Plan contains a number of residential proposals on greenfield land, with the Plan's town centre proposals providing a clear focus on redevelopment and regeneration of existing urban areas.	N
BHLF-F4CB-AGSJ-4	140778517	Lorna Johnson	Chapter 1 – An 'Area' Approach to Plan making	The KM Local Plan is now almost 30 years old and it's good to see the North and West Areas now being reviewed so that sensible planning applications will be considered	Cabinet Office note this comment	N
BHLF-F4CB-AGY3-K		Maria Sheridan	Chapter 1 – An 'Area' Approach to Plan making	1.7.3 - In general we object to the omission of strategic reserve housing sites. Given the very late stage in preparing the plan it will inevitably run past the plan period of 2026. Strategic reserve sites provide for additional flexibility to enable housing to come forward in the future should the need arise. This would future proof the plan until the new Strategic Plan is prepared and any subsequent area plan. This approach is particularly important given the Governments draft Economic Strategy (July 2022) which seeks to increase the Islands population from 85,000 to 100,000 people by 2037. Based on the proportional housing split in the Strategic Plan, extrapolation of the proposed growth could result in 1,974 additional new homes for the combined north and west areas.	Cabinet Office acknowledge that this plan comes very late in the plan period and have revised site proposals to avoid the use of strategic reserves and that the allocations will be phased in their development by way of development briefs and the application stage.	Y
ANON-F4CB-AG23-C	222687887	Marlene Maska	Chapter 1 – An 'Area' Approach to Plan making	I welcome the ongoing work and the opportunity to engage with the North & West Area Plan. An important question which arises is how this process sits alongside the Chief Minister's recently-launched Built Environment Reform Programme, which sets out important and exciting Strategic Objectives and appear to cut across, and possibly override, some existing Planning Strategies and Policies. The approval by Tynwald of the Island Plan demonstrates a refreshing and revitalised energy and vision to engagement across Government Department's and engagement with the Private Sector. It is VITAL that Confidence in our processes is emphasised in order to identify enhanced opportunities to sustain our Environment and Island communities whilst encouraging new investment. We must not be sending out mixed messages at a crucial time in planning for our Island's future - messaging must be clear and demonstrate a CAN DO approach, whilst recognising the unique character of our Island, if we are to achieve the best for our community.	Cabinet Office note your comments and are supportive of the Built Environment Reform Programme and of the aims contained within the Island Plan.	N

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ANON-F4CB-AG2X-H	871892378	Ramsey Town Commissioners	Chapter 1 – An 'Area' Approach to Plan making	<p>Timing - The Plan is to be published in late 2023/Early 2024. The Strategic Plan is due to end 31st March, 2026. There is the intention to have an All-Area Plan in operation in 2026.</p> <p>The Area plan for the North and West has no Strategic Reserve Sites, this means that the timing for an All-Area Plan that spans the period to 2036 is not feasible. Strategic Reserve Sites must be added at this stage to give any opportunity of an All-Area Plan for 2026 and a new Strategic Plan to be developed.</p> <p>As can be seen from this exercise starting in May 2019 and due to be completed late 2023/ early 2024 the process takes 4 / 5 years. Additionally, the last Ramsey Local Plan was from 1998. This plan will not be in place until 25 years have passed. The Area Plan would appear to have been written in isolation and does not accord with or meet the Isle of Man Economic Strategy as published in July 2022.</p>	Cabinet Office acknowledge that this plan comes late on in the plan period and have revised site proposals to avoid the use of strategic reserves and that the allocations will be phased in their development by way of development briefs and the application stage.	Y
BHLF-F4CB-AGDN-S	758419406	Stephen Moore	Chapter 1 – An 'Area' Approach to Plan making	The Draft Plan must put sustainability and people at the heart of the Plan	Cabinet Office note this comment	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 10	<p>Transport and Utilities Proposal 1</p> <p>The Department supports the inclusion of this Proposal and welcomes future planning applications taking into account the contents of the Active Travel Strategy and the corresponding Investment Plan. However, the Department has not yet committed to the future delivery of Active Travel, other than the inclusion of its overarching principles which may form part of the overall Transport Strategy (including the decarbonisation of the transport system) for which the Department is responsible for delivering.</p>	Cabinet Office welcomes the Department's support for the Proposal and their continued collaboration and development of Active Travel Strategies.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 10	<p>Transport and Utilities Proposal 4</p> <p>The Department welcomes the requirement for Travel plans to be included as part of future development on the numbered sites identified on the maps but would suggest the inclusion of access to public transport as part of the travel plans as this should also be a consideration of development in respect of accessibility to sustainable transport, and could contribute to the decarbonisation of the Island's travel sector (in line with Plan Objective 4 and Plan Outcome 4a page 82).</p>	Cabinet Office Notes this comment and will amend development briefs accordingly.	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 10	The Department acknowledges the strategic role that the minerals sites in the North and West play in contributing to primary aggregate sales and as future reserves areas. However, the Department suggests that it may be beneficial to include some reference to securing the restoration of mineral and waste sites to promote or enhance the areas of open space/nature conservation after their operational lifespans. For example, Ballalharra and Poortown are significant void spaces yet whilst there is no restoration plan for Poortown, there is provision within the Planning File for low level restoration at Ballalharra.	Cabinet Office notes your comments and has included an additional proposal in the written statement.	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 10	The Department proposes an amendment to Section 10.16 Waste, particularly in 10.16.1, which states "The '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". This has unfortunately misinterpreted the Introduction of the Strategy which sets out the need for a revised Waste Strategy. It appears that what has been quoted from within the Introduction is from the 2012 Waste Policy and Strategy (excerpt above) which was then reviewed in 2017, and the subsequent Waste Strategy/ Core Strategy was produced. This 2018 Strategy contains no reference to targets for reduction in landfill, and as such, the Department requests that this section be corrected to reflect this.	Cabinet Office acknowledges the error in quoting the introduction of the 2018 strategy that itself references the 2012 document and proposes the following: "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"	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 10	The Draft Plan also states in paragraph 10.15.2 that 'Of the non-incinerable waste that is inert such as glass and road planings these can be suitable for recycling as secondary aggregates'. This too is inaccurate, in that only non-hazardous road planings (specifically those that do not contain coal tar), could be used as a secondary aggregate. The Department would request that this is revised and corrected.	Cabinet Office acknowledges that coal tar falls within the hazardous/special waste category and will amend the written statement to read as follows. <i>'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'</i>	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 10	In addition, paragraph 10.15.3 sets out that there is "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". The Department suggests that this is expanded to include reference to the fact that the approval is currently temporary with the Department pursuing a further planning application which would see this site as a permanent measure.	"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. 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."	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 10	<p>Waste Proposal 1</p> <p>The Department welcomes this proposal in respect of Ballaterson Farm Peel for the purposes of a contractor's area, lagoon and pipelines in accordance with Planning Approval PA 18/01293/B and understands the requirements should any extension in respect of the above be required.</p>	Cabinet Office acknowledges the Department's support for Waster Proposal 1	N

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BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 10	Waste Proposal 2 The Department supports the inclusion of this Proposal, however, for clarification purposes, it should read "Wrights Pit North", not "Wights Pit North". Furthermore, the Department wishes to point out that in respect of Wrights Pit North, the Planning Approvals do not include provision for non-hazardous silt deposit as stated in Waste Proposal 2. The Department therefore requests that both these corrections are made to Waste Proposal 2.	Waste Proposals 2 should read Rockmount and not Wrights Pit North and that the plan supports the permit use of the site for storage and monitoring of dredged material from Peel Marina. The Plan will therefore read as follows: <i>Waste Proposal 2</i> This Plan supports the retention of Rockmount as a waste facility (which allows for non-hazardous silt deposits) and that this plan supports the permit use of the site for storage and monitoring of dredged material from Peel Marina. <i>Waste Proposal 3</i> This Plan supports the retention of Wights 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.	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 10	Transport and Utilities, specifically paragraph 10.3 Plan Outcome 3a, the Department would request that reference to travel times and congestion are changed to average speed and average journey times.	Cabinet Office accepts the Department's proposed amendment and will change the written statement to as follows: Plan Outcome 3a: average speed and average journey times remain within acceptable tolerances	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 10	There is an omission in paragraph 10.4 – Table 10 Strategic Routes in the North and West; this should include reference to A13 Ramsey to Jurby.	The A13 is a secondary link within the Island Strategic Plan 2016 and classified as a district link by the Department but acknowledges that it is on the approved 38000kg routes map for large goods vehicles.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 10	paragraph 10.5.2, the Department advises that any improvement works to Parliament Square are likely to be major as the adjacent A3, A10 and A18 corridors will also need to be upgraded. This should be included within the text to ensure this is clear.	10.5.2 is restating the contents of the Strategic Plan 2016, Cabinet Office therefore propose the following addition: 10.5.3 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.	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 10	The Department further advises that currently the limited circumferential route network in Peel is a barrier to future development	Cabinet Office have made amendments to the site proposals to facilitate the delivery of a district road between 3 of the 4 routes into and out of Peel	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 10	Section 10.6 relates to the Need for Traffic Modelling. The Department suggests the adding in an acknowledgement that across the highway network covered by the area plan, the change in traffic flows will be relatively low, however there will be traffic sensitive locations where traffic modelling will be required	10.6.2 iii 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.	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 10	Work is currently underway to assess the future role of the Jurby airfield. It is the intention of the Department to share this with the Planning Policy Team in the very near future to ensure that the appropriate proposals and safeguarding is included within the Area Plan.	Cabinet Office have received these areas for safeguarding and included these on the Infrastructure constraints map	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 10	The Department would continue to request that due consideration is given to the National Infrastructure Strategy, its previous review and any future iterations of this Strategy as it would apply to these additional sites as part of the plan preparation. The Department would also request that other Strategies it has prepared, or any emerging Strategies, continue to be taken into account, including, but not limited to the Active Travel Strategy, the Waste Management Strategy, the Waste Implementation Strategy and any other related infrastructure strategies as and when appropriate for the remainder of the Plan preparation stage. The Department is currently preparing a Transport Strategy in line with the priorities identified within the Island Plan, taking into account the ambition to grow the Island's population within the Economic Strategy and working towards the Island's Net Zero targets as set out in the Climate Change Act 2021 and the decarbonisation of the Island's transport system in the forthcoming Climate Change Action Plan.	Cabinet Office acknowledge the aforementioned strategies both approved and emerging and will continue to plan to achieve balanced outcomes and thorough consultation with stakeholders.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 10	No controlled pedestrian crossings on: Bowring Road, between Derby Road and Parliament Street. Lezayre Road, west of side of Ramsey Grammer School Albert Road, between Parliament Street and Albert Square. Improvements need to be identified as either a) Mitigation will need to be covered through planning conditions and CIL or b) Mitigation will require additional funding bid	Development briefs will acknowledge the impact development may have on these critical junctions.	Y

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BHLF-F4CB-AGDC-E	27535972	Andreas Parish Commissioners	Chapter 10 Transport and Utilities	Also, within this statement emphasis is put upon the need for any proposed sites to have suitable transport and utility services. The current members of Andreas Commissioners have repeatedly commented on the seriously inadequate coverage for mobile communications in the Parish to both Manx Telecom and the area MHKs. To date there has been no positive response regarding this issue and further, the village phone box has now been decommissioned so this facility is no longer available in an emergency situation. Likewise, the public transport links for the area are not very satisfactory, with residents relying on connect bus vanning for access to Ramsey, (and the long-term future of this service is uncertain), as there are no scheduled services available. 'Active transport' may be desired but the dreadful state of pavements in the area, combined with narrow country roads and heavy rural traffic makes this an unattractive option. Not to be overlooked, is the issue of drainage for Andreas village which currently relies on an historic network of ditches filtering through to the Lhen trench. This is now reaching capacity level and the added frustration of preventative maintenance either by Government or landowners means that this is a MAJOR issue which requires addressing before any further development (residential or industrial) can be considered.	Cabinet Office acknowledge the infrastructure viability issues facing Andreas and hope to provide the opportunity to improve these through development.	N
ANON-F4CB-AGXK-A	153239930	Anne Quaye	Chapter 10 Transport and Utilities	Transport in the North is awful. Anyone living in Andreas has to be home for 7pm. Bus needs booking a day ahead but occasionally hit lucky. If I want to go out and listen to music or have a meal, it's a case of expensive taxi.	Cabinet Office has no control over the delivery of public transport within the Plan Area	N
ANON-F4CB-AG28-H	1040233844	ANON	Chapter 10 Transport and Utilities	One of the draft plan aims is to build better communities. TU Objective 2 AND OUTCOME 2a is to identify and address The Active Travel Strategy. The draft Plan does not include the identification or improvement to safe routes for children to recreation areas. The majority of children walk, cycle or scooter to play areas but there is no reference to this in the plan. The draft Plan only refers to Leisure routes such as long distance footpaths and cycle routes.	Cabinet Office acknowledge your comment and have identified several routes on the proposals maps and identified improvements within development briefs	Y
ANON-F4CB-AG2B-U	718468014	ANON	Chapter 10 Transport and Utilities	Links between Peel and The South Transport links between Peel and The South (The airport, Castletown, Port Erin in particular) - this will support business in all locations and residents Transport Links between Peel and The South are currently non existent - consider airport links and leisure links between locations (even just weekend and key time services would be an improvement)	Cabinet Office has no control over the delivery of public transport within the Plan Area.	N
ANON-F4CB-AG2J-3	226202618	ANON	Chapter 10 Transport and Utilities	Charging stations for electric vehicles such as the ones in market square Peel should be encouraged & incentives provided for EV transition for public service vehicles. Look forward to electric buses for intertown public transport. Discouragement of private vehicles isn't going to be welcomed, & reduced vehicle tax should be made available for transition to private EVs Transition to renewable energy generation - particularly in the form of onshore wind turbines - has been unnecessarily delayed over the past decade leaving us in a very difficult situation at this time. Erection of wind turbines should be progressed with alacrity	Town Centre Proposal 9 of the Draft Written Statement provides support for the future investigation/provision of electric vehicle charging points within the Transition Zones. Cabinet Office has no vires to legislate for reduced rates of vehicle tax on certain types of vehicles. As detailed in the Draft Written Statement, there are currently several ongoing work streams which are examining the best strategies going forward for the generation of renewable energy on the Island. It is considered by Cabinet Office that it would be premature to allocate land for renewable energy projects outside of the trial areas which are outlined for solar arrays on named sites in the Plan. The allocation of sites, other than these trial sites would risk the plan being out of step with imminent work which is looking at Island-wide solutions.	N
ANON-F4CB-AG2M-6	1049596891	ANON	Chapter 10 Transport and Utilities	Greater encouragement for Rural Business Parks is needed in order to combine the benefits of Business Expansion with Local Jobs and Reduced Commuting for citizens.	In accordance with the Spatial and Business Policies set out in the Strategic Plan, the Draft Area Plan for the North and West makes proposals for the expansion of areas of employment land within close proximity to existing settlements.	N
ANON-F4CB-AG35-F	756023225	ANON	Chapter 10 Transport and Utilities	If developing localities, roads must be considered as part of the infrastructure for housing building/increasing businesses - vehicular traffic isn't going to significantly reduce any time soon!	Cabinet Office notes these comments and has taken the approach to propose land for residential development in settlements with existing community facilities and services, as well as localities with the greatest potential for the expansion of, or improvement to the existing active travel network.	N
ANON-F4CB-AG35-F	756023225	ANON	Chapter 10 Transport and Utilities	There is still a need to improve public transport across the North, particularly if encouraging businesses out of town; and increasing housing development. Park and ride options good - but how do you encourage people to use when there is a lack of car parking and insufficient local transport?	Cabinet Office have no control over the delivery of public transport within the Plan Area	N
ANON-F4CB-AG35-F	756023225	ANON	Chapter 10 Transport and Utilities	What about the MER - developing/making better use of, not just as a tourist attraction, for out of town transport?	The Draft Area Plan for the North and West acknowledges the importance of the MER as a heritage asset but does not consider that it is a viable alternative to other forms of public transport such as buses	N
ANON-F4CB-AG35-F	756023225	ANON	Chapter 10 Transport and Utilities	Utilities have to be fit for purpose before any extension/development.	Cabinet Office is committed to working with the MUA in ensuring the delivery of utilities within the Plan Area. With regards to specific sites, the Development Brief for PR002 contains a Grampian Condition which specifies that no development on the site shall take place until the RSTW planned to serve Peel and the West is operational. This is to ensure that there is no additional discharge of untreated sewage/wastewater into peel bay.	N
ANON-F4CB-AG54-G	423239163	ANON	Chapter 10 Transport and Utilities	See above comments on village centres. In addition the current situation whereby buses to Foxdale are not available after approximately 6pm makes it very difficult for anyone that cannot drive to work evenings or attend entertainment after 6pm particularly given the price of taxis. The service provided in the North of the Island should be extended to Foxdale (dial a ride).	Cabinet Office have no control over the delivery of public transport within the Plan Area	N

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ANON-F4CB-AG5D-Z	910055410	ANON	Chapter 10 Transport and Utilities	Good consideration has been made on transport and utilities but I still feel that the aging infrastructure of the North of the Island would need more work to cope with the planned extra housing.	Cabinet Office is committed to working alongside the MU in the provision of all necessary services in areas where new development is proposed as part of the Draft Area Plan for the North and West.	N
ANON-F4CB-AG5T-G	799728668	ANON	Chapter 10 Transport and Utilities	There is a desperate need to move away from the obsession with private car ownership and corresponding car parking. The sharing and green economy will reduce the need for this. Emphasis needs to be placed on frequent and reliable public transport.	Cabinet Office has taken the approach of allocating sites for residential development close to existing community facilities and where public transport provision and the potential for active travel are greatest. This in turn will help to maintain sustainable communities and provide residents with a choice of transport options other than private cars.	N
ANON-F4CB-AGD3-X	888640724	ANON	Chapter 10 Transport and Utilities	public transport needs to be reliable and affordable	Cabinet Office has no control over the delivery of public transport within the Plan Area	N
ANON-F4CB-AGEG-K	23336979	ANON	Chapter 10 Transport and Utilities	future provision should be made for cycle parking infrastructure and EV charging points	Currently the strategic plan does not have any parking standards for cycle parking or EV charging however this is due be reviewed later this year as part of the review.	N
ANON-F4CB-AGS1-B	1017378515	ANON	Chapter 10 Transport and Utilities	We encourage the team to think about people with mobility issues when planning public transport and pavements. We advocate for them to be able to continue their lives actively without needing to rely too much on other people and to benefit from good transport networks and accessibility. We advocate for improved recycling and reuse of waste and unwanted items. The north and west have poor recycling from homes making it prohibitive for many people without transport. Transport should consider access to secondary health and social care locations. Energy should consider insulation and decreasing our consumption of energy	Cabinet Office acknowledge the issue around accessibility to recycling services	N
ANON-F4CB-AGSB-V	766148196	ANON	Chapter 10 Transport and Utilities	10.15.3 Is the silt from the marina not contaminated with heavy metal and leachates from the Raggatt tip? Does it not require some sort of remediation rather than dumping it?	Transport and Utilities Proposal 5 states that "sewage and wastewater treatment in Peel and the leachate from the Raggatt shall be dealt with at a new Regional Sewage Treatment Works"	N
ANON-F4CB-AGSC-W	58274640	ANON	Chapter 10 Transport and Utilities	10.5 There is insufficient consideration given to the effects of development outside of Douglas and away from places of work on the residents of villages which all of the resultant traffic passes through along the major routes into the city. The traffic at peak times is considerable and increasing quickly, affecting the health and well-being of those who live on or near the main routes, as well as their ability to move about - crossing roads to schools and bus stops can be challenging and time consuming. There are insufficient safe, active travel routes within these villages etc along the major routes - there is a lack of safe walking / cycling routes to schools and shops, so parents drive their children everywhere. These routes are urgently needed and should be promoted (e.g. walking "buses" or cycling champions). People talk a lot about the great lifestyle on the Island, but this will be eroded by further development remote from workplaces.	The Draft Area Plan for the North and West has taken the approach of allocating land for residential development within, or as sustainable urban extensions to, settlements with existing educational and community facilities as well as employment opportunities. As well as these factors, the Island's existing active travel network was a consideration with Transport and Utilities Proposal 2 supporting proposed improvements to connectivity between designated active travel and leisure routes. Transport and Utilities Proposal 3 states that applications which seek to re-establish or improve the route of the former railway line for active travel or leisure purposes will be supported (so long as such proposals comply with other proposals in the Plan).	N
ANON-F4CB-AGX8-Q	632340676	ANON	Chapter 10 Transport and Utilities	sewage treatment etc must be prioritised	Cabinet Office understands the urgency in finding a solution to the cessation of the disposal of untreated sewage into Peel bay and will assist the MU as best it can through land-use policies and proposals.	N
ANON-F4CB-AGY1-H	144739928	ANON	Chapter 10 Transport and Utilities	I believe we need to protect our natural resources much better and allow the rivers to have decent compensation flows. That means use less water and let the rivers have what they need. There is no reason why grass should be watered, no reason not to meter every household and we should consider a ban on hot tubs, pools etc altogether apart from the public ones. Reduction in water consumption will help our biodiversity.	The Isle of Man Strategic Plan provides a strong policy framework for the protection of our natural environment and especially our marine environment not least in Environment Policy 22 which states that development will not be permitted where it would unacceptably harm the environment... in terms of pollution of sea, surface water and groundwater. This sentiment is carried forward into, and reflected by the objectives and outcomes of the Natural Environment Chapter in the Draft Area Plan for the North and West. Plan Objective 5 states: 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 environments. Plan outcome 5a states: The water quality within our territorial rivers and seas will be improved.	N
BHLF-F4CB-AG2Z-K	268734013	ANON	Chapter 10 Transport and Utilities	In Douglas, kerbside collection of plastic bottles/containers got stopped yet they continued to collect glass, etc. We all know how bad plastic is for the environment/oceans etc yet, as the profitability of recycling plastic is minimal compared to glass, the powers that may be came up with this ingenious idea that Douglas residents drive (not a joke) to their nearest waste disposal centre to drop off any plastic. It's like rich folk advocating how much they care about the environment yet do endless travel in their luxurious private jets / yacht's. So much for concerns about 'carbon footprints'. or the environment in general [would like the environment minister to explain the farcical logic/reasoning of why dispense with 1 vehicle collecting plastic and instead have hundreds of vehicles doing thousands of trips driving up and down to the recycling plant and back to drop off plastics].	Cabinet Office have proposed sites within existing communities close to existing amenities and with access to public transport to minimise the use of private motor cars and promote active travel. Cabinet Office cannot comment on and has no involvement in domestic waste management services provided by the local authorities.	N
ANON-F4CB-AGEB-E	375744148	Arie Eisinger	Chapter 10 Transport and Utilities	Any proposals for further developments in the Foxdale and StJohns areas must consider where the additional waste water and sewerage goes, are the roads capable of handling the additional traffic, is there sufficient power sources available, would new residents want to live in those areas, is the policy in keeping with the necessity to reduce the use of oil and coal for heating etc	The Area Plan has limited development opportunities proposed within St Johns or Foxdale and acknowledges the issues with regional sewage treatment within the western watersheds. Likewise proposed development sites have been located close to areas with existing amenities and regular public transport services.	N

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ANON-F4CB-AGS6-G	88772885	Christopher S Barr	Chapter 10 Transport and Utilities	In Ballaugh the plan is village centric hence linking in with existing transport and facilities	Cabinet Office notes these comments and has taken the approach to propose land for residential development in settlements with existing community facilities and services.	N
ANON-F4CB-AGYS-K	100191842	Go Green	Chapter 10 Transport and Utilities	<p>There is a massive challenge ahead to transition to greener power and planning are one very important part of that.</p> <p>It could be said it is of such national importance and of such an urgent nature that a National Policy Directive should be issued to fast track renewables onto our island, already we are a decade behind the UK.</p> <p>Inaction is destroying the environment, inaction is causing financial distress for businesses and families.</p> <p>Renewables are a path to lower energy bills And a cleaner environment.</p> <p>There is no need for small scale trials, wind and solar energy are tried and tested, a need for a trial indicates that there is not a level of technical competence, which should be addressed.</p>	MU have advised Cabinet Office on the limitation of the distribution network and have provided small sites for the MU to provide opportunities for solar. Their overarching plan is for onshore wind generation on a site not within the plan area.H137	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Chapter 10 Transport and Utilities	I support Transport and utilities Proposal 5	Cabinet Office note your support.	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Chapter 10 Transport and Utilities	6. However risk of flood water getting into the sewage system/treatment works is a real problem that must be addressed to prevent raw sewage being released into the sea. Planning can help in that all gardens through planning should be prevented from allowing run off their land when paving is used, there are paving stones that prevent most runoff	Section 6.3 of the Residential Design Guidance 2019 covers driveways and front gardens. Section 6.3.5 details the potential cumulative impact that a large amount of impermeable surfaces can have on flood risk and how proposals for residential development are unlikely to be supported unless one of the approach's detailed in section 6.3.5 are adopted.	N
ANON-F4CB-AGX5-M	886093014	Jon	Chapter 10 Transport and Utilities	Every day on the radio I hear the water board crying about water shortages. They blame climate change, yet there's no mention that the population has doubled since the reservoirs were built. What a shock, you double the amount of water usage, and now there are shortages.	The Draft Area Plan for the North and West plays its part in responding to the climate crisis, however it is considered that the review of the Strategic Plan will provide the best opportunity to embed the climate change policies established under the Climate Change Act 2021 into-Island wide Strategic Planning Policy.	N
BHLF-F4CB-AGSJ-4	140778517	Lorna Johnson	Chapter 10 Transport and Utilities	<p>Good transport links in Kirk Michael.</p> <p>10.5.2 "following sensitivity tests... there is no requirement to undertake further traffic congestion investigation work in Kirk Michael"</p>	Cabinet Office notes these comments	N
ANON-F4CB-AG23-C	222687887	Marlene Maska	Chapter 10 Transport and Utilities	The potential to maximise the promotion of our historic transport systems (electric tramway) should not be underestimated; plus the Active Travel Strategy which can open the door to green journeys across the North, both on foot and by bicycle, again presents great opportunities for our local and visiting community. The historic Queen's Pier, plus the Motor Museum at Jurby, would benefit greatly from enhanced provision and interaction in this regard.	The Draft Written Statement identifies both the Queen's Pier and the Jurby Motor Museum as key tourist attractions within the Plan Area and Cabinet Office will continue to work with the Depart of Infrastructure in improving and developing further active travel routes and opportunities.	N
ANON-F4CB-AGEM-S	992795162	Paul Weatherall - Liberal Vannin Chair	Chapter 10 Transport and Utilities	10.7: Surface improvements to the former Ramsey to Peel Railway line should be location sensitive. Tarmac should be restricted to sections immediately adjacent to village settlements. A more environmentally sensitive surface should be considered for rural sections.	The heritage trail is maintained by the Department of Infrastructure.	N
ANON-F4CB-AGEM-S	992795162	Paul Weatherall - Liberal Vannin Chair	Chapter 10 Transport and Utilities	10.11. Consideration must be given to upgrading the electricity grid throughout the North and West to support increasing public and private investment in the installation of solar and wind generating capacity	While this plan cannot mandate the upgrade of the distribution network, Cabinet Office will work with and support the MU in the allocation of small sites for the generation of renewable energy where possible.	N
ANON-F4CB-AG2X-H	871892378	Ramsey Town Commissioners	Chapter 10 Transport and Utilities	<p>Plan Objective 3. Travel times and congestion levels in Ramsey remain at acceptable levels – Parliament Square needs to be addressed with changes to the junction and MOVA control of the signals.</p> <p>Plan Objective 5. Telecom infrastructure needs to be integrated into the design phase. Currently Manx Telecom are looking to site poles in a number of locations for fibre broadband roll out. Ramsey Town Commissioners support this objective and the Telecom infrastructure should be designed and placed underground for new developments.</p> <p>10.8.3 The fact that no fossil fuel heating systems can be installed after 1st January 2025 means that heating systems for redeveloped buildings will be costly and further drive up the cost of the renovation of these buildings.</p> <p>10.11.4 Solar panels should be installed on roofs prior to any other land being used or considered for them.</p> <p>Utilities Proposal 10 An electricity interconnector at Balladoole is to be welcomed to balance any renewable energy generated on Island and to ensure power security for the North.</p> <p>Waste Proposal 2. The retention of Wright's Pit should only be as a strategic reserve.</p>	Cabinet Office note the comments regarding traffic modelling. Cabinet Office notes the Commissioners support for Plan Objective 5. Cabinet Office do not consider it accurate to state that the Climate Change Act's policy on fossil fuel heating systems will result in an increase in the cost of property renovation. Subject to conditions (and Building Regulations Approval) a Planning Application is not required for the erection of roof-mounted solar panels. Utilities Proposal 10 provides support for the principle of trial solar array installations ahead of the implementation of the Low Carbon Energy and Renewable Heating Strategies in Strategic Planning Policy. Cabinet Office note the Commissioner's support Transport and Utilities Proposal 10 (2). The Draft Area Plan for the North and West supports the retention of Wright's Pit North as a waste facility in accordance with the valid planning approval which extends the use of the site to 31st December 2030.	N

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ANON-F4CB-AG38-J	<u>856963464</u>	Rich Furner	Chapter 10 Transport and Utilities	Site PE003 (Part B) designated for the proposed sewage treatment works is too close to site PR002 which is designated for residential dwellings. Field 314538 in site PR002 is now almost complete with dwellings (although MAP 6 does not make this clear, misleadingly suggesting Field 314538 it is not yet built on). A sewage treatment works so close to so many residential dwellings might depress property prices in that area, and possibly by association also more widely in Peel.	Mapping evidence produced as part of the Draft Area Plan for the North and West is done so by the Department of Infrastructure. Map 6 does not show the residential development in the field in question as the base map has not been updated since the development commenced. In accordance with the Development Brief for site PE003 (part B) states that any application for the development of an RSTW on the site must detail how the development will address/mitigate any issues which are recognised in an EIA.	N
ANON-F4CB-AG38-J	<u>856963464</u>	Rich Furner	Chapter 10 Transport and Utilities	Unpleasant smells might be emitted from the proposed sewage treatment works too close to nearby residential dwellings, and more widely across Peel including the main shopping area and Prom which are both nearby.	The Development Brief for PE003 outlines issues which an application for the development of an RSTW should seek to address/mitigate. One of the issues which an application should include mitigation details on is the monitoring of odour emissions.	N
ANON-F4CB-AG2G-Z	<u>139373752</u>	Sid Caine	Chapter 10 Transport and Utilities	The proposed waste water/sewage treatment system site at Mill Road seems a logical location.	This comment is noted	N
BHLF-F4CB-AGDN-S	<u>758419406</u>	Stephen Moore	Chapter 10 Transport and Utilities	Reduces charges to minimal charges	Cabinet Office has no control over the delivery of public transport within the Plan Area or the pricing structure that the Department of Infrastructure choses to operate	N
ANON-F4CB-AG5U-H	<u>134703041</u>	Tonia mutch	Chapter 10 Transport and Utilities	Building more houses will bring more cars etc to a very busy Mainroad already. Plus the sewage system wouldn't be able to cope with the additional people.	Cabinet Office have consulted with Manx Utilities and no concerns were raised with the proposed levels of development.	N
ANON-F4CB-AGDA-C	<u>187443659</u>	ANON	Chapter 10 Transport and Utilities	Overall, no comments but re Transport and Utilities Proposal 6 it may be standard terminology but if the benefits of SuDS are so clear I would prefer that a developer is clear that the Sustainable Drainage System should be used rather than merely "demonstrate that consideration has been given to the use of" it. Regarding the development brief at Proposal 5 I may be misreading but points 2 and 4 seem contradictory, surely an EIA must be required?	There is no policy hook within the Isle of Man Strategic Plan for the use of Sustainable Urban Drainage Systems, with the supporting text on the topic of drainage stating that SUDS should be discussed with the Drainage Division in advance of any detailed panning application being submitted. Regarding the development brief for PE003 (Part B) it is important to note that point 2 an Environmental Impact Assessment where as point 4 references an Ecological Impact Assessment.	N
BHLF-F4CB-AGJF-Q		Department for Enterprise	Chapter 11	The Department agrees with the listing of both Ramsey and Peel as the focus for employment land development and the acknowledgement of smaller scale developments, which are currently in existence. The Department requests further consideration of the two northern Airfields (Jurby and Andreas). Jurby Airfield has a significant amount of land zoned for employment uses as industrial in this current draft of the Area Plan. Andreas Airfield currently is not allocated within the Area Plan but has potential for development in a similar model to Jurby and the opportunities linked to this site would help support the expansive vision of the Island Plan.	In the Draft Plan Cabinet Office has recognised 7.48 Hectares of employment land adjacent to Andreas Airfield off the Oatlands Road. This reflects a regularisation of existing employment uses that have developed overtime.	N
BHLF-F4CB-AGJF-Q		Department for Enterprise	Chapter 11	The Department agrees with this statement and the focus on Jurby as a development opportunity. The Department requests consideration is given to the inclusion of the Andreas airfield as a secondary site of interest which has the opportunity to follow the example of Jurby airfield .	Employment land proposals have been amended to provided further opportunities in the plan area.	Y
BHLF-F4CB-AGJF-Q		Department for Enterprise	Chapter 11	"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." Department Response: Agree with this statement, but request clarification on the provision of land for the cannabis industry (growing and processing) and the potential for solar farms.	Cabinet Office note the Department's support of Plan Objective 1 of Chapter 11. Plan objective 5 of Chapter 11 of the Draft Written Statement acknowledges that the North and West may provide suitable locations for emerging industries such as cannabis growing and processing but has not made any specific land use allocations for such uses. As part of the Draft Area Plan for the North and West, Cabinet Office has proposed trial sites for the development of solar arrays. In light of progressing works streams which will examine Island-wide solutions, Cabinet Office consider it premature to identify specific sites for solar arrays with the exception of the aforementioned trial sites.	N
BHLF-F4CB-AGJF-Q		Department for Enterprise	Chapter 11	"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." Department Response: Agree with this statement.	Cabinet Office notes the Department's agreement with this statement.	N
BHLF-F4CB-AGJF-Q		Department for Enterprise	Chapter 11	"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 increases and prevalence of vacant sites decreases." Department Response: The Department agrees with these statements.	Cabinet Office notes the Department's agreement with this statement.	N
BHLF-F4CB-AGJF-Q		Department for Enterprise	Chapter 11	'Plan Outcome 2c: Key redundant sites identified as part of wider regeneration schemes.' Department Response: The Department agrees with this statement, but suggests that it might be appropriate in the Plan process to refer to the regeneration work currently being carried out by the Manx Development Corporation on behalf of Government in this section, which could include the preparation of Development Briefs, and/or master-planning of these sites.	MDC is an arms length entity and as such cabinet office would prefer not to refer to specific work within the Area Plan that will require a planning application	N

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BHLF-F4CB-AGJF-Q		Department for Enterprise	Chapter 11	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. Department Response: The Department agrees with the content of this objective, but requests that the reference to the Andreas airfield be amended to allow for the potential for the development of the large scale floor plates required by the cannabis industry, solar and other renewable energy uses.	Cabinet Office has amended the employment land proposals to provide further opportunities in the plan area.	Y
BHLF-F4CB-AGJF-Q		Department for Enterprise	Chapter 11	'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.' Department Response: Whilst the Department understands the context of this objective, it considers that it could preclude further development where infrastructure could be readily provided as part of a planned infrastructure programme that could react to development proposals.	Cabinet Office notes the Department concerns and has consulted with Manx Utilities where needed.	N
BHLF-F4CB-AGJF-Q		Department for Enterprise	Chapter 11	"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." Department Response: The Department agrees with this plan outcome but would refer to its comments elsewhere in respect the consideration of the addition of Andreas Airfield alongside Jurby to ensure development flexibility, particularly in the provision of land for the large scale floor plates required by the cannabis industry, solar and potentially other renewable energy uses.	Cabinet Office has amended the employment land proposals to provide further opportunities in the plan area.	Y
BHLF-F4CB-AGJF-Q		Department for Enterprise	Chapter 11	'iv. Plan Objective 4: To consider any needs for general and special industry in the Plan Area and the specific spatial needs associated with such uses.' Department Response: The Department agrees with this statement with the understanding that the reference to 'special industry' potentially relates to the growing and processing of cannabis and the provision of land for renewable energy (solar and potentially, wind farms).	Cabinet Office has amended the employment land proposals to provide further opportunities in the plan area.	Y
BHLF-F4CB-AGJF-Q		Department for Enterprise	Chapter 11	'Plan Outcome 4a: All industrial type land uses are planned for within the plan period and land is safeguarded as necessary for the future.' Department Response: The Department agrees with this statement with special regard to the provision of land for renewable energy (solar and potentially, wind farms) and cannabis cultivation and processing.	Cabinet Office acknowledges the Department's comment	N
BHLF-F4CB-AGJF-Q		Department for Enterprise	Chapter 11	'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.' Department Response: The Department welcomes this statement, but suggests that reference to renewable energy, such as solar and wind farms, should also be included.	Cabinet Office will follow the direction of MU in respect of renewables.	N
BHLF-F4CB-AGJF-Q		Department for Enterprise	Chapter 11	'Plan Outcome 5a: No specific allocations or protection of land for such uses.' Department Response: The Department has nothing further to add in respect of this Plan outcome.	Cabinet Office notes this comment	N
BHLF-F4CB-AGJF-Q		Department for Enterprise	Chapter 11	The Department notes the reference to the land provision within the Employment Land Review, which it was involved in as a key stakeholder. As the Department responsible for nurturing the embryonic cannabis industry, who's Strategy came into place after the 2017 ELR update, and is an industry that is reliant on large floor plates (circa 100,000-150,000sqft are not unusual), it is important to highlight that sourcing land sufficient to accommodate such floorplates, and/or the expansion of a business toward such floor plates, is proving difficult elsewhere on the Island. The North, particularly Jurby Airfield and the former Andrea Airfields, offer the potential for the location of such businesses particularly as a result of their topography. In addition to the cannabis industry, the Climate Change Agenda has a driver toward renewable energy and these two sites offer the potential for such provision. The Department therefore requests that consideration is given to the allocation of further land to provide provision for renewable at both airfields.	Cabinet Office has amended the employment land proposals to provide further opportunities in the plan area.	Y
BHLF-F4CB-AGJF-Q		Department for Enterprise	Chapter 11	The Department agrees with the target levels based on the Employment Land Review however due to the development of the Medicinal Cannabis sector there is the opportunity for more employment land to be required due to the nature of the sector. Based on this an acknowledgement within the paragraph of this potential overachievement of employment land development would be appreciated. Additionally with the current target of a 100,000 population by 2037 it is possible the current targets levels based on the employment land review may need to be revised upwards. (Economic Strategy pg19)	Cabinet Office has amended the employment land proposals to provide further opportunities in the plan area.	Y
BHLF-F4CB-AGJF-Q		Department for Enterprise	Chapter 11	The Department requests that consideration be given to the inclusion of Andreas Airfield to allow additional flexibility, particularly with its ability to provide large scale floor plates for the cannabis industry, solar and potentially other renewable energy uses.	Cabinet Office has amended the employment land proposals to provide further opportunities in the plan area.	Y
BHLF-F4CB-AGJF-Q		Department for Enterprise	Chapter 11	"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)." Department Note: For Department's clarification, RM001 refers to Gladstone Park in Ramsey. No further comment.	RM001 does refer to Gladstone Park in Ramsey	N
BHLF-F4CB-AGJF-Q		Department for Enterprise	Chapter 11	Employment Proposal 7- Whilst the Department agrees with this proposal, it proposes the addition of site AM001 as an addition to this designation in order to provide the flexibility of floor plate options mentioned elsewhere in its response. In addition, the Department notes the number should be proposal 3 and not 7.	Cabinet Office have amended employment land proposals within the plan.	Y

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BHLF-F4CB-AGJF-Q		Department for Enterprise	Chapter 11	11.9.2 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, and noting also that no licences have been issued, crop sites need to be approved through the licence and factors such as location and security are taken into account." Department Response: The Department welcomes the inclusion of the medicinal cannabis sector as part of the Area Plan however, it requests that the statement be modified in light of the issuing of a licence? It is important to highlight the positivity of this new sector to maximise its opportunities.	Cabinet Office have amended the proposal to take this into account.	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 11 - Employment	Land proposed for future safeguarding and expansion of Jurby Aerodrome	Cabinet Office have amended the appropriate map to show the areas for safeguarding.	Y
ANON-F4CB-AGXK-A	153239930	Anne Quaye	Chapter 11- Employment	I fail to understand why people could work from home home during covid yet forced to travel, run cars, pay parking fees. People are now paying to be able to work. Small business needs help	Cabinet Office considers that home-working is still common place, especially compared to pre-2020 levels. This is especially true of workers who commute to Douglas from elsewhere in the Island to work.	N
ANON-F4CB-AGSC-W	58274640	ANON	Chapter 11- Employment	As already stated, residential development must be much more closely matched with employment. There is much talk here about "employment land" and opportunities, but these need to be converted into real employment for residents as centres are developed. E.g. Most people who live in Peel do not work in Peel. This needs to be addressed BEFORE more houses are built in Peel.	In accordance with the Spatial Policies set out in the Strategic Plan, Douglas is identified as the Island's Main Centre for employment and services. This is followed by Ramsey and Peel which are both identified as Service Centres. Spatial Policy 2 states that Area Plans will define the development boundaries of these settlements to provide a range of housing and employment opportunities at an appropriate scale. The Area Plan for the North and West conforms with the Spatial Policies set out in the Strategic Plan in that residential and employment land development proposed in Peel is proportionate to the town's position in the settlement hierarchy, helping to ensure the future viability and vitality of the town without compromising its settlement character.	N
ANON-F4CB-AG2J-3	226202618	ANON	Chapter 11- Employment	Tree cover must be drastically increased, & green employment opportunities provided for foresters and other arboriculture workers Continued encouragement for Manx Telecom to install fibre optic network connections in older urban areas would be much welcomed, & possibly lead to greater employment opportunities in the North & West	Cabinet Office support the development of infrastructure both green and grey that can create the opportunity for future employment.	N
ANON-F4CB-AG54-G	423239163	ANON	Chapter 11- Employment	There are some thriving local businesses in Foxdale but for the most part Foxdale is a dormitory village in relation to employment. This works fine the exception being the extent of the bus service.	Cabinet Office has no control over the delivery of public transport within the Plan Area	N
ANON-F4CB-AGX8-Q	632340676	ANON	Chapter 11- Employment	creating worthwhile jobs for all must happen	Cabinet Office notes your comments.	N
ANON-F4CB-AG2B-U	718468014	ANON	Chapter 11- Employment	Consider how to attract business' / employment to peel in the business park area in upper peel - maximize peels central geographic location on the island	The site in question was allocated as 'Industrial' in the 1989 Peel Local Plan. At the time of the Local Plan an engineering firm was based at the premises. However, the largest industrial unit on the site has not provided an employment use in several years and since the Local Plan was adopted, there has been a significant amount of residential development in the vicinity of the site. Therefore, Cabinet Office deemed it appropriate that the site reflected the wider character of the area.	N
ANON-F4CB-AG35-F	756023225	ANON	Chapter 11- Employment	More locality hubs is a good thing. Particularly if you can allow for government workers currently employed in Douglas to work nearer home this should be encouraged. Will put more into the local economy, not just the capital.	Cabinet Office cannot comment on the future plans for the development of Government Department "hubs" or co-working spaces.	N
ANON-F4CB-AG35-F	756023225	ANON	Chapter 11- Employment	More government Department's/ businesses should be located/ encouraged into Ramsey as there is space to do this.	Cabinet Office cannot comment on the future plans for the development of Government Department "hubs" or co-working spaces.	N
ANON-F4CB-AG35-F	756023225	ANON	Chapter 11- Employment	The North has plenty of opportunity to encourage industry - Jurby/Andreas, Gladstone area of Ramsey.	Plan objective 3 of the Employment Chapter of the Draft Written Statement states that the Plan is 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"	N

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ANON-F4CB-AGSB-V	766148196	ANON	Chapter 11- Employment	<p>11.9.2 Any plans which involve the indoor cultivation of cannabis should automatically require a full assessment of all the climate change impacts, with particular regard to their electricity consumption, regardless of whether there is some renewable electricity generation on site. The impact of water demand, pollution and waste generation of any such land use should also be carefully assessed. In addition to any of the usual environmental impact assessments. This should all be required whether or not it is a statutory requirement or not. We are obliged by the climate change act to reduce emissions.</p> <p>If the new economic strategy requires economic activity to be sustainable and we are interested in reducing the Island's greenhouse gas emissions, cannabis cultivation should be outdoor only as its power consumption if carried out indoors is very, very high indeed.</p> <p>This could have other planning implications. I believe the proliferation of data centres in some areas of London are now limiting new house building because the electricity grid simply has no capacity. Indoor cannabis growing has an equally high constant power demand so could cause similar problems for the Island (in addition to making achieving on-Island energy security nigh on impossible and meeting our climate obligations even more onerous).</p>	The Draft Area Plan acknowledges that emerging industries such as Cannabis growing and processing may play a greater part in the Island's employment mix in years to come. The success of any venture may depend on the cost and energy mix available.	N
ANON-F4CB-AGY9-S	798735158	ANON	Chapter 11- Employment	We need to give employment black spots some rate relief in first year. Again all area that are zoned for employment development should be fined if abandoned or neglected.	Cabinet Office has no control over the setting of rates or taxes	N
ANON-F4CB-AG5T-G	799728668	ANON	Chapter 11- Employment	These requirements are hugely over-estimated and don't reflect employment trends.	Employment land need has been reassessed and proposals changes going into inquiry.	N
ANON-F4CB-AGD3-X	888640724	ANON	Chapter 11- Employment	many people are working from home so planning needs to reflect this as businesses close on the high street	Within Peel and Ramsey, the Draft Area Plan for the North and West identifies town centre boundaries. These identified areas have the intended effect of providing a policy hook for Business Policy 5 of the Strategic Plan which states that retail development will only be permitted inside established town and village centres with the exception of neighbourhood shops in large residential areas and those instances identified in Business Policy 5.	N
ANON-F4CB-AG5D-Z	910055410	ANON	Chapter 11- Employment	Employment has always been a problem. More business industrial areas might encourage more start up business and help established business.	Consistent with the approach adopted during the Area Plan for the East, Cabinet Office has over-allocated employment land compared to the targets set out in the Employment Land Review to ensure sufficient delivery and to make a further correction for employment figures.	N
ANON-F4CB-AGS1-B	1017378515	ANON	Chapter 11- Employment	Job creation and maintenance for younger people, people with additional needs and older people through parttime, seasonal or adaptive employment should be encouraged.	Cabinet Office agrees with this statement, however from a land use planning point of view there is little the Department can do in relation to these matters.	N
ANON-F4CB-AG2M-6	1049596891	ANON	Chapter 11- Employment	Greater encouragement for rural business parks is needed in order to combine the benefits of Business Expansion with Local Jobs and Reduced Commuting for citizens.	In accordance with the Spatial and Business Policies set out in the Strategic Plan, the Draft Area Plan for the North and West makes proposals for the expansion of areas of employment land within close proximity to existing settlements. Cabinet Office does not consider that a 'rural business park' would be in accordance with the aforementioned Strategic Plan policies however Andreas and Jurby both have rural qualities to them.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	Chapter 11- Employment	<p>It is important to note that the Isle of Man government identifies that it is premature to allocate significant employment uses due to the lack of strategies and information which is currently being developed.</p> <p>We support this principle of ensuring that allocations are not prematurely indicated and though we feel that our site complies with the aims and ambitions of delivering sustainable development in sustainable locations within existing settlement boundaries. The principles of concealing numbers and with non-provision of strategic reserves, must be considered as part of this new plan. To allocate housing sites without the appropriate information is premature and it is clear to see that the Isle of Man government recognises this in relation to employment allocations.</p>	Cabinet Office has reassessed employment land provisions as part of this plan but continues to not support site RR004	N
ANON-F4CB-AGYS-K	100191842	Go Green	Chapter 11- Employment	Renewables are a massive employer, and local employer. Currently the next year the island will spend an estimated £300 million on fossil fuels, this money can stay on island with renewable energy and green transport.	The Area Plan for the North and West cannot, by itself bring into operation high-level strategic policies regarding climate change or net zero targets. The Plan however, can and does align itself with best practice regarding the generation of renewable energy. The review of the Strategic Plan provides the opportunity for the Island's Climate Change Act to be brought fully into operation within the Planning system.	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Chapter 11- Employment	<p>11 until all employment is valued in the same way as bank/insurance/gaming/office work there will be little chance of Peel being able to compete with Douglas and Castletown with work and pay being recognised equally I don't think anything will change</p> <p>We had 5 three banks and we've lost them all over the years.</p> <p>We have been trying to encourage employment for very many years with little success</p>	As outlined in EPD 3 - Land Needs and Land Supply published as part of the Draft Area Plan for the North and West, Cabinet Office has adopted an approach consistent with the Area Plan for the East by which an element of over-allocation in terms of employment land is proposed.	N
ANON-F4CB-AG7Y-Q	513335144	Jeremy Colman	Chapter 11- Employment	Section 11.1 mentions the employment opportunities at Ramsey 's shipyard. There are not enough fishing boats, government craft and leisure craft to make the facility profitable. The addition of some 400 resident craft at the marina and the passing trade it would engender would turn this around and create a centre of excellence for the new skills required to work on modern yachts of both motor and sailing varieties. The marina would open up other avenues for employment such as brokerage, chartering, boat trips, offshore facility servicing, sail training, adventure courses, merchant seaman training and many others. The built infrastructure would support jobs in the various associated services.	Cabinet Office note your support for the site previously consulted on under the code RM010	N

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ANON-F4CB-AG23-C	222687887	Marlene Maska	Chapter 11- Employment	See above for Shipyard and Town Centre potential regeneration ref RML proposals.	Cabinet Office note your support for the site previously consulted on under the code RM010	N
ANON-F4CB-AGEM-S	992795162	Paul Weatherall - Liberal Vannin Chair	Chapter 11- Employment	Proposals should take into account the increasing desire and intention for people to work from home. This impacts on housing needs, transport and local amenities / services.	Cabinet Office has taken the approach of allocating sites for residential development close to existing community facilities and where public transport provision and the potential for active travel are greatest.	N
ANON-F4CB-AG2X-H	871892378	Ramsey Town Commissioners	Chapter 11- Employment	<p>The visions of this plan are far reaching into the future. However, it is incomplete as it does not include strategic reserve sites. The plans need to be written for the next 10 – 20 years so that the content of the plan can be taken in its entirety and put into the proposed Island Plan – 11.1.7 sums this up!</p> <p>As this part of the plan is only up to 2026 then the area of land identified for employment is also limiting at 1.99 ha. Future proofing Ramsey needs to be addressed as Rasmsey is to be a place where people live and work. It needs to be low carbon and provide infrastructure to enable this. The plan needs to cover a longer period.</p> <p>11.9 Future Economic Strategy – this needs to be in place with this plan so the objectives can be matched.</p> <p>A New Economic Plan "Our Island, Our Future Isle of Man Economic Strategy 10 – 15 Years" has been issued in July 2022. This plan looks how to develop our economy for the future. One of the main themes of this plan is to increase the population to 100,000 and that the population growth should be in the 20 – 40 age brackets. New homes will be required to support this growth. This plan does not fit with this area plan for the North and West.</p>	Cabinet Office has revised residential and employment proposal sites to deliver on the Strategic Plan and avoid the need for Reserve Sites.	Y
BHLF-F4CB-AGDN-S	758419406	Stephen Moore	Chapter 11- Employment	Should be moved out of Douglas	The Spatial Policies of the Strategic Plan remain in force. Spatial Policy 1 states that Douglas will remain the main employment and service centre for the Island.	N
ANON-F4CB-AG5U-H	134703041	Tonia mutch	Chapter 11- Employment	There are no big business in Ballaugh so employment is limited.	Within the Spatial policies of the Strategic Plan, Ballaugh is recognised as a village. This infers a more limited need for housing and employment opportunities. The Draft Plan has adopted an approach in general conformity with the Strategic Plan.	N
ANON-F4CB-AG31-B		Tracy Kinrade	Chapter 11- Employment	The (Ramsey) marina would provide employment	Cabinet Office notes your support for the site previously consulted on under the code RM010	N
ANON-F4CB-AGDA-C	187443659	ANON	Chapter 11- Employment	As per my comment regarding Chapter 6 repeated here for ease "Regarding "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." I am concerned by the reference to industrial here and on maps as this "status" seems to stem from a small part of the airfield which has been referred to as the "technical" site but has no official designation. It has evolved as three or four businesses were permitted to operate there. It seems incorrect to allow this status to become enshrined in the plan as an agreed and operational industrial area where future expansion is an option. " Although better described in this chapter as the "more informally arranged historic growth on Andreas Airfield" Proposal 7 relates to Andreas Airfield as described in 11.8. I find this misleading the area currently in use is one small area and should be separately designated to avoid confusion with the airfield as a whole which is predominantly agricultural.	Cabinet Office has amended the employment proposals within the plan to create an area separate and distinct from the wider Airfield.	Y
BHLF-F4CB-AGJD-N		Department for Enterprise, Visit Agency	Chapter 12	Economy Strategy – 'Our Island, Our Future' which outlines the Visit Agency's strategy for growing the Isle of Man's Visitor Economy through to 2032, and received Tynwald approval in May 2022. Along with its headline target of growing annual visitor numbers to 500,000, with a subsequent economic contribution of £520m by 2032, the Visit Agency is aiming to increase visitor economy jobs to 5,000. There are seven strategic action programmes underpinning the delivery, one of which is 'Visitor Accommodation Transformation' with the following objective: The development of 500 new and transformed hotel and serviced accommodation bedrooms and 500 new units of distinctive, contemporary eco-friendly non-serviced accommodation.	Cabinet Office note the Department's comments and continued collaboration in delivering the outcomes of 'Our Island Plan' and the 'Visitor Accommodation Transformation'	N
BHLF-F4CB-AGJD-N		Department for Enterprise, Visit Agency	Chapter 12	2032 Target All Island - Serviced Bedrooms Existing 1979 - target 2479. Non Serviced Units existing 499 - target 999 North & West - Serviced Bedrooms existing 192 - target 241. Non Serviced Units existing 153 - target 306 New stock required (estimate) - Serviced Bedrooms 49 Non Serviced Units 153	Cabinet Office notes the Department's comments.	N
BHLF-F4CB-AGJD-N		Department for Enterprise, Visit Agency	Chapter 12	The Agency welcomes the reference to the new Visitor Economy Strategy 2022-2032. The Agency requests that this be referenced as the Our Island, Our Future Visitor Economy Strategy 2022-2032, approved by Tynwald on the 17th May 2022, thus giving it added weight as a policy consideration. It would also be helpful to note that the Our Island, Our Future Visitor Economy Strategy calls for significant transformation and development of the Island's visitor accommodation and attractions offer, in order to achieve the targeted growth in visitor numbers by 2032 (500,000).	Cabinet Office notes this comment and has amended the draft written statement to reflect the full title of the Visitor Economy Strategy, as well as the fact that it has been adopted by Tynwald, which has been captured as a footnote. Cabinet Office consider that the review of the Strategic Plan provides the best opportunity to make changes to land-use planning in relation to the Island's visitor industry.	Y

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BHLF-F4CB-AGJD-N		Department for Enterprise, Visit Agency	Chapter 12	Whilst the Agency understands that the Area Plan is required to reflect the 2016 Strategic Plan, it is important to highlight the tourism policy has developed since the Strategic Plan was published. The Strategic Plan tourism policies reference the previous Tynwald-approved Tourism Strategy, Fit for the Future, approved in April 2004, which is now superseded by the Our Island, Our Future Visitor Economy Strategy approved in May 2022. The Agency is concerned that the Area Plan Tourism Proposals, as currently drafted, could omit some of finer details required for the successful delivery of the Our Island, Our Future Visitor Economy Strategy and the objectives of Our Island Plan for a more diverse tourism offering that supports the Island's visitors and residents year-round	Cabinet Office consider that the Business Policies in the Strategic plan which relate to tourism are in accordance with the broad aims of the Our Island, Our Future Visitor Economy Strategy but accepts that owing to the fact that the Strategic Plan was drafted to align with the Department's previous strategy, some of the finer details captured in the visitor economy strategy will not be present in the Strategic Plan. Cabinet Office have commenced a review of Strategic Plan and where appropriate, will align the Strategic Plan with other Government Strategies	N
BHLF-F4CB-AGJD-N		Department for Enterprise, Visit Agency	Chapter 12	The Agency considers it is worth adding the Island's wildlife and nature as primary visitor assets.	"wildlife" added to in 12.3.1	Y
BHLF-F4CB-AGJD-N		Department for Enterprise, Visit Agency	Chapter 12	The Agency welcomes the recognition of the need to broaden the range of visitor accommodation on the Island which is considered absolutely vital to achieve the growth in visitor numbers targeted in the Our Island, Our Future Visitor Economy Strategy.	Cabinet Office notes this comment and thanks the Agency for its support	N
BHLF-F4CB-AGJD-N		Department for Enterprise, Visit Agency	Chapter 12	The Agency welcomes the recognition of the visitor attractions within the proposed Plan area. The Agency would also suggest referencing other visitor attractions such as; Tynwald Mills, Manx Wildlife Trust's Hairpin Woodland Park and the Ayres National Nature Reserve.	All these site feature as land uses within the plan and need not be expressly stated within the written statement.	N
BHLF-F4CB-AGJD-N		Department for Enterprise, Visit Agency	Chapter 12	The Agency agrees that the statements within this paragraph are technically and factually correct however, the image portrayed by these statements does not fully represent the status of Ramsey and Peel. To ensure the best use of the Area Plan for the North and West, the Agency recommends a more detailed explanation of the current tourist accommodation facilities. This should include the explanation of the limited current developments and the multiple opportunities for growth in both towns. To assist with our recommendation, the Agency provides a few keys facts below: <ul style="list-style-type: none"> • There is currently only one large-scale accommodation facility within Ramsey, namely the Ramsey Park Hotel. • There are no hotels operating on Ramsey Promenade currently or in development for the near future. • Peel currently only has two small-scale, guest accommodation establishments located on the Promenade. It is also important to recognise that Ramsey and Peel have a limited visitor offer in terms of restaurants, cafes, bars, visitor attractions, visitor-focused retail, cultural facilities, facilities for visiting yachts and an appealing environment. There needs to be a much stronger, co-ordinated effort to develop both towns as more compelling places to visit and spend time and money. While the Town Centre Proposals in Section 9 reference food & drink and evening economy uses and make references to hotel and tourist accommodation, there appears to be no recognition of the need and potential to develop the daytime visitor and leisure offers of the two towns. There is a need to more proactively consider the development of tourist areas, zones or quarters, where much more interesting visitor offers can be created through carefully curated mixed-use development, combining visitor-focused retail (gift shops, art and craft galleries, speciality retail), restaurants, bars and cafes with visitor attractions, accommodation (hotels, pub accommodation, restaurants with rooms, self-catering apartments, aparthotels), heritage and cultural facilities, facilities for visiting yachts and water sports, events spaces and an appealing physical and public realm environment. The Our Island, Our Future Visitor Economy Strategy proposes the development of Harbour Town & Marine Leisure Product Development Programmes (PDPs) as a vehicle for addressing this requirement. The Agency would be happy to work with Cabinet Office to evolve such an approach.	Cabinet Office consider that within the Plan Area, Ramsey and Peel represent the two urban areas with the highest concentration of tourism and leisure facilities as well as being the only two settlements within the Plan Area with harbour facilities to accommodate visiting yachts. <p>Chapter 9 of the Draft Written Statement and the Town Centre Proposals therein provide a policy hook for supporting a mixture of uses within the town centres of Ramsey and Peel. Differing 'zones' or 'quarters' are identified in the town centres of Peel and Ramsey through the Mixed Use Areas (MUA) which are delineated from one another based on their character and the uses they support.</p> Cabinet Office welcomes collaborative work with the Agency.	N
BHLF-F4CB-AGJD-N		Department for Enterprise, Visit Agency	Chapter 12	Whilst the Agency is keen to retain visitor accommodation, the Agency recognises that some accommodation premises may not be physically or economically capable of being upgraded to modern standards. It should be noted in this paragraph that where accommodation facilities are of poor quality, the priority is for encouraging new high quality, contemporary visitor accommodation and the improvement of viable existing stock.	Cabinet Office has captured this amendment in Tourism proposal 1 which provides that 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 or commercially viable as a hotel development.	N
BHLF-F4CB-AGJD-N		Department for Enterprise, Visit Agency	Chapter 12	The Agency welcomes this objective to encourage new tourism development in settlements, on previously developed land and via conversion of existing buildings, but considers that it is not translated into a Tourism Proposal. The Agency requests inclusion of an additional Tourism Proposal to reflect this objective, or alternatively, the broadening of Tourism Proposal 1.	Cabinet Office considers that Plan Objective 1 of chapter 12 of the Draft Written Statement is captured in Tourism Proposal 2. Cabinet Office has amended the Proposal to read: "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"	Y
BHLF-F4CB-AGJD-N		Department for Enterprise, Visit Agency	Chapter 12	The Agency welcomes this objective. This piece of work could be a collaborative effort between the Cabinet Office and the Department for Enterprises' Visit Agency.	Cabinet Office is willing to work collaboratively with the Agency in identifying any buildings and sites which should be retained for tourism uses.	N
BHLF-F4CB-AGJD-N		Department for Enterprise, Visit Agency	Chapter 12	The Agency agrees that where accommodation stock is no longer commercially viable it should not be retained for its original purpose.	Cabinet Office notes this comment	N
BHLF-F4CB-AGJD-N		Department for Enterprise, Visit Agency	Chapter 12	The Agency recommends the removal of the second part of this proposal (TP1) due to the limited number of current hotels within the area of the Plan, noting that the only marked hotel is the Ramsey Park Hotel which is a modern, purpose-built hotel and is unlikely to require this protection. This would allow the proposal to deliver the key opportunity of new developments.	Cabinet Office feel this is necessary as both Hotel and Residential fall within use Class 3 and are much easier to successfully make an application for a change of use. The high quality hotel provisions such as the Ramsey Park Hotel would therefore be the most important to retain.	N

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BHLF-F4CB-AGJD-N		Department for Enterprise, Visit Agency	Chapter 12	"The establishment of new, or alterations to existing, tourist accommodation within the settlement boundaries of towns and villages in the North and West will generally be supported so long as compliant with the other proposals in this plan." The Agency welcomes this proposal.	Cabinet Office notes this comment	N
BHLF-F4CB-AGJD-N		Department for Enterprise, Visit Agency	Chapter 12	The Agency welcomes this proposal with the slight amendment from harbour-side, to harbour-side and/or marina based facilities.	Cabinet Office has amended the written statement	Y
BHLF-F4CB-AGJD-N		Department for Enterprise, Visit Agency	Chapter 12	The Agency agrees with the sentiment of this proposal noting concern at the naming of two major sites which the Department considers risks limiting the development opportunities of further campsites in the area. The Agency recommends referring to 'established campsites' for this proposal and perhaps highlighting the better known examples such as Glen Wyllin and Glen Helen.	Tourism Proposal 4 makes specific reference to Glen Helen and Glen Wyllin as the tourism infrastructure in these two locations is already existing. Ultimately, the Proposal seeks to protect the natural environment and landscape character of national glens and other areas which may be considered a tourist attraction or visitor asset.	N
BHLF-F4CB-AGJD-N		Department for Enterprise, Visit Agency	Chapter 12	"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." The Agency welcomes this proposal.	Cabinet Office notes this comment and thanks the Agency for its support	N
BHLF-F4CB-AGJD-N		Department for Enterprise, Visit Agency	Chapter 12	"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." The Agency welcomes this proposal.	Cabinet Office notes this comment and thanks the Agency for its support	N
BHLF-F4CB-AGJD-N		Department for Enterprise, Visit Agency	Chapter 12	The Agency believes a minor error has occurred here and that this should be labelled Tourism Proposal 7. The Agency has some reservations about the limitations of this proposal with regards to the requirement of the usage of a national trail for the development of facilities. The Agency considers that there are opportunities in allowing other tourist interests and visitor accommodation which might include bothies & bunkhouses linked to: touring cyclists, motorcyclists, kayakers, stargazers, anglers, nature or wildlife enthusiasts and other permitted outdoor activities. A further recommendation is for Tourism Proposal 5 to be combined with this to allow consideration of well-designed, small-scale non-serviced accommodation developments that can be satisfactorily assimilated into the countryside, subject to planning conditions relating to the removal of units if they are no longer required as visitor accommodation. Furthermore the restriction of these developments to woodlands/plantations and along National Trails may limit the available opportunities for these developments to be commercially viable.	Cabinet Office notes the error in the numbering of the Tourism Proposals and will amend this aspect of the Draft Written Statement accordingly. The Raad Ny Foillan is specifically referenced in the proposal as there are no national trails that support other activities such as cycling and motorcycling and angling etc. The Proposal also stipulates that a national strategy which is supported by strategic planning policy must be in place. The Draft Area Plan for the North and West is in general conformity with the Isle of Man Strategic Plan as reflected in Plan Outcome 1a. Any changes to spatial planning policies regarding development in the countryside is best addressed at a national level through broad strategic planning policy as opposed to through the Area Plan process.	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 12	Tourism Objectives The Department is supportive of both the Tourism Objectives and Outcomes, but suggests this could be strengthened in line with other Objectives throughout the plan, and make reference to access to appropriate transportation links, and having appropriate waste facilities close by. This would tie into the overall aim of the plan to continue to protect the natural environment, and assist with the obligations under the provisions of the Climate Change Act 2021 in reducing emissions in both the transportation and waste sectors. The Department would further welcome the inclusion of "the installation of local facilities at which household waste can be deposited for recycling (local bring sites) at relevant tourism sites" as part of Tourism Proposal 4, 5 or 6, as considered appropriate.	Cabinet Office note these comments.	N
ANON-F4CB-AGXK-A	153239930	Anne Quaye	Chapter 12 – Tourism	Price of getting here is a much too high, many attractions I remember as a child have gone. Forcing music licensing on to us has done a lot of damage. Locals and tourists enjoy live music.... sometimes just a juke box.	Cabinet Office has no control over the pricing structure operated by any of the companies that transport passengers or freight to the Island. The vibrancy of town and village centres is a key theme within the Draft Area Plan for the North and West, with mixed use areas identified in peel and Ramsey which support the development of food and drink and leisure uses. Additionally, the Draft Area Plan for the North and West identifies bringing "activity, vibrancy, and development confidence back to the heart of our urban and rural communities" within the Plan's Spatial Vision.	N
ANON-F4CB-AGY1-H	144739928	ANON	Chapter 12 – Tourism	Forget tourism until you have an environment people will want to visit. Motorsport must end immediately. It is noisy, polluting and has not a single green aspect to it. I cannot tell you how many people I have encountered over the years who find it deeply off putting both for visits and reasons to set up a home here. If we could have better dark skies, a fully protected marine environment with all that comes with it, a magnificent biodiverse land, a totally greened Island with less noise, dust, pollution and focus on the environment, people will be interested. But not until we have demonstrated that direction and that aim clearly and unequivocally.	The Draft Area Plan for the North and West recognises and is fully supportive of all statutory and non-statutory ecological designations, this includes recognising Areas of Ecological Interest.	N

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ANON-F4CB-AG2J-3	226202618	ANON	Chapter 12 – Tourism	Our USP - our precious green environment - must be protected at all cost from those who would cover our green fields with concrete to make a few quick bucks. Recent developments in the parish of Middle demonstrate how easy it is to transform an attractive rural community into an unattractive semi-urban one in a very short period of time - especially if politicians with influence are involved & use the resources of the state to push developments through against the public will With far too many older hotels operating on the island, opportunities should be taken to broaden the range of accommodation available as the plan suggests, & owners of larger 'mature' properties not in full use might be encouraged to bring them into tourism accommodation use - unused parts of lighthouse complexes for instance, and even out of use churches & chapels	In accordance with Strategic Policy 8 of the Strategic Plan, the Draft Area Plan for the North and West supports the re-use of existing built fabric of interest as tourist accommodation subject to conditions. The Area Plan for the North and West also recognises the need to broaden the range of tourist accommodation available and to improve its quality. The Plan also identifies support for contemporary and eco-friendly visitor accommodation, provided it complies with the policies of the Strategic Plan.	N
ANON-F4CB-AG54-G	423239163	ANON	Chapter 12 – Tourism	Again there are a number of self catering tourism businesses in Foxdale which are successful. It is a pity Brookfield house has not been converted for this purpose and I wonder if it could be designated for residential and tourism purposes.	Cabinet Office notes your comments.	N
ANON-F4CB-AGX8-Q	632340676	ANON	Chapter 12 – Tourism	the marina in ramsey is one example where the long term benefits outweigh the short term negatives. it would create jobs, tourism and a future proofed habitat for nature.	Cabinet Office notes your support for this site	N
ANON-F4CB-AG2B-U	718468014	ANON	Chapter 12 – Tourism	The quayside in Peel - development as a leisure location, regeneration of properties/locations in disrepair or those which do not fit the zone of the area so it becomes aesthetically and financially vibrant. Look at Black Dog Pizza venue as a positive example of what can be done with a previously disused and unattractive site Make it attractive to new ventures which will encourage existing hospitality businesses who do not reinvest to improve their environments	The Draft Area Plan for the North and West identifies large mixed use areas within the town centres of Ramsey and Peel. As part of the Draft Plan Cabinet Office has also published townscape character assessments for Peel and Ramsey which identify areas of distinct character within the town centre. These distinct areas inform the Town Centre Proposals within the Plan, with Town Centre Proposal 4: East Quay, Peel referring directly to East Quay. This proposal supports the sympathetic regeneration of historic quayside buildings, the creation of an extended economy into the evening which would include retail and food and drink uses as well as the principle of the relocation of industrial.	N
ANON-F4CB-AG35-F	756023225	ANON	Chapter 12 – Tourism	Need to encourage tourism, particularly to the North, but this requires good transport and parking facilities - long stay, not just 2 hours. Should make more of the historic sights in the North and West, ensuring maintenance and accessibility.	The Strategic Plan emphasises that it is important that a balance is struck between the needs of tourism and the protection of the asset that is the Island's historic landscape, culture and heritage. This is in order to ensure that tourism development is sustainable and in accordance with the policies contained within the Strategic Plan.	N
ANON-F4CB-AGSB-V	766148196	ANON	Chapter 12 – Tourism	I think that we will never have a modern tourist economy which meets with the needs of the Economic Strategy for sustainability (ie not motorsport-related) without a strong sense of place and without a dramatic improvement of our environmental reputation, nature conservation and climate action.	The Draft Area Plan for the North and West identifies that the Island's primary tourist assets include its unique historic landscape, culture and heritage. To this end, the Tourist Proposals within the Plan identify support for the provision of low-key rural tourist accommodation (such as camping pods) within woodlands/ plantations as well as support for bothies and bunkhouses where they support the use of a national trail such as the Raad Ny Foillan.	N
ANON-F4CB-AGY9-S	798735158	ANON	Chapter 12 – Tourism	Ask the companies who actually run personal face to face tourist businesses (not hotels or self catering or b&bs etc) what is required to encourage tourist numbers . <i>These people really talk to visitors and have a wealth of knowledge</i>	All Cabinet Office consultations on the Area Plan for the North and West and the matters which the plan seeks to address have invited responses from members of the Island's business community	N
ANON-F4CB-AG5T-G	799728668	ANON	Chapter 12 – Tourism	Tourists come to the island predominantly due to its natural resources. As these are eroded as will the tourism numbers. I think there needs to be increased recognition that tourists are attracted to the island by its quiet rural nature. Those tourists that are looking for the buzz of the city aren't going to come to the island and nothing will change that. The island needs to revel in its laid-back pace of life and natural beauty. Stop peddling the "tax efficient jurisdiction" nonsense too, those days are numbered with the impending MGT.	The Strategic Plan acknowledges that the Island's Primary assets to tourists are its unique historical landscape, culture and heritage. Accordingly, the Strategic Plan also emphasises that the needs of tourist development (where any is required) should be balanced against the protection of the Island's unique assets and that any development is sustainable and in accordance with the policies contained within the Strategic Plan. The Island's natural and heritage assets are also recognised by the Isle of Man Visitor Economy Strategy as some of the Island's key assets	N
ANON-F4CB-AGD3-X	888640724	ANON	Chapter 12 – Tourism	Tourism is a small but significant offering on the island. Having been in tourism for over 21 years the department of tourism can be deleted and save on costs. Most people run their businesses in spite of them. Marketing is important but as costs escalate there needs to be a realistic perspective on numbers we can attract	Cabinet Office note your comments.	N
ANON-F4CB-AG5D-Z	910055410	ANON	Chapter 12 – Tourism	I am all for encouraging tourism. With a caveat: experience in high tourist areas such as Cornwall and the Lake District has shown that this can be a double edged sword leading to housing being lost to second homes and holiday lets. Effectively reducing housing stock. The plan should look at putting in safeguards to protect local housing.	Currently, the Isle of Man Strategic Plan is silent on the issue of second home ownership. Cabinet Office is aware that other jurisdictions are currently progressing pieces of legislation regarding the distribution of second homes and this issue can be examined as part of the Strategic Plan review	N

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ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Chapter 12 – Tourism	Tourism is important to PEEL. But airBnb isn't helpful in that it's unregulated Lack of Parking in Peel is an obstacle especially with parking being lost on East Quay planners are not helping to support Peels vitality.	The Department for Enterprise maintain a list of approved tourist accommodation units which includes holiday lets and apartments. With regards to the Draft Area Plan for the North and West, the plan makes several steps to support the vitality and vibrancy of Peel, which include the Town Centre Proposals. Town Centre Proposal 7 relates specifically to Peel's Promenade and states that that 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.	N
ANON-F4CB-AG7Y-Q	513335144	Jeremy Colman	Chapter 12 – Tourism	Section 12.4. The marina would be a major draw for leisure craft from a wide variety of sources, especially nearby marinas in Whitehaven, Fleetwood, Maryport, Preston, Liverpool, Conwy, Dublin, Howth, Malahide, Strangford, Bangor, Belfast, Carrickfergus, Troon, Largs, Kip, Kirkcudbright and I've missed a good few out. They want to visit a target port on the Isle of Man with safe mooring afloat and 24 hour access.	Cabinet Office notes your support of this site, previously consulted on under the code RM010	N
ANON-F4CB-AG23-C	222687887	Marlene Maska	Chapter 12 – Tourism	See above re RML: great and unique opportunity for new and exciting, green tourism plus National and International Sailing Regattas, Sail Training visits and events, which, at the moment, are passing by us in the Irish Sea, but unable to bring their events and spend to our shores.	Cabinet Office note your support for this site as previously consulted on under RM010.	N
ANON-F4CB-AG2X-H	871892378	Ramsey Town Commissioners	Chapter 12 – Tourism	Sites in the north of the Island and specifically Ramsey should be earmarked for commercial and industrial use that support tourism and enjoyment of the Island. Ramsey welcomes the opportunity for companies to set up tourist attractions, and sites need to be identified where tourism can be promoted.	In accordance with Tourism Proposal 1, the Draft Area Plan for the North and West supports the development of tourist facilities within the Plan area so long as it is in line with the Isle of Man Strategic Plan.	N
BHLF-F4CB-AGDN-S	758419406	Stephen Moore	Chapter 12 – Tourism	Needs support with a light touch. To support private businesses, private sector is better when flair is needed	The Draft Area Plan for the North and West is fully supportive of the development of the Island's visitor economy.	N
ANON-F4CB-AG5U-H	134703041	Tonia mutch	Chapter 12 – Tourism	Could be affected by building more houses.	The Draft Are Plan for the North and West seeks to balance the needs of the Island's community and to make steps towards the wider strategic objectives of Government. This includes providing sufficient residential land for the needs of Island residents as well as facilitating economic development.	N
ANON-F4CB-AG31-B		Tracy Kinrade	Chapter 12 – Tourism	The (Ramsey) marina would bring tourists	Cabinet Office note your support for this site, previously consulted on under RM010	N
ANON-F4CB-AGDA-C	187443659	ANON	Chapter 12 – Tourism	I hope the new strategy follows that of 2016	The Department for Enterprise published 'Our Island, Our Future' - Isle of Man Visitor Economy Strategy 2022-2032 which was approved by Tynwald in May 2022 but the Area Plan overall will be in general conformity with the Isle of Man strategic Plan 2016.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 13	Open Space and Community Recommendation 2 The Department recognises and supports this Recommendation, and will endeavour, for any future transportation policies in respect of either active travel or the promotion of more sustainable methods, that it is fully considered through policy formulation and implementation phases.	Cabinet Office welcomes further collaboration in this matter.	N
BHLF-F4CB-AGDC-E	27535972	Andreas Parish Commissioners	Chapter 13 - Open space, recreation, education, health and community facilities	Finally, chapter 13 of the written statement refers to Open Space and Recreation, Education, Health and other Community Facilities. Whilst much emphasis is placed on the desire for open space and recreational areas there is sparse detail in regards to the actual health facilities available for both the North and West of the Island. At present the Health Services for the North of the Island are struggling to meet the needs of the existing population and this situation appears to be worsening rather than improving following the Covid pandemic. Likewise, the inability of the northern pharmacies to deliver a satisfactory service for the residents raises serious immediate concerns. Any intentions to expand the residencies in the North must also factor in proper contingency plans to improve the overall health services available and, whilst this might not be included in the brief to develop the plan, it must be a major consideration.	In conformity with the Strategic Pan, Cabinet Office has monitored the provision of open space in the Plan Area through the production of a Community Facilities Audit. To this end, Cabinet Office has made steps to attempt to increase the provision of formal open space in the North of the Island after a shortfall in provision was identified. Additionally, Cabinet Office has carried forward the civic land use designation over the former Corrin Home so that there would be no barriers from a land use planning perspective for the facility to come back into operation and provide a service once again. Furthermore, the Draft Plan provides space to the rear of the Ramsey Cottage Hospital which could be used to expand the facility if the Department Desired. Finally, Open Space and Community Proposal 1 provides that future development on sites on the edge of Peel and Ramsey, which are likely to provide the highest number of dwellings of any sites in the Plan, must demonstrate that they have taken into account the need of future (as well as existing) residents in terms of a variety of community facilities, including health and social care facilities.	N
ANON-F4CB-AGXK-A	153239930	Anne Quaye	Chapter 13 - Open space, recreation, education, health and community facilities	Far too many bike tracks in hills and plantations causing much faster erosion. As for horse riders...one dedicated path with poor access for trailers or its a blooming long ride to. No places to tie up. A few very nice mounting blocks around though. The north has some decent halls for sports, dance, keep fit and dog training.	Cabinet Office supports the continued use of the Island's plantations and glens by a varied mix of users but has no control over the number, quality or surface of routes through plantations for either horse riders or mountain bikers.	N

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ANON-F4CB-AGXK-A	153239930	Anne Quaye	Chapter 13 - Open space, recreation, education, health and community facilities	Not enough Drs,dentists etc. Health care is going backwards	The Department of Health and Social Care is aware of population growth targets and the locations of that growth to plan services around and where possible Cabinet Office has facilitated those services through land use allocations and policies.	N
ANON-F4CB-AG2J-3	226202618	ANON	Chapter 13 - Open space, recreation, education, health and community facilities	Keep the open space green & accessible, & seek to provide more areas of afforestation that the public can use for health & recreation purposes. Existing plantations such as South Barrule are now busy places where it's difficult to enjoy fine wooded areas in relative peace	Whilst the Draft Area Plan for the North and West does not provide any areas of afforestation for public recreation, the regional provision of 'natural assets' such as plantations and National Glens are captured in the Community Facilities Audit. The Draft Plan identified a lack of provision of sports pitches across the Northern Parishes and identified site L0001 for sports pitch use in order to address this lack of provision.	N
ANON-F4CB-AG28-H	1040233844	ANON	Chapter 13 - Open space, recreation, education, health and community facilities	13.1.2 fully support the need for the Draft plan to be in line with the Island Plan 2022 in particular facilitating, healthy lifestyles access to sport and culture. Recreation policy 1 bullet point 1 'identify suitable sites to make good any deficiency in provision for existing and future residents. Area plan objective 7 is fully supported but Outcome 7a does not deliver either the Strategic plan Recreation policy 1 or Draft Plan Objective 7. Isle of Play (IOP) object on the grounds of the Draft Plan not being in conformity with the Strategic Plan. In addition the outcome does not deliver the Objective of identifying safe routes to school and play areas. IOP would be delighted to work with Cabinet Office on identifying safe routes and play areas to meet the deficiencies. Indeed IOP approached Cabinet Office on several occasion during 2021/22 to do this but Cabinet Office did not engage. There is a large deficiency in childrens play space in every Parish. In the 2 main centres of Ramsey and Peel there is less than 20% of the Strategic Plan standard. It should be noted that Peels population is more family dominated than most other Parishes. The draft Plan makes no proposals to address the deficiencies. Community Proposal 1 states that sites PR002 are 009 must take account of demand for open space. This is a poorly worded Proposal. A new residential development can only address the demands from the new residents generated by that proposal. In addition if the development needs to provide off site recreation or give a commuted sum for off site provision then there needs to be areas allocated for that sum to be spent.	Cabinet Office acknowledge your concern and are now proposing additional sites explicitly for sports, recreation and children's play space with additional proposals to create safe new routes to access these sites. Cabinet Office welcome further engagement with IoP to ensure these are delivered well and that they meet the objective the Area Plan seeks to achieve.	Y
ANON-F4CB-AG5Q-D	704794168	ANON	Chapter 13 - Open space, recreation, education, health and community facilities	detrimental impact to the "practice field" by the development being allowed to be sited so close the the boundary of the "practice field" which has curtailed its full use as a practice area, in terms of health and safety to the residents of the developments (the fairly recent and the current ongoing development). I pointed out that future development adjacent to the golf course would similarly impact the use of the golf course if it is allowed to be built too close to the boundary of the golf course, particularly in the area of the 4th Green. If development was allowed to come too close, it would result in the 4th hole having to be altered.	Cabinet Office acknowledge your concern and note use of the field for golf practise must not prejudice the development of site PR002 for residential use as extant in the 1989 Peel Local or this Area Plan.	N
ANON-F4CB-AGSM-7	639404380	ANON	Chapter 13 - Open space, recreation, education, health and community facilities	Ramseys south shore line is an natural wonderful place for environmental and biological education, many groups of school children use it all ready. Plus all year round swimming, dog walking. And many other pursuits.	While Cabinet Office support the improvement of harbour facilities and the plan acknowledges the general interest in a comprehensive marina development in Ramsey, a specific site allocation is not contained within this plan. Cabinet Office also acknowledges the amenity value the existing beach provides.	N
ANON-F4CB-AGSZ-M	791749366	ANON	Chapter 13 - Open space, recreation, education, health and community facilities	Ramseys south shore line is an natural wonderful place for environmental and biological education, many groups of school children use it all ready. Plus all year round swimming, dog walking. And many other pursuits.	While Cabinet Office support the improvement of harbour facilities and the plan acknowledges the general interest in a comprehensive marina development in Ramsey, a specific site allocation is not contained within this plan. Cabinet Office also acknowledges the amenity value the existing beach provides.	N
ANON-F4CB-AG54-G	423239163	ANON	Chapter 13 - Open space, recreation, education, health and community facilities	The open space currently being developed by Jamie Cubbon on the outskirts of Foxdale (east) is going to be wonderful when completed. Otherwise there is really only the school area available. There are no health facilities in Foxdale but it is simply too small for this provision. St Paul's Church which is currently closed due to interior damage and when last opened was under utilised should in my view be renovated so it can be used for Church purposes but also other community use.	The Community Facilities Audit published as part of the Draft Area Plan for the North and West identifies St Paul's Church, Foxdale within the 'Arts, culture and community' section of the audit. This is reflected in St Paul's land use allocation on Map 12 of the Draft Area Plan for the North and West.	N
ANON-F4CB-AG2B-U	718468014	ANON	Chapter 13 - Open space, recreation, education, health and community facilities	Concern re mass development on the outskirts of peel without impact assessment and necessary infrastructures/gps etc	Cabinet Office is aware of the long-standing issue regarding the provision of sewage treatment in the west of the Island and has accordingly identified the MUA's preferred site for the delivery of an RSTW on the Area Plan maps. In relation to this, the Draft Development Brief for Site PR002 provides that no development shall take place until the RSTW planned to serve Peel and the West is operational.	N
ANON-F4CB-AG35-F	756023225	ANON	Chapter 13 - Open space, recreation, education, health and community facilities	Area plans should include reference to other government programmes (e.g. health and care transformation) and incorporate strategic plans for the development of health and community facilities.	Chapter 4 of The Draft Area Plan for the North and West - National Strategies Relevant to the North and West provides references to wider Government strategies from other Department's.	N

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ANON-F4CB-AGY9-S	798735158	ANON	Chapter 13 - Open space, recreation, education, health and community facilities	<p>Cannan Court is a residential home and not a nursing home- there is a difference</p> <p>We need more housing to help develop our local school teachers provision</p> <p>Particularly low rent for teachers and nurses and family incentives to stay in the west and north of the island</p>	<p>The Community Facilities Audit uses the term 'nursing home' in a wide sense to refer to all facilities which provide residential care or accommodation for elderly and/or more vulnerable members of the community outside of the private home. To avoid further confusion Cabinet Office will amend this term.</p> <p>In the Draft Area Plan for the North and West, Cabinet Office has taken the approach of making residential proposals in, or as sustainable urban extensions to settlements with existing community infrastructure, such as schools so as to maintain the viability of these facilities and the vitality of the settlements.</p>	Y
ANON-F4CB-AG5T-G	799728668	ANON	Chapter 13 - Open space, recreation, education, health and community facilities	<p>These often just become wastelands that are rarely used. These "open spaces" are often used by the council to soften large scale developments but often see little use and would have been better placed at the edge of major conurbations in order to prevent further urban sprawl. These site don't have as much amenity as many councils believe them to have i.e. often flat patches of grass which see little use. The outdoor recreation and amenity space requirements are arbitrary and pointless not reflecting the demographics or the nature of the area. The requirement for further sports pitches is utterly ludicrous. These will incur additional costs with little reward.</p>	<p>The Strategic Plan provides requirements for open spaces of varying levels of formality to be provided as part of new residential development of ten or more dwellings. This includes open space for amenity use as well as formal use such as sports pitches. The Strategic plan also provides that meeting these open space requirements does not prevent applicants from providing adequate private open space. The intent of the Strategic Plan open space requirements is to provide all new residential developments of 10 or more dwellings with adequate open space for its residents. Although the demographics of an area are not directly factored into the calculation of open space requirements, the Strategic Plan clearly states that open space need should be based on the potential occupancy of the dwelling and who the dwelling is likely to be occupied by. Cabinet Office is in the early stages of commencing a review of the Strategic Plan which will include Appendix 6 and Chapter 10.</p>	N
ANON-F4CB-AGD3-X	888640724	ANON	Chapter 13 - Open space, recreation, education, health and community facilities	<p>very important -all estates need open spaces allocated before planning is agreed. The main issue now is maintenance of these - I notice many are full of weeds so this needs addressing</p>	<p>Appendix 6 of the Strategic Plan, with which the Draft Area Plan for the North and West is in general conformity, contains minimum standards for differing types of open space for new residential development of 10 dwellings or more. Additionally, Open Space and Community Proposal 1 provides that on future development on sites on the edge of Peel and Ramsey must demonstrate that they have taken into account the need of future (as well as existing) residents in terms of a variety of community facilities, including open space play space.</p> <p>Regarding the maintenance of open spaces provided by residential development, this is within the remit of the relevant Local Authority.</p>	N
ANON-F4CB-AGS1-B	1017378515	ANON	Chapter 13 - Open space, recreation, education, health and community facilities	<p>We are supportive of this chapter and advocate for recreation and open spaces for everyones wellbeing. We advocate for traffic calming measures and playing out schemes in neighbourhoods, we advocate for community gardens and allotments, and shared spaces so people of all abilities and means can enjoy the outdoors. we advocate for creative innovative uses of space too and not just for the traditional playground or sports field, keep modern. we advocate for compassionate island benches and shared talking areas to connect people, and intergenerational opportunities.</p> <p>we particularly support Open Space and Community Proposal 4: and Open Space and Community Recommendation 1: in relation to the old corrin home. the site is now in disaray not having been maintained or gardened over the past year+. this would make an ideal shared community space with extra supported living.</p>	<p>Cabinet Office thanks you for your support. The development of initiatives such as these would be the result of collaborative work between Government Department's and the Local Authority. With regards to the provision of Children's play space, appendix 6 of the Strategic Plan states that children's play space includes: Designated area for children containing a range of facilities and an environment that has been designed to provide opportunities for outdoor play, as well as casual or informal playing space within housing areas. This infers that children's play space need not be limited to traditional playground facilities.</p>	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	Chapter 13 - Open space, recreation, education, health and community facilities	<p>As set out in Section Four of this report, evidence has been supplied which shows that the town of Ramset has a shortfall of Children's Playspace and Sports Pitches but has ample levels of amenity space for the population of the town.</p> <p>We support the Cabinet Office's position of encouraging where suitable, provision of formal and informal open spaces and recreational land for residents.</p> <p>We disagree however, with the wording of Open Space and Community Proposal 1 which sets out that applications on identified sites RR009 and PR002 must demonstrate that they have taken into account the needs of residents in terms of community facilities and open space. This is a responsibility of all developments over a certain number of homes, not specifically these sites.</p>	<p>Amend OS&C proposal 1 to reflect this over any development of 10+ dwellings? (to accord with SP)</p>	Y
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Chapter 13 - Open space, recreation, education, health and community facilities	<p>I support all our existing Open Spaces in Peel</p> <p>More activities for older children is urgently required, the Skate Park has been lost and needs to be replaced the north end of the promenade is the ideal spot not to far away from other facilities but allowing the young people to have fun without annoying adults.</p> <p>I welcome proposals 1. 2. 3. 4.</p>	<p>The Draft Area Plan for the North and West recognises site PO007 at the northern end of Peel Promenade as an important leisure and recreation space as recognised in Open Space and Community Proposal 2.</p>	N

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ANON-F4CB-AG7Y-Q	513335144	Jeremy Colman	Chapter 13 - Open space, recreation, education, health and community facilities	The marina provides excellent opportunities in all these areas	Cabinet Office notes your support for this site.	N
ANON-F4CB-AG23-C	222687887	Marlene Maska	Chapter 13 - Open space, recreation, education, health and community facilities	See above for Youth Sail Training. Manx Sailing & Cruising Club are an RYA approved Training Centre and the numbers of trainees have been steadily increasing in both young and older age ranges and across many abilities. The potential to increase such an offering to the wider community, is immense and would be enormously enhanced if the RML proposals come to fruition.	Cabinet Office note your support for this site.	N
ANON-F4CB-AG2X-H	871892378	Ramsey Town Commissioners	Chapter 13 - Open space, recreation, education, health and community facilities	Plan Objective 5 - Ramsey Town Commissioners welcome working with the Department of Infrastructure and others to ensure better links for walking and cycling are created within the town and in the countryside particularly the development of the old railway line into a national cycle path. Plan Objective 7 – Safe routes to schools and good play facilities are supported by the Ramsey Town Commissioners. Site LO 001 By the film studios on Jurby Road would substantially add to sports pitches provision in the North and would be beneficial. Open Space Community Recommendation 2 - Ramsey Town Commissioners look forward to the right guidance for children’s play equipment provision.	Cabinet Office note these comments	N
ANON-F4CB-AGYC-3	190383599	Rodger Gimbert	Chapter 13 - Open space, recreation, education, health and community facilities	Educational space should not be used as available recreational space in a planning application. Marine parade should be recreational use only.	In Appendix 6 of the Strategic Plan it is stated that areas in the ownership or control of public bodies including the Department of Education, where such facilities are available to the general public may be included in the standard for playing space. Accordingly, where appropriate, the Community Facilities Audit recognises some sports pitches which are associated with education facilities within the Plan Area as contributing towards local supply. The Draft Area Plan for the North and West recognises the importance of Marine Parade as a recreation and leisure space which is reflected in Open Space and Community Proposal 2 of the Draft Written Statement.	N
BHLF-F4CB-AGDN-S	758419406	Stephen Moore	Chapter 13 - Open space, recreation, education, health and community facilities	PE007 should be designated as open recreational space. Clear and unambiguous	Cabinet Office notes this comment in relation to PO007	N
ANON-F4CB-AG5U-H	134703041	Tonia mutch	Chapter 13 - Open space, recreation, education, health and community facilities	We have a few open spaces eg the playground more would have to be built to accommodate more people, the school (Ballaugh) isn't big enough to cope with more children.	The Community Facilities Audit produced as part of the Draft Area Plan for the North and West acknowledges the under-supply of Children's play space in line with Strategic Plan targets in Ballaugh.	N
ANON-F4CB-AG31-B		Tracy Kinrade	Chapter 13 - Open space, recreation, education, health and community facilities	The marina development would enhance community facilities whilst still providing a much needed improved beach area	Cabinet Office notes your support for this site	N
ANON-F4CB-AGXK-A	153239930	Anne Quaye	Chapter 14 - Residential (housing)	The government housing in the North has improved a lot in the last decade. Though the Manx people often don't appear to be getting suitable housing. I think Government housing needs to take presidency over private newcomers	The Department of Infrastructure and other housing authorities are responsible for the distribution of public housing units.	N
ANON-F4CB-AGY1-H	144739928	ANON	Chapter 14 - Residential (housing)	Make do with what we have until the Island is in a state that people want to live in. More social housing will just be a further drain on already overstretched financial resources. If you want more available living space, start with restrictions on second homes. Impose some taxes that persuade people away from such practices.	Cabinet Office note your comments.	N

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ANON-F4CB-AG2J-3	226202618	ANON	Chapter 14 - Residential (housing)	<p>Wherever possible new housing must be located where older poorly insulated properties previously existed, the urge to continue with ribbon development in precious green fields by major roads should be resisted & developers encouraged with planning + other incentives to replace the old with new at a higher population density, ie. low rise residential accommodation</p> <p>It remains a mystery to me as to why the Brownfields Sites Register was opened and then closed again. The register ought in my view to be permanently open, or failing that opened each quarter for a week</p> <p>Brown field site development should be given priority over green field building with easier planning processes, with perhaps an onus or incentive for planning professionals employed by government & local authorities to actively assist & promote brownfield redevelopment of the old ahead of anything new & possibly detrimental to the island's biosphere</p>	<p>The Draft Area Plan for the North and West provides support for the regeneration of existing urban areas through the Plan's Built Environment Proposals including a proposed Comprehensive Treatment Area (CTA) in Ramsey. A CTA identifies land for comprehensive treatment by development, redevelopment or improvement, or partly by one and partly by another method and could potentially allow compulsory purchase powers to be exercised in order to improve the area.</p> <p>Cabinet Office has expanded the Unoccupied Urban Sites Register to cover sites within Service Centres and Service Villages in the North and West and will review this data set in due course in order for the Register to remain as up-to-date as possible.</p> <p>The Spatial Vision of the North and West emphasises the importance of prioritising the development of previously developed land to bring activity, vibrancy and development confidence back to the heart of our urban and rural communities.</p>	N
ANON-F4CB-AG5B-X	443630461	ANON	Chapter 14 - Residential (housing)	<p>I note that the proposal is effectively to reduce the designated residential land in Jurby as compared with the 1982 plan. This seems to be at odds with recent decisions in and around Douglas and the South of the Island, where further congestion of already challenged infrastructure is proposed. My main concern is that such major reversal of previous decisions makes it virtually impossible for land-owners and developers to plan. Potentially, investors may have invested in land already designated for residential development, only to see the potential (and value) of this land reduce materially. Specifically, a respected Island developer is already in the process of launching a major (and welcome) development in Jurby on land already designated for residential development which the new N&W plan proposes to 'un-designate'. This particular development will bring much needed affordable housing to Jurby. I sincerely hope that the development will be able to proceed in spite of the new proposals.</p>	<p>Area Plans seek to provide clarity to developers and members of the public alike as well as co-ordinating other investment opportunities. The 1982 Development Plan contained several residential land allocations which are not carried forward and proposed as part of the Draft Area Plan for the North and West. This is because the Area Plan for the North and West has been drafted to be in general conformity with the Isle of Man Strategic Plan which sets high-level strategic planning policy across the Island.</p>	N
ANON-F4CB-AG54-G	423239163	ANON	Chapter 14 - Residential (housing)	<p>I am completely supportive of the new plan for Foxdale which removes the areas that were designated for new build residential purpose in or about 1995. The fact that they have not been developed during this long period and the inappropriateness of the sites re there impact on the eastern edge of the village means I support the removal of these sites.</p>	<p>Cabinet Office notes your comments and thanks you for your support</p>	N
ANON-F4CB-AGX8-Q	632340676	ANON	Chapter 14 - Residential (housing)	<p>the various housing types need to be improved. give incentives for a brown field site to be brought back into use. or an abandoned building used again.</p>	<p>Cabinet Office supports reuse or development of brownfield sites first before the proposal of sustainable urban extensions.</p>	N
ANON-F4CB-AG2B-U	718468014	ANON	Chapter 14 - Residential (housing)	<p>Housing for more vulnerable citizens such as extra care housing and residential care - this is URGENT</p> <p>Current situation forces peel residents out of peel or into costly nursing care which may not be required and prevents people having the right care in the right place</p>	<p>Cabinet Office acknowledge that in future, Island housing need may be informed not only by census information but also by Objectively Assessed Housing Need Studies (OAHN Study). An OAHN is a common approach for Local Planning Authorities working under the NPPF and would provide Government with not only how many dwellings are required to meet housing need, but also a breakdown of housing typology which would include how many sheltered accommodation units are required in order to meet need.</p>	N
ANON-F4CB-AG35-F	756023225	ANON	Chapter 14 - Residential (housing)	<p>Plans must also support local authorities to improve/develop existing stock wherever possible; and make more efficient use of (e.g. downsizing when appropriate to release accommodation for younger families).</p>	<p>Cabinet Office consider that in future housing need may not be guided only by census figures but by an Objectively Assessed Housing Need Study (OAHN) or similar study. This study would not only provide housing need figures, but would also provide a breakdown of the housing typology that makes up that 'need' figure.</p>	N
ANON-F4CB-AG35-F	756023225	ANON	Chapter 14 - Residential (housing)	<p>Must not give planning permission to build on areas of known flood plain. These areas can be used for wildlife/conservation.</p>	<p>An Area Plan in itself does not grant planning approval. Any application to develop land allocated in an Area Plan would be assessed on its merits including the physical constraints of the site which may include the site's risk of flooding.</p>	N
ANON-F4CB-AG35-F	756023225	ANON	Chapter 14 - Residential (housing)	<p>Car parking must be a consideration, particularly if increasing residences in the town centres. If residents cannot park on their property, there must be resident car parking and permit parking.</p>	<p>Parking standards are contained within Appendix 7 of the Isle of Man Strategic Plan which sets out the minimum standards for various types of development.</p>	N
ANON-F4CB-AGSB-V	766148196	ANON	Chapter 14 - Residential (housing)	<p>14.4 and 14.6 - I return to my comments in the Climate Change and Sustainability section</p> <p>Population has fallen since 2011 and I thought the 2016 Strategic Plan was based on an assumption of steady population increase from 2011 - 2026 - are we building homes to meet the real needs of the Island or what we thought we would need? Plans surely must be based on most recent accurate data and realistic estimates of population growth (not on the Government's desire to increase the population - which I simply cannot see coming to fruition).</p>	<p>The Draft Area Plan for the North and west has been prepared to be in general conformity with the Isle of Man Strategic Plan. Cabinet Office's Residential Land Availability Data monitors planning approvals and take-up rates of those approvals - thus keeping track of housing delivery and producing 'need' figure derived from the Strategic Plan targets. Currently, population projects from the 2021 census are not yet available. Cabinet Office will await these projects before making amendments to the residential proposal sites in the Draft Area plan for he North and West ahead of the Public Inquiry.</p>	N

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ANON-F4CB-AGSB-V	766148196	ANON	Chapter 14 - Residential (housing)	14.8.2 vi - what estimates of sea level rise are being used in this assessment - it seems that climate change impacts are accelerating and care must be taken to take a cautious view of where sea levels may end up in the short and medium term...	In assessing sites submitted across various stages of the Plan preparation period, Cabinet Office utilised flood risk mapping published by the Department of Infrastructure. These flood risk maps account for climate change by increasing the 1 in 100 peak year flow estimate by 20% in respect of river flooding. For tidal flooding, an annual climate change allowance has been added for 60 years.	N
ANON-F4CB-AGSB-V	766148196	ANON	Chapter 14 - Residential (housing)	Paras 14.11.2 and 14.11.3 I am really quite shocked by these paragraphs. Surely, we should insist on Biodiversity Net Gain because we know we are currently living through a period of mass extinction of species and have recognised that there is a biodiversity crisis in addition to a Climate Emergency? Surely, we should insist on Biodiversity Net Gain now because we know that it was the intention of the Climate Change Act that we should? Surely, we should insist on Biodiversity Net Gain because we actually care about looking after the Isle of Man, nurturing our plants and wildlife, making developments more green and pleasant and wildlife-packed both for the wildlife itself and for the enjoyment and health benefits for the human population that inhabit them, present and future (our Biosphere)? Apparently not, it seems we will only always insist on Biodiversity Net Gain when the requirement is statutory planning policy (ie when we are legally forced to). What on earth are we waiting for (apart, I presume, from an appointed day order)? This is clearly required as a matter of urgency. I think these paragraphs give an insight as to the priorities of Government, how important Government really considers the environment, nature, our wildlife and genuine climate action. It suggests how far the Island is from having sustainability at the 'heart of the economy'. It is why I fear that the Island will not meet any of its climate change targets and instead of emissions reductions we will get more delay. It is also why I firmly believe the Government's draft Economic Strategy is doomed to failure. How can we hope to retain and attract business, inward investment and the young economically active to increase our population, or attract eco-tourists or improve our poor record on the environment with this sort of approach to environmental protection (and Biodiversity Net Gain is about environmental protection and our green credentials). Why are we not just doing the right thing because it is clearly the right thing?	During the development of the Area Plan for the East, Cabinet Office attempted to introduce proposals which would secure biodiversity net-gain.	N
ANON-F4CB-AGY9-S	798735158	ANON	Chapter 14 - Residential (housing)	We do want housing in Klrk Michael but the appropriate accommodation in the right place. Houses for single and couples that is affordable and in brown sites, or failing that developers should identify land they own and what their plans are for that area. If not used, then compulsory purchase. Make all abandoned empty homes pay rates and fine for non occupancy. Give tax relief in first year if owners refurbish and let their property	Residential proposals within the Area Plan have been revised. Cabinet Office do not have the vires to make changes to rates or taxation on properties.	N
ANON-F4CB-AG5T-G	799728668	ANON	Chapter 14 - Residential (housing)	The analysis is fundamentally flawed. The simple point is that these additional houses are not needed. The Isle of Man needs to be honest and acknowledge that the demand is driven by international buyers purchasing holiday homes and as BTL investments. All of the other crown dependencies place restrictions on foreign purchasers except the Isle of Man. If the island was serious about addressing this issue it would bifurcate the market into those that can be purchased by local people and those available to international buyers i.e. anything below 400k is for local buyers only and to simultaneously require all new builds to be in this range. The Isle of Man can build as many homes as it likes and they will still sell. This is not representative of a genuine need but a reflection of economic arbitrage. It is a complete fallacy to argue that there is a need for new housing estates demonstrated by an inability of first time buyers to get on the property ladder. This is purely the product of local first time buyers having to compete in a global market. Reinstate all the derelict and empty properties on the island and make them available to local buyers only and the problem would disappear. Let wealthy international buyers compete for 1,000,000+ properties which will also ensure that only true HNW1 are brought to the island. Exclusivity drives desirability, be bold!	Cabinet Office acknowledge that in future, Island housing need may be informed not only by census information but also by Objectively Assessed Housing Need Study.	N
ANON-F4CB-AGD3-X	888640724	ANON	Chapter 14 - Residential (housing)	There must be growth in housing here but we need more bungalows in the west and first time buyers otherwise the workforce will not be able to live in the west	Cabinet Office acknowledge that in future, Island housing need may be informed not only by census information but also by Objectively Assessed Housing Need Studies (OAHN Studies). An OAHN is a common approach for Local Planning Authorities working under the NPPF and would provide Government with not only how many dwellings are required to meet housing need, but also a breakdown of housing typology, including bungalows and affordable homes.	N
ANON-F4CB-AG5D-Z	910055410	ANON	Chapter 14 - Residential (housing)	I noted in the report that a brief reference was made to affordable housing. There is no truly affordable housing on the Island. Private landlords constantly chase larger and larger profits and the rise in homelessness on the island is already a social disgrace. Those homes that are so called affordable are out of the reach of most people. Social Housing should be the focus; it is needed now and the need for it will only increase.	Any references to Affordable Housing or Affordable Homes in the Draft Written Statement relates specifically to dwellings provided by the Department of Infrastructure or other housing authority. With regards to social housing, Cabinet Office consider that in future housing need may not be guided only by census figures but by an Objectively Assessed Housing Need Study (OAHN) or similar study. This study would not only provide housing need figures, but would also provide a breakdown of the housing typology that makes up that 'need' figure. This breakdown would extend to the provision of affordable and social housing.	N

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ANON-F4CB-AGS1-B	1017378515	ANON	Chapter 14 - Residential (housing)	We advocate as above for diversification of housing, investment in accessible flats and homes not just 2 or 3 bedroom houses. we need to support our younger people, our struggling adults and for our older generations to age well and be as independent as possible. there are few options for older people with finances to relocate to appropriate adapted homes other than sheltered homes so they remain in large unsuitable housing that would be better for a family. Be creative in what we build, renovate and insulate.	Cabinet Office acknowledge that in future, Island housing need may be informed not only by census information but also by Objectively Assessed Housing Need Studies (OAHN Studies). An OAHN is a common approach for Local Planning Authorities working under the NPPF and would provide Government with not only how many dwellings are required to meet housing need, but also a breakdown of housing typology, including bungalows for older members of the community and affordable homes.	N
ANON-F4CB-AG2M-6	1049596891	ANON	Chapter 14 - Residential (housing)	<p>The traditional approach to new IoM residential development has been to expand the existing largest settlements with 'more of the same' on adjacent land.</p> <p>The justification is that such settlements have many established services.</p> <p>However, this unidirectional approach denies those members of the community who wish to live in a different, less intensive and more self-reliant environment the opportunity to do so.</p> <p>Such a blinkered approach has the effect of stifling at birth the opportunity for natural community evolution and change, as well as innovation in settlement formation and historic change over time.</p> <p>More variety is needed in the type of community development and growth. Citizens need to be allowed to express their own lifestyle preference and way of living.</p> <p>The recent pandemic-effect trend for citizens to move out of larger settlements into more rural and less intensive communities needs to be recognised.</p>	In accordance with Spatial Policies 1-4 of the Strategic Plan, the Draft Area Plan for the North and West makes residential land proposals relative to the settlement's position within the settlement hierarchy. This approach ensures that potential residential development is also supported by existing community infrastructure and services. Rather than stifling opportunity for natural community evolution, this approach allows for the preservation of settlement character and for sustainable development appropriate to local housing and employment needs. Cabinet Office is of the opinion that the Area Plan system is helpful in adapting to change, facilitating economic development and providing clarity in respect of planning matters for members of the public and developers alike.	N
BHLF-F4CB-AG5W-K	5729903	Charles Howard Keith Kerruish	Chapter 14 - Residential (housing)	<p>"a. A short time before your publication "Our Island Our Future. Visitor Strategy 2022/2032" was issued by Minster for Enterprise. This called for 500 new and transformed hotel bedrooms and 500 new units of non serviced accomodation.</p> <p>b. On Tuesday the 19th July the Cheif Minister declared a population target of 100,000 - increase of plus 15,000, which would need a further 5000/7000 homes. Combined total A&B 500 Tourism 7,500 other 8,000.</p> <p>As the draft North and West at 386 provides just 4.8% of new targets do you agree that it must be Abandoned and revisited in order to achieve Government goals?"</p>	Cabinet Office have revised residential proposals within this plan.	Y
ANON-F4CB-AGS6-G	88772885	Christopher S Barr	Chapter 14 - Residential (housing)	A good balance overall	Cabinet Office notes this comment	N
ANON-F4CB-AGSY-K	597750850	Dr Fiona Gell	Chapter 14 - Residential (housing)	<p>Providing good quality housing for everyone is so important but I think this policy needs to be strongly underpinned by an understanding of the climate change implications of large scale green field developments and what the short, medium and long term impacts will be of these developments.</p> <p>From a climate change and biodiversity point of view it is essential that a lot of thought and planning, in liaison with construction companies, local authorities and others, goes into how to provide good quality housing with good access by active travel or public transport to all amenities primarily on brownfield sites and through renovation of existing buildings. This has been done effectively in other countries and there have been positive social benefits compared to greenfield sites which create new car-dependent residents with limited access to facilities.</p>	Cabinet Office considers that the Strategic Plan review process provides the ideal opportunity to embed the Climate Change Policies established in the Climate Change Act 2021 into island wide strategic planning policy. This being said, the Draft Plan contains a limited amount of greenfield development and has a focus on the redevelopment of land within existing settlement boundaries which in itself, aligns with best practice in terms of carbon sequestration, maintaining and restoring ecosystems and where possible, providing active travel infrastructure.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	Chapter 14 - Residential (housing)	<p>We fully support the principles of delivering an Objectively Assessed Housing Needs study which is a common approach in England and applying this to the Isle of Man.</p> <p>We agree with the principles for not allocating employment space allocations due to the lack of data and believe that this principle should be carried across to the allocation of housing sites. As mentioned, there is a need for further qualitative and quantitative analysis to ensure the correct level of housing and therefore the correct housing sites are allocated.</p> <p>However, we are of the belief if it is necessary to allocate new residential sites those which will infill in existing settlement boundaries and should be given the priority. We support the principle that a wide mix of residential units in terms of size and affordability should be provided on this is being provided on site RR004. It is a suitable location, deliverable and sustainable. It will provide a wide range of housing types and sizes in a suitable location whilst also providing new public infrastructure and employment opportunities for the North of the Island.</p> <p>We have set out in Section 3 of this report the concerns regarding the housing numbers and targets, and it is considered that the lack of population projections means that the draft plan may need amendments prior to the public inquiry.</p> <p>We therefore insist that this is premature as this information should be provided prior to the allocation of any sites.</p>	Cabinet Office note your support and has amended residential proposal in the Area Plan but does not support RR004.	N

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ANON-F4CB-AGS7-H	30144800	Geoff Megarity	Chapter 14 - Residential (housing)	We recognise that the current development plan is significantly out of date and includes area plans which are over 30 years old within them and furthermore includes a 40-year-old development plan document which was published in 1982. However, considering that the Strategic Plan is due to be updated by 2025, the fact that the new and up to date population projections from the 2021 Census in the next few weeks and the ambition that within 15 years the Isle of Man's population is to be increased by 15,000 seems to suggest that the timing and preparation of the draft plan is premature.	Cabinet Office consider it essential to ensure residential proposals are on sites that make the best use of land and minimise impact on the environment. The plan will last beyond the plan period.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	Chapter 14 - Residential (housing)	Within the Town and Country Planning Act 1999 Section 2, Part 1, Schedule 2, the legislation sets out that proposals in an area plan shall have general conformity with the strategic plan but in the case pending inconsistency between the provisions of the strategic plan and the area plan which ever came into force letter shall prevail. The preparation of a new area plan which will be superseded within less than three years by the time of adoption suggests that it is being prepared at wrong time.	The Area Plan for the North and West will remain in force until it is replaced.	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Chapter 14 - Residential (housing)	Brown Field sites must be at the forefront of any planning for the area of Peel and its surrounding areas. Farmland must be protected	The Draft Area Plan for the North and West has a clear focus on the regeneration of existing settlements within the Plan Area in line with the sequential approach identified in the Strategic Plan	N
ANON-F4CB-AG7Y-Q	513335144	Jeremy Colman	Chapter 14 - Residential (housing)	The Marina scheme provides significant desirable housing.	Cabinet Office note your support for this site.	N
ANON-F4CB-AGX5-M	886093014	Jon	Chapter 14 - Residential (housing)	You can't claim to be sustainable while also trying to attract thousands of new people here. You can't grow the population size forever.	The Strategic plan identifies the net number of new housing units needed in the North and West between 2011 and 2026 as being 1540. Accordingly, the Draft Area Plan for the North and West makes sufficient allocations in order to meet this need.	N
ANON-F4CB-AGX5-M	886093014	Jon	Chapter 14 - Residential (housing)	Letting them build mini mansions on green land, rather than building affordable homes on redeveloped land.	The Draft Area Plan for the North and West has a clear focus on the regeneration of existing settlements within the Plan Area in line with the sequential approach identified in the Strategic Plan	N
ANON-F4CB-AGSU-F	1066636431	Leslie Crook	Chapter 14 - Residential (housing)	Helping more people and families being able to get on the housing ladder, if they want.	Cabinet Office notes this comment	N
BHLF-F4CB-AGSJ-4	140778517	Lorna Johnson	Chapter 14 - Residential (housing)	MR011 - location is ideal for first time buyers properties, a handful of larger properties or even just one large property.	Cabinet Office notes your support of this site	N
BHLF-F4CB-AGJR-3		Maria Sheridan	Chapter 14 - Residential (housing)	Para 14.4 - We generally support the area plan objectives to meet housing need which complies with the Strategic Plan. However, we object to the spatial distribution set out at paragraph 14.7 which omits Site RR006 which should be included as an additional residential site given that it is the most sustainable greenfield location for new housing in Ramsey. Given the very late stage in preparing the plan it will inevitably run past the plan period of 2026. In theory, the zoning of additional housing at RR006 would result in an over delivery of housing, however this would not be significant and in reality as the development at RR006 would go beyond 2026. See comment on site RR006 below 14.8 - RR006 should be included as one of the proposed residential sites and a Development Brief included at 14.10.	Site RR006 has now been included as a proposed site	Y
ANON-F4CB-AG23-C	222687887	Marlene Maska	Chapter 14 - Residential (housing)	The new Strategies - Economic and Built Environment - offer a new vision for our Island community and, if we are to meaningfully engage and follow in this direction, we need to plan for the regeneration of our previously occupied sites; assist and support our historic built environment and explore opportunities which WILL help retain our young people and economically active population; plus attract others outside of our shores, to settle here. New tenures should be considered in terms of Affordable Housing to enable better access to purchasing a home at a fair, not overly-inflated price e.g. Rent to Buy; Mid-rent; Key Worker; Shared Equity (already exists but probably needs adjustment). Properties which are energy-efficient must also form part of the future housing provision including assistance for retro-fitting existing properties.	Cabinet Office is fully supportive of the aims and objectives set out in Our Island Plan as well as the Built Environment Reform Programme, the latter of which identifies the completion of the Area Plan for the North and West and the commencement of the Strategic Plan Review as part of Strategic Objective 3. Cabinet Office considers that the review of the Strategic Plan provides the best opportunity to fully capture the goals of the Island Plan. The Island's Affordable Housing scheme is administered and operated by the Department of Infrastructure and any changes to the particulars of the scheme are done so at the discretion of the Department.	N

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BHLF-F4CB-AGYU-N		Martin Royle (Garff Commissioners)	Chapter 14 - Residential (housing)	<p>1. The Commissioners welcome the decision to exclude the various 'sporadic' sites identified in the parish at the 'Call for Sites' stage. Members do not consider any such sites to be appropriate for development at this stage or designation as Strategic Reserve should the need arise.</p> <p>2. The Commissioners welcome the decision to include site GR024 at Ballagorry.</p> <p>3. As stated in their submission dated 30th June 2021 (copy attached), the Commissioners would very much support the designation of additional fields in the immediate vicinity of Glen Mona as part of the strategic reserve.</p> <p>4. In respect of this, the Commissioners request that Cabinet Office consider some of the following sites for inclusion in the Area Plan: GR021, GR009, GR011, GR013, GR022, GR023.</p> <p>5. Members would also support the inclusion of site GR023 in the vicinity of Corony Bridge.</p> <p>6. The Commissioners also support redesignation of the Dhoon Church Hall site for residential purposes.</p>	<p>Cabinet office note the Commissioners' support for sites GR024, GR021, GR009, GR011, GR013, GR022 and GR023.</p> <p>The Isle of Man Strategic Plan identifies Glen Mona as a village as part of Spatial Policy 4 which states that development should maintain the existing settlement character and should be of an appropriate scale to meet local needs for housing and limited employment opportunities. When proposing land for residential development, Cabinet Office has taken the approach of doing so as sustainable urban extensions to settlements with existing community infrastructure such as education, retail and leisure facilities as well as the potential for active travel.</p> <p>Cabinet Office accept that residential development of key sites has some long-term potential to better link the local community with the school and in light of this please see Map 16 and written statement.</p>	Y
BHLF-F4CB-AGYU-N		Martin Royle (Garff Commissioners)	Chapter 14 - Residential (housing)	The Commissioners wish to reassert their concern for the future vitality and sustainability of the Glen Mona community. The consensus being that they would like the Planning Policy team to reconsider the inclusion of some of the sites just outside the settlement boundary. Members believe that controlled development would be beneficial to the sustainability, vitality, and future of the Glen Mona community.	Cabinet Office acknowledge the need to sustain the vitality of the settlement and note that this is not solely about the provision of new residential houses and will prepare development proposals that align with this ambition.	Y
BHLF-F4CB-AGYU-N		Martin Royle (Garff Commissioners)	Chapter 14 - Residential (housing)	The consensus expressed at this meeting was that the current Glen Mona settlement should be extended through the inclusion in the Area Plan of fields currently just outside the Delivering Services in Laxey-Lonan-Maughold boundary. In particular, there was support for the inclusion of fields such as GR021, GR009, GR011, etc, as also indicated by the Commissioners above. Similar views had also been collected from the public by the Commissioners during an open meeting that had been held in the Dhoon Hall, Glen Mona at the the 'Call for Sites' stage of the process as outlined in the submission made to Cabinet Office dated 30th June 2021 (copy attached).	Cabinet Office appreciate the time taken by the commissioners to collect the views of residence and these have been taken into account in preparing revised proposals for Glen Mona	Y
BHLF-F4CB-AGYU-N		Martin Royle (Garff Commissioners)	GR023	the Commissioners suggest that a site could be set aside for social housing provision: an example would be to set aside Field GR023 at Corony Bridge for small unit social housing which would permit movement from the Corran public housing when a tenant is no longer in need of a large property.	The Draft Area Plan for the North and West is in general conformity with the Strategic Plan and the Spatial Policies therein. There is a presumption against development in the countryside and new development for this area plan is to be focused in and around identified settlements as set out in the Strategic Plan.	N
ANON-F4CB-AGEM-S	992795162	Paul Weatherall - Liberal Vannin Chair	Chapter 14 - Residential (housing)	There is a need in the rural villages for increased housing provision for single elderly people - catering for those still living independently, through those requiring sheltered housing to those in need of residential care or care at home.	As noted in paragraph 14.1.5 of the Draft written statement, Cabinet Office is currently considering its options regarding its evidence base especially with regards to how housing need is calculated. The Draft Witten Statement references an OAHN study which is a common approach for local authorities working under the NPPF in assessing housing need. In future, a potential OAHN would broaden Cabinet Office's evidence base in terms of housing need but also provide a breakdown of the typology of this need which would extend to covering sheltered housing and residential care need.	N
ANON-F4CB-AGEM-S	992795162	Paul Weatherall - Liberal Vannin Chair	Chapter 14 - Residential (housing)	There is also a need for additional affordable housing to rent and purchase for young single adults, families and individuals requiring h omes following breakdown in relationships.	As noted in paragraph 14.1.5 of the Draft written statement, Cabinet Office is currently considering its options regarding its evidence base especially with regards to how housing need is calculated. The Draft Witten Statement references an OAHN study which is a common approach for local authorities working under the NPPF in assessing housing need. In future, a potential OAHN would broaden Cabinet Office's evidence base in terms of housing need but also provide a breakdown of the typology of this need which would extend to affordable housing need.	N
ANON-F4CB-AGY4-M	360647891	ANON	Chapter 14 - Residential (housing)	The historical nature of Peel is being degraded by the large amount of peripheral development. We have little green space in Peel old town.	The Town Centre Proposals within the Draft Area Plan for the North and West ensure a town centre focused approach to development. The 'mixed use zones' identified in Peel and Ramsey identify various different character areas within town centres helping to protect and guide development proposals. Within Peel, all of the Mixed Use Areas and corresponding Town Centre Proposals emphasise the importance of the retention or sympathetic renovation of historic buildings and of the wider historic environment.	N

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ANON-F4CB-AG2X-H	871892378	Ramsey Town Commissioners	Chapter 14 - Residential (housing)	<p>Site RR 009 land outside Ramsey south of the former railway line – this site has recently been through the planning process. Sites in North Ramsey or the Riverside site as identified in the Ramsey Local Plan 1998 may be more appropriate as they are closure to the town centre and meet more of the objectives of this plan.</p> <p>With only 138 new properties available in the residential land development Ramsey is poorly served and the plan is too short sighted.</p> <p>It is counter productive to remove a site from the area plan when a planning application has been submitted and the area is zoned for development (Sulby Riverside Development).</p> <p>The site of the former Post Office Sorting Office and abutting estate has had changes to the zoning from industrial to mixed zoning with housing and now back to industrial, yet adjacent green field s have been zoned for industrial/housing- there only being a fence separating them. There is no need to change the zoning from housing as detailed in the 2004 framework.</p> <p>Ramsey is pro development and population growth within the town is needed.</p>	Residential proposals have been revised going into inquiry.	Y
BHLF-F4CB-AGDN-S	758419406	Stephen Moore	Chapter 14 - Residential (housing)	Not rows and rows of housing - this does not make communities.	Cabinet Office acknowledges the importance of a sense of community and captures this in the Broad Aim of the Area Plan which states that 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."	N
ANON-F4CB-AG5U-H	134703041	Tonia mutch	Chapter 14 - Residential (housing)	New houses should be built nearer towns where there is more infrastructure and can accommodate more people. By building houses on farm land it will cause a lot of distress for existing residents. If you build on the field opposite our house BR010. It will take our view away and will have an impact on our lives, health and mental well-being.	All residential proposals in the Draft Area Plan for the North and West are in general conformity with the Strategic Plan	N
ANON-F4CB-AGY1-H	144739928	ANON	Chapter 2 - The Role of the Area Plan for the North and West	It effectively has no role until our climate plan and associated actions have been sorted out. Environment before economics.	Cabinet Office considers that the review of the Strategic Plan represents the best opportunity to bring the net-zero targets contained within the Climate Change Act 2021 into operation at strategic all-island level. This being said, there is much the Draft Area Plan for the North and West can, and does do, to align with best practice regarding environmental sustainability.	N
ANON-F4CB-AG2J-3	226202618	ANON	Chapter 2 - The Role of the Area Plan for the North and West	It would have been helpful to see submissions made by local authorities and interested bodies such as Manx National Heritage and Manx Wildlife incorporated before going out to consultation	Cabinet Office has published responses where permission has been given. Going into public inquiry all representations will be public.	N
ANON-F4CB-AGY9-S	798735158	ANON	Chapter 2 - The Role of the Area Plan for the North and West	<p>Agree that it supersedes outdated local plans and should be in consideration to be included in national plan</p> <p>There should have been references to latest census and the cause and effect of population levels and movement</p> <p>Also no real analysis of impacts of developments in one sector on another</p> <p>If Ramsey has no increase in land for development how does that effect Sulby. If Ballaugh has limited land for development, how much effect on land pressures in Ramsey</p>	<p>The Draft Written Statement acknowledges that population projections from the 2021 census are currently not available. When these projections are available, Cabinet Office will either confirm or modify its position in terms of housing sites ahead of the public inquiry.</p> <p>The Draft Area Plan for the North and West makes residential proposals across the Plan Area but with a focus on the larger settlements. Proposed land for residential development in smaller villages is located in sustainable locations with the services and community infrastructure to support growth.</p>	N
ANON-F4CB-AGD3-X	888640724	ANON	Chapter 2 - The Role of the Area Plan for the North and West	The ideal government site for a new Residential home is the old purchased site for sewage at Gelnfaba bridge. Its now time for the government to build it land purchased on the edge of Peel is ideal	Cabinet Office acknowledge your support for increase residential care facilitates in the west.	N
ANON-F4CB-AG5D-Z	910055410	ANON	Chapter 2 - The Role of the Area Plan for the North and West	I am happy to see that consideration has been given to employment and potential tourism.	Cabinet Office notes this comment	N
ANON-F4CB-AGS1-B	1017378515	ANON	Chapter 2 - The Role of the Area Plan for the North and West	Our understanding is that the timeframe for this plan is until 2026 which is in 4 years time. Whilst there are issues we would like to be considered this time such as pavements and extra supported living housing, we were led to understand from the team that these will fall into the next overall planning guidance for the island which will guide future area plans after 2026. therefore we are fine with this chapter.	It is Cabinet Office's intention update the Island development plan in it's entirety by the end of 2025. Cabinet Office notes your support for this chapter.	N

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ANON-F4CB-AG2M-6	1049596891	ANON	Chapter 2 - The Role of the Area Plan for the North and West	<p>Area Plans like this one have become too entrenched in delivering "more of the same" by focussing development around existing large settlements.</p> <p>However, this unidirectional approach denies those members of the community who wish to live and reside in different, less intensive and more self-reliant environments, the opportunity to do so.</p> <p>The existing blinkered approach has the effect of stifling at birth the opportunity for natural community and village evolution and change, as well as preventing innovation to play any part in settlement formation and normal historic change over time.</p> <p>Parishes such as German become Cinderella locations when the allocation of development resources and priorities is controlled in this way. This is unfair on parishes like German as they fail to benefit in any way from the many community positive benefits that sympathetic incremental development brings.</p> <p>There are locations suitable for onshore wind turbines in this Area. Given the global energy crisis, such developments ought to be considered, as they are cheaper to install and service than offshore sites. Necessity and time-saving should take precedence over more idealistic energy solutions.</p>	The Area Plans must be in general conformity with the Isle of Man Strategic Plan but Cabinet Office acknowledge your concern and will seek to strike a balance within the current framework.	N
ANON-F4CB-AGS6-G	88772885	Christopher S Barr	Chapter 2 - The Role of the Area Plan for the North and West	As above logical and should be implemented asap	Cabinet Office notes this comment	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	Chapter 2 - The Role of the Area Plan for the North and West	<p>The client supports the Broad Aim of the Area Plan to promote sustainable growth in the North and West.</p> <p>Regarding Development Briefs, we believe that these should be clearly and fully formed prior to sites being formally allocated for development. The Development Brief for Sulby Riverside is set out in Section 2 of this document.</p>	Cabinet Office has included development briefs for numbered sites within the Draft Area Plan for the North and West as it is important to get considered input from members of the public, landowners, Government Department's and other stakeholders. At this stage, Development briefs are not fully formed and will be modified as a result of the public consultation and discussed at Public Inquiry.	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Chapter 2 - The Role of the Area Plan for the North and West	The Broad Aim is commendable but sustainable growth must be lead by the development of infrastructure to support it and we can't have social or any other sort of progress without connecting new with old through a network of footpaths linking existing and new estates to the centre, there will never be a sense of neighborhood.	The Draft Area Plan for the North and West makes steps to ensure that new residential development is served by the necessary infrastructure to support it. This can be seen in the Development Brief for site PR002 which links to the delivery of an RSTW to serve Peel and the West of the Island. Additionally, The Draft Plan is fully supportive of the delivery of Active Travel infrastructure which offers residents a choice of practical and safe routes to use.	N
BHLF-F4CB-AGSJ-4	140778517	Lorna Johnson	Chapter 2 - The Role of the Area Plan for the North and West	Great to see that the Broad Aim is "based on... social progress, economic prosperity... sense of neighbourhood, place and community links".	Cabinet Office notes this comment	N
ANON-F4CB-AG23-C	222687887	Marlene Maska	Chapter 2 - The Role of the Area Plan for the North and West	The Broad Aim of the Plan, as stated, ties in with both the Built Environment Reform Programme and the recently-published Economic Strategy. Strong, clear and open engagement will be very important in securing the appropriate framework for the future: attracting new business and a secure framework for creative co-operation.	Cabinet Office is supportive of the aims and objectives of the Built Environment Reform Programme and of 'Our island, Our Future' Isle of man Economic Strategy and is committed to collaborative work streams to achieve these aims and objectives.	N
ANON-F4CB-AG2X-H	871892378	Ramsey Town Commissioners	Chapter 2 - The Role of the Area Plan for the North and West	<p>The aim of the plans is good but as the plan will only be in operation from late 2023/Early 2024 and it will be replaced in 2026 with no Strategic Reserve Sites the plan will not fulfil its role as people will look back to the 1998 plan and forward to the All-Island Plan to try and bring sites forward for development. This is particularly true in Ramsey as the plan focuses on upping population density, infill of sites and development of the Town Centre / Brown field sites.</p> <p>There was a "call for sites" that took place prior to this consultation, can feedback be given as to why sites were rejected?</p>	<p>It is Cabinet Office's intention to update the Island Development plan in 2025. Currently, Cabinet Office aims to have the All Island Area Plan in operation in 2026 but the Area Plan for the North and West will remain in force until is replaced. Owing to the limited time remaining in the Plan period, and the level of land required, Cabinet Office has elected not to include Strategic Reserve Sites in the draft Area Plan for the North and West.</p> <p>Cabinet Office has published site assessments for all sites received and considered by Cabinet Office as part of the Development of the Area Plan for the North and West.</p>	N
BHLF-F4CB-AGDN-S	758419406	Stephen Moore	Chapter 2 - The Role of the Area Plan for the North and West	Pity it's only for 2 years	Once approved, the Area Plan for the North and West will remain in force until it is replaced.	N

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ANON-F4CB-AGDA-C	<u>187443659</u>	ANON	Chapter 2 - The Role of the Area Plan for the North and West	The role of the plan follows a predetermined and existing path which is intended to give clarity to the planning process, and, in this context, I have no comment. The issue for me is as set out in 2.5 the broad aim of the area plan and in particular the term "sustainable growth". In the midst of a climate and biodiversity emergency which is going to adversely impact all of us for the rest of our lives and the generations to come this is a term with its emphasis on growth, is outdated and inappropriate. This plan, as all future plans, should be aiming to achieve a circular economy building in resilience to climate change through strategies to adapt and mitigate its effects in order to maintain quality of life now and into the future. This is brought out in Chapter 3 but should be explicit here as it is a key part of the role which should also spell out the imperatives also described in the next chapter including "maintaining and restoring ecosystems, encouraging biodiversity net gain" These are not nice to haves!	In conformity with the Isle of Man Strategic Plan, the Area Plan for the North and West aims to provide an updated planning framework for the North and West of the Island. This entails the allocation of land for residential, employment and other uses. To this end, "growth" and development is one of the themes which the Area Plan aims to provide, all whilst ensuring that this growth is proportionate to local needs and is well balanced against other planning matters such as the protection of the environment. Cabinet Office consider that the balance between economic prosperity, environmental quality and social progress among other themes are adequately captured in the Broad Aim of the Plan.	N
ANON-F4CB-AGSC-W	<u>58274640</u>	ANON	Chapter 3 – Climate Change and Sustainability	3.1.3. The plan aims to align with minimising greenhouse gas emissions..... and providing active travel infrastructure. However, building houses out of Douglas where most people work does NOT align with these principles, a point emphasised by consultants previously employed by the Govmt to look at these issues. Residential development needs to be closely matched with employment, otherwise there are large increases in car travel to and from work, i.e. the number of houses in e.g. Peel or Ramsey should only be increased if it can be realistically shown that the residents will be employed in those towns. Planning laws URGENTLY need to be updated to ensure all new developments are carbon neutral with renewable energy generation on site. Developments also need to do more in terms of biodiversity - Barratt Homes in UK build developments with nature and people at their heart.	The draft Area plan for the North and West conforms with the Spatial Distribution of new dwellings set out in the Strategic Plan. This provides a proportionate housing need for the North and West of the Island, for which adequate allocations should be provided for by Cabinet Office in the preparation of Area Plans. The Draft Area Pan for the North and West makes residential allocations within, or as sustainable urban extensions to settlements within the Plan Area which have a good level of service provision, community infrastructure and employment opportunities. The Draft Area Plan for the North and West aligns itself 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 and the net-zero targets within the Climate Change Act will be incorporated into all-island strategic planning policy in the review of the Strategic Plan.	N
ANON-F4CB-AGY1-H	<u>144739928</u>	ANON	Chapter 3 – Climate Change and Sustainability	I do not believe that the plan in any sensible way addresses the very serious consequences of climate change and in particular of the Island not doing anything meaningful to address its continuing rising Co2 emissions. There is no conceivable way that an increase in either housebuilding, which means taking away land from biodiversity projects like re-naturing or large scale tree planting schemes or indeed additional inhabitants will reduce our emissions. On the contrary. It will mean additional sewage, energy use, consumerism, cars, travel as well as the embedded carbon from house building materials. Our roads will suffer and require more maintenance, the health care system will come under further pressure as well as schools.	Cabinet Office considers that the review of the Strategic Plan provides the best opportunity to embed the Climate Change Act into island-wide strategic Planning Policy. This being said, the Draft Area Plan for the North and West does align itself with best practice when it comes to several factors which will help the Island transition towards net zero. This includes accounting for Biodiversity net-gain which approved legislation now requires developments to take into consideration. Accordingly, every potential development site in the North and West Plan has been assessed for its potential biodiversity value using a series of Town Down Assumptions set out in Table 1 of EPD 3 - Land Needs and Land Supply in the North and West. Importantly, a Preliminary Ecological Assessment would be required as part of the design phase of any development to ascertain the true biodiversity and ecology value of a site when considering how BNG will be delivered. In the preparation of the Draft Area Plan for the North and West, Cabinet Office has worked closely with all Government Department's and Statutory boards in ensuring that all local services and infrastructure can accommodate future development. Where concerns regarding capacity were raised, Cabinet Office has taken appropriate measures within the Draft Plan.	N

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ANON-F4CB-AGY1-H	144739928	ANON	Chapter 3 – Climate Change and Sustainability	<p>What exactly is going to be attracting more people to live here when we are demonstrating no real efforts to reduce our Co2 emissions, and it is well established from the KPMG report and other sources that this is an absolute must for businesses to be both persuaded to stay here and for new businesses to consider the IoM as a base? What jobs do we think we have to offer any newcomers,if businesses are going to reduce their presence here? Surely we do not want an even larger presence of the economically inactive they already represent about 49% of the population. We must immediately end the transfer of pensioners coming here anyway to help stave off a health care disaster. Our schools perform below par, the average living age is below par with Britain generally too. Not a badge to hold up if you want new blood coming in.</p> <p>It is exasperating that we continue to view the economic benefit of any measure (of which the plan offers little or none) before we have established and cemented in our climate change actions, already decades late, and still with no tangible actions to actually reduce emissions. Sooner or later, international organisations or governments will shine a light and say, what on earth is going on in our Island?</p>	<p>Cabinet Office note the recent approval that MUA have received from Council of Ministers to pursue the development of several projects with a focus on on-shore wind delivery. Additionally, Cabinet Office has identified sites for trial solar arrays within the Plan Area ahead of the development of an Island wide strategy for the development of renewable energy infrastructure.</p> <p>Cabinet Office is committed to delivering the objectives set out in the Island Plan as well as the recently adopted Climate Change Act which puts net-zero targets into law. Cabinet Office consider that the review of the Strategic Plan provides the best opportunity to embed our climate change legislation into Planning Policy. However, the Draft Area Plan for the North and West does align itself with best practice with regards to several objectives which will help the Island transition towards net-zero.</p>	N
ANON-F4CB-AGY1-H	144739928	ANON	Chapter 3 – Climate Change and Sustainability	<p>Your emissions are still going up? You have no projects underway to produce your own renewables more than 20MW (a fraction of what the Island uses), but are relying on a possible new interconnector, which in effect is neither entirely going to provide renewables, but is also a carbon accounting fiddle that just attempts to transfer emissions to another country. This plan and Government are quite simply ignoring all the signs of a situation which will ultimately cost us more and lead to a seriously damaged reputation that will be almost impossible to repair. This plan is going to irreparably damage our economy as well as international reputation. It fails to incorporate the climate change act policies and demonstrates a total disregard for the very serious and catastrophic impact Co2 emissions has both here and across the globe.</p>	<p>Cabinet Office notes the recent Council of Ministers approval granted to Manx Utilities in respect of the development of several renewable energy projects with the aim of generating 30 MW of renewable energy by 2026. Additionally, The Draft Area Plan for the North and West allocates trial sites within the Plan Area suitable for the development of solar arrays. Under Transport and utilities Proposal 10 (2) a proposal for an interconnector would require a clear demonstration of need as well as how it relates to the Climate Action Plan.</p> <p>Cabinet Office consider that the review of the Strategic Plan provides the best opportunity to embed our climate change legislation into island-wide strategic Planning Policy. However, the Draft Area Plan for the North and West does align itself with best practice with regards to several objectives which will help the Island transition towards net-zero.</p>	N
ANON-F4CB-AGY1-H	144739928	ANON	Chapter 3 – Climate Change and Sustainability	<p>The reality is that we need to take steps backwards, build less, consume less, travel less and just generally accept that we have had the best and now need to slow down. The policies and attitudes of many decades have all to clearly shown where it will lead, because we are here now, and what a mess we leave for the future, our children and grandchildren. The plan must be wholesale scrapped and only revisited when a sound and progressive Climate Action plan has been considered, discussed and implemented. That climate plan must include immediate steps to reduce Co2 emissions before anything else is considered. Everything we do should focus on a totally green attitude with immediate and considerable emission reductions, absolute protection of our existing environment, both on land and at sea. This will take time and it will have a cost. Divert the considerable resources currently being used on nonsense capital projects on achieving a wholly sustainable, green and self sufficient Island. We need to stop loading up our carbon credit cards and hope someone in the future gets a better idea or that the young will accept the immense pressure of doing more work to reduce our frivolous attitude to the environment. If we can achieve that, people will come. Think environment first because we have to live in it. Without it, everything else becomes pointless.</p>	<p>The Climate Change Act was Approved by Tynwald in 2021 and enacted into law the Island net-zero targets. Accordingly, Cabinet Office consider that the review of the Strategic Plan, which is already in its early stages, provides the best opportunity to embed this legislation into strategic all-island planning policy. This being said, the Draft Area plan for the north and West does align itself with best practice with regards to several areas which will help the Island transition towards net-zero which includes the reduction of greenhouse gas emissions as well as accounting for biodiversity net-gain.</p>	N
ANON-F4CB-AG2J-3	226202618	ANON	Chapter 3 – Climate Change and Sustainability	<p>It would have been helpful if the Cabinet Office had included government objectives for achieving Net Zero within the plan</p> <p>It's not clear whether the National Infrastructure Strategy meeting the social and economic needs of the Island up to 2050 includes the Net Zero ambitions/targets to that date</p> <p>There is mention of 'transitioning to a policy requirement for biodiversity net gain' - I cannot understand why there is no policy plan for biodiversity net gain in the north & west included within the North & West Area Plan</p>	<p>As stated in the written Statement of the draft Area Plan for the North and West, Cabinet Office considers that the review of the Strategic Plan provides the best opportunity to embed the Climate Change Act into Island-wide strategic Planning Policy.</p> <p>Within the current Strategic Plan, there is no policy requirement for biodiversity net-gain. Approved legislation now requires biodiversity net-gain. In anticipating a policy on biodiversity net-gain in the Strategic plan review, Cabinet Office has calculated housing yields in the North and West accounting for biodiversity net-gain.</p>	N

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ANON-F4CB-AGS8-J	826270774	ANON	Chapter 3 – Climate Change and Sustainability	<p>10.11.4 Why would a renewable energy installation have to demonstrate that it is generating energy all of the time? They don't. Everyone knows this - otherwise wind farms would never be permitted. Batteries and other storage solutions can deal with this.</p> <p>Is the action plan really saying that interconnections are the appropriate way forward and not on-Island renewable generation? This would not be sensible, especially considering the current state of the UK's own energy situation. They won't prioritise us over keeping the lights on in Newcastle, Brighton etc.</p> <p>It looks like Manx Utilities are being allowed to undertake renewables trials - why can't other parties do the same? Why have particular sites been chosen? Because they are owned by the government/MUA?</p> <p>Planning policies seem to be automatically anti renewables. This should be changed in this plan.</p>	<p>Paragraph 10.11.4 states that balance in terms of the Island's energy mix is important owing to the fact that several sources of renewable energy do not generate power at all times. Furthermore, paragraph 10.11.4 makes reference to an interconnector as one of several ways to adapt and change the Island's energy mix, all of which require further study and examination in order for the best solution to be delivered.</p> <p>Although no firm proposals for sites to be used for the generation of renewable energy have yet emerged, the findings of the AEA Renewable Energy Sustainability Study -impacts and opportunities for the Isle of Man report will be a consideration in choosing the most suitable site(s).</p> <p>Cabinet Office consider that the review of the Strategic Plan provides the best opportunity to embed climate change targets into all-island strategic planning policy. That said, the Draft Area Plan for the North and West does align itself with best practice 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.</p>	N
ANON-F4CB-AG54-G	423239163	ANON	Chapter 3 – Climate Change and Sustainability	This is extremely important particularly to ensure future development is not built on areas that will be at greater risk due to climate change in the future. For example areas prone to flooding or indeed rising sea levels.	Cabinet Office notes this comment	N
ANON-F4CB-AG2B-U	718468014	ANON	Chapter 3 – Climate Change and Sustainability	All new developments, regeneration, and improvements should take into account environmental and suitability issues	Cabinet Office notes this comment	N
ANON-F4CB-AGSB-V	766148196	ANON	Chapter 3 – Climate Change and Sustainability	<p>Evidence indicates that our population is not rising at the rate that was predicted in 2011 (in fact the population has actually decreased since 2011, despite the Government's stated intention during that time to increase the population, and in spite of the growth of the e-gaming sector). Government may have a new draft economic strategy to increase the population, but unless it fundamentally changes its approach to everything it does, to accommodate very ambitious and rapidly-implemented climate action, broader policies of environmental protection, conservation and sustainability in the broadest sense, I believe it will be as unsuccessful as all previous plans to increase population.</p> <p>If our population were to increase to 100k, I think the harms to the Island in terms of its greenhouse gas emissions, reduced chance of energy security, pressure on the grid, road congestion, water supply and sewage management, the damage to the natural and built environment, increased pressure on the education and health care systems, loss of greenfield land to development, reducing food security and destruction of the landscape will far outweigh any benefits to the Island of the influx of people. This will be exacerbated because we seem to want to attract (according to the Hon Dr Allinson MHK, Minister for Treasury in Business 365 magazine) low to middle-income working people, including those who require affordable, social housing – ie actually increasing government spending rather than maximising the net income to the exchequer to help pay for existing services). It seems that government intends to continue borrowing against the future. I believe that any rise in population will only increase the problems faced by the Island going forward.</p>	Tynwald approved 'Our Island Plan' to support infrastructure to grow the population to 100,000 by 2037. The purpose of the Island Development Plan is to find achieve this a strike a balance across all competing interests including climate change, economic development and housing need.	N
ANON-F4CB-AGSB-V	766148196	ANON	Chapter 3 – Climate Change and Sustainability	<p>However, what is most concerning about this written plan statement is that it describes this as a plan in a "transition period, before the Climate Change Policies established under the Climate Change Act 2021 requirements have been fully embedded into Island-wide strategic planning policy' (para 3.1.2) and implies that this fact will limit its ability to assist in responding to the climate crisis ('it will be as effective as it can be' given that it is in the transition period). It seems to me that Government is therefore putting the cart before the horse. The time for transition was 20 or 30 years ago, yet Government keeps talking about 'transition' now, in the context of fuels and now planning, yet we are hurtling towards climate tipping points at considerable speed (if we have not already reached them), significant portions of the globe are suffering unprecedented harms already, so we have absolutely no more time to wait before acting and changing. Why on earth have the Climate Change Policies not been fully embedded into Island-wide strategic planning policy? Are we still waiting for an appointed day order? We absolutely should not be continuing to fetter our future actions with outdated, non-climate-change-compatible planning policies, because by doing so we are as an Island once again delaying meaningful climate action, likely back-loading emissions reductions and borrowing from, and very much to the detriment of, future generations (both environmentally and financially). Government currently looks reluctant to change or perhaps doesn't know how to change to reduce emissions and adjust to a climate-changing world.</p>	To embed the climate change policies into the Island development the process in Schedule 1 of the Town and Country Planning Act must be followed or a National Policy Directive must be approved.	N

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ANON-F4CB-AGSB-V	766148196	ANON	Chapter 3 – Climate Change and Sustainability	Focus on embedding climate change act requirements in planning policy first (now), make an appropriate new Strategic Plan (based on realistic, supportable population growth figures, not just an aim) which is compatible with Climate Change Act Policies and fully considers the likely impacts of climate change on the Island and only then look to developing an area plan for such a large portion of the Island. Then review the other existing area plans to ensure they are compatible too. To do otherwise looks very shortsighted. Given that our new Economic Strategy is to be built on improving our reputation on climate action, the environment and sustainability, surely we need to have our Plans working for us towards these aims. I don't think we look very committed to change if we finalise this Plan before the Climate Change Act planning provisions have come into force (and we are aware that this limits its usefulness in assisting our climate response). It is surely in everyone's interest to do what we can to avoid the worst ravages of climate change and given our lamentable progress to date we need all the help we can get.	Many development sites within this plan are already contained within the extant local plans and the 1982 development order and can proceed to a detailed planning application. The development of the North and West plan can remove those sites that are no longer appreciate and create development briefs and other proposals that can mitigate harm.	N
ANON-F4CB-AGSB-V	766148196	ANON	Chapter 3 – Climate Change and Sustainability	I think we actually risk being the only nation on earth that will have not managed to make any reductions in per capita emissions by the time the World is irreparably damaged – it is shameful and embarrassing. This is hardly going to be a selling point for the Island.	Manx Utilities and DEFA energy policy team are progressing to decarbonising the grid and making those reductions approved by Tynwald.	N
ANON-F4CB-AGSB-V	766148196	ANON	Chapter 3 – Climate Change and Sustainability	If we do not improve our record on climate action and sustainability, as KPMG have indicated, we will become unattractive to business, inward investment and individuals. If Government doesn't immediately embed climate action into planning policies (and into absolutely everything else it does) it will be far more likely to ensure that businesses will be leaving rather than coming into the Island, our working population (particularly the young who (previously consultations have shown) demand very ambitious climate action) will shrink further and all these new homes the Plan is zoning for will become totally superfluous. I think we risk ghost towns of uninhabited housing estates such have been seen in Ireland and Spain if we are not very careful or we will continue to be only attractive to the non-economically active retired and the least interested in climate action at that (the very demographic we have proportionally too many of already hence our overstretched health and social care services).	Cabinet Office has assessed housing need for the current and future population of the Island, these figure are continually under review to ensure there is not a substantial over supply development land.	N
ANON-F4CB-AGSB-V	766148196	ANON	Chapter 3 – Climate Change and Sustainability	3.1.4 sustainability is not just about moving towards to net zero - it is about ensuring that in meeting our needs today we in no way compromise the ability of future generations to meet their needs. To keep developing green field sites is unsustainable as it will decrease (not increase) food security, our biodiversity and carbon sequestration opportunities. Climate change is likely to have a disruptive influence on our food supplies – both because of crop failures elsewhere in the world leading to global food shortages or because of extreme weather disrupting ferries – so on-Island food security is going to become increasingly important. Green-field developments will hamper our ability to grow the food we need locally (particularly as much of the development seems to occur on the best agricultural land, which is most suitable for growing the vegetables and grain we should be focusing on, rather than meat and dairy which we should be consuming less of) and increasing the population will fundamentally increase the food requirements of the Island – a double whammy.	Cabinet Office must balance the need for future housing and that of agricultural land use capability. Class 1, 2 and 2/3 & 3/2 are protected by Strategic Plan Policy Environment Policy 14 unless there is no alternative land of lower quality available.	N
ANON-F4CB-AGSB-V	766148196	ANON	Chapter 3 – Climate Change and Sustainability	Given that most of the employment opportunities are based in Douglas and its surroundings, the extensive plans for housing in outlying areas envisaged by this plan look like they are going to increase the amount of commuting required (with associated greenhouse gas emissions), particularly when government appears to have no immediate intentions to price fossil fuel vehicles off the road.	The Area Plan provides additional employment opportunities in the North and West to provide choice on where people live and work.	N
ANON-F4CB-AGSB-V	766148196	ANON	Chapter 3 – Climate Change and Sustainability	Every government plan, be it the Economic Strategy or Planning Strategies must have the Climate Change Act fully embedded within (and at the heart of) it. The Climate Change Plans must be far more ambitious – we need to urgently make up lost ground and make significant reductions in our emissions, not just continue planning to plan a bit more. If we exclude the 25% reduction in total emissions resulting from decarbonisation of electricity from the current draft Climate Change Plan (as we should, on the basis that it cannot possibly happen within this plan period), the plan only attempts to reduce our total emissions by less than 12% (and gives no detail as to how even this reduction will be achieved). This is obviously woefully inadequate and is back loading emissions reductions although we are well aware that every day of delay in reducing emissions is increasing global temperature rises and every 0.1 degree C rise is critical when it comes to the effects on the planet.	The climate change act made changes to the town and country planning act 1999 that means that the Island development Plan (Area Plan and Strategic Plan) must taking into account carbon sequestration, Biodiversity net gain, sustainable urban drainage systems and active travel.	N
ANON-F4CB-AGSB-V	766148196	ANON	Chapter 3 – Climate Change and Sustainability	Government seems to be behaving as though climate change is not with us here and now (although the public appear to disagree, given the recent Island Global Research Climate Change Insights Survey 2021 findings) and as though it is not really our problem. It is interesting and horrifying to me that some of the climate tipping points we are likely rapidly approaching (or possibly already reaching) such as the collapse of the west Antarctic and Greenland ice sheets would ultimately result in about 12 metres of sea level rise. That would take out most of the towns on the Island and catastrophically reduce the Island's land mass (and therefore the sustainable population). We clearly must play our part, right now, in trying to prevent this happening, for the Island's self-interest, if nothing else. We have so far done absolutely nothing (in fact worse than nothing, as our per capita emissions are still rising). A Strategic Plan is clearly not strategic at all if it fails to fully consider and incorporate the requirements of the Climate Change Act or what the Island might look like in 20 or 50 years' time as a result of climate breakdown if we all continue as we are. To base the North and West Plan on such an out-of-date Strategic Plan would, in my mind, be another decision that would further damage the Island's poor environmental reputation. The writing is on the wall for the Island and it appears that the Government is just not reading it.	The Area Plan makes provision for the actions of the climate change act by way of site selections, yield assessments and development briefs. The Strategic Plan is also under review and will be used in the majority of sites to determine those applications.	N
ANON-F4CB-AGY9-S	798735158	ANON	Chapter 3 – Climate Change and Sustainability	All directives should be tempered to the size of the island and what effect the Island nation has alone in itself on climate change.	Cabinet Office note your comment.	N
ANON-F4CB-AGD3-X	888640724	ANON	Chapter 3 – Climate Change and Sustainability	Grants need to be made for everyone to be able to upgrade housing in terms of heating, lighting, and safety	Government Launched the Energy Efficiency Scheme in 2022 which provides eligible persons the opportunity to apply to receive items free of charge which are designed to increase the energy efficiency of their home.	N

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ANON-F4CB-AG5D-Z	910055410	ANON	Chapter 3 – Climate Change and Sustainability	This is the most important aspect of any future plans. I do not feel it goes far enough I will not be around when the worst of climate change hits but children born today will be. Mandatory build qualities which ensure all new housing is environmentally friendly, both in build and energy efficient should be in any plan. No mention of using alternative energy sources.	Cabinet Office considers that the review of the Strategic Plan provides the best opportunity to embed the Climate Change Act into island-wide strategic Planning Policy. As well as committing the Island to meet net-zero targets by 2050, the Climate Change Act is clear that no fossil fuel heating systems can be installed on or after 1st January 2025. The Draft Area Plan for the North and West identifies sites for the trial use as solar arrays ahead of emerging work on an Island-wide basis to deliver renewable energy. Cabinet Office also note the recent Council of Minister's approval that the Manx Utilities Authority have received to pursue a number of on-shore wind and solar projects.	N
ANON-F4CB-AGS1-B	1017378515	ANON	Chapter 3 – Climate Change and Sustainability	We support the approach of net zero and ensuring environmental sustainability. We particularly support the insulation of existing public housing stock to allow people on lower incomes to have energy efficient homes.	Cabinet Office notes your comment and thanks you for your support	N
ANON-F4CB-AG2M-6	1049596891	ANON	Chapter 3 – Climate Change and Sustainability	There are locations suitable for onshore wind turbines in this Area. Given the global energy crisis, such developments ought to be considered, as they are cheaper to install and service than offshore sites. Necessity and time-saving should take precedence over more idealistic energy solutions.	Cabinet Office note the recent approval that MU have received from Council of Ministers to pursue the development of several projects with a focus on on-shore wind delivery. Additionally, Cabinet Office has identified sites for trial solar arrays within the Plan Area, ahead of the emerging work streams which are looking at renewable energy on an island-wide basis.	N
BHLF-F4CB-AG5W-K	5729903	Charles Howard Keith Kerruish	Chapter 3 – Climate Change and Sustainability	Gov have failed to provide 1KW renewable	Cabinet Office are supportive of the aims within the Economic Strategy and of the Climate Change Act to substantially increase the contribution that renewable energy makes to the Island's energy mix pursuant of net-zero targets. In recognition of this, Draft Plan Transport and Utilities Proposal 10 supports the installation of trial solar arrays within the Plan Area. Additionally, Cabinet Office notes the MU project to deliver on-shore wind turbines.	N
ANON-F4CB-AGS6-G	88772885	Christopher S Barr	Chapter 3 – Climate Change and Sustainability	The plan puts forward sustainable development in a controlled manner	Cabinet Office notes your comment and thanks you for your support	N
ANON-F4CB-AGSY-K	597750850	Dr Fiona Gell	Chapter 3 – Climate Change and Sustainability	I think this section is very good and highlights how essential it is that planning policies support the rapid reduction of emissions and help the Island to adapt to the already significant impacts of climate change which we will increasingly be subject to. Climate change, biodiversity and sustainability should be at the heart of all planning policies, to protect the futures of today's population and future generations. Healthy ecosystems, the reduction of greenhouse gas emissions and their sequestration in natural habitats, and actively adapting to the major changes in climate we are going to see in the short, mid and long term need to underpin every planning decision made. I fully support the Royal Town Planning Institute (RTPI) policy that "action on climate change should be an integral part of the culture of plan making and must be embedded and integrated into policy preparation." This is essential for the sake of the environment and for current and future generations. Planning policy can play a central role in helping to shape the Island's new sustainable and climate focussed future. Every new development should bring benefits to the population in terms of promoting sustainable living and the associated benefits associated with proximity to green spaces, access to safe active travel and access to local amenities.	Cabinet Office note your comments and thank you for your support and are in agreement that Planning is central to the Island's response to climate change. With regards to the environmental benefits of new development, Cabinet Office has prepared the Draft Area Plan for the North and West with the aim of delivering biodiversity net gain which the Climate Change Act requires new development to consider. Additionally, the Draft Area Plan for the North and West has a clear focus on providing active travel infrastructure.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	Chapter 3 – Climate Change and Sustainability	The client agrees with the Governments aims of addressing the Climate Crisis and the important role that planning and development management has in addressing this. The principles of sustainability and methods of mitigation have been set out within the associated environmental impact assessment that has been provided with the planning application for the client site. Within that document we have been able to prove that most of our environmental effects associated with our development are deemed non-significant when embedded with the mitigation measures provided. There are some moderate effects in terms of greenhouse gas emissions associated with the operation energy. Despite this sustainability and climate change have been a golden thread through the design and preparation of the development and would continue to meet the aims and ambitions of the Climate Change Act 2021	Cabinet Office notes the currently live Planning Application on the site previously consulted on as part of the Area Plan for the North and West as RR004.	N
ANON-F4CB-AGYS-K	100191842	Go Green	Chapter 3 – Climate Change and Sustainability	The north and west of the island are ideal for placement of solar PV farms, it is of national importance in the cost of living crisis and in light of climate change that large scale renewables are deployed in a cost effective way and timely (next few years not 5 years). Cost effective means placing solar farms in fields.	Cabinet Office has included trial sites for the development of Solar arrays within the Draft Area Plan for the North and West which are located on land within the ownership of Government Department's or Bodies.	N

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ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Chapter 3 – Climate Change and Sustainability	The Isle of Man has a Biosphere designation balancing nature with people as I understand it and developments have over the years has been on outskirts of existing settlements at such a rate that this creates areas that have no relationship with the older areas easy access to areas on foot and public transport is essential in support of addressing Climate issues. Older properties should be supported financially with grants from Government to reduce carbon emissions. All works should have to produce an estimate of carbon emissions in both developments and over the lifetime of the nature of the developments and all costed in the term of our emissions.	In addressing the issue of Climate Change, Cabinet Office consider that the review of the Strategic Plan provides the best opportunity to embed the Climate Change Act into Strategic all-island Planning Policy. This being said, the Draft Area Plan for the North and West does align itself with best practice with regards to several matters which will help the Island transition towards net-zero targets ahead of the review of the Strategic Plan, including restoring ecosystems, encouraging biodiversity net-gain and providing active travel infrastructure. In addition to this, Cabinet Office has prepared a Carbon Impact Assessment on the Area Plan for the North and West which assesses the climate impact of the policies contained within the Draft Area Plan for the North and West.	N
ANON-F4CB-AGSU-F	1066636431	Leslie Crook	Chapter 3 – Climate Change and Sustainability	The island needs to adapt more quickly to the environment around them and look at sustainability within their reach. Such as wind, tidal and solar power. Not allowing building to go on along the shoreline.	Cabinet Office is fully supportive of achieving the Island's net-zero targets set out in the Climate Change Act 2021 and the Draft Area Plan for the North and West makes steps towards achieving these targets. This includes the identification of trial sites for the erection of solar arrays within the Plan Area, ahead of the publication of a strategy which looks at renewable energy on an island-wide basis.	N
BHLF-F4CB-AGSJ-4	140778517	Lorna Johnson	Chapter 3 – Climate Change and Sustainability	Good to see that we can build houses now, suitable for the changes that are ahead.	Cabinet Office notes your comment and thanks you for your support	N
ANON-F4CB-AG23-C	222687887	Marlene Maska	Chapter 3 – Climate Change and Sustainability	The points outlined in 3.1.1 are important and as stated 3.1.2 the RTPi publication of 2021, 'action on climate change should be an integral part of the culture of plan-making and must be embedded and integrated into policy preparation'. This will be particularly relevant for any proposals on addressing flood management and wave overtopping mitigation measures in Ramsey Harbour and coastal environment in order to identify the most suitable and appropriate solutions in this connection.	Cabinet Office agrees with this statement.	N
ANON-F4CB-AG2X-H	871892378	Ramsey Town Commissioners	Chapter 3 – Climate Change and Sustainability	Achieving net carbon zero can only be achieved if the current housing stock is improved and sustainable transport is developed. How this is achieved in relation to the current housing stock is of particular interest. Reducing the requirement for people to travel and to live and work in the same place will be beneficial to Ramsey. Trying to meet climate change goals in a Conservation Area brings increased difficulty and cost. Existing legislation needs to be changed in relation to conservation areas.	Although there is little the Area Plan for the North and West can do with regards to the existing building stock within the Plan Area, The Plan does have a clear emphasis on increasing Active Travel and is fully supportive of the objective to increase the number of people 'travelling actively'. Additionally, the Area Plan for the North and West is supportive of improving leisure routes which fall outside of the term 'active travel'. Furthermore, the Draft Area Plan for the North and West makes residential proposals within, or as sustainable urban extensions to, existing settlements which are well served by services and community infrastructure as well as adequate employment opportunities proportionate to local needs. Cabinet Office acknowledges that costs associated with making upgrades to a property in order to increase its energy efficiency may be greater in properties in Conservation Areas. Planning Applications on properties in Conservation Areas are assessed against the policies set out in the Strategic Plan and the relevant Area Plan with the intent of preserving and enhancing the Island's built heritage.	N
ANON-F4CB-AGYC-3	190383599	Rodger Gimbert	Chapter 3 – Climate Change and Sustainability	Not all properties can be made more thermally efficient and this should be factored in. Also in a conservation area and properties over 100 years old, fire places and coal fires are original and therefore should continue to be allowed	Changes to Building Control regulations for fossil fuel heating systems has been progressed by DEFA	N
BHLF-F4CB-AGDN-S	758419406	Stephen Moore	Chapter 3 – Climate Change and Sustainability	Money will be needed to help middle incomes adjust to climate change	Government Launched the Energy Efficiency Scheme in 2022 which provides eligible persons the opportunity to apply to receive items free of charge which are designed to increase the energy efficiency of their home.	N
ANON-F4CB-AG5U-H	134703041	Tonia mutch	Chapter 3 – Climate Change and Sustainability	Climate Change and Sustainability	Cabinet Office notes this comment	N
ANON-F4CB-AGDA-C	187443659	ANON	Chapter 3 – Climate Change and Sustainability	I agree with the statements made and as commented previously would be keen to see these points in evidence throughout the plan. Climate change, biodiversity gain in species and abundance are not separate issues they are/should be a strand running throughout all plans and strategies. It is understood that this plan of itself cannot "bring into operation strategic planning policy changes" which "must be set at a strategic all-Island level" but it would be remiss at best in the midst of an emergency not to have these aims reflected in the plan to be developed and hopefully strengthened as the overall strategy is implemented.	As stated in the Draft Written Statement, the Draft Area Plan for the North and West does align with best practice in several areas which will help the Island transition towards net-zero. These include restoring ecosystems, encouraging biodiversity net-gain and providing active travel infrastructure.	N

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ANON-F4CB-AGSC-W	58274640	ANON	Chapter 4 – national Strategies relevant to the North and West	4.3 Active travel: walking or cycling for everyday journeys. The Government is using this as a "buzz word" without real deployment to make it possible or appealing for people. People need to live within walking or cycling distance of their work, and shopping. So building homes in Ramsey or Peel etc. for people who work in Douglas does not align with this policy. Full implementation of this policy not only contributes to reducing traffic / carbon emissions but is critical for health and well-being. Furthermore the existing schemes do not deliver - it is possible for residents of Union Mills, Glen Vine etc. to realistically use active travel along the Heritage Trail for work or shopping in Douglas. Why don't they? It is not made easier enough, nor appealing, and not incentivised vs driving. The route into Douglas is still not great. It is often muddy, narrow (esp past the Nunnery) and it ends at the Nunnery entrance with no clear, easy or safe routes into the main parts of Douglas from there. Getting back onto the Nunnery path involves crossing fast traffic on a bend!!!!	The Draft Area Plan for the North and West is in conformity with the Strategic Plan and the Spatial Policies therein which provide that outside of Douglas, development should be concentrated on Service Centres such as Peel and Ramsey. The Draft Area Plan for the North and West makes residential proposals within, or as sustainable urban extensions to, settlements with existing services and community infrastructure including employment opportunities and the active travel network.	N
ANON-F4CB-AG2J-3	226202618	ANON	Chapter 4 – national Strategies relevant to the North and West	I understand government intends an artificial population increase within the 15 year scope of the Isle of Man Strategic Plan - a policy which I oppose - but cannot see how housing the increased population is anticipated within the North & West Area Plan. Are the areas where new housing is planned sufficient to accommodate significant population increase?	The Draft Area Plan for the North and West makes land use allocations in accordance with the policies set out in the Strategic plan, with which the Area Plan must be in general conformity. To this end, Cabinet Office cannot over allocate land pursuant of a population target other than that which is contained within the Strategic Plan 2016	N
ANON-F4CB-AGY9-S	798735158	ANON	Chapter 4 – national Strategies relevant to the North and West	By applying Kirk Michael as a service area, it has reduced the opportunities to develop bus connections to Douglas and the airport. It is currently impossible to return to Kirk Michael by bus at the weekend from the airport. This allocation also reduces opportunities to have Kirk Michael beach identified as a local resource for swimming; walking and fishing. All of which indicated that Kirk Michael has good recreation facilities and would encourage investment in beach changing facilities and public toilets. Kirk Michael requires urgent attention to reducing coastal erosion and just denying planning applications does not reduce erosion.	Kirk Michael is identified as a Service Village within Spatial Policy 3 of the Strategic Plan, with which the Draft Area Plan for the North and West must be in general conformity. Cabinet Office does not consider that Kirk Michael's status as a Service Village impacts the provision of beach changing facilities or public toilets, nor the identification of Kirk Michael beach as a resource for swimming, walking or fishing. In preparing the Draft Area Plan for the North and West, Cabinet Office has adhered to the Coastline Management Zone (Kirk Michael) Designation Order 2007 which is reflected in Constraints Map 1b. This order informed the Site Assessment Process and the development of Natural Environment Proposal 8.	N
ANON-F4CB-AGS8-J	826270774	ANON	Chapter 4 – national Strategies relevant to the North and West	National planning strategy needs to be changed to allow renewable installations. In Scotland they are permitted unless there is good reason not to allow them.	Cabinet Office notes that the installation of ground based and roof mounted solar panels is included within permitted development subject to conditions.	N
ANON-F4CB-AGD3-X	888640724	ANON	Chapter 4 – national Strategies relevant to the North and West	Sewerage and Residential Care are the two key areas to prioritize. It would help to ensure builders offer a mix of housing ie bungalows (as Ayldyn Construction has done in Ramsey - this will free up houses as older people move into more suitable accommodation. Commissioners' housing needs to be strictly addressed in terms of who is in there and whether or not they can run businesses from council estates.	The Draft Area Plan for the North and West allocates land in Peel with the specific aim of delivering an RSTW to serve the region. Current, Cabinet Office assess housing need based on census data but acknowledges that in future, housing need will also be informed by Objectively Assessed Housing Need Studies. As well as providing a 'need' figure, an OAHN would break-down this figure in terms of typology resulting in a 'need' figure in terms of bungalows or sheltered accommodation which would be required to be provided as part of residential developments. Cabinet Office have no control over the eligibility criteria set by Local Authorities in respect of social housing.	N
ANON-F4CB-AGS1-B	1017378515	ANON	Chapter 4 – national Strategies relevant to the North and West	We are supportive of this chapter and locations. We fully support active travel and investment for people unable to drive to access public transport.	Cabinet Office notes your comment and thanks you for your support.	N
ANON-F4CB-AG2M-6	1049596891	ANON	Chapter 4 – national Strategies relevant to the North and West	There are locations suitable for onshore wind turbines in this Area. Given the global energy crisis, such developments ought to be considered, as they are cheaper to install and service than offshore sites. Necessity and time-saving should take precedence over more idealistic energy solutions.	Cabinet Office notes the recent Council of Ministers approval granted to Manx Utilities in respect of the development of several renewable energy projects with the aim of generating 30 MW of renewable energy by 2026.	N

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ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Chapter 4 – national Strategies relevant to the North and West	<p>Sewage treatment mentioned in the Statement May be in place in 2026 but we've been at this stage before BUT I fully support sewage treatment works being developed within the Peel Boundary because and works will improve Peels quality of sea life and also if able to treat Leachate from the Raggatt.</p> <p>Active Travel is to be supported but it could be more productive and help more people to have people traveling free by electric buses than spending huge sums on roads and bridges. Again all of these developments should be costed for their emissions</p> <p>Coastal erosion is a natural phenomenon so no amount of defenses will prevent erosion the cost too of and any action both financial and climate would be phenomenal.</p>	<p>Cabinet Office notes your support for site PE003 (Part B) as identified in the Draft Plan.</p> <p>Cabinet Office has no control over the pricing policies of Bus Vannin or any other public transportation provider. However, Cabinet Office consider public transport to contribute positively to the success of places, with Plan Outcome 4a of Chapter 10 emphasising that convenient access to public transport is integral to new development. In assessing sites for inclusion in the Draft Area Plan for the North and West, Cabinet Office looked favourably on sites on or near to a bus route.</p> <p>The 2016 National Strategy on Sea Defences, Flooding and Coastal Erosion Evidence Report provides the basis of applying a precaution approach to better street development to areas with the lowest risk of flooding and erosion of any source.</p>	N
ANON-F4CB-AG7Y-Q	513335144	Jeremy Colman	Chapter 4 – national Strategies relevant to the North and West	<p>Section 4.2 contains no mention of the proposed 24 hour marina in Ramsey. If advanced to fruition, this project would have major positive effects on many of the Plan objectives. It should be included as an option from the start of any considerations of the development of Ramsey and the North.</p> <p>Section 4.4 should acknowledge that the proposed 24 marina in Ramsey would provide flood protection for much of the town including the defences it would provide against sea level rise and increased severity of seastates.</p>	Cabinet Office acknowledge your support for this site previously consulted on under the code RM010	N
BHLF-F4CB-AGSJ-4	140778517	Lorna Johnson	Chapter 4 – national Strategies relevant to the North and West	Regarding coastal erosion, obviously care should be taken to prevent unsuitable development on the sea side of Kirk Michael Main Road. However, there is suitable land on the other side of the main road, including completing Slieau Curn park (MR011) Kirk Michael	Cabinet Office note your support for this site, previously consulted on as MR011	N
ANON-F4CB-AG23-C	222687887	Marlene Maska	Chapter 4 – national Strategies relevant to the North and West	<p>4.2 Harbours Strategy - it is important to recognise the potential of the Ramsey Shipyard which could play a major part in offering Ship Repairs for both commercial and leisure craft, including and especially in terms of service to support vessels for offshore windfarms; support vessels should the Crogga Gas Field prove viable. Finally, not to be underestimated, there is a major opportunity to extend the service provision for yachts and other pleasure craft, if the exciting opportunity which the Ramsey Marina project offers in terms of new tourism markets; training; leisure; education and employment: this should be recognised and given a fair, open and transparent pathway to reach reality. The geographical location of Ramsey is key to the high levels of 'passing' trade and also for boat/ship owners to know that there is a comprehensive and accessible boat/ship repair facility in this area of the Irish Sea.</p> <p>4.2.4 - Should be included in statement for Peel?</p> <p>4.3.2 Active Travel Strategy - the opportunity to provide 'higher-quality and safer cycling and walking routes' should be fully supported. The vision to be able to cycle/walk safely on off-road routes, all the way down the west coast from Ramsey, via Sulby, Kirk Michael and Peel through to Douglas, is an amazing idea which would provide a great Isle of Man facility - both for locals and visitors and would greatly contribute to health/well-being plus adding to our Biosphere status: this should not be forgotten!</p> <p>4.4. see above on flooding</p>	<p>Cabinet Office note your support for the site previously consulted on under the code RM010.</p> <p>Cabinet Office acknowledge that paragraph order of 4.2.2 to 4.2.5 could be set out better and may make minor changes to the order post inquiry.</p> <p>Cabinet Office is fully supportive of the Active Travel Strategy and has developed Proposals which seek to offer support to proposals which would expand the network and/or improve its accessibility.</p>	N
ANON-F4CB-AG2X-H	871892378	Ramsey Town Commissioners	Chapter 4 – national Strategies relevant to the North and West	<p>The recognition of traffic congestion in Parliament Square is good and Ramsey Town Commissioners welcome discussion and ultimately the improvement of the junction. Ramsey Town Commissioners are working with the Department of Infrastructure, Northern Chamber of Commerce and the Manx Fish Producers on the design of the Quay Flood Defences and reconstruction of the highway.</p> <p>Active travel within Ramsey is feasible and desirable, however active travel initiatives need to be funded by Central Government.</p> <p>That the reversal of the one way street on Parliament Street should be considered and a general review of highway junctions in Ramsey undertaken.</p>	<p>Through the Transport and Utilities proposals in the draft Area Plan for the North and West, Cabinet Office supports the delivery of active travel infrastructure within the Plan Area. Future expansion of the Active Travel network can be achieved as a result of workstresms within the Department of Infrastructure as well as being secured as part of proposals for residential development.</p> <p>Any changes to the operation of highways or junctions such as making a one-way street two-way would need to be as a result of dialogue with the Department of Infrastructure.</p>	N
BHLF-F4CB-AGDN-S	758419406	Stephen Moore	Chapter 4 – national Strategies relevant to the North and West	If only government Department's rooms? policies approved by Tynwald it would be a start	All strategies referenced in this chapter are relevant to the delivery of the Area Plan for the North and West	N
ANON-F4CB-AG5U-H	134703041	Tonia mutch	Chapter 4 – national Strategies relevant to the North and West	Don't think the sewage works will be able to cope with influx of new houses.	<p>Within the Development Brief for PR002, Cabinet Office has stated that no development should take place on the site until an RSTW has been delivered to serve Peel and the West or a planning condition may be used to restrict properties being occupied until such a time.</p> <p>Cabinet Office have taken on-board the expert opinion of Manx Utilities in allocating land for the delivery of an RSTW and are assured that such a facility would be able to cope with local demand now and in the future.</p>	N
ANON-F4CB-AGDA-C	187443659	ANON	Chapter 4 – national Strategies relevant to the North and West	These are clearly important reference points and I have no comment on their being used as such, but they are in themselves in urgent need of revision.	Cabinet Office considers that all strategies references in this chapter remain relevant to the development of the Draft Area Plan for the North and West.	N

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ANON-F4CB-AGSC-W	58274640	ANON	Chapter 5 – A Spatial Vision for the North and West	5.3.5. There is insufficient consideration given to the effects of development outside of Douglas and away from places of work on the residents of villages which all of the resultant traffic passes through along the major routes into the city. The traffic at peak times is considerable and increasing quickly, affecting the health and well-being of those who live on or near the main routes, as well as their ability to move about - crossing roads to schools and bus stops can be challenging and time consuming. People talk a lot about the great lifestyle on the Island, but this will be eroded by further development remote from workplaces.	The Draft Area Plan for the North and West is in conformity with the Strategic Plan and the Spatial Policies therein which provide that outside of Douglas, development should be concentrated on Service Centres such as Peel and Ramsey. The Draft Area Plan for the North and West makes residential proposals within, or as sustainable urban extensions to, settlements with existing services and community infrastructure including employment opportunities and the active travel network.	N
ANON-F4CB-AG2J-3	226202618	ANON	Chapter 5 – A Spatial Vision for the North and West	Critical issues in our settlements, town centres and rural areas should incorporate biodiversity enhancement plans, especially tree cover increase from the current paltry 6% for the island as a whole to approach the EU average of 38%	Biodiversity net gain must be made as part of any proposed development, this habitat may not necessarily be forested.	N
ANON-F4CB-AG2B-U	718468014	ANON	Chapter 5 – A Spatial Vision for the North and West	Peel - maintain a sense of place, existing vistas from all aspects / routes which run in and out of peel front	As part of the Draft Area Plan for the North and West, Cabinet Office has prepared Townscape Character Assessments for Peel and Ramsey which assess both of the towns for their unique character and sense of place. This Evidence Paper informed the delineation of Peel and Ramsey town centres into distinct Character Areas which are recognised in the written statement and associated mapping.	N
ANON-F4CB-AGY9-S	798735158	ANON	Chapter 5 – A Spatial Vision for the North and West	By applying Kirk Michael as a service area, it has reduced the opportunities to develop bus connections to Douglas and the airport. It is currently impossible to return to Kirk Michael by bus at the weekend from the airport. This allocation also reduces opportunities to have Kirk Michael beach identified as a local resource for swimming: walking and fishing. All of which indicated that Kirk Michael has good recreation facilities and would encourage investment in beach changing facilities and public toilets. Kirk Michael requires urgent attention to reducing coastal erosion and just denying planning applications does not reduce erosion.	Kirk Michael is identified as a Service Village within Spatial Policy 3 of the Strategic Plan, with which the Draft Area Plan for the North and West must be in general conformity. Cabinet Office does not consider that Kirk Michael's status as a Service Village impacts the provision of beach changing facilities or public toilets, nor the identification of Kirk Michael beach as a resource for swimming, walking or fishing. In preparing the Draft Area Plan for the North and West, Cabinet Office has adhered to the Coastline Management Zone (Kirk Michael) Designation Order 2007 which is reflected in Constraints Map 1b. This order informed the Site Assessment Process and the development of Natural Environment Proposal 8.	N
ANON-F4CB-AGS1-B	1017378515	ANON	Chapter 5 – A Spatial Vision for the North and West	We support the overall aims of this chapter. We would advocate for inclusion of Nobles Hospital and other main secondary care centres in the secondary links (table 6) as many people struggle to attend appointments. We would advocate for improved housing stock and redevelopment for housing, but with a focus away from 2 or 3 bedroom properties. We would advocate for more centrally located flats, and supported living situations, particularly focusing on younger people starting out, adults with additional needs who might need support, and particularly older people with some income who need accessible adapted single floor homes. these would be ideal town centre redevelopments and promote a busy social environment.	Table 6 in the Draft Written Statement covers settlements within the Plan Area. As Noble's Hospital is in the East, it is not included within this table. Cabinet Office acknowledge that in future, housing need may not only be guided by census figures but also but OAHN (Objective Assessment of housing Need) studies. These studies would not only provide a 'need' figure, but also breakdown this figure in terms of typology which would include sheltered accommodation and bungalows.	N
ANON-F4CB-AG2M-6	1049596891	ANON	Chapter 5 – A Spatial Vision for the North and West	Greater encouragement for Rural Business Parks is needed in order to combine the benefits of Business Expansion with Local Jobs and Reduced Commuting for citizens. With careful Landscaping and sympathetic Architectural design, Rural Business Parks can blend innovation and progress with rural locations and make a powerful contribution to ongoing economic sustainability.	In accordance with the Spatial and Business Policies set out in the Strategic Plan, the Draft Area Plan for the North and West makes proposals for the expansion of areas of employment land within close proximity to existing settlements. Cabinet Office does not consider that a 'rural business park' would be in accordance with the aforementioned Strategic Plan policies	N
BHLF-F4CB-AGJN-Y		Dandara Group Holdings Limited	Chapter 5 – A Spatial Vision for the North and West	The Settlement Hierarchy of the IoMSP is outlined within the Draft APNW. We consider that the levels of development proposed for Ramsey and Peel, which may include the redevelopment of previously developed sites, are appropriate and in broad accordance with the spatial policies of the IoMSP. It would be helpful if the urban capacity studies for Ramsey and Peel were to be made available.	Cabinet Office has published a revised breakdown of urban capacity and amended the Area Plan accordingly.	Y
BHLF-F4CB-AGJN-Y		Dandara Group Holdings Limited	Chapter 5 – A Spatial Vision for the North and West	The additional housing allocations required (as outlined above) should in our view be distributed to appropriate service villages in order help meet local need and "to broaden the choice of location of housing". The Draft Plan indicates that existing approvals and/or new allocations will provide opportunities for new housing in the service villages of St Johns and Jurby, the extent of which we consider to be appropriate given the scale and character of those settlements.	Cabinet Office acknowledges your support for development within the service villages.	N
BHLF-F4CB-AGJN-Y		Dandara Group Holdings Limited	Chapter 5 – A Spatial Vision for the North and West	Andreas is a larger village with a good range of services and facilities. Whilst the Draft Plan proposes to allocate a site in Andreas for additional housing we are of the view that given the circumstances outlined above it would be appropriate for alternative allocations to be identified in Andreas and this is considered further below.	Cabinet Office note your concerns and have amended the residential proposals within the plan	Y

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BHLF-F4CB-AGJN-Y		Dandara Group Holdings Limited	Chapter 5 – A Spatial Vision for the North and West	The Draft Plan provides for little or no new housing in the service villages of Kirk Michael and Foxdale, indicating that there is “a long term requirement for proper master planning to address opportunities and constraints” in respect of those settlements (which in the case of Foxdale includes how to deal with mining legacy/contamination issues). The APNW should consider the development needs of the Plan area as a whole – the need for new housing, for example, is informed by residential availability statistics for the whole of the North and West – and certain settlements should not be excluded from that process. There is no reason why the APNW process should treat Kirk Michael and Foxdale any differently to other settlements when assessing their development needs, opportunities and constraints – Ramsey and Peel are obviously much larger and more complex settlements and the Plan does not suggest that “proper master planning” is required in those instances.	Cabinet Office note your concerns and have made changes to the proposed sites.	Y
BHLF-F4CB-AGJN-Y		Dandara Group Holdings Limited	Chapter 5 – A Spatial Vision for the North and West	The Draft APNW proposes to allocate land for housing in the villages of Ballaugh & Sulby; this is appropriate in order to help meet local need, and helps to provide a context for the greater level of provision that should be allocated to the service villages if the IoMSP settlement hierarchy is to be taken into account.	Cabinet Office note your concerns and have made changes to the proposed sites.	Y
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	Chapter 5 – A Spatial Vision for the North and West	ISS Strategic Policy 6 clearly sets out the ambition to support employment generating development and encouraging it to be in existing centres. Though we might sit slightly outside the town centre the provision of employment land within our development would be in proximity and provide a wide range of employment opportunities and types to Ramsey. The development includes kiosks right through to a public house and larger employment spaces.	The need for employment land is not within the retail or general industrial secotrs, rather for industrial uses that would be unacceptable within residential areas. Alternative provisions have been made available elsewhere within the plan area.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	Chapter 5 – A Spatial Vision for the North and West	ISS Strategic Policy 10 we fully support the principles of minimising journeys by private car employing encouraging the best use of public transport an encouraging pedestrian movement. These policies are being met within the proposed development at site RR004. Furthermore, the proposals will deliver public infrastructure which will be 100% privately funded which will relieve congestion surrounding Parliament Square in Ramsey a key policy ambition for Riverside	Cabinet Office note the proximity of Site RR004 to Ramsey Town Centre.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	Chapter 5 – A Spatial Vision for the North and West	Our client supports the principles of Paragraph 5.3.3. particularly those in point 5. Which sets out that using more centrally located sites for development being supported. The proximity of site RR004 is more centrally located to Ramsey Town Centre and in a sustainable location which fits the organic expansion of the town.	Cabinet Office note the proximity of Site RR004 to Ramsey Town Centre.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	Chapter 5 – A Spatial Vision for the North and West	Our client’s proposals for site RR004 also addresses several issues which are identified in paragraphs 5.3.4. The site will deliver much of the needed housing in the Service Centre of Ramsey, which has been identified by the Cabinet Office as the primary location for providing housing in the north. It also will meet the aims and ambitions set out in the responses to the preliminary consultation whereby residents wanted denser housing project closer to the town centre of Ramsey whilst also providing a range of house sizes.	Cabinet Office note your support for site RR004 to address housing need in the service centre of Ramsey and the intention to deliver at a higher density.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	Chapter 5 – A Spatial Vision for the North and West	The development will also provide a range of employment opportunities from the construction of the development through to the delivery of the final phase of employment and leisure facilities in the final phase. The site is currently predominantly allocated for employment and industrial use and the proposed delivery of a range of employment opportunities for a modern Ramsey aligns directly with the Strategic Aims set out in the ISS, particularly Strategic Aim 3. The provision of a range of employment spaces, types and sizes will provide long-term opportunities for new businesses of all sizes from established companies to start ups.	Cabinet Office note the consideration given to the necessary leisure and employment opportunities as part of the proposed scheme.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	Chapter 5 – A Spatial Vision for the North and West	One of the key aims of The Chief Minister, Alfred Cannan MHK, in trying to increase the population to 100,000 by 2036 is to ensure there is a wide range of employment opportunities across the island. The client’s development will deliver these opportunities in the main Settlement of the north and considering the proximity of the site to the rest of Ramsey it will be sustainable for future and existing residents of Ramsey to access via sustainable transport methods.	Cabinet Office has revised residential proposals to deliver the Strategic Plan 2016 and continue to provide opportunities beyond the plan period.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	Chapter 5 – A Spatial Vision for the North and West	Regarding points 9 and 10 of paragraph 5.3.4 the proposals for the site have been informed by a thorough investigation of flooding issues as set out within the accompanying design statement which explain the non-defensive approach to flood mitigation. BACA, the site architects are specialists in designing all types of proposals within and around water. Additionally, HR Wallingford have been engaged to provide additional flood mitigation expertise. The development proposals for Sulby Riverside Development are based on Natural Flood Management (NFM) and Working with Natural Processes (WWNP). Commissioned by Defra, with the Environment Agency, Baca Architects developed the Life (Long term Initiatives for Flood-risk Environments). These initiative “makes space for water” and promotes sustainable development. This design approach has now been applied to several sites in the UK and in Holland.	Cabinet Office note the consideration given flood risk management and the published uk guidance.	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Chapter 5 – A Spatial Vision for the North and West	5.2.2 I hope that this Spatial Vision will come to fruition planners do the public a disservice in not insisting on better standards of housing and estates And developers have and will try to get the maximum from their developments without providing state of the art thinking on climate change standards and connections through a network of connections to the rest of the areas and service centre.	Cabinet Office has prepared the Area Plan for the North and West in conformity with the Strategic Plan in order to deliver on the Spatial Vision as set out in the Strategic Plan. Although the Area Plan for the North and West cannot in itself bring into operation the Island’s climate change legislation, the Plan does much to help support the Island as it transitions to net-zero, one such area being the promotion of active travel through the Transport and Utilities Proposals which offer support for expansion of the active travel network, as well as stating that development on named sites as part of the plan must provide a Travel Plan as part of a planning application which would set out how development would accord with the transport objectives of the Plan.	N

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ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Chapter 5 – A Spatial Vision for the North and West	5.3.3 (5) Peel. How is this action going to succeed and who will do this for a relatively Rate poor Local Authority the Legislation is in place but doing work on properties and getting money from negligent owners is two different things and yes neglect by residents and non-residents persists.	The Draft Area Plan for the North and West has a clear focus on the regeneration of existing settlements. Although separate from the Development Plan process, Cabinet Office has prepared and published an Unoccupied Urban Sites Register to cover the Plan Area which acts in support of the Department for Enterprise's Island Infrastructure Scheme which aims to offer financial support in order to incentivise the development of privately owned areas of previously developed land within settlement boundaries.	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Chapter 5 – A Spatial Vision for the North and West	5.3.4Peel over the last 20yrs has had a number of properties build without the relevant support in the infrastructure do we need more properties well quite clearly people want to live in Peel, but let's get some of these issues sorted out before we have any more properties build without addressing climate Change we need and improvement in standards first and I look forward to both Government and Local Governments working together on this to make a commitment to this approach Connecting old and new estates to schools by lanes and footpaths would allow safe walking or cycling to schools would improve quality of life for all. The field off Ballaquane Road designated open space would be ideal so that some traffic could be redirected from Derby Road and ease congestion The same would to the south of Peel to connect both schools. So I hope 5.5 will be actioned.	In accordance with the Aims of the Strategic plan, the Draft Area Plan for the North and West aims to provide sound infrastructure to support the delivery of services to meet the needs of the community. Cabinet Office is aware of the long-standing sewage issue in Peel and the West and includes a condition in the Development Brief for PR002 in order to limit development on the site prior to the delivery of an RSTW. Cabinet Office is committed to ensuring that all new development proposed as part of the Draft Area Plan for the North and West is well connected to existing footpaths and public transport infrastructure. Accordingly, Transport and Utilities Proposal 4 provides that a Travel Plan must form a part of any planning application on any of the named development sites within the Area Plan in order to ensure the transport objectives of the Plan area met.	N
ANON-F4CB-AG7Y-Q	513335144	Jeremy Colman	Chapter 5 – A Spatial Vision for the North and West	Sections 5.3.3 and 5.3.4 mention several aspects that the proposed Ramsey marina complex would positively influence as I set out below. Section 5.4.2 is not really representative of Ramsey today. Many buildings around the harbour are derelict or crumbling or have already been demolished leaving empty plots. Facilities on the sea front are minimal. Few local people even know what the town with the backdrop of the North Barrule looks like from the Bay. There is not much 'hustle and bustle' around the quayside. Section 5.4.4 says that development should be in keeping. I doubt if anyone would want harbourside or sea front development to be in keeping with the Kings Court or Queens Court flats or many of the other structures on the South Prom. Under 5.5, the proposed marina would be a major driver for the vision described here.	Cabinet Office note your support for this site as previously consulted on under RM010.	N
BHLF-F4CB-AGJR-3		Maria Sheridan	Chapter 5 – A Spatial Vision for the North and West	Para 5.3.4 - The list of key issues within 'Ramsey and Peel' should also refer to focusing the majority of new housing in Ramsey in line with the current allocations in the Ramsey Local Plan. This is referred to at paragraph 5.2.7 of the draft plan as one of the key elements of the Strategic Plan's Island Spatial Strategy for the north. Site RR006 is allocated for residential/mixed use in the Ramsey Local Plan which should therefore be carried forward in the new area plan. It should also be noted that the proposed development concept for site RR006 includes the provision of land for a new primary school which responds to key issue no.3 at paragraph 5.3.4 of the draft plan which seeks to ensure that there is sufficient land requirements for education	Cabinet Office have revised residential proposals within the Area Plan.	Y
ANON-F4CB-AG23-C	222687887	Marlene Maska	Chapter 5 – A Spatial Vision for the North and West	5.1.3 - the starting point for the Spatial Vision is the Preliminary Publicity: the intervening time has seen the new initiatives viz: Built Environment Reform Plan plus the Economic Strategy which aim to grow the population and provide new employment and housing opportunities. These ideas align with the statement from the Strategic Plan at 5.2.2. Table 5 sets out circumstances where exceptions may be made to Policy 3 of the Strategic Plan and I suggest that this is relevant to the aforementioned new initiatives. It will be important to not only maintain and support the current tourism and leisure offer that makes best use of the unique selling points of each town - Ramsey and Peel; but to seek opportunities to enhance the offer, building upon the above new initiatives. 5.5 Spatial Vision sets out important approaches for the future vibrancy of the North and West communities.	Cabinet Office is fully supportive of the aims set out in the Built Environment Reform Programme as well as the Island Plan. The former of which specifically references the completion of the Area Plan for the north and West and the development of the Strategic Plan review under Strategic Objective 3.	N
ANON-F4CB-AGEM-S	992795162	Paul Weatherall - Liberal Vannin Chair	Chapter 5 – A Spatial Vision for the North and West	5.3.5:There are inadequate links from Jurby to the South. Reference has recently been made to poor pharmacy provision in Ramsey. There is an excellent pharmacy in Kirk M7chael, which is readily accessible by bus from Ballaugh and Sulby, but not from Jurby.	Although Cabinet has no control over the delivery of public transport within the Plan Area, the Draft Area Plan for the North and West recognises the importance of public transport in the delivery of successful places in accordance with the policies set out in the Strategic Plan.	N

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ANON-F4CB-AG2X-H	871892378	Ramsey Town Commissioners	Chapter 5 – A Spatial Vision for the North and West	<p>The vision recognizes the importance of people living and working in their community. How jobs and industry is attracted to and then sustained needs to be detailed if not in this document, then in a supporting document from the Department of Enterprise.</p> <p>As per 5.2.7 identifies most housing focused on Ramsey in line with the current allocations in the Ramsey Local Plan there will be continued regeneration of Ramsey Town Centre, and employment opportunities will be focused on Ramsey Town Centre and Ballachrink.</p> <p>5.3.3(5) identifies the use of centrally located sites which are vacant and under-used and in a poor state of repair</p> <p>5.3.4(7) identifies decarbonization as a priority.</p> <p>For this plan to work Ramey needs help. Old buildings and brown field sites are the proposed development route, but both are far more expensive to develop than a greenfield site. Ramsey will require grants and assistance to promote development otherwise the aim of people living and working in the community will be too expensive and decarbonization of the Ramsey economy will not happen. This plan needs a Department of Enterprise Plan associated with the prioritization of regenerating unused and under used buildings and land.</p>	Pursuant of the resolution of Tynwald to approve recommendation 1 of the Tynwald Select Committee on the Development of Unoccupied Urban Sites, Cabinet Office has published an Unoccupied Urban Sites Register to cover Douglas as well as Service Centres and Service Villages across the Island, including the North and West. The Register acts as an evidence base for previously developed land within settlement boundaries. Additionally, the Island Infrastructure Scheme 2022 (administered by the Department for Enterprise) seeks to provide financial assistance to support the development of private owned sites included on the Register (or as specified by the Department).	N
BHLF-F4CB-AGDN-S	758419406	Stephen Moore	Chapter 5 – A Spatial Vision for the North and West	Open spaces	Cabinet Office notes this comment.	N
ANON-F4CB-AGDA-C	187443659	ANON	Chapter 5 – A Spatial Vision for the North and West	Overall, no comment except broad agreement. My comments regarding Chapter 2 also apply to the use of the term "sustainable growth" in this chapter and should be revised to use more current and relevant language.	Cabinet Office consider that the use of the term "sustainable growth" is appropriate.	N
ANON-F4CB-AG2J-3	226202618	ANON	Chapter 6 - Landscape and appearance	<p>The established largely rural nature of our island must be preserved with green field development limited, & developers actively encouraged/incentivised to concentrate on low rise redevelopment of older housing in urban areas</p> <p>Can't see any proposals to protect & enhance the Patrick coastline, tho' appreciate there is much protection in marine reserve and area of special scientific interest status</p> <p>Erection of wind turbines must be permitted in those locations regarded as ideal by the MUA</p>	<p>Any residential proposals within the Draft Area Plan for the North and West are either within existing settlements or are sustainable urban extensions to existing settlements in conformity with the Strategic Plan. Cabinet Office considers that matters of design of housing is an issue to be dealt with at the planning application stage.</p> <p>The Dalby Coast is identified as an Area of Special Scientific Interest (ASSI) which is reflected on the Environmental Constraints mapping associated with the Draft Area Plan for the North and West.</p> <p>Cabinet Office note the recent Council of Ministers approval that the MUA have received in pursuing projects to generate renewable energy on-Island but note that any such proposals would require planning approval.</p>	N
ANON-F4CB-AG2B-U	718468014	ANON	Chapter 6 - Landscape and appearance	Protect and enhance - do not allow large scale and out of character development	Any proposals within the Draft Area Plan for the North and West are in conformity with the Strategic Plan.	N
ANON-F4CB-AG35-F	756023225	ANON	Chapter 6 - Landscape and appearance	Plans should include responsibility for regular maintenance of the hedges and roadsides - many road signs are obscured; visibility at junctions is obstructed; drainage is impaired due to lack of maintenance and clearing of gutters; pavements have fallen into disrepair or have disappeared completely	Through the Area Plan process, Cabinet Office have no powers to mandate the regular maintenance of hedges, roadsides, pavements or other verges.	N
ANON-F4CB-AGSB-V	766148196	ANON	Chapter 6 - Landscape and appearance	How will the character of Ramsey Bay and the Harbour Front be in any way conserved if the Ramsey Marina development as proposed proceeds - particularly with beach reclamation to build housing? I believe the notion of the marina development should be dismissed out of hand.	While the Plan supports improvements in harbour facilities and acknowledges the interest in developing a large scale Marina, no specific site is allocated in the Plan.	N
ANON-F4CB-AGS8-J	826270774	ANON	Chapter 6 - Landscape and appearance	Renewables may change the appearance of the landscape but this is not something that should stop renewables happening. It's essential for the Island's security.	Cabinet Office note your support.	N
ANON-F4CB-AGD3-X	888640724	ANON	Chapter 6 - Landscape and appearance	Dalby must be protected as an area of outstanding beauty and sensitivity in terms of new builds.	<p>Cabinet Office are not proposing any land for residential development in Dalby and in accordance with Spatial Policy 4 of the Strategic Plan, the Draft Plan seeks to maintain the existing settlement character.</p> <p>The Draft Area plan for the North and West does recognise the designation of the Dalby Coast as an ASSI which is reflected on the Environmental Constraints Map.</p>	N
ANON-F4CB-AG5D-Z	910055410	ANON	Chapter 6 - Landscape and appearance	Every effort must be taken to preserve the landscape. I was happy to see that consideration to the impact of building on the landscape has been included. Not sure that this will be carried through into actions.	The Landscape Character Assessment (2008) informed the Site Assessment process in the Development of the Area Plan for the North and West and is a material consideration in planning applications.	N
ANON-F4CB-AGS1-B	1017378515	ANON	Chapter 6 - Landscape and appearance	We fully support and promote the maintenance and conservation of our nature and natural environment. these are all of huge benefit for our wellbeing. We would encourage accessibility for people on public transport to enjoy these spaces.	Cabinet Office notes your support.	N

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ANON-F4CB-AG2M-6	1049596891	ANON	Chapter 6 - Landscape and appearance	<p>There are locations suitable for onshore wind turbines in this Area.</p> <p>Given the global energy crisis, such developments ought to be considered, as they are cheaper to install and service than offshore sites.</p> <p>Necessity and time-saving should take precedence over more idealistic energy solutions.</p> <p>Greater encouragement for Rural Business Parks is needed in order to combine the benefits of Business Expansion with Local Jobs and Reduced Commuting for citizens.</p> <p>With careful Landscaping and sympathetic Architectural design, Rural Business Parks can blend innovation and progress with rural locations and make a powerful contribution to ongoing economic sustainability.</p>	<p>The Draft Area Plan for the North and West does not make site specific allocations for the development of on-shore wind farms or solar arrays (with the exception of trial areas for solar arrays on named sites).</p> <p>In accordance with the Spatial and Business Policies set out in the Strategic Plan, the Draft Area Plan for the North and West makes proposals for the expansion of areas of employment land within close proximity to existing settlements. Cabinet Office does not consider that a 'rural business park' would be in accordance with the aforementioned Strategic Plan policies</p>	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Chapter 6 - Landscape and appearance	I would like to see more tree planting in Peel especially along side the river Neb.	Cabinet Office consider that subject to conditions, this matter is best addressed through a planning application.	N
ANON-F4CB-AG7Y-Q	513335144	Jeremy Colman	Chapter 6 - Landscape and appearance	At 6.7.2 and 6.7.4, almost any development on the sea front at the south beach would improve the appearance of South Ramsey from the sea or indeed from any other direction. The marina development would be architect designed to reflect the better features of the area, now largely hidden by blocks of flats, cement silos and containers. These would be reminiscent of fishing communities but built with modern and durable technologies.	Cabinet Office note your support for the site previously consulted on under the code RM010.	N
ANON-F4CB-AG23-C	222687887	Marlene Maska	Chapter 6 - Landscape and appearance	<p>Some key words contained in the extract from the Landscape Character Assessment Report 2008 - 6.1.1 inform us that 'The current Manx landscape that we experience today..... is the result of human, physical and cultural processes....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....'</p> <p>When we look at historic images of any landscape it is usually clear to see the changes that have resulted due to the impact and interventions of natural and human activities - and we see the evolution of the landscape in response to human needs - in order 'to thrive and survive'. This may apply to Ramsey Harbour Swing Bridge; plus both the Stone Piers and the Queen's Pier: all are major structures in the landscape/seascape of Ramsey. They were constructed for a reason to respond to the human and economic needs of the time and form major parts of the area infrastructure - e.g. enabling important travel links, protective to the harbour environment. We should recognise that our landscape has changed, and must continue to change in response to natural and human needs and challenges.</p>	Cabinet Office notes your comments and supports development of infrastructure to support the needs of residents.	N
ANON-F4CB-AGEM-S	992795162	Paul Weatherall - Liberal Vannin Chair	Chapter 6 - Landscape and appearance	6.6: Appropriate tree planting to mitigate climate change should be considered fir the Northern uplands, subject to preserving peat reserves and protecting scenic views	Natural Environment proposal 2 & 3 addresses the issue raised.	N
ANON-F4CB-AGEM-S	992795162	Paul Weatherall - Liberal Vannin Chair	Chapter 6 - Landscape and appearance	6.7.2 Ramsey Bay. The proposed criteria should preclude any development of a marina in the bay. If there is to be a marina (and I am in favour in principle) it should be within the harbour, preferably near the swimming pool.	Cabinet Office note your support in principle save for the location.	Y
ANON-F4CB-AGEM-S	992795162	Paul Weatherall - Liberal Vannin Chair	Chapter 6 - Landscape and appearance	6.7.5: Consideration should be given to siting solar farms in this area, on brownfield sites, or poorer agricultural land	Cabinet Office has included sites within the Draft Area Plan for the North and West which may be suitable for the development of trial solar arrays in future.	N
ANON-F4CB-AG2G-Z	139373752	Sid Caine	Chapter 6 - Landscape and appearance	With regard to the West and any housing development from Glenfaba, Peel towards Patrick, please can consideration to appropriate 'screening' with trees be included to protect the views from the southwest and surrounding countryside and maintain the delineation of Patrick Village.	<p>Through the site assessment process, Cabinet Office has considered the visual impact of potential development sites. The particulars of screening and tree planting, if applicable, would form part of a planning application.</p> <p>In accordance with Spatial Policy 5 of the Strategic Plan, new development will be located with the defined settlements, of which Patrick Village is not one, accordingly, Cabinet Office does not proposed any development sites in the village as part of this plan.</p>	N

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ANON-F4CB-AGDA-C	<u>187443659</u>	ANON	Chapter 6 - Landscape and appearance	Utilising as an evidence base the Landscape Character Assessment Report 2008 seems eminently sensible and provides the consistency of approach necessary for the melding of the area plans into the "All-Island Plan". Equally I have no comment on the proposals accepting the point that " it is not intended as a definitive list" but, if my reading is correct, provides a guide where landscape character is a material consideration. The only specific point I would make relates to the comment " 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." made in 6.7.3 and 6.7.4. This should be strengthened as history tells us that without a contractual obligation restoration is seldom if ever funded by the developer and either does not happen or is paid for by the taxpayer. Upfront monies should be held for this purpose with the potential to increase the required funding if needed. Regarding "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." I am concerned by the reference to industrial here and on maps as this "status" seems to stem from a small part of the airfield which has been referred to as the "technical" site but has no official designation. It has evolved as three or four businesses were permitted to operate there. It seems incorrect to allow this status to become enshrined in the plan as an agreed and operational industrial area where future expansion is an option. Similarly, Andreas has always been shown as a disused airfield but in this plan the word disused has been dropped. I do not see any justification for this despite there being recreational usage (e.g., gliding) and some limited use by private aircraft.	Cabinet Office have sought to increase the development opportunities for employment uses in the North and West. Part of Andreas Airfield has a collection of existing industrial uses where the Department considers there to be less harm supporting further development.	N
BHLF-F4CB-AGKV-8	<u>194205912</u>	Department of Infrastructure	Chapter 7	Plan Objective 4 The Department supports the recognition of the benefits Sustainable Drainage Systems (SuDS) can bring once incorporated into development schemes. The Department will continue working alongside the Planning Policy team to finalise the preparation of appropriate policy in respect of flooding and further guidance will be provided in respect of this.	Cabinet Office acknowledges our collaboration with the Department in this matter.	N
BHLF-F4CB-AGKV-8	<u>194205912</u>	Department of Infrastructure	Chapter 7	Plan Objective 5 and Plan Outcome 5a The Department does not support the inclusion of this Plan Outcome within this Draft Plan. It is not for this Area Plan to propose that "the water quality within our territorial rivers and seas will be improved" , this should be reflected within the Strategic Plan as it is an Island wide objective, not specifically for this Area Plan. Environment Policy 7 of the Strategic Plan sets out that "Development which would cause demonstrable harm to a watercourse, wetland, pond or dub, and which could not be overcome by mitigation measures will not be permitted". It further sets out criteria which should be met if a proposed development could affect a watercourse. Plan Outcome 5a goes beyond that. Whilst the Department can see the merit in aiming for this Objective, there are some concerns as to how it will be achieved and measured, namely how will the Planning Policy Team determine how water quality will be improved over the course of the Plan and who will monitor this? It is admirable that the Objective is there to ensure that there will be no damage to the Island's river system as a result of future development within the North and West, and furthermore, the promotion of SuDS throughout the plan and acknowledging future sewage treatment works, will no doubt assist with this. In terms of the territorial sea and water quality, the Department is working within the appropriate statutory instruments to ensure there is no detrimental impact on the Island's territorial seas from any works undertaken within the areas the Acts apply to and there are adequate controls available to DEFA for part of the territorial sea and river systems to manage water quality. This follows para 7.17.1 of the Strategic Plan which sets out "It is not the role of land use planning to duplicate controls which are the statutory responsibility of other agencies..." (page 50). The Department suggests rewording these objectives to convey that "there should be no unacceptable risk of harm to the Island's river systems from future development and use of land within the North and West of the Island", in line with Strategic Plan Environment Policy 7 instead of the current wording.	Cabinet Office not your concern but consider this a statement of an outcome not directly controlled by the development plan but none the less important.	N
BHLF-F4CB-AGKV-8	<u>194205912</u>	Department of Infrastructure	Chapter 7	Natural Environment Proposal 7 The Department welcomes the inclusion of Proposal 7 and acknowledges that Flood Alleviation measures will be supported in principle and notes the detail in the Proposal. The Department will continue to engage as and when appropriate with Planning Policy as any of <u>these schemes progress</u> .	Support for NEP 7 is noted.	N
BHLF-F4CB-AGKV-8	<u>194205912</u>	Department of Infrastructure	Chapter 7	Natural Environment Proposal 8 The Department welcomes the inclusion of Proposal 8 in respect of the Kirk Michael Coastal Management Zone designation.	Cabinet Office acknowledges the Department's support for Proposal NEP 8.	N
BHLF-F4CB-AGKV-8	<u>194205912</u>	Department of Infrastructure	Chapter 7	Natural Environment Proposal 9 and 10 The Department supports the inclusion of both these proposals in respect of any future Marina development in Ramsey harbour. The Department will continue to implement the relevant statutory instruments, as they apply to that area.	Cabinet Office acknowledges the Department's support for NEP 9 and NEP 10.	N
ANON-F4CB-AG2J-3	<u>226202618</u>	ANON	Chapter 7 - Natural Environment	I would wish to see much greater ambition in biodiversity enhancement, especially significant increase in tree coverage towards the EU average of 38%	Improvements are being made. The Climate Change Act 2021 sets out the need to bring in policy to ensure new development achieves biodiversity net gain in all new development. Increasing tree coverage on an Island wide scale to 38% is beyond the scope of this Area Plan.	N
ANON-F4CB-AGSM-7	<u>639404380</u>	ANON	Chapter 7 - Natural Environment	Keep the natural shoreline as it is.	Within the geographical scope of the TCPA 1999, the Strategic Plan 2016 sets out the strategic environmental policies that are taken into account when making decisions in respect of planning applications, and some territorial areas are statutorily protected, as indicated on the Environmental Constraints Map. Each planning application is assessed on its own merit, and a planning balance achieved when policies conflict.	N
ANON-F4CB-AG2B-U	<u>718468014</u>	ANON	Chapter 7 - Natural Environment	Sewage dispersal to be addressed urgently	The Area Plan supports the Regional Sewage Treatment Strategy.	N

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ANON-F4CB-AG35-F	756023225	ANON	Chapter 7 - Natural Environment	A marina should not be built in Ramsey - it is not needed and would impact upon marine life and leisure activities that are currently available. Focus should be on improved flood defences. If the Island wants to protect wildlife it should be doing more to encourage the natural environment in towns as well as the countryside.	Objection to any marina is noted. The Area Plan can guide what will be taken into account for any marina type development but it is not appropriate to deny the principle of a marina in the plan. Decision making is likely to be necessary via the planning application process where details can be properly assessed. All of the Area Plan content including the Constraints Map and Proposals will be material in the determination of any application.	N
ANON-F4CB-AGSB-V	766148196	ANON	Chapter 7 - Natural Environment	7.1.1 'The protection and improvement of the natural environment ... is a vital part of planning.' This was certainly not very evident in approving the development of the old Marine Laboratory site in Port Erin where perceived economic benefit was permitted to override environmental concerns (even when the decision went against the recommendation of the planning officers). I don't think that the proposed development will improve the natural environment one iota (nor protect the stunning view from Milner's tower to the Calif). I would argue that nature will rarely benefit from any development. If we do not start prioritising our nature, the Island is finished. Eco-tourists will not come to the Island to see our housing estates or developments in our nature reserves. The Island actually has little to offer immigrants or visitors other than its attractive landscapes and nature (we have a lower life expectancy, poorer exam results in our schools and an inferior health system when compared to the UK according to the KPMG Evidence Reports) and extensive plans for green-field development threaten this. We should be focus on brownfield regeneration and releasing existing empty properties onto the market before we even consider further building on new land. The housing alone required for the 16k extra people the government wants to attract should be enough to indicate that this aspect of the economic strategy is unsustainable.	Adopted and approved planning policies set the policy framework in which planning applications are assessed. The policy framework guides the future location of new development and presents possible opportunities but it does not give planning permission. Planning applications are assessed by DEFA. The Draft Plan sets out area specific regeneration policies from paragraphs 8.13 - 8.15.4, to be read in conjunction with relevant environmental policies. Each planning application is assessed on its own merit, and a planning balance achieved when policies conflict.	N
ANON-F4CB-AGSB-V	766148196	ANON	Chapter 7 - Natural Environment	Para 7.1.2 states that 'Development on green or open land which may fall beyond an existing settlement boundary can sometimes be justified'. It seems to be justified quite a lot around the Island. Fields seems to be eaten by housing estates quite regularly. It was my understanding that it is thought that development is contributing to the decline in many of our bird species.	The Environmental Constraints Plan sets out those areas on the Island that are environmentally sensitive, and informs the Site Assessment for each proposed site. An allocated site has been assessed against the Site Assessment Framework, and is deemed to have planning merit for future development, without incurring significant adverse impacts. Sites of high ecological value are unlikely to be allocated for future development.	N
ANON-F4CB-AGSB-V	766148196	ANON	Chapter 7 - Natural Environment	Opposition to green-field development is certainly not only about NIMBYism (contrary to Minister Allinson's suggestion in Business 365 Magazine) but about concern for the environment, nature and sustainability (which is supposed to now be at 'the heart of the economy' after all). Building on agricultural land is inevitably reducing the ability of future generations to grow their food. It not only reduces the available land area for growing food directly but in so doing, will increase the pressure (intensity of farming) on the remaining agricultural land, which, if it is like soil elsewhere, already has future cropping potential limited by past years of soil-damaging farming practices). A point will be reached when the soil will no longer grow any more crops without being renatured and left to regenerate for decades. Areas deemed ideal for development (lowland adjacent to existing developments) are often higher quality agricultural land that would be most suitable for growing the types of food we should be growing to encourage a more vegetable-based diet. It will also reduce the Island's biodiversity and future carbon sequestration and renewable energy generation opportunities. When much of the Island may disappear beneath the waves over the next hundred years as a result of inadequate climate action, we should be thinking very carefully about what we are doing with the land we have.	All proposed sites are assessed against the Site Assessment Framework, which gives consideration to soil quality (Criteria 9). Soil that supports high levels of crop production/agricultural use/soil quality (Class 1 or Class 2) is protected from future development.	N
ANON-F4CB-AGSB-V	766148196	ANON	Chapter 7 - Natural Environment	In para 7.20.2 This document describes Marine Protected Areas as being primarily about supporting our fisheries and providing experimental/trial areas for scientists. Are these areas not also supposed to be about conservation, enhanced biodiversity and ensuring fish populations are protected (not necessary just for the sake of a fishery but for their own sake? Should our Marine Nature Reserves (MNRs), by definition, not be about conserving and protecting nature by largely excluding human activities? If we will even consider a planning application in an MNR it is clearly not an area reserved for nature. By not expressly precluding all development in MNRs, indeed in para 7.24.2 if I am reading this correctly, it seems to suggest that an application for a marina in the MNR would be considered on its merits, I fear this document is paving the way for developments within our Marine Nature Reserves. This indicates to me, that regardless of the new economic strategy's pillar of sustainability, what we are more likely to see is business-as-usual, instead of the radical new environment-centred approach we need. KPMG were very clear that economic growth at any cost was not the correct way to proceed.	Paragraph 7.20.2 identifies that Marine Nature Reserves provide for the protection and enhancement of biodiversity to ensure that there is a healthy range of different habitats, food types and marine species. The geographical scope of the 1999 Act is limited to any territorial land within the Island's shoreline (under S. 7 of the Marine Infrastructure Management Act 2016). Permissions outside of the territorial extent of the Island are determined in accordance with the Marine Infrastructure Management Act 2016, and fall outside of the scope of the Draft Plan.	N
ANON-F4CB-AGSB-V	766148196	ANON	Chapter 7 - Natural Environment	This area plan should, in my mind, be stating very clearly that no development of any sort will ever be considered within any nature reserve, be it terrestrial, freshwater or marine. We should be setting out plans to increase the area of our land and seas that are fully protected from any human intervention/activity. Scientists have been calling for this for decades now, to try to slow the global decline in biodiversity. The EU has been heavily criticised by the European Court of Auditors and by 200 scientists and conservationists for its failure to adequately halt marine biodiversity loss in EU waters, in part because of inadequate protection of marine protected areas. We certainly do not want to find ourselves in the spotlight.	The geographical scope of the 1999 Act is limited to any territorial land within the Island's shoreline (under S. 7 of the Marine Infrastructure Management Act 2016). Permissions outside of the territorial extent of the Island are determined in accordance with the Marine Infrastructure Management Act 2016, and fall outside of the scope of the Draft Plan.	N
ANON-F4CB-AG5T-G	799728668	ANON	Chapter 7 - Natural Environment	The Biosphere status appears to be a mere bauble that is just used as a marketing tool when it is convenient to do so, but has very little application or consideration in terms of assessing planning applications. In the past, applications for large housing estates on greenfield sites have been approved with little consideration of their quality, design or location. What has resulted from this are soulless estates which scar the countryside. The general public are largely of the opinion that there has been far too much kowtowing to the requirements of large developers and that their relationship with the Civil Service has at times bordered on being duplicitous. Tynwald and the wider Civil Service should always exercise impartiality and remember that it is working for the general public. The need for a private company to generate profits for its shareholders is of no material consideration to the general public.	Satisfying the need for new housing with the need to protect the countryside is always a careful balance. The aim of the Area Plans is to identify the broad local housing need in the Plan Area based on strategic guidance and for the majority of identified sites, set out Development Briefs. These Briefs can ensure particular requirements and design features are integrated into schemes. The general public is able to contribute to the planning process and depending on the relationship to the development site, have interested party status.	N

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ANON-F4CB-AG5D-Z	910055410	ANON	Chapter 7 - Natural Environment	Once the natural environment has been built on it cannot be recovered. Conservation is important and future generations will appreciate the preservation of these pockets of nature.	It is agreed that conservation is important and the Area Plan builds on the Policies set out to protect the countryside and the natural environment. There will be at times the need to release sites for development outside of existing settlement boundaries for housing, infrastructure or other uses. Decisions are made on the basis of ensuring such development is as sustainable a possible. Forward planning through Area Plans is essential to avoid sporadic development which could harm our natural areas.	N
ANON-F4CB-AGS1-B	1017378515	ANON	Chapter 7 - Natural Environment	We fully support this chapter and plans. We would advocate that the government also supports this in relation to activities like drilling for gas off maughold and ramsey - this is not in line nor in keeping with the outline of this plan. IN addition investing in LED street lighting can help promote our dark skies and nighttime environment whilst keeping people feeling safe whilst walking around.	The geographical scope of the 1999 Act is limited to any territorial land within the Island's shoreline (under S. 7 of the Marine Infrastructure Management Act 2016). Permissions outside of the territorial extent of the Island are determined in accordance with the Marine Infrastructure Management Act 2016, and fall outside of the scope of the Draft Plan.	N
ANON-F4CB-AG2M-6	1049596891	ANON	Chapter 7 - Natural Environment	Without detriment to the natural environment, greater encouragement for Rural Business Parks is needed in order to combine the benefits of Business Expansion with Local Jobs and Reduced Commuting for citizens. With careful Landscaping and sympathetic Architectural design, Rural Business Parks can blend innovation and progress with rural locations and make a powerful contribution to ongoing economic sustainability.	General arguments about the best location and need for Business Parks is best played out as part of the Strategic Plan Review. Business Parks like other forms of development need to be sustainable and this would suggest a location within or on the edge of existing settlements. Such development is often best located close to similar uses and those considered compatible. such locations often have good links to the highway network. One question which comes to mind is how would a Rural Business Park be defined? It would be difficult to demonstrate that an isolated business park was sustainable - what about access, links, travel to work and wider impactse.g. on the countryside? It is agreed Business Parks can be landscaped to soften their appearance and overall impact but all matters have to be considered.	N
ANON-F4CB-AGSY-K	597750850	Dr Fiona Gell	Chapter 7 - Natural Environment	I support prioritising the protection, enhancement and restoration of the environment as an essential part of any planning decision and the policies outlined in this section are very good. For future generations to benefit from ecosystem services provided by our terrestrial and marine areas, we need to act urgently to halt their destruction and restore areas that have been degraded. All planning decisions need to be compatible with domestic law and obligations and the international conservation and climate conventions to which the Isle of Man is signed up to via the UK.	Cabinet Office note the support for the principles of protecting the Natural Environment within Chapter 7. They have been informed by a number of domestic legal instruments and international conventions, as referenced within Chapter 7.	N
ANON-F4CB-AGSY-K	597750850	Dr Fiona Gell	Chapter 7 - Natural Environment	Wherever possible development should not be permitted in green field sites. Compensation/net gain approaches are important principles but the cheapest and most effective approach is not to build on green field site or impact on ecologically important areas at all. So, it is important that not only sites of high ecological importance are protected, but also that all green sites where carbon is sequestered and which provide habitat and connectivity for species are protected under almost all possible circumstances.	Chapter 8 makes area specific policy provision for regeneration of the built environment. The forthcoming review of the Strategic Plan will make policy provision for carbon sequestration, in accordance with the Climate Change Act 2021. Once a revised Strategic Plan is in place that includes policy provision for carbon sequestration, future Area Plans will need to consider the impacts of future development on carbon sequestration. The lifetime of the Draft Plan is anticipated to be to 2026, with a view to being replaced by an All Island Area Plan thereafter.	N
ANON-F4CB-AGSY-K	597750850	Dr Fiona Gell	Chapter 7 - Natural Environment	I think the proposal to enshrine the value of our UNESCO Biosphere designation more fully in our planning system is really important. It is difficult to quantify the ecological and economic value of being the world's only entire country Biosphere Reserve but it is an important accolade and the negative publicity associated with the loss of that accolade should not be underestimated. For our Biosphere status to be renewed, it is essential that we can show that the protection of nature, climate action and wider sustainability are truly embedded in our policies and procedures and planning policy is one of the best opportunities to demonstrate this.	Cabinet Office note these comments.	N
ANON-F4CB-AGSY-K	597750850	Dr Fiona Gell	Chapter 7 - Natural Environment	"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. " - this is a really good approach to the transition and clearly highlights the link between climate and biodiversity, which is also enshrined in the Climate Change Act.	Cabinet Office note these comments.	N
ANON-F4CB-AGSY-K	597750850	Dr Fiona Gell	Chapter 7 - Natural Environment	"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. " This is very good and should also include the carbon sequestration importance of any green area compared to a concrete/building covered alternative.	Paragraphs 3.1.2 and 3.1.3 set out further detail in support of net zero, including carbon sequestration, and make reference to RTP1 best practice in respect of climate change. The Draft Plan will cover the 'transition period'. The forthcoming review of the Strategic Plan will make strategic policy provision for carbon sequestration, which will then inform future Area Plans.	N

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ANON-F4CB-AGSY-K	597750850	Dr Fiona Gell	Chapter 7 - Natural Environment	<p>"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 environments.</p> <p>Plan Outcome 5a: The water quality within our territorial rivers and seas will be improved."</p> <p>These two are really important. Poor water quality associated with river pollution and other run-off into the marine environment e.g. from large coastal development projects could have an enormous impact on the carbon storage potential of our coastal habitats. For example eelgrass is a leading store of blue carbon but is very susceptible from water pollution and sedimentation. The excellent work of DEFA on the blue carbon project must be complemented by concerted efforts to improve river and coastal water quality and to protect those watercourses and sea areas from future pollution through robust policies and enforcement.</p>	Cabinet Office note these comments, and recognise the link between the river systems on land and the water quality within our territorial seas.	N
ANON-F4CB-AGSY-K	597750850	Dr Fiona Gell	Chapter 7 - Natural Environment	<p>It is good that MNRs are included in considerations of ecological importance and proximity to these valuable sites is understood as highly relevant to terrestrial planning decisions.</p>	Cabinet Office note these comments.	N
ANON-F4CB-AGSY-K	597750850	Dr Fiona Gell	Chapter 7 - Natural Environment	<p>"Natural Environment Proposal 6</p> <p>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.</p> <p>Applicants must satisfy any specific concerns relating to flora and fauna, artificial lighting and buffer distances."</p> <p>The protection of wetlands is essential and their importance as natural carbon stores should also be highlighted here. People need to understand that the loss of a natural high carbon storing wetland like a saltmarsh would be extremely difficult to compensate for in terms of carbon storage and the diverse impacts on other ecosystem services would also be virtually impossible to replace.</p>	Paragraphs 3.1.2 and 3.1.3 set out further detail in support of net zero, including carbon sequestration, and make reference to RTP1 best practice in respect of climate change. The Draft Plan will cover the 'transition period'. The forthcoming review of the Strategic Plan will make strategic policy provision for carbon sequestration, which will then inform future Area Plans.	N
ANON-F4CB-AGSY-K	597750850	Dr Fiona Gell	Chapter 7 - Natural Environment	<p>Preparing for and adapting to increased flooding is vital and I would support any policies and initiatives that prioritise increasing natural flood risk management, and protecting the associated habitats, before resorting to highly engineered options. There are great examples now of win-win case studies where flood risk has been reduced using largely natural flood risk management techniques which have the added bonus of boosting biodiversity and natural carbon storage.</p>	Paragraphs 3.1.2 and 3.1.3 set out further detail in support of net zero, including carbon sequestration, and make reference to RTP1 best practice in respect of climate change. Our Island Plan is clear about the need to develop a Plan for climate change adaptation, including flood management and mitigation in the future. The Draft Plan will cover the 'transition period'. The forthcoming review of the Strategic Plan will make strategic policy provision for the reduction of emissions and adaptation to climate change, and inform future Area Plans.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	Chapter 7 - Natural Environment	<p>We support the principles of protecting the Natural Environment which are set out in Chapter 7. We particularly support the principle which is set out in Strategic Plan Environment Policy 1 which states that the countryside and its ecology will be protected. They identify that site RR004 is located within an existing Settlement and that RR009 is not in accordance with Appendix A.3.6 of the Strategic Plan.</p> <p>The proposals are aligned to Natural Environment Proposal 1 which sets out the ambition of improving Greenspace within the North. The current site though "semi-natural" has been unmanaged for many years.</p>	Cabinet Office note the support for the principles of protecting the Natural Environment within Chapter 7. Each planning application is assessed on its own merit.	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Chapter 7 - Natural Environment	<p>7. I support the Natural Environment chapter.</p> <p>And because of that could we not concentrate all development for the next 20yrs on Brown Field Sites therefore protecting the countryside from any more intrusion taking into account our Biosphere status</p>	Cabinet Office note the support for the principles of protecting the Natural Environment within Chapter 7. Each planning application is assessed on its own merit, and areas of greatest ecological sensitivity are protected from future development.	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Chapter 7 - Natural Environment	<p>7.7 I support the Marine Nature Reserves</p>	Cabinet Office note the support for Marine Nature Reserves.	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Chapter 7 - Natural Environment	<p>7.23 Coastal Erosion cannot be managed it depends on weather and sea conditions and sea level increasing all the time, government haven't taken this seriously over the years which is a worry.</p>	Cabinet Office note the concerns in respect of Coastal Erosion. No land has been allocated for future development in areas that are prone to coastal erosion.	N
ANON-F4CB-AG7Y-Q	513335144	Jeremy Colman	Chapter 7 - Natural Environment	<p>Under 7.3, the marina would enhance the natural environment off the South beach, which is currently almost totally devoid of established life, by providing reefs for aquatic life of many types, overwhelmingly local, and giving the people using the facilities the opportunities to observe and enjoy the experience. The marina will foster a greater interest in the natural environment in and around Ramsey Bay because of the hugely increased ease of access that it would provide.</p> <p>At 7.24.2, it is incorrect to associate the current marina proposals with previous water retention schemes, although the 'no change' resistance to the schemes from a few locals remains similar. The proposed development is quite different in it's scope and effects. Under the proposals, it has to be said that many boaters view Ramsey Harbour as a hostile place due to issues with drying out, the swing bridge, the walls and ladders and the dirty and unhygienic state of the water when it is in. The marina would deal effectively with all of these issues for it's boat users at least.</p>	Support for a Marina is noted. <p>Para 7.24.2 does not directly link new marina proposals with older schemes. It recognises that the any new scheme whether for the inner or outer harbour will be considered on its merits.</p>	N
ANON-F4CB-AGSU-F	1066636431	Leslie Crook	Chapter 7 - Natural Environment	<p>Since the Isle of Man is a UNESCO Biosphere, we need to ensure that no one or company/companies can do any harm to this island. For example but not limited to: building unnecessary (housing developments on beaches, marinas) and damaging beaches, wild and marine life as a whole.</p>	Within the geographical scope of the TCPA 1999, the Strategic Plan 2016 sets out the strategic environmental policies that are taken into account when making decisions in respect of planning applications, and some territorial areas are statutorily protected, as indicated on the Environmental Constraints Map. Each planning application is assessed on its own merit, and a planning balance achieved when policies conflict.	N

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BHLF-F4CB-AGSJ-4	140778517	Lorna Johnson	Chapter 7 - Natural Environment	7.2.3 Building at Slieau Curn Park, Kirk Michael would not be affected by the Kirk Michael Coastline Management Zone. 7.2.1 Slieau Curn park is not classed as "countryside" and the land entirely abuts the existing settlement (MR011)	Environment Policy 1 of the Strategic Plan sets out a definition of 'countryside' for the purposes of the policy. Site MR011 meets with this definition.	N
ANON-F4CB-AG23-C	222687887	Marlene Maska	Chapter 7 - Natural Environment	Having spent most of my life living in Ramsey and growing up for ten years on the South Promenade (in our Victorian family home until compulsory purchased for the development of King's and Queen's Courts), I am acutely aware of the rich environment that our Island can offer. As the Isle of Man's first Building Conservation Officer (1995 -2004) I am acutely aware that to achieve the most beneficial, balanced and positive outcomes, more often than not, an early, engagement is advantageous and can achieve the best outcomes for all. As stated at 7.8.1 Ramsey Bay is a Marine Nature Reserve (MNR) relating to the presence of Eelgrass 7.20.4 (Zone 3). I have witnessed many severe storms focussed largely on the South Beach (wave heights reaching the top of our four-storey house), which left the beach scoured. From personal experience, having spent most of my adult life being able to walk, swim and sail in Ramsey Bay, I understand (but not an expert in this field) that the concentration of Eelgrass is towards the Southern end of Ramsey Bay: this would make logical sense being the most protected area of the bay with the more exposed area of the South Beach proving unsustainable for Eelgrass to re-seed and take hold. The construction of a breakwater as outlined in the Ramsey Marina Limited (RML) proposals, could provide a positive and protected environment to enhance the natural environment of Ramsey Bay - particularly the South Beach, to enable a variety of aquatic life to thrive.	Within the geographical scope of the TCPA 1999, the Strategic Plan 2016 sets out the strategic environmental policies that are taken into account when making decisions in respect of planning applications, and some territorial areas are statutorily protected, as indicated on the Environmental Constraints Map. Each planning application is assessed on its own merit, and a planning balance achieved when policies conflict. Permissions outside of the territorial extent of the Island are determined in accordance with the Marine Infrastructure Management Act 2016, and fall outside of the scope of the Draft Plan.	N
ANON-F4CB-AG23-C	222687887	Marlene Maska	Chapter 7 - Natural Environment	This could offer greatly enhanced opportunities for experiencing and studying our marine environment, enabling this to impact positively on mental and physical health and well-being. As the Covid experience has taught us, the opportunity to immerse ourselves in our natural environment, has lead to a much better appreciation of the positive effects of such immersion. This is already becoming evident as our community takes advantage of our maritime environment through a variety of water sports, including sea-swimming, paddle-boarding, sailing, kayaking etc... The RML proposals would enable a modified, but much-enhanced, capability and opportunity for all our community. 7.24.2 makes mention of previous water retention schemes for Ramsey inner/upper harbour which did not come to fruition. The KEY difference between those former schemes (with which I am well acquainted) and the RML proposal, is the 24/7 access! The 24/7 concept presents vast exciting, new opportunities not available elsewhere on the Island and offers a unique window, in line with the new initiatives, at Chapter 1, across many of sectors: Tourism & Leisure, Industry, Ship & Boat Repair, Training & Apprenticeships, Education, Marine Watersports etc...	Within the geographical scope of the TCPA 1999, the Strategic Plan 2016 sets out the strategic environmental policies that are taken into account when making decisions in respect of planning applications, and some territorial areas are statutorily protected, as indicated on the Environmental Constraints Map. Each planning application is assessed on its own merit, and a planning balance achieved when policies conflict. Permissions outside of the territorial extent of the Island are determined in accordance with the Marine Infrastructure Management Act 2016, and fall outside of the scope of the Draft Plan.	N
ANON-F4CB-AGEM-S	992795162	Paul Weatherall - Liberal Vannin Chair	Chapter 7 - Natural Environment	7.16: The Ramsey Forest project should be given special status, protected and expanded	Cabinet Office recognises the Ramsey forest project on the Environmental Constraints Map	N
ANON-F4CB-AGEM-S	992795162	Paul Weatherall - Liberal Vannin Chair	Chapter 7 - Natural Environment	7.23.2: Residents of property at risk in and around Kirk Michael should be given assurances that their properties will be either protected or the owners compensated for relocation, to ensure that there is no issue with home insurance, etc.	To give such assurance would be beyond the remit of the Area Plan.	N
ANON-F4CB-AGEM-S	992795162	Paul Weatherall - Liberal Vannin Chair	Chapter 7 - Natural Environment	7.24.2: Any proposals for water retention schemes in Ramsey Bay should be refused.	The paragraph is considered to address the possibilities sufficiently well. Schemes will have to be thoroughly considered through the application process.	N
ANON-F4CB-AG2X-H	871892378	Ramsey Town Commissioners	Chapter 7 - Natural Environment	Ramsey is identified as a "Sustainable Development" area. The area does however need to be expanded to accommodate future growth. Having a plan that will only be in force for 2 years is not acceptable. It needs to be more forward thinking. 7.8 Marine Nature Reserves – Ramsey Bay is a Marine Nature Reserve and this must be recognized in any Marina Development Proposal in Ramsey Bay and as per 7.24.2. A Marina Development in Ramsey needs to take account of all relevant policies and be considered on its own merits. 7.21.2-5 Ramsey Town Commissioners welcome the opportunity to work with Central Government in the development of appropriate flood risk prevention	The Area Plan, once approved by Tynwald, will remain in force until it is replaced by a new approved Plan. Cabinet Office weighed up the pros and cons of progressing the plan and decided that the benefits were that it would: Bring the north and west up to date with a plan having a similar format to the South and East Plans. To wait until the All-Island Area Plan was being undertaken - which would be after the Strategic Plan update - would have put the north and west at a disadvantage, potentially missing out in the short term on new development opportunities, protection policies and clarity on other relevant/helpful issues.	N
BHLF-F4CB-AGDN-S	758419406	Stephen Moore	Chapter 7 - Natural Environment	Open spaces in town settings that are not built on - should not always be looked on as a building plot.	This is supported and reflected in NEP 1 and para. 8.3.1v	N
ANON-F4CB-AGDA-C	187443659	ANON	Chapter 7 - Natural Environment	The terms "no net biodiversity loss and "biodiversity net gain" are referred to in section 7.3 Area Plan objectives. I am concerned that these terms are left undefined as they are first very different and secondly, the transition from one to the other more difficult to achieve than certainly the public are aware. This is set out well by Cambridge University and I attach the link. "https://www.cambridge.org/core/journals/oryx/article/transition-from-no-net-loss-to-a-net-gain-of-biodiversity-is-far-from-trivial/72A5E9F0871AE4071FBD0EEB19704D96 There is still work to be done and clarity regarding their use for the Isle of Man is critical.	Cabinet Office agree with these comments and recognise the need to work through the planning mechanisms that will need to be developed to deliver biodiversity net gain in the future. The forthcoming review of the Strategic Plan provides the opportunity to look at this issue in detail. In the interim period, the Draft Plan will cover the 'transition period'.	N
ANON-F4CB-AGDA-C	187443659	ANON	Chapter 7 - Natural Environment	Overall, I support the plan objectives and outcomes. I would welcome specific mention of the protection and management of hedgerows and road verges which are both of environmental and aesthetic value.	Cabinet Office note these comments but don't propose to make any amendments, given the input of DEFA officers at the planning application stage.	N
ANON-F4CB-AGDA-C	187443659	ANON	Chapter 7 - Natural Environment	I am strongly supportive of Natural Environmental Recommendation 1 regarding the further designations of Wildlife Sites to further guide the planning process and assist in the linking of pockets of protected areas such as ASSI's etc.	Cabinet Office Note these comments.	N
ANON-F4CB-AGDA-C	187443659	ANON	Chapter 7 - Natural Environment	I am broadly supportive of the proposals. However, there are a few specific points of concern. 7.22 Flood maps covering one and two hundred years need revisiting as I am unconvinced that they take full account of the speed with which climate change will affect these predictions. Additionally, Proposal 7 focusses on Ramsey and Peel and flood alleviation. This is potentially of much wider consequence and more needs to be said about essential mitigations such as enhanced flood plains and avoiding those areas which either are now, or will be in the future, essential for flood alleviation. There is already a legacy of inappropriate development in both Ramsey and Sulby.	DOI Flooding Unit has statutory responsibility for updating Flood maps, and it is understood that Flood Maps are being updated to cover increased flooding risks. This data base will inform the need for Flood Risk Assessments at the planning application stage, with each case being assessed on its own merits.	N

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ANON-F4CB-AGDA-C	187443659	ANON	Chapter 7 - Natural Environment	7.23 Understandably the focus is on Kirk Michael, but I suggest that the erosion along the Northeast coast at least deserves mention. This erosion will lead to the potential exposure of the contents of years of landfill the details of which are likely to be unknown and potentially hazardous. Natural Environment Proposal 9 refers to the potential silt issue but based on the consultation several years ago when the designation of an ASSI was considered for the saltmarsh and surrounding area this should be extended to cover any impact a water retention scheme should have on this environmentally fragile and rare site.	Existing landfill sites fall outside of the scope of Draft Plan. Draft Plan policies will need to be read in conjunction with other policies within the planning framework, including Strategic Environment Policy 12.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 8	Built Environment In paragraph 8.5, the Department agrees that there are a number of factors that will need to be taken into account as part of any future development of the areas within the existing settlements. This is particularly important for brownfield sites where the need to address historic contamination can impact on both the technical and fiscal viability of site development. In the absence of an all Island or local area plan register of contaminated land, the Area Plan (Built Environment Proposal 1: Urban Regeneration) should reference or acknowledge the need for comprehensive site investigation works. This will help identify the technical restrictions for possible site redevelopment and any costs associated with remediation and waste management. The Department supports, and welcomes brownfield development as and where appropriate. However, there is limited reference to this as part of some of the settlement descriptions, particularly where historical, industrial uses are known about, for example, for Peel. It might be beneficial for those using the Draft Plan to understand some of the existing ground conditions, particularly where these are well known.	Built Environment Proposal 1: Urban Regeneration) will be amended to reference the need for comprehensive site investigation works.	Y
ANON-F4CB-AG2J-3	226202618	ANON	Chapter 8 - Built Environment	Preserving built average is to be applauded but it has to be recognised that much of our older housing is of poor insulation quality & that deep retrofit in many cases is challenging in terms of investment New building standards and the passivhaus trend do mean that new approaches to building design & construction have to be anticipated - encouraged even (3D printing of new homes is a rapidly advancing technology). Designs standards with rural housing being of traditional longhouse/Manx farmhouse styles being mandated must surely now give way to permitting new construction styles incorporating much greater use of solar glass panels? 'Our Island Plan' calls for implementation of policies that strive for beauty and quality in our built environment - what are the policies?	General Policy 2 encapsulates the major principles for achieving design quality generally. Where land has been zoned for future development within an Area Plan, scheme proposals should refer to a site specific Design Brief attached to the site allocation, if available. Strategic Policy 5 sets out policy provision for some planning applications to be supported by a Design Statement, if appropriate. The Residential Design Guide provides detailed technical guidance in respect of design quality, but is limited to residential land uses. There may be a requirement in the future to extend the scope of this document. The Island Infrastructure Scheme provides financial support for selected regeneration initiatives, and is in the early stages of roll out. Each planning application will be assessed on its own merit, with a view to achieving a planning balance.	N
ANON-F4CB-AG54-G	423239163	ANON	Chapter 8 - Built Environment	It is important that where new development is planned and it meets the countryside that the development peters off and there is not a hard border. Perhaps bungalows with larger gardens at the border with the countryside and planting of trees etc the reduce the impact.	The landscape and visual impacts of a proposed scheme are assessed at the planning application stage. A PPS is due to be prepared to provide guidance on the preparation of Environmental Impact Assessments. A reference will be included within the EIA PPS to ensure that landscape and visual impacts are assessed in accordance with best practice methodologies set out in the Guidelines for Landscape and Visual Impact Assessment (GLVIA3).	N
ANON-F4CB-AG2B-U	718468014	ANON	Chapter 8 - Built Environment	To be in keeping with cultural heritage , particularly old peel Density of developments to be slowed until services can keep up	A designated conservation area in Peel is intended to protect the cultural heritage of the town. Transport and Utilities Proposal 5 states that "sewage and wastewater treatment in Peel and the leachate from the Raggatt shall be dealt with by a new Regional Sewage Treatment Works", with a time frame for implementation anticipated by 2024. The RSTW is likely to be in place prior to adoption of the Area Plan.	N
ANON-F4CB-AG35-F	756023225	ANON	Chapter 8 - Built Environment	Car parking - is an issue across the island. There should be more provision made for both residential and visitor parking and multi storey parking in area plans, e.g. Albert Road would be an opportunity, as would Shoprite in Ramsey.	Cabinet Office await the future findings of a parking study from the Department of Infrastructure.	N
ANON-F4CB-AGSB-V	766148196	ANON	Chapter 8 - Built Environment	8.1.2 Our built heritage is constantly under attack - a brief look at Port Erin indicates the rate of its removal - almost nothing remains of the old upper promenade (with its tourist and war-time heritage) and the old marine laboratory building will be lost shortly (to be replaced by a huge and, to my eyes, extremely uninspired series of tower blocks). None of it says anything at all about Port Erin (as a fishing village or as a holiday resort or as an internment camp or as a centre of excellence for marine science) or about the Isle of Man. We are trying to look like everywhere else, but I don't think it works.	Cabinet Office note these comments.	N
ANON-F4CB-AGSB-V	766148196	ANON	Chapter 8 - Built Environment	There appears to have been no attempt to retain a sense of place in the Isle of Man and this undoubtedly diminishes our appeal to tourists. Do people visit Rome or Venice, Cornish fishing villages, York or the Cotswolds seeking new concrete and steel apartment blocks and bland housing estates. No they don't - the idea is laughable. Do they 'revitalise' the Shambles in York or the Chester Rows with new builds 'of their time'. No, the old buildings are preserved because they have a historic value and they attract tourists. I know they are very old but buildings have to be protected and retained to get old! Peel still retains some sense of place so this should be very carefully guarded and retained as per 8.2.4. However, the sprawl permitted in recent years (Ballawattleworth and the estate near Castle View Nursing Home immediately spring to mind) has eroded this very significantly and the plans here with sprawl towards Patrick will only continue the harm in my mind...). There is no attempt to retain the historical building style or utilise sympathetic materials whatsoever. Any urban regeneration and 're-vitalising' as per 8.7.2, should be inkeeping and sympathetic to/with the traditional style not be modern and jarring.	The conservation area designation in Peel combined with strategic heritage policies within the Strategic Plan provide additional protections to preserve the special character of the historic core. General Policy 2 within the Strategic Plan also sets out a generic design brief to support high quality development that responds to the site context. The Residential Design Guide provides further technical guidance.	N

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ANON-F4CB-AGSB-V	766148196	ANON	Chapter 8 - Built Environment	I completely disagree with most of para 8.17.4. Many developments in the Edwardian Era were indeed great and certainly stood the test of time - can you honestly point to anything built in the 60s, 70s, 80s, 90s, 2000s and more recently that is 'some of the Island's best architectural examples'? I would suggest, no, no, no, no, no and no - nor have these more recent builds stood the test of time (the exception that springs to my mind might be the Sea Terminal). It is however much easier to find hundreds of examples of truly appalling buildings built in each of these decades. If every new building must be of its time, you surely end up with incoherent mish-mash towns that have no sense of place at all? This para also begs the question why so many of the great old Edwardian buildings have been reduced to rubble in recent years? I come back to the importance for tourism of a sense of place. All the popular tourist destinations in the UK I can think of have a very strong sense of place, have retained the old buildings and any new buildings reflect some aspect of the style and building materials of the old (without attempting to directly mimic them) - they are certainly not peppered with statement 'of their time' designs in prominent central locations.	Designated conservation areas provide additional protections within areas that have special character to ensure that design quality can be achieved in new build development on gap sites adjacent to heritage assets, and respond appropriately to the site context.	N
ANON-F4CB-AGSB-V	766148196	ANON	Chapter 8 - Built Environment	I have concerns regarding any development close to the Sulby river - does this not flood? is it not likely to flood more in the future and make insuring any such properties expensive and ultimately impossible. I trust any new developments on the Sulby flood plain will not ever involve taxpayers' money going to home owners who cannot get insurance and are flooded as this is entirely avoidable.	The DOI Flood Risk Maps have informed the allocation of preferred sites.	N
ANON-F4CB-AG5T-G	799728668	ANON	Chapter 8 - Built Environment	Town centers and villages are being hollowed out as it is cheaper to build on greenfield sites. What exacerbates this problem is that councils, and to a lesser extent the planning department, seem resistant to bold designs or change. The islands towns are precisely the location in which mid-rise buildings and bold designs should be accepted. The current requirements for parking are also anachronistic as are the proposed restrictions on the height of buildings in the proposed CTA (build up, not out - maximize the space). When people live in towns it is so they can utilize public transport. There is also a strong perception that planners/CS have an antiquated view of what first time buyer homes should be i.e. 3 bedroom boxes with postage stamp gardens on the edge of conurbations in greenfield sites. These are more appropriate for young families and the elderly, neither demographic will help the island achieve its working population objectives and their requirements for public infrastructure far exceed those of high earning singletons. In summary, what has been built in the past is acting as a draw for the wrong demographics and new thinking is required. The urban sprawl that blights most locations in the UK must be avoided at all costs as the character of the island depends on it, as will the current Biosphere status that the island currently benefits from. When people choose to visit the island it is predominantly due to the natural environment, not to see the same sprawling identikit housing estates that they could see in any county of the UK. If the island wants tourists it will need to maintain and enhance its natural resources. Large housing estates degrade what the island offers not enhance it and will ultimately push tourists away. Short-term gains will ultimately result in long-term losses. I would however comment that the recently suggested reforms provide a degree of hope that brownfield development will become the norm rather than the exception and the designation of the Ramsey CTA is generally a positive step. Ramsey is a particular location where this approach desperately needs to be pursued. Large numbers of property are derelict and represent ideal sites for medium rise buildings. I would however suggest that there is more emphasis on accommodation as opposed to open spaces (if the nearby countryside is protected this really isn't necessary). As a general comment, there also needs to be a move away from detached property into more efficient terraced housing and HMOs. These are the properties that are the most cost effective to build and hence likely to be utilized by the younger demographics the island wishes to attract (young singletons with no dependents - young families will provide little assistance to the island as they place a greater burden on public infrastructure). As a member of the target demographic I would comment that the usual soulless boxes built by on island developers are not something I would ever consider purchasing or even reside in, young singletons don't want or need postage stamp gardens which require maintenance nor is car parking always required.	A forthcoming review of the Strategic Plan will set out possible options for the future spatial distribution of development. The densification of existing settlements is included as an option. Until the Strategic Plan is reviewed, the existing spatial distribution of development guides the Draft Area Plan. Within this existing spatial distribution, more focus has been placed on regeneration, including the proposal for a CTA in West Quay, in Ramsey. This will replace existing industrial uses with residential uses, whilst recognising the townscape context in which future development will sit.	N
ANON-F4CB-AG5T-G	799728668	ANON	Chapter 8 - Built Environment	There is more than enough brownfield sites to accommodate any growth. It should be born in mind that a vast majority of the respondents are not in the demographics which the island is attempting to attract. Young people are happy to be in town centers that are vibrant. The retirees and older people in the Isle of Man have a perceptions of what is needed for younger people that isn't based on reality i.e. shoe boxes build by developers in small rural villages. Be bold in the town centers. The current strategy only appeals to young families and retirees i.e. those with a heavy dependence on state provided infrastructure. This will not achieve the targets set.	Cabinet Office have assessed potential brownfield sites across the North and West and these have been accounted for in the housing need assessment.	N
ANON-F4CB-AGD3-X	888640724	ANON	Chapter 8 - Built Environment	New housing is needed but needs to be a mix of accommodation -not just what makes the builders profit,	An objective assessment of housing need is being commissioned by Cabinet Office, which will include an assessment of housing type requirements. The findings will inform the Review of the Strategic Plan, and any future Area Plans will need to address policy provision in respect of housing types.	N
ANON-F4CB-AG5D-Z	910055410	ANON	Chapter 8 - Built Environment	Thought should also be given now to the type of housing. The Island has a finite supply of land and the use of single dwellings should be discouraged.	An objective assessment of housing need is being commissioned by Cabinet Office, which will include an assessment of housing type requirements. The findings will inform the Review of the Strategic Plan, and any future Area Plans will need to address policy provision in respect of housing types.	N
ANON-F4CB-AG51-B	1017378515	ANON	Chapter 8 - Built Environment	We support this chapter, and advocate as above for inclusion of diversity of housing - flats and supported living, rather than 2 -3 bedroom houses, and also for thinking about active travel, paths, pavements and cycling particularly for young people when housing areas are developed. in Peel the new housing areas have no off road routes to QEII making it unsafe and longer for children to get to school.	Transport and Utilities Proposals 1 and 2 make policy provision for active travel. In addition, a forthcoming review of the Strategic Plan will set out new policy provisions for active travel, in accordance with the Climate Change Act 2021.	N
ANON-F4CB-AG2M-6	1049596891	ANON	Chapter 8 - Built Environment	Encouraging developments within urban locations bring the problem of avoiding inadequate spacing, poor layout and design - the success of which is only discovered when the development is in everyday use. Natural small embryonic developments incorporated into local communities avoid such problems.	With reference to the strategic spatial distribution of development set out in the Strategic Plan 2016, the Plan makes some provision for the provision of housing to meet local need within smaller settlements through site allocations. A review of the spatial distribution will be undertaken as part of the Strategic Plan Review. The Strategic Plan sets out design policies that will allow for each planning application to be assessed on its own merit.	N

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ANON-F4CB-AGS6-G	88772885	Christopher S Barr	Chapter 8 - Built Environment	From the point of view of Ballaugh village the plan is sympathetic and blends in well	Cabinet Office note these comments.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	Chapter 8 - Built Environment	Regarding plan objective 1 it is considered that RR004, being located within an original and existing settlement boundary, as identified within the strategic plan, gives great weight to the proposed allocating the supported allocation. As mentioned, it was identified within the 1998 Ramsey local Plan as within the Settlement Boundary. We believe that expansion of town centres and urban an urban extension is not necessary to facilitate the required level of housing development and would suggest that plan objective one is amended to remove where appropriate sustainable urban extensions in relation to Ramsey.	Strategic Policy 2 of the Strategic Plan 2016 sets out policy provision for the location of new development, including sustainable urban extensions to towns and villages. This policy informs objective 1. In respect of site RR004, the site has been assessed against the Site Assessment Framework, and was not selected as a preferred site. Concerns were flagged in respect of the impacts on landscape character, settlement character, open space and biodiversity, increased risk of flooding, and loss of high quality agricultural land. The risk of flooding is of particular concern in Ramsey.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	Chapter 8 - Built Environment	In terms of Plan Outcome 1B we support this principle and encourage that existing settlements rather than extended ones or proposed extensions should be supported on the focus of residential development. We believe that should settlement boundaries be extended, that they are extended within existing built-up areas within the Ramsey Parish rather than into open countryside. In terms of plan icon 3A we support the principle of enhancing the character of towns in the North and West. Introduction of ever expanding and sprawling towns into open countryside are not considered to sympathetic to the surrounding context and character of Ramsey.	Cabinet Office note these comments.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	Chapter 8 - Built Environment	We support plan objective 4 which seeks to make sustainable design appropriate changes to the built environment. The design of the scheme will be resistant to climate change as this is a core principle of the design methodology for site RR004. We fully support the sentiment surrounding paragraph 8.4.1 which aims to fully utilise available land within the existing settlement boundary. Site RR004 is available and ready to be developed and is located within a sustainable location within an existing settlement boundary. We support the principles and sentiment surrounding section 8.6 a wish for our site to be allocated to complement the existing residential provision within Ramsey and provide a variety of dwelling types and provide an improved retail and employment offer within the time in a sustainable location which is within one kilometre walking distance with most of the time.	Cabinet Office note these comments.	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Chapter 8 - Built Environment	Brown Field sites must be developed first and supported through this plan It reported that 11% of properties in Peel are vacant so this plan states as far as I can understand is the these vacancies can provide housing in the future for our needs BUT essentially in the historic area of Peel these houses need to be supported by Government grants. There is also the difficulties of purchasers not being able to borrow on older properties so it's no wonder that these properties lie empty.	Cabinet Office understand that the Housing and Communities Board are tasked with encouraging vacant properties to be brought back into use. The Draft Plan supports future initiatives brought forward through other government initiatives.	N
ANON-F4CB-AG7Y-Q	513335144	Jeremy Colman	Chapter 8 - Built Environment	Under 8.3, the marina plan would provide protection for Ramsey against sea level rise and increased sea state severity. It also provides a large parkland area for mixed uses, parking (underground), a new sand beach (with no stones) and sea water pool, access to the Queen's Pier and to the beach to it's south. It provides a large increase in public amenity for Ramsey very close to the town centre. Under 8.6.3, it is hard to see substantial investment being made into the present crumbling quayside properties without some major driving force pushing the town forward. On the CTA for West Quay etc., a well designed water retention scheme should be considered based on a half tide flap gate at the swing bridge or by the harbour master's steps. This, together with the main marina, would enhance the inner town area to an extent that would attract residential and office property developers to invest. The harbour looks much better with water in it. Otherwise the plan does seem to be a re-arrangement of deck chairs.	Wider Government initiatives to encourage regeneration are being rolled out by Government, including the Island Infrastructure Scheme, which provides grant support for selected regeneration initiatives.	N
BHLF-F4CB-AGSJ-4	140778517	Lorna Johnson	Chapter 8 - Built Environment	8.1.2 "to plan for the efficient and effective provision of services and infrastructure" By including MR011 would be a natural and logical conclusion to the Slieau Curn Estate. A good place for Active travel and a low vacant property rate of 10% suggest more houses would be appropriate in Kirk Michael. Ideal pace for first time buyer properties, good facilities	Site MR011 is currently located within the countryside, and is currently not selected for allocation within the Draft Area Plan. The resulting site yields for new housing on the site would be limited.	N
ANON-F4CB-AG23-C	222687887	Marlene Maska	Chapter 8 - Built Environment	I agree that we must strive to make great places for everyone to enjoy; this must be balanced in the context of the challenges of climate change, against need to recognise opportunity. As stated, we are facing increasingly intensive weather events and so an integrated approach to addressing the effects of these events, together with appropriate preventative measures in any future developments, will play an important part in this future plan. 8.3. outlines some important objectives and outcomes which I largely support. In making great spaces in which people can enjoy living, working and visiting, it will be important to recognise and resect our best assets, both built and natural, but also to enable the creation of new, stimulating and pleasant environments and spaces, for both current and future generations. In Ramsey, there has been a sad loss of historic fabric leaving a number of vacant and unattractive urban sites: as outlined, the sensitive redevelopment of these sites will be important to achieve and maintain the rich mix of the built environment which makes the town centre attractive and gives it its unique character. The town centre of Ramsey would, in my personal experience elsewhere, undoubtedly benefit from the enhancement of the quayside and also, in a major way, from the potential for a 24/7 access marina, as proposed by RML. For example, the historic town of Whitehaven, whilst at one time, although having many Listed Buildings, lacked investment and was rather run down in appearance; is now termed as 'the Jewel in the Crown' of Cumbria's coastal settlements and its enhancement has come hand in hand with the development of a 400 berth marina, built in the years since the Millennium. I have sailed into this port many times and over a number of years seen it blossom, together with the surrounding area.	Cabinet Office note these comments.	N

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ANON-F4CB-AG23-C	222687887	Marlene Maska	Chapter 8 - Built Environment	<p>Peel is another example of how a 'water-based' development can attract new visitors and investment however, there are still problems with the build-up of silt, given that the water retention scheme sits at the outflow of the River Neb. Peel has experienced much development on its periphery since the Millennium, which is also testing its infrastructure but the recent approval of the Local Sewerage Treatment proposals will help address some of these issues.</p> <p>Coastal erosion in the Kirk Michael area is also of major concern.</p> <p>The Village of St Johns is most important in terms of the Culture and Heritage of the Isle of Man and in my view is worthy of proposal as a UNESCO World Heritage Site.</p> <p>Comprehensive Treatment Areas – CTA</p> <p>In my view it is a major omission not to include the area which is the footprint of the RML proposal for a 24/7 Marina and whilst supporting the proposal for CTA 1 in Ramsey, I feel it is of vital importance, for the Island as a whole, that a second CTA 2 in Ramsey must be included to enable a proper assessment of a project which has the potential to be a major building block for the future growth of the Isle of Man's Tourism, Leisure, Engineering, Education, Employment, Environmental and Economic economies.</p> <p>Conservation Areas</p> <p>I welcome the commitment to review the existing and Draft conservation Areas: in spite of undertakings by the previous Administration, this matter has been left unattended for too long.</p>	Cabinet Office note these comments. Cabinet Office are willing to work collaboratively with other organisations who wish to pursue UNESCO World Heritage Site Status for Tynwald Hill but this action lies outside of the scope of this Area Plan, and would be unlikely to be brought forward prior to adoption of the Draft Area Plan. The geographical scope of the 1999 Act precludes allocating the proposed marina site. Any proposal for a Marina will be assessed on its own merit, having regard to the relevant legislative context and policy provisions within the Strategic Plan and Area Plan.	N
ANON-F4CB-AGEM-S	992795162	Paul Weatherall - Liberal Vannin Chair	Chapter 8 - Built Environment	8.18.3: The use of the word "surprising" demonstrates a lack of understanding of heritage	Paragraph 8.18.3 will be amended to remove the word 'surprising.	Y
ANON-F4CB-AG2X-H	871892378	Ramsey Town Commissioners	Chapter 8 - Built Environment	<p>8.3 Plan outcome 2a and 2b – Reducing unoccupied urban sites and increasing the use of refurbished buildings and upper floors coupled with 8.6 a high vacancy rate of 16% mean that help will be required to redevelop and refurbish the buildings in Ramsey. A comprehensive treatment area is good, but it needs to be backed by appropriate funding and it must not be done half-heartedly or in stages spanning many years as this could stifle development.</p> <p>Urban Environment Recommendation 1 – It is critical that Ramsey Town Commissioners work together with all appropriate Department's of Government and the Manx Development Partnership.</p> <p>Built Environment Proposal 3 – increasing population density / housing density make better use of the available land. Redevelopment of brown field existing sites and buildings and using upper floors is not "normal" on the Isle of Man and finance is required to support this plan.</p> <p>One comment that is welcomed from 8.17.4 "New Development should not serve mimic existing development but be of its time." – Ramsey does not need to be a mock Victorian Town!</p> <p>A conservation area presents hurdles and barriers to development. These areas should not be held back from development. Legislative changes or grant support needs to be put in place to aid development in conservation areas.</p> <p>Having regard to the area plan the strategic view needs to be revisited with support being put in place for the development of brown field sites.</p>	Wider Government initiatives to encourage regeneration are being rolled out by Government, including the Island Infrastructure Scheme, which provides grant support for selected regeneration initiatives. The forthcoming review of the Strategic Plan will include a review of policy provision in support of regeneration.	N
BHLF-F4CB-AG5A-W		Ron Goins	Chapter 8 - Built Environment	As a retired Air Force pilot and airline captain, I have been to numerous cities around the world. I see so much potential in Ramsey that is not being taken advantage of. Specifically, the quayside. It reminds me of a dilapidated part of San Diego, California where my dad had his business. He was about 5 blocks from the harbor in a run down, slum ridden area. Then one day the city decided to remake the area. It is now a residential and business area with apartment values in the millions. So, having seen such a dramatic change there, I think big changes in cleaning up the Ramsey quayside would be possible and really pay off. Restaurants, pubs and small shops would be able to take advantage of the improved environment. It would invite more visitors to Ramsey, thus benefiting the existing businesses. As for the town itself, the sidewalk/street improvement should be completed. Another possibility for the main street in town would be to build a cover over the main area, much like what was done in part of Morpeth, England or Louisville, Kentucky. It made the areas all weather inviting. Again, the potential here is great and I would love to see it taken advantage of.	Cabinet Office agree with these comments.	N
BHLF-F4CB-AGDN-S	758419406	Stephen Moore	Chapter 8 - Built Environment	Will need support from the tax payer	Cabinet Office note these comments.	N
ANON-F4CB-AGS4-E	201663644	Tony CouperWoods	Chapter 8 - Built Environment	<p>The island needs to evolve, please don't get bogged down in emulating the past. Old buildings should be allowed to be replaced with modern technologies.</p> <p>We can't live in damp single glazed buildings.</p>	Each planning application will be assessed on its own merit, having regard to the relevant legislative provisions, Strategic Plan policies and the Area Plan policies.	N
ANON-F4CB-AGDA-C	187443659	ANON	Chapter 8 - Built Environment	Broadly in agreement with what is within this section but concerned about what is absent namely the urgent need to ensure heat decarbonisation across the built environment. This appears to me an opportunity lost. I appreciate that Chapter 10 touches on this and effectively puts on hold matters which will be determined via the Climate Change plan etc and I accept that specifics may be premature, but the direction of travel is known and should be incorporated. Regeneration should have at its core energy efficiency and provide the platform for a truly sustainable built environment where people want to live and work, which is affordable and encourages corporate investment.	Cabinet Office note your concerns.	N

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ANON-F4CB-AGDA-C	187443659	ANON	Chapter 8 - Built Environment	8.13.1 "Our Island Plan highlights the need to build a secure, vibrant and sustainable future for our Island." To be secure and sustainable (arguably vibrant as well) this whole section should be requiring that all plans contain reference to these aims in the form of heat decarbonisation and ideally sustainable "off grid" energy generation. This is from the fabric of the buildings through energy efficiency standards to heat networks. Every Comprehensive Treatment Area should have heat decarbonisation as one of the main criteria the drive to sustainability as well as flood mitigation measures, green infrastructure such as living walls, garden roofs and so on. the range is huge and do not require specifics in this Plan but there can be a requirement for appropriate measures in accordance with the Islands Climate Change commitments currently notably absent from these proposals. Being open to these developments may attract new investment with innovative proposals. The Government has reports from carbon experts such as Gemserv and others which should be utilised to ensure real regeneration. Similarly with historic buildings sympathetic renovation is often necessary but leeway should be given for energy saving aspects such as insulation, double glazing, heat pumps etc.	Cabinet Office note your concerns.	N
ANON-F4CB-AGDA-C	187443659	ANON	Chapter 8 - Built Environment	8.18.5 relates to mid and late-20th Century architecture this applies equally to all historic buildings in that they as stated "contribute to a rich and vibrant built heritage, and the continued use of these buildings is supported." The section goes on to say, "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." This ties in exactly with the need for introducing low carbon systems.	Cabinet Office note these comments.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Chapter 9	Our Towns and Village Centres, all proposals should include reference to inclusive access. Currently only proposal 3: 5; and 6 currently do.	TC Proposals 1a - 6 make reference to the provision of inclusive access. TC Proposals 6, 7 and 8 will be amended as follows: <i>Any future improvements to public realm and public access or egress points shall ensure that the design is inclusive and accessible.</i>	Y
ANON-F4CB-AGY1-H	144739928	ANON	Chapter 9 -Our Town and Village Centres	Protect as much of the older buildings as you can. People do not visit the Cotswolds or lake district or even Rome to admire new glass and steel structures. Peel is about the only place left without wholesale damage.	Cabinet Office cannot expand conservation areas through the Area Plan process and registering of building is a function of Planning and Building Control in DEFA.	N
ANON-F4CB-AG2J-3	226202618	ANON	Chapter 9 -Our Town and Village Centres	Are there planning & regeneration incentives that might be offered to developers and owners of empty older properties to encourage low rise development in the perhaps neglected historic areas of Ramsey & Peel? Green field development is killing our USP, our precious green environment. I am particularly opposed to the proposed flood plain development in Ramsey alongside the Sulby river, a unique area which should be protected rather than built all over	Cabinet Office note these comments. Fiscal incentives fall outside of the scope of the Draft Area Plan for the North and West.	N
ANON-F4CB-AG54-G	423239163	ANON	Chapter 9 -Our Town and Village Centres	The village of Foxdale is served by a petrol station/shop and a public house which is sufficient for the village's needs it is important that the current services continue but at the same time no further competition is allowed. The village is impacted by large amounts of traffic but given its central location it is difficult to see how the impact could be reduced.	Cabinet Office note these comments. Any application for development within the settlement boundary would be assessed on its own merits.	N
ANON-F4CB-AGX8-Q	632340676	ANON	Chapter 9 -Our Town and Village Centres	need to be modernised so that they remain viable	Cabinet Office agree that development should be as far as practical, directed to the town centres to enable them to remain viable.	N
ANON-F4CB-AG35-F	756023225	ANON	Chapter 9 -Our Town and Village Centres	Any feasibility study should include the option to pedestrianise areas, with disabled parking, and limited short stay parking in town centres.	Cabinet Office note these comments. Should the Draft Plan be formally adopted and approved, Cabinet Office will have 12 months to prepare a feasibility study for the proposed CTA on West Quay in Ramsey. Pedestrianisation and parking will be considered, if a feasibility study is prepared. the feasibility study will be a separate document to the Draft Area Plan.	N
ANON-F4CB-AG35-F	756023225	ANON	Chapter 9 -Our Town and Village Centres	Agree with regeneration and CTAs, but there must be a plan to maintain redeveloped areas.	Planning conditions can be attached to any future planning application for long term maintenance and management, where relevant.	N
ANON-F4CB-AG5T-G	799728668	ANON	Chapter 9 -Our Town and Village Centres	There needs to be a move away from the belief that town centers should be retail hubs. Those days are long gone with the rise of internet shopping. Mixed-use premises should be predominantly accommodation and leisure. Changing building occupancy to residential occupancies should be a simplified process. The apparent obsession with the characteristics of the built environment of Ramsey are somewhat baffling. This is an area that is extremely visually unappealing having been neglected for decades. I would strongly suggest that impediments to development are removed. Statements such as "respond to the context of the vernacular character of the quayside buildings" appear woolly and a cynic would suggest is a catch-all that can be used on a whim by a small but influential group of people to prevent improvements that don't exactly meet their perceptions of what these should be. Again, towns are where bold designs should be accepted and on too many occasions buildings that really should not be protected have prevented development. The overall point is that brownfield sites should be where development takes place and unnecessary impediments are only going to drive the exodus from the islands towns and result in the destruction of more of the island's green spaces i.e. the attractiveness of the island.	The historic core of Ramsey is designated as a conservation area. As such, it is sensitive to new development. The policy requires a response to the existing vernacular character. A response can be achieved in a variety of ways, but should be informed by an analysis of the existing character of the conservation area. This approach does not preclude future development.	N
ANON-F4CB-AGD3-X	888640724	ANON	Chapter 9 -Our Town and Village Centres	Villages require adequate infrastructure ie public transport and recognition that churches are key community assets - grants could be offered to help them with costs	The importance of such infrastructure is important but funding and operation cannot be changed by way of the Area Plan. Should there be any particular building or structure that may be beneficial for the community, a compressive treatment area could be discussed at public inquiry. This forms the notice to treat, enabling compulsory purchase.	N

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ANON-F4CB-AG5D-Z	910055410	ANON	Chapter 9 -Our Town and Village Centres	I noted the comments on flood protection for Ramsey. I think that using the inner harbour as a marina will only exasperate the problem and may cause flooding into areas which did not flood before. The river running at full torrent combined with a high tide would meet an area of retained water and would no longer be able to spill into the area in front of the shipyard.	Cabinet Office note these comments.	N
ANON-F4CB-AGS1-B	1017378515	ANON	Chapter 9 -Our Town and Village Centres	We support the promotion of town centres as areas for people to feel included, and to access shops and businesses locally. Many people cannot travel outside of their locations or be away from home for long. good town or village centres are a life line to many people.	Cabinet Office note these comments.	N
ANON-F4CB-AG2M-6	1049596891	ANON	Chapter 9 -Our Town and Village Centres	Encouraging developments within urban locations bring the problem of avoiding inadequate spacing, poor layout and design - the success of which is only discovered when the development is in everyday use. Natural small embryonic developments incorporated into local communities avoid such problems.	Cabinet Office have prepared development briefs to ensure sites are used to their potential.	Y
ANON-F4CB-AGS6-G	88772885	Christopher S Barr	Chapter 9 -Our Town and Village Centres	Good as far as Ballaugh is concerned	Cabinet Office note these comments.	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Chapter 9 -Our Town and Village Centres	9.8.1 1 there is very little commercial use of East Quay most of the commercial activities are on West Quay but on East Quay parking has been removed even disabled businesses being told it wasn't needed and that's even with an Equality Act in place.	While this specific proposal in the written statement is in reference to Ramsey East Quay. We will take this comment to be to be in reference to 9.9.1. Cabinet Office have not been provided with any parking survey of the area to support developments that will have a reliance on street parking or would otherwise see a loss of parking spaces within Peel town centre.	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Chapter 9 -Our Town and Village Centres	9.9.1 (1) States promote inclusive access will be supported!! (5) parking by the Foot Bridge on West quay should be retained as parking on East Quay has been lost and Peel requires parking spaces at the moment to survive and prosper.	On street parking provision is a function of the Department of Infrastructure and beyond the scope of the Area Plan.	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Chapter 9 -Our Town and Village Centres	9.9.2(7) Market Place, Peel 'would it benefit from reinforcement of existing green space' how would the planners suggest this is done and where?	Town Centre Proposal 5 has been revised.	Y
ANON-F4CB-AGSU-F	1066636431	Leslie Crook	Chapter 9 -Our Town and Village Centres	Small businesses need more help as a whole within the community. More ways to keep their business open during main events, such as TT.	Cabinet Office note these comments.	N
ANON-F4CB-AG23-C	222687887	Marlene Maska	Chapter 9 -Our Town and Village Centres	Section 9 one matter of major importance. if we are to genuinely address the retention, re-use and integration of our historic built environment into our Town and Village Centres, is the lack of ANY financial assistance to help the owners/ occupiers of such properties with matters of appropriate maintenance and repairs. Due to the lack of any support, the ownership and responsibility of our historic built environment has gained negative reputation, which has probably been responsible for the gradual neglect and eventual demolition of this important historic fabric, which would be greatly valued elsewhere, but is seen by many in our Island, as a burden. This matter needs early and positive supportive measures. 9.8.6 Old South Ramsey - the character of this area has been dominated and changed- unsympathetically by high-rise and unattractive 1960's developments on the South Promenade. The streets - Neptune Street and Dale Street, which lead through from the Conservation Area, to the South Promenade, are all that remains of the old street pattern/context, in its true sense. We then have the view of stacked shipping containers, plus concrete traffic management features and signage and the loss of some buildings within the Conservation Area. There is great potential to sensitively develop, regenerate and enhance this area with appropriate and imaginative vision and engagement. Ramsey and the North could, once again, be a major Destination in which to live, work and to visit.	The granting of funds is beyond the vires of the Area Plan, however as this will be a statutory document once approved, Others may use the areas defined within this plan as part of any future funding criteria.	N
ANON-F4CB-AG2X-H	871892378	Ramsey Town Commissioners	Chapter 9 -Our Town and Village Centres	Retaining Existing Buildings and bringing buildings back into use is a theme repeated through the Ramey Town Centre proposals. Buildings will need to be knocked down and rebuilt to address flood risks and to achieve climate change targets at a reasonable cost. New development should look like new development and not simply hark back to former times. New buildings do need to be sympathetic to their location but also of their time and be of high-quality design. How buildings are brought back into active use needs to be addressed and plans to support the process detailed. Park and Ride facilities need to be developed but they can not all be in prime Town Centre locations.	Chapter 8 makes area specific policy provision for regeneration of the built environment, with a particular focus given for key areas within Ramsey and Peel.	N
BHLF-F4CB-AGDN-S	758419406	Stephen Moore	Chapter 9 -Our Town and Village Centres	Older properties will need grant support	Cabinet office recognise the need for financial incentives to appropriately renovate and restore older properties, but grant support falls outside of the scope of planning policy.	N
ANON-F4CB-AG5U-H	134703041	Tonia mutch	Chapter 9 -Our Town and Village Centres	The village (Ballaugh) is small and if more people move in then the shops etc will not cope	Cabinet Office note these comments, but also recognise that commercial opportunities that benefit the shops may arise, which help to support local employment.	N

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ANON-F4CB-AGDA-C	187443659	ANON	Chapter 9 -Our Town and Village Centres	I suggest the points made in regard to Chapter 8 are equally applicable here. Reference is made in the context of plans that they are "of high design quality" but this is open to wide interpretation and may be limited to aesthetics rather than the energy efficiency and sustainability. In general terms little reference is made to green spaces which should be an integral part of our towns and villages. Some areas exist due to buildings having been demolished and left dormant and whilst in the majority of cases rebuilding (energy efficiently) is supported in some instances the opportunity is there to make more of the green space as an amenity/space for nature/ space for reflection I appreciate this is covered in Chapter 13, but reference here would seem show its relevance	Cabinet Office note your concern.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	EPD1	The main comment that we have on this evidence paper relates to the summary of Site-Specific Comments found in Appendix 1 of the Evidence Paper and the associated Site Assessment Report for Site RR004. Within the Evidence Paper, it sets out that residents wish to see a provision of smaller homes for people to "downsize". The proposed development at RR004 has a range of unit sizes including 1-bedroom and 2-bedroom apartments which will not only offer an opportunity to downsize, but also a more affordable housing offer to residents on the island. We support the suggestions of residents who wished to see more dense residential developments within more urban areas. The proposed maps show site RR004 is encompassed within the built-up area of Ramsey and including it within the allocations will not only provide a logical expansion to the town, it also will protect the character of the countryside. Residents have shown that expanding into the countryside is something that is not supported	Cabinet Office note your consideration for chaining housing typologies and consultation with the public.	N
BHLF-F4CB-AGSJ-4	140778517	Lorna Johnson	EPD1	Site specific comments are thorough and informative however I feel as if there are some inaccuracies in the site specific comments	Cabinet Office note your concerns	N
ANON-F4CB-AG23-C	222687887	Marlene Maska	EPD1	Re RM010 I am strongly in support of the proposals already outlined by RML and consider this as a major, once in a lifetime, opportunity for the Isle of Man, which should not be missed and dismissed by a vocal minority - as has happened to two previous projects during my lifetime. I refer to a Report (already provided to the Cabinet Office) prepared by Marina Projects for the Isle of Man Government - MP259 September 2018 - which clearly recommends Ramsey as the proper location for a much-needed 24/7 Marina (as opposed to Port St Mary) and trust this will be fully considered and enable the inclusion of RM 010 within the plan and as a CTA 2.	Cabinet Office note your support for RM010 and additional CTA, this may be discussed further at public inquiry.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	EPD2	Within the All Sites Table we will review RR004. In terms of RR004 we believe that we could provide more than the proposed 91 units at a density of 35 units per hectare. The proposed Site includes up to 205 units and at a density of 27.7 units per hectare, which is more in keeping with the wider character of the area.	Site assumptions are explained within EDP3 and is not merely a site size multiplied by density.	N
ANON-F4CB-AG2M-6	1049596891	ANON	EPD2	Due to administrative oversight, not all sites submitted in time were included in the All Sites Table. In particular a number of potential residential sites in Cronk y Voddy were omitted	Cronk y Voddy falls substantially outside of any existing settlement boundary and does not constitute a sustainable urban extension.	N
ANON-F4CB-AG2J-3	226202618	ANON	EPD3	Whilst I am much against any green field development on the island, there has been talk in the past of the creation of a sheltered housing & dementia village on the sunny northern plain & I would be keen to see this if there are areas of land not suitable for agricultural purposes Sheltered housing especially for the elderly & ageing living on their own could well free up much housing stock that is really too large for single person occupation	Such a development would be a residential use and development briefs for sites will be discussed further at public inquiry.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	EPD3	Table 5 identifies the proposed total distribution of housing and the Dwelling Completions between 2011-2022. It is our opinion that this is fundamentally wrong according to statistics found in the Residential Land Availability Study (Update 15) Planning Approvals and Land Monitoring 2001-2022, which was published in June 2022. This study states that 811 dwellings have been completed within the period of 1st January 2001 and 30th June 2022. The Strategic Plan sits atop the hierarchy of planning policy on the Isle of Man and their existing Housing Policy 3 clearly sets out that the level of housing for the North and West are two separate and standalone targets. What has been done in Table 5 is a calculation of a yield whereby there is a disproportionate distribution of housing to the West in comparison to the north. The calculation in table 5 looks at the dwelling completions, expected yield and the projected conversions for both the North and West. The issue with this methodology is that it oversimplifies the needs assessment.	Cabinet Office take the local need to be the plan area and would draw your attention to Attorney Generals interpretation of general conformity in the core documents list.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	EPD3	The North and West Plan will encapsulate the vast majority of the Isle of Man in terms of area and the appropriate distribution of all development to appropriate locations is a cornerstone in Spatial Planning. Therefore, methodologies need to be complete and appropriate, especially in plan making for a document which will need to reflect the Strategic Plan. Furthermore, there is no information with the RLAS update which indicates the location of the 147 dwellings within existing development boundaries which have been included within table 5.	RLAS states the settlement or parish of developments.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	EPD3	Of the projected 343 units that are required in the North and West, 257 are required in the North to be aligned with the Strategic Plan. This means around 75% of new dwellings are required in the north compared to the 86 required in the west over the plan period. The proposed allocated sites within the north only account for 215 units, 42 below the objectively assessed need.	The area plan must respond to local need, in this case local means the north and west collectively. As at the time of publication there was a live planning application that had a recommendation for approval, this has been included in the Area Plan as submitted reducing the overall availability to other settlements. furthermore the during the plan period Biodiversity net gain will be enacted however until this time additional houses above the likely yield will come forward.	N

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ANON-F4CB-AGS7-H	30144800	Geoff Megarity	EPD3	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 issue with this statement is that there is a lack of scope in relation to the existing ambitions set out by the Isle of Man Government to increase the population of the Isle of Man to 100,000 people 2037. The Chief Minister, Alfred Cannan MHK stated in July 2022 this ambition, and the Strategic Plan which formally ends on 31st March 2026, means that a proactive government aim to increase the population by over 15,000 will require an assessment of development needs beyond the plan period which will end in less than 4 years time at the date of writing.	Housing delivery has been reviewed for the plan period.	Y
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	EPD3	It is also particularly concerning that though the Census Projections from 2021 are nearly available that the preparation of the draft plan has proceeded. The average level of housing completion (based on the 811 completed by June 2022) across the plan period shows a completion on average of around 135 dwellings a year across the current plan period meaning, based on these projections that it will take over five years for the housing need for the North and West to be delivered. We respect that there is a proposed update to the Strategic Plan, however it seems imperative that these clear ambitions and development ambitions are incorporated into the current plan in the form of Strategic Reserves. It is important to note, not one dwelling has been allocated as a Strategic Reserve Site.	Cabinet Office has reviewed housing allocations to meet the delivery during the plan period. Cabinet Office consider this can be achieved without the need for Strategic Reserves.	Y
BHLF-F4CB-AGD5-Z	891871963	GERMAN PARISH COMMISSIONERS	EPD3	The Commissioners feel that Peel has been already over developed and see no necessity for any further development in this area, therefore zoning more land around Peel will be futile.	Cabinet Office note your concerns.	N
ANON-F4CB-AGDA-C	187443659	ANON	EPD3	Interesting background but until the outcome of the development plan and the new strategy are known can only be indicative.	Cabinet Office note your comment.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	EPD4 - Community Facilities Audit	Having reviewed the findings of the Community Facilities Audit there is a shortfall in formal Children's Playspace and Sports Pitches within Ramsey and the North, however that there is ample Amenity Space found in Ramsey. The Population of Ramsey is 8288 people as set out in EPD4 and the Strategic Plan provides targets for the provision of some facilities per 1,000 head of population: namely amenity space (0.8 ha), sports pitches (1.8 ha) and children's play space (0.6 ha). In Ramsey the level of Amenity Space exceeds the targets set out in the Strategic Plan of 0.8ha per 1000 people and supplies 1.25ha per 1000 head of Population. The further allocation of site RR004 as additional amenity space therefore is not required to comply with the Strategic aims of the Strategic Plan 2016.	When Open Space is not provided on site a developer contribution made through a Section 13 agreement is required. These funds will be distributed to the local authority to make capital improvements to the existing facilities.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	EPD4 - Community Facilities Audit	Where there is a shortfall in children's play areas and sports pitches. As part of the proposals for Sulby Riverside, we will introduce three new formal play areas within the development. Areas proposed for local areas for play (LAP), local equipped area for play (LEAP) neighbourhood equipped area for play (NEAP) and amenity space. The proposed development delivers 3.52 ha of green/open space (including amenity space). 0.5ha of LAP, LEAP and NEAP amenity play spaces will be provided, as shown in the site layout plan. Since currently there is only 1.03ha of playspace in Ramsey, the development will provide nearly a 50% increase on the provision of playspace for the town. It will also contribute to an increased level of amenity space providing an addition 3ha of amenity space for the public to enjoy. The location of the site given its proximity to the town of Ramsey and the fact that most of the residents live within a 2km walk from the site ensures that these facilities are accessible through sustainable transport methods for all ages.	Cabinet Office acknowledge the benefits proposed by the development and notes that the site is currently well served by two Children's Parks within 250m of the edge of the site.	N
ANON-F4CB-AGXC-2		Peter Corlett	EPD4 - Community Facilities Audit	I would like to draw you attention to EPD4 Community Facilities Audit, and the section on allotments, the allotments on Ballagyr lane, known as Peel allotments are in German and under German Commissioners and not Peel Town.	The Audit has been changed to reflect this comment.	Y
ANON-F4CB-AG2J-3	226202618	ANON	EPD5	I am much in favour of low rise redevelopment of older areas of housing in urban areas & wouldn't wish to see town character assessments prevent the construction of new, better insulated multi-occupancy buildings - though there is a clear need for landmark buildings such as the Ramsey Courthouse building & the Corrin Hall in Peel to be preserved	Cabinet Office have amended the potential yield assumptions in Table 1 of the land supply paper as to not to over estimate the housing yield from urban sites within the town centre that fall within a conservation area.	Y
BHLF-F4CB-AG5W-K	5729903	Charles Howard Keith Kerruish	GM001	EPD2 shows 9 but request 1	The site falls outside of any recognised settlement so is not proposed for development within this plan.	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	GMR 003/. PO002/3	Support designation..... Open space/school use PO002/3 Support designation..... Open Space	Cabinet Office note your support.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	GMR001	No footways on south side of A1. No safe access to Peel bound buses. No controlled pedestrian linking development to north side of the village and bus stops.	A development brief has been prepared and will continue to be developed through the inquiry process.	Y
BHLF-F4CB-AGY3-K		Maria Sheridan	GMR001	We support the proposed zoning of site GMR001 for residential use within the Draft Area Plan for the North and West. We also support the findings of the site assessment which confirms there are no major constraints to development,	Cabinet Office note your support and have amended the residential proposals within the plan.	Y
BHLF-F4CB-AGY3-K		Maria Sheridan	GMR001	The site measures 1.17ha in area and is comprised of two fields (refs: 312862 and 312921) positioned to the south of Peel Road. It is noted that there is an area of existing trees situated along the northern boundary of the site which are not registered. The proposed zoning relates to the northern part of site GMR001.	Cabinet Office agree the trees are not registered or residual from the former plant nursery use.	N

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BHLF-F4CB-AGY3-K		Maria Sheridan	GMR001	Spatial Policy 3 of the Strategic Plan designates St John's as a Service Village, where housing should be provided to meet local needs and broaden the choice of accommodation for residents.	Cabinet Office agree with this statement	N
BHLF-F4CB-AGY3-K		Maria Sheridan	GMR001	The proposed settlement boundary for the village includes site GMR001. The development of GMR001 would infill what is currently a gap within the residential development frontage, representing a logical extension to the settlement of St John's and provide an opportunity to replicate the low-density housing development that is characteristic of this area and appropriate for a Service Village.	Cabinet Office agree that the site could provide further housing opportunities in the Service Village of St Johns. Please see amended the residential proposals within the plan.	Y
BHLF-F4CB-AGY3-K		Maria Sheridan	GMR001	a Concept Site Layout Plan which demonstrates that the site could accommodate approximately 17 houses accessed off A1 Peel Road, along with internal roadways, car parking and landscaping. It should be noted that planning permission was granted in November 2020 for a new vehicular access positioned in a central position of the site along the Peel Road frontage (ref: 19/01209/B) which has established the principle of a new vehicular access being acceptable in this location. This submission is supported by a Transport Appraisal which includes a potential site access arrangement drawing. The appraisal demonstrates that site is situated in an accessible location and safe access can be achieved which complies with current design guidance.	Cabinet Office acknowledge the consideration given to the sites development at this stage. Please see amended the residential proposals within the plan.	Y
BHLF-F4CB-AGY3-K		Maria Sheridan	GMR001	The published Site Assessment identifies that the site does not have any critical constraints to development. The Site Assessment notes that any further development south of the highway needs to be sustainable for the longer term and not complete cul-de-sacs. It is noted that the submitted Concept Site Layout Plan proposes a cul-de-sac development but as shown the internal road could link to land to the south of the site should this be required in the future.	Cabinet Office agree that the site should be developed to its full potential. Please see amended the residential proposals within the plan.	Y
BHLF-F4CB-AGY3-K		Maria Sheridan	GMR001	we support the proposed zoning of land between Mac's and Allanson's Nurseries, St Johns (ref: GMR001) within the Draft Area Plan for the North and West. The site represents a suitable and logical site for the sustainable expansion of the village. No major constraints to development have been identified in the Site Assessment. The site is in single ownership and is immediately available and ready to be brought forward for development as a housing site within the Area Plan for the North and West.	Cabinet Office acknowledge the site as being available for immediate development. Please see amended the residential proposals within the plan.	Y
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	GMR003	I support GMR003 to protect the future of the school as the developers have successfully used the school as green space to allow them approval for developments up to the schools boarder hemming the School in.	Cabinet Office note your support.	N
ANON-F4CB-AGUD-Z	465306848	Paul Hipkin	GMR005	This land is in a green belt area the water table in the whole Greeba area is already to high and will not stand further residential property	Greeba is not a recognised settlement within the Strategic Plan 2016 and therefore is nor proposed for development within this plan.	N
BHLF-F4CB-AGJP-1		Tony Lloyd-Davies	GMR005	The site on which the submission is made is a wholly identified brown field site and one which has been developed to provide growing units, residential accommodation, and commercial sales buildings in conjunction with the use as a commercial nursery. It is not a green field, it is previously developed land. The owner recognises that there is a presumption against development in the countryside however, and most importantly this site is currently developed, in need of refurbishment and replacement of polytunnels.	The Draft Area Plan for the North and West is in general conformity with the Strategic Plan and the Spatial Policies therein. There is a presumption against development in the countryside and new development for this area plan is to be focused in and around identified settlements as set out in the Strategic Plan. Within the Strategic Plan, the definition of Previously Developed Land specifically excludes land that has been occupied by agricultural or forestry buildings. As per the Town and Country Planning Act 1999, "Agriculture" includes, among others, horticulture, fruit growing, market gardens and nursery grounds.	N
BHLF-F4CB-AGD5-Z	891871963	GERMAN PARISH COMMISSIONERS	GMR008 GMR009 GMR011 GMR014 GMR017 GMR023	Commissioners do not have any problems with the odd pockets of land being zoned for development around the Parish however, they do have an issue with the land currently on the outskirts of Peel between the Douglas Road and Poortown Road and the land adjacent to Ballagyr on the Ramsey Road. To develop this land means more pressure would be put on the infrastructure which would run through Peel and the infrastructure simply would not cope. The Commissioners feel that Peel has been already over developed and see no necessity for any further development in this area, therefore zoning more land around Peel will be futile.	Cabinet Office note your concerns and in amending the residential proposals have considered these points in the preparation of the development brief for those sites.	Y
ANON-F4CB-AGY6-P	274454738	ANON	GMR009	The owner of site wishes for this site to be reconsidered with a view to it being considered suitable for residential development. Planning statement providing additional information and justification provided under separate cover.	Cabinet Office note your support and have amended the residential proposals within the plan.	Y
BHLF-F4CB-AGJP-1		Tony Lloyd-Davies	GMR005	There are no records of the land either in part or as a whole that is recognised by DEFA as an area of ecological vaue.	Mapping data published By Cabinet Office as part of the Draft Area Plan for the North and West (Map 1a Environmental Constraints West) shows the site in part as being an Area of Ecological Interest (AEI).	N
BHLF-F4CB-AGJP-1		Tony Lloyd-Davies	GMR005	In the preparation of the initial submission a desk top exercise was carried out and in the immediate vicinity and within 500m of the site there are in excess of 40 dwellings and whilst in strict spatial terms the area is not defined in the IOMSP as a settlement see appendix 3 there is however significant argument to suggest that the area should be recognised as a residential settlement with a pattern of development along the main A1, Ballachurry, Kennaa, Greeba Mill Roads and several lanes and farm tracks, all based around a successful restaurant/bar - The Hawthorn bar and bistro all collectively recognised as Greeba. This area can easily be compared with Dalby in terms of settlement features and residential status in strategic spatial hierarchy terms and we submit that the there is indeed less residential property, fewer service buildings and that Dalby is a far less populated area (based on a similar 500m radius being drawn around the main road intersection) than Greeba. In the interests of settlement identification there must be consistency and it is clear in the IOMSP that Dalby is recognised in the third tier of spatial strategy. We submit and conclude that this designation should also be afforded to Greeba and in those terms the preliminary screening would identify the site as being within an existing settlement boundary and therefore qualify for detailed assessment	The Draft Area Plan for the North and West is in general conformity with the Strategic Plan and the Spatial Policies therein. There is a presumption against development in the countryside and new development for this area plan is to be focused in and around identified settlements as set out in the Strategic Plan.	N
ANON-F4CB-AGY6-P	274454738	ANON	GMR009	We believe that the Area Plan should make provision for more housing development opportunities than it does for housing, potentially using Strategic Reserve sites which would only be released if and when there is a demonstrable need.	Site GMR009 has now been proposed for residential development without the need for Strategic Reserves.	Y

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ANON-F4CB-AGY6-P	274454738	ANON	GMR009	If there is additional need for housing in the Peel area, then we believe that both GMR009 and PR003 could and should contribute to that. The Ballaquane Road site is centrally located and highly sustainable. We would submit that the whole of the site could contribute to highly sustainable housing for the town, close to both schools, the town shops, services and employment although the potential for and benefit of it contributing to a new centrally located community area is also acknowledged.	Cabinet Office note the desirability of the location for housing and GMR009 is now proposed for residential development.	Y
ANON-F4CB-AGY6-P	274454738	ANON	GMR009	In terms of GMR009 the site accommodates allotments at the north of the site. The allotments could continue to be here if considered desirable and further development to the south of them could better facilitate access to them from the existing town although a more accessible site may be identified elsewhere in the study area which provides better facilities to a wider range of people.	Cabinet Office acknowledge the community benefit the sites development could have and improvement of allotment faculties in Peel. Site GMR009 is proposed for residential development.	Y
ANON-F4CB-AGY6-P	274454738	ANON	GMR009	The area between Ballawattleworth and Sunset Lakes falls into three areas which follow the natural field boundaries and its development could be phased according to need: 1.8ha lies immediately adjacent to Ballawattleworth but separated therefrom by a line of established trees. This area could provide the housing opportunities lost through the re-designation of part of the Ballaquane Road land for Public Open Space. The development of this land could then lead in the future to further development whose easternmost extent is already set by Sunset Lakes and the setting there of. The character and attraction of this facility would not be assisted by built development right up to its boundaries and the eastern boundary of field 316196 should form the eastern extent of any new development. Development here could also facilitate pedestrian access to Sunset Lakes and its play and leisure facilities whilst remaining visually separate and retaining its current character as a facility outside of the built up area.	Cabinet Office acknowledge the opportunity GMR009 could make to the settlement of Peel and the site is now proposed for Residential development.	Y
ANON-F4CB-AGY6-P	274454738	ANON	GMR009	We would submit that Peel should be the focus of development in the west and that an equitable spread of housing opportunities should be provided throughout the study area with reference to the settlement hierarchy. As it is, there are significantly more housing opportunities as well as employment, in the north which again, does not appear to follow the spatial distribution in the Strategic Plan. As such, the development of GMR009 should be supported.	Cabinet Office acknowledge the comment and GMR009 is now proposed for Residential development.	Y
ANON-F4CB-AGY6-P	274454738	ANON	PO005	The land at Ballaquane Road is a rare opportunity for a more centrally located new housing development close to all of the town's facilities and we believe that it should not be lost altogether. We would submit that an approach which would achieve both sustainable housing on part of the site here and a contribution to the proposed new community facility on the remaining land here would support the sustainable development of the town and this would be delivered through the designation of an additional area of land at the eastern edge to compensate for the amount of land lost to the new community space whilst also providing much needed additional opportunities for residential development for the town. The two sites, we consider, are inextricably linked with the designation of GR009 being the trigger to release land at PO005 for community gain.	Cabinet Office acknowledge the opportunity PO005 could make to the settlement of Peel and the site in part is now proposed for Residential development.	Y
BHLF-F4CB-AGD5-Z	891871963	GERMAN PARISH COMMISSIONERS	GMR010	621254, 314533, 314528, 316052, 314445, 314530, 312064, 311964,311965, 311966, 311967, 311997,311998,311999, 312003,and a small Tholtan, 815957, 316196,316195,316192,316193 also Sunset Lakes and land South of Ramsey Road which has been zoned for development has been listed as Peel and is in German field number 316086, 316007 310310 GMR010	Site code GM denotes site is in the parish of German	N
ANON-F4CB-AG55-H	83002241	ANON	GR017	I have submitted this site for residential development. It is easily accessed from the Dhoon Loop Road. The site is well served by both bus and tram routes to Ramsey and Douglas. It is an idyllic location in which to bring up children. It is within reach of Dhoon School and also the catchment school in Ramsey, via public transport.	Site does not abut the settlement boundary so therefore fails stage 1 of the site assessment.	N
BHLF-F4CB-AG5W-K	5729903	Charles Howard Keith Kerruish	GR018	EPD2 shows 2 but request 1	Cabinet Office have amended the potential yield.	Y
ANON-F4CB-AG74-J	22524996	Mr Terry Owen	GR018	This representation concerns the current public consultation relating to the Government's Draft Area Plan for the North & West, and more specifically the factual accuracy of a prior 'Call for Sites' submission made by a neighbouring landowner on the 4th February 2020 (Response ID ANON-76M6-6AJV-7). The site to which the landowner's interest relates is listed as GR018 (Romes Crossing, Ballajora, Maughold) in the current 2022 consultation document. In their response to the 2020 'Call for Sites' exercise, the landowner made a number of materially inaccurate statements. No view is offered as to whether these constituted acts of omission or commission, and indeed this matter is of no direct relevance to the representation before you. However, what is important is that the current consultation is in possession of information that accurately reflects the prevailing circumstances pertaining to each site listed for consideration.	Cabinet Office note the issues raised and will not be perusing GR018 as part of the Area Plan for the North and West	N
ANON-F4CB-AG74-J	22524996	Mr Terry Owen	GR018	5. 'Site Information' Under 'Availability of access to the site', the landowner refers to a "Shared access on tarmac lane leading to Romes Crossing". This provides a general location for the listed site, but what the landowner has not made clear is that access to GR018 is via a field gate, and that this access is obtained across land falling within the legal footprint of my property (Whiteside). More specifically, the land in question forms the abutting apex of land (formerly part of Croit Rance) on the western side of the MER line, which was acquired by myself as part of the conveyance relating to the purchase of Whiteside. Under 'Encumbrances', the landowner has responded "None". This is a significant inaccuracy as under the Land Registry Office Copy relating to my property (Whiteside) an Appurtenance registered on 29th December 2005 explicitly precludes (under an historical covenant) the erection of any building or other edifice between the Scheduled Property (Whiteside) and the Manx Electric Railway Line. The landowner's field identified by the consultation as site GR018 is the substantive parcel of land affected by the covenant in question.	Cabinet Office note the issues raised and will not be perusing GR018 as part of the Area Plan for the North and West	N
ANON-F4CB-AG74-J	22524996	Mr Terry Owen	GR018	8. 'Market Interest' Under 'Please provide any comments', the landowner has responded "Strong demand for sea view plots looking to Maughold Head". It should be noted that the English law principle that there is no 'right to a view' has been acknowledged in Manx Law, and as such arguably cannot form the central market proposition for allowing GR018 to be developed. Moreover, the proposal for two family sized homes is wholly out of keeping with the existing properties, which are all low level bungalows whose amenity (including a similar line of sight to Maughold Head) would be profoundly affected by the development of GR018.	Cabinet Office note the issues raised and will not be perusing GR018 as part of the Area Plan for the North and West	N

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ANON-F4CB-AG74-J	22524996	Mr Terry Owen	GR018	<p>9. 'Infrastructure'</p> <p>In their response, the landowner indicates that mains water and electrical supply are available at or near the site. However, the utilities to the existing properties have been installed incrementally on a piecemeal basis by the various owners over a number of years and in no way constitute a readily available infrastructure resource that could adequately service the proposal for two family sized units on GR018. Furthermore, the landowner has made no contribution to the utilities that now exist, including the tarmac covered lane passing GR018. Indeed, under 'Public Highway', the landowner states "Yes" in response to the question. This is inaccurate as the lane in question is unadopted and its upkeep rests with the various owners of the properties served by the lane. Moreover, the lane cannot with any ease service the needs presented by additional housing in such a small locale, including the matter of access via my property footprint.</p>	Cabinet Office note the issues raised and will not be perusing GR018 as part of the Area Plan for the North and West	N
ANON-F4CB-AG74-J	22524996	Mr Terry Owen	GR018	<p>Summary</p> <p>For all the reasons set out above, it is contended that the landowner's submission of 2020 is misleading as a consequence of material factual inaccuracies that misrepresent the viability of GR018 being developed in the way proposed. Additionally, and In the context of the 2022 consultation, there are broader considerations such as the 'Landscape Strategy' for D1, the associated 'Key Views' imperatives, and 'Plan Objective 5' which actively promotes retention of the character and appearance of the smaller settlements within the Plan Area.</p> <p>Thank you for your time and attention to this representation, which I trust will be factored into the Government's deliberations concerning the outcome of the current consultation.</p>	Cabinet Office note the issues raised and will not be perusing GR018 as part of the Area Plan for the North and West	N
ANON-F4CB-AG39-K	484973555	Steve Carney	GR018	<p>The proposed site falls within an Incised Slopes Landscape Character Area (D1 Ballajora and Ballaglass) to which the Draft Area Plan for the North and West states the following in respect of the associated Landscape Strategy for D1: 'To conserve and enhance: a) The character, quality and distinctiveness of this area'.</p> <p>This strategy statement is informed by the following Key Views considerations: "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 <p>The proposal to develop GR018 for 2x residential housing units on a narrow strip of existing farmland between the existing hamlet of Ballafayle and the MER line (serving Ramsey to Douglas) would materially impact the intention of the strategy by significantly increasing the density of housing within a relatively small footprint, thereby resulting in a diminution of the character, quality and distinctiveness of the area.</p> <p>Furthermore, the infrastructure serving the hamlet is significantly limited in terms of its capacity to service additional dwellings within such a small footprint, and would have an adverse impact on the quality of the existing public utilities.</p> <p>Additionally, the immediate proximity of the MER line to GR018 would by definition limit the nature and scope of any construction on this site with a consequent negative impact on the amenity presently enjoyed by the existing occupants of the dwellings already well established within the hamlet footprint.</p> <p>It would also impact the experience of tourists and other users riding the MER by virtue of restricting the panoramic views to the backdrop of rising uplands to the west.</p> <p>All of the above objections to the use of this site are consistent with Plan Objective 5, which states: 'To retain the character and appearance of the smaller settlements in the Plan Area'.</p>	Cabinet Office note the issues raised and will not be perusing GR018 as part of the Area Plan for the North and West	N
BHLF-F4CB-AG5W-K	5729903	Charles Howard Keith Kerruish	GR019	EPD2 shows 4 but request 1	Cabinet Office have made revision to expected yield calculations but do not support GR019 in the draft plan.	N
BHLF-F4CB-AG5W-K	5729903	Charles Howard Keith Kerruish	GR020	EPD2 shows 4 but request 1	Cabinet Office have made revision to expected yield calculations but do not support GR020 in the draft plan.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	GR024	No footways on west side of A2. No controlled pedestrian linking development to the footway on the east side of the A2 and southbound bus stops and school via SCP.	The site in an implemented planning application but otherwise incomplete. Cabinet Office can not retrospectively apply policy to the development.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	JE001	Transport Assessment Required	Cabinet Office acknowledge the need for further analysis	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	JE001	Further analysis required of operation of designated route within Ramsey	Cabinet Office acknowledge the need for further analysis	N
BHLF-F4CB-AGDB-D	427105703	ANON	JR001	<p>2.2 In the Chief Minister's Economic Strategy statement in Tynwald Court in July 2022, he expressed the IOM Government's aim of growing the Island's population of residents to 100,000 by 2037 to ensure the Island's economy and public services are sustainable. This will require support from landowners and developers to ensure adequate housing options are available to incoming residents.</p> <p>2.3 In a similar context 'Our Island Plan 2021 -2026' https://www.gov.im/media/1375404/our-island-plan-2022.pdf 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 goes on to confirm that the IOMSP remains the statutory policy guidance in terms of overall housing numbers.</p>	The site falls outside of a recognised settlement within the Strategic Plan 2016.	N

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BHLF-F4CB-AGDB-D	427105703	ANON	JR001	<p>3.1 Land adjacent to Sandygate House is being promoted as an opportunity to provide a sustainable dwelling within the small settlement of Sandygate to help meet the housing needs in the Northwest of the Island.</p> <p>3.2 The site is located in the Parish of Jurby and extends to approximately a quarter of an acre or 0.1 Ha (gross area). The site is currently a residential garden and is managed as such. The plot is bordered to the North West by a single dwelling and outbuildings, the North by a single dwelling, the East by a single dwelling and the South East by Sandygate House. That is, its immediate neighbours on all sides are residential development. The site represents a simple infill opportunity within the existing built settlement boundary.</p> <p>3.3 The plot is independently served by a single vehicular access to the north – this is an existing access and does not require approval for use.</p> <p>3.4 During construction of the foul water disposal from Sandygate House this was designed to have capacity for a second dwelling.</p> <p>3.5 There is available electricity, water, and telecoms services adjacent to the plot.</p> <p>3.6 We submit that a single dwelling in this location will have no consequential effect on the character and appearance of Sandygate as a settlement.</p>	Cabinet Office note the opportunity for development within Sandygate and will review this as part of the Strategic Plan review.	N
BHLF-F4CB-AGDB-D	427105703	ANON	JR001	<p>3.7 It is proposed that the new dwelling would be designed employing constraints and design guidance as set out in the Residential Design Guide 2021 and the IOMSP whilst also being mindful of emerging climate change policy, the planning system review and subsequent law changes to implement the policies.</p> <p>3.8 Elements of Sustainable construction would be paramount to the success of the development, this would include careful consideration of: Construction materials, building design, climate change resilience, protecting and contribution to the local Sandygate environment having due regard for the privacy of neighbours to provide a pleasant, healthy, and safe space to live.</p> <p>3.9 An opportunity exists to design a home which re-uses the collected storm water in the irrigation of its garden.</p> <p>3.10 Careful design and an approach to quality choices for materials and specification will ensure the development is visually compatible with the neighbouring development areas and adheres to the intent of the Written Statement for the Draft Area Plan for the North and West.</p>	Cabinet Office note the consideration given to the proposed development.	N
BHLF-F4CB-AGDB-D	427105703	ANON	JR001	<p>4.3 The site is free from projected river and tidal flooding as set out in the DoI developed indicative flood maps.</p> <p>4.4 Prior to any development proposal being presented it is recognised that the IOMSP read with the Residential Design Guide (July 2021) and the Governments targets for Net Zero are critical constraints and guidance in the design process – the owner/applicant will fully engage with relevant parties to ensure delivery of a first-class compliant house that respects and sets benchmarks for future development.</p>	Cabinet Office note your comments.	N
BHLF-F4CB-AGDB-D	427105703	ANON	JR001	<p>4.5 Housing Policies 3 and 4 of the IOMSP read: Housing Policy 3: The Islands 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 1120 East 2440 West 770 All Island 5100 Housing Policy 4: New housing will be located primarily within our existing towns and villages, or, where appropriate, in sustainable urban extensions (1) of these towns and villages where identified in adopted Area Plans:..... 5 4.5.1 (1) Sustainable urban extensions Involves the planned expansion of a city or town and can contribute to creating more sustainable patterns of development when located in the right place, with well-planned infrastructure including access to a range of facilities, and when developed at appropriate densities.</p>	Cabinet Office will review the settlement hierarchy as part of the Strategic Plan Review	N
BHLF-F4CB-AGDB-D	427105703	ANON	JR001	<p>4.6 We accept that the current plan process is the mechanism to identify this as such an opportunity. We submit that the site JR001 is perfectly situated to be delivered to provide a choice for people of the Isle of Man.</p> <p>4.7 This proposal is for a single dwelling which has an established vehicular access to the main Sandygate Road where it meets Jurby Road at the crossroads. There is convenient access to public transport via the plot driveway.</p>	Cabinet Office note your comments	N
BHLF-F4CB-AGDB-D	427105703	ANON	JR001	<p>4.9 We accept that within the IOMSP that the spatial distribution is most important and that Sandygate is not recognised as a settlement. We submit that the Sandygate area is clearly recognised as a Group of houses within the Countryside. There are 15 dwellings within a 250m radius of the crossroads.</p> <p>4.10 There are no registered trees or registered tree areas on the plot or adjoining.</p> <p>4.11 There are no public footpaths or rights of way across the site or within the area</p>	Cabinet Office will review the settlement hierarchy as part of the Strategic Plan Review	N
BHLF-F4CB-AGDB-D	427105703	ANON	JR001	<p>4.12 Sandygate House has been the subject of three relevant planning applications: 4.12.1 Planning Application: 15/00147/B Application Received: 11/02/2015 Application Validated: 12/02/2015 Proposal: Erection of a replacement dwelling (comprising amendments to PA 14/01084/B) Address: Sandygate House Clenagh Road Sandygate Ramsey Isle Of Man IM7 3AF 6 4.12.2 Planning Application: 15/01088/B Application Received: 28/10/2015 Application Validated: 28/10/2015 Proposal: Erection of detached garage with attic storage, gable window and roof lights (comprising amendments to PA 15/00147/B) Address: Sandygate House Clenagh Road Sandygate Ramsey Isle Of Man IM7 3AF 4.12.3 Planning Application: 19/01401/B Application Received: 17/12/2019 Application Validated: 23/12/2019 Proposal: Erection of extension to existing detached garage to provide storage space Address: Sandygate House Clenagh Road Sandygate Ramsey Isle Of Man IM7 3AF 4.12.4 The two 2015 applications have been implemented.</p>	Cabinet Office note your comments.	N

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BHLF-F4CB-AGDB-D	427105703	ANON	JR001	4.12.5 The 2019 application was refused at appeal with a single reason for refusal: 1. The proposed garage extension would be on land that is not zoned for development, and would facilitate the use of the enlarged garage building as an independent dwelling, contrary to General Policy 3 and Environment Policy 1 of the Isle of Man Strategic Plan 2016. 4.12.6 We submit that the interpretation, despite assurances from the applicant, of the proposed use as a workshop for the applicant was not given sufficient weight at the appeal and influenced the decision.	Cabinet Office note your comments.	N
BHLF-F4CB-AGDB-D	427105703	ANON	JR001	4.13 The Plot sits outside the areas designated as High Landscape Value and Scenic Significance and is within the built settlement of Sandygate. 4.14 Landscape Character Assessment – Undulating Lowland Plain (Type F3) Andreas and Jurby. 4.14.1 This study was commissioned by the Isle of Man Government to inform and ultimately replace the extant landscape classification in the 1982 Development Plan Order.	Cabinet Office note your comments.	N
BHLF-F4CB-AGDB-D	427105703	ANON	JR001	4.14.2 Low-lying gently undulating predominantly arable farmland with patches of pasture, rough grassland and wet meadow. Medium sized predominantly rectangular field pattern. Network of narrow hedgerow lined lanes with occasional mature deciduous trees within hedgerows and patches of fragmented woodland. Open and glimpsed views to the sea from higher areas. Relatively dispersed settlement pattern, consisting of small (historic/vernacular), often nucleated settlements and individual farmsteads/crofts and dwellings. Numerous small rivers straightened and canalised drainage channels flow along field boundaries to drain the landscape. Areas of standing water surrounded by wetland vegetation and Curragh woodland. Views to an upland backdrop. Marl pits filled with water in the north. Use of Limestone as a building material in areas surrounding Castletown.	Cabinet Office note your comments.	N
BHLF-F4CB-AGDB-D	427105703	ANON	JR001	4.15.1 The overall strategy should be to conserve and enhance 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. 4.16 The existing site plot topography is flat. It has a mature established internal sod bank boundary with the property to the West, This has historically been reinforced with vegetation and is manicured as part of the garden. The North and East boundary's are formed with fencing and reinforced with hedging. The boundary to the South will be a new boundary formed as part of the development of the plot.	Cabinet Office note your comments.	N
BHLF-F4CB-AGDB-D	427105703	ANON	JR001	as been prepared by the Cabinet Office. There appears to be a fundamental flaw in the assessment as there is no regard for the geographical location of the plot – within the Sandygate settlement or Group of houses in the countryside.	Cabinet Office note your comments.	N
BHLF-F4CB-AGDB-D	427105703	ANON	JR001	We suggest: 5.3 Stage 1: Preliminary Screening PSQ 1 – No PSQ 2 – Yes PSQ 3 – No 5.4 Stage 2: Detailed Assessment would then apply. Para 3.Q.1 – Green Para 4.Q.2 – Yellow Para 5.Q.3 – Green Para 6.Q.4 – Yellow Para 7.Q.5 – Green Para 8.Q.6 – Green Para 9.Q.7 – Green Para 10.Q.8 – Green No Critical constraints. Para 11.Q.9 – Green Para 12.Q.10 - Green Para 13.Q.11 – Green Para 14.Q.12 – Green Para 15.Q.13 – Green Para 16.Q.14 – Green Para 17.Q.15 – Yellow Para 18.Q.16 – Red Para 19.Q.17 – Green Para 20.Q.18 – Red	Cabinet Office note your comments.	N
BHLF-F4CB-AGDB-D	427105703	ANON	JR001	here are not considered to be any overriding barriers. Deliverability: There is a declared housing crisis and a willing applicant to move the development forward – why wait until the Island review post 2026	Cabinet Office note your comments.	N
BHLF-F4CB-AGJJ-U		Maria Sheridan	JR009	We object to the Draft Plan as it does not retain the historic residential zoning of site JR009 from the 1982 Development Plan. See submitted Site Supporting Statement.	JR009 (part) has been included on Map 9 to reflect the approved planning application 21/00278/B.	Y
ANON-F4CB-AG5B-X	443630461	ANON	JR009, JR012, JR013 and JR014	I note that the new draft Development Plan proposes to remove existing 'residential' designation from some of these sites, as compared with the 1982 plan. This is a backward step, discouraging long term investment in this (and other) areas, because of the lack of confidence that it will bring. I have reviewed the current planning application from a respected Island developer for these sites, and this specific application will address the need for affordable and other housing in an area where the need is already great. It will also bring new residents into the community of Jurby enabling further development of local facilities to be economically viable, improving the lives of existing residents, and reducing (rather than increasing) the level of traffic to/from and around other economic centres. Jurby has the potential to be relatively self-contained, provided a sustainable/economic level of local residents can be attained. This will bring new private sector investment into an otherwise relatively neglected part of the Island.	Sites that have remained undeveloped since the 1982 development order and that are unlikely to come forward erode the opportunity of other sites to come forward and Cabinet Offices duty to plan to meet the identified housing need.	N

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BHLF-F4CB-AGYR-J		Patricia Newton	JR010	I note that this site albeit allocated does not show the full extent of the ownership of the site or that approved under PA18/00029/A copy attached. The site is an elongated one and in order to be developed satisfactorily, see attached appear Inspector's report and decision, needs to include the full length of the former garden of the now derelict property, Palm Court, to be included in order to fulfil the requirements with regard to access. While this was applied for as part of the Area Pan process, see site map, the draft plan designation cuts off the south west end of the site, merging it into the adjacent land, in different ownership, to the east. I would request that this designation is altered to include all the land that was subject to an approval for redevelopment under PA18/00029/A.	Cabinet Office has amend Map 9 so the predominantly residential designation will also cover the lawned garden of Palm Court	Y
BHLF-F4CB-AGJF-Q		Department for Enterprise	JR011	The Department notes that the former parade ground (site JR011 to the north of the Ballameanagh Road) is not included in this designation. Given its proximity to the industrial land to the south of the road, its previously developed nature and relatively flat topography, there would appear to be merit in its inclusion. In Department's response to the Preliminary Publicity, it was suggested that a Comprehensive Treatment Area could be utilised to offer flexibility in use going forward. Department proposes that such consideration be given to the inclusion of this site.	Site is now proposed for industrial uses.	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	JR011	The site on the former Army Camp and which holds planning approval for residential development is destined to have 21 dwellings built on the site. The Department would request that a corresponding area on the south side of the proposed access road be considered for residential development so as to make best use of the new cul-de-sac access road which is scheduled to be built in 2023. A site plan is enclosed indicating the subject area in red which would be capable of accommodating a further 15 dwellings. The Department believes that this will add to the choice of home tenure and type in the village.	Jurby has residential development opportunities on both greenfield and brownfield sites from some 50 units within the village. No additional land is required for housing within the plan period.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	LC001	LC001 – Land around the Northern Civic Amenity Site and Sewage Treatment Works The Department supports the inclusion of this site for civic uses, as it has an interest in this site. The Department's PEH Division has an interest in developing this site further to accommodate Government facilities. The Department would also support the retention of land to allow for the expansion of the Civic Amenity site / associated waste services.	Cabinet Office recognise the strategic importance of LC001 for waste and infrastcture management will ensure the Department of Infrastructure is involved in any development briefs arising from the Area Plan.	N
BHLF-F4CB-AGSG-1	495176573	ANON	LR001	Land at Ballacarbery accords with the IOMSP definition of a sustainable settlement expansion. The site would create a sustainable expansion - it abuts the current Ramsey Town Settlement Northern Boundary and will likely be incorporated into the boundary extension once that process has been concluded by Ramsey Town Commissioners. (all in accordance with the Local Government Act 1986 – Proposed Boundary Extension). Ballacarbery is bordered by residential development to its southeast border with Thornhill and Westhill housing estates with properties of varying size and form. Currently, Ballacarbery sits within the Parish of Lezayre.	Cabinet Office acknowledge that site LR001 is a viable alternative to he proopsals put forward within the draft plan.	N
	495176573	ANON	LR001	A medium density housing development respecting the surrounding area and adjoining estates would include: - <ul style="list-style-type: none"> • Residential Development – mixed density and varying unit types would be provided to address the short fall in available housing recognised by IoM Government (see https://www.bbc.co.uk/news/world-europe-isle-of-man-59079724) to provide choice for all ranging in size from 2 – 4 bedrooms to meet the changing needs of the Islands population. • The houses would be of mixed sizes in a sustainable location, close to existing housing infrastructure and adjacent to the settlement boundary, they will range in scale to integrate affordable and extra care homes into a desirable, sustainable location foremost in the proposals will be compliance with the Governments own Housing strategy Principles 1-7 https://www.gov.im/categories/home-andneighbourhood/affordable-housing/affordable-housing-reform/housing-strategy/ • Extra care housing allowing elderly and the vulnerable to remain in their own environment for longer would be provided. • A residential care home would be provided on the site. • Provision of boundary landscaping, woodland areas and a significant area of open space within the site recognising existing field boundaries is proposed and would maintain the countryside feel to reduce the impact of new housing in this location from out with the site. • New development offers an opportunity to approach construction with sustainability In mind: <ul style="list-style-type: none"> o maximise carbon sequestration o minimise greenhouse gas emissions o maintain and enhance eco-systems o achieve biodiversity net gain o provide sustainable drainage systems o provide active travel and public transport infrastructure 	Cabinet Office acknowledge the consideration given at this early stage as to the housing typology of the potential development.	N
BHLF-F4CB-AGSG-1	495176573	ANON	LR001	Site Assessment Report lr001-site-assessment.pdf (gov.im) for this site – has been prepared by the Cabinet Office. There appears to be a fundamental flaw in the assessment as there is no regard for the emerging Town Boundary amendment see section 5 of this document.	In planning terms a boundary extension is not a sound consideration for site selection and is an administrable function of the local authority only.	N
BHLF-F4CB-AGSG-1	495176573	ANON	LR001	PSQ 1 – Yes PSQ 2 – Yes PSQ 3 – Yes	The site is not within the Existing Settlement Boundary which in not the local authority boundary.	N
BHLF-F4CB-AGSG-1	495176573	ANON	LR001	Para 9.O.7 a watching brief/condition could be added to the approval conditions. The adjacent sites provide no indication that finds may occur on neighbouring land.	Cabinet Office acknowledge that should LR001 come forward a brief must considered the potential for archaeology.	N
BHLF-F4CB-AGSG-1	495176573	ANON	LR001	Para 10.Q.8 Would be green category.	The site falls outside if the existing settlement boundary. Score remains Orange	N
BHLF-F4CB-AGSG-1	495176573	ANON	LR001	Para 11.Q.9 Land classification is E4B (Agricultural land use capability map of the Isle of Man) table 5 confirms: Crop production - suitability for summer fodder crops only and Normal Land Use – Silage and sheep. We submit that this should result in a yellow category.	Site falls within D5 soil type.	N

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BHLF-F4CB-AGSG-1	495176573	ANON	LR001	Para 13.Q.11 Would be green category.	Large greenfield sites abutting the settlement boundary will generally have an impact on settlement character. This score is reflects across other sites.	N
BHLF-F4CB-AGSG-1	495176573	ANON	LR001	Para 16.Q.14 Would be subject to a Traffic Assessment – constraints would then be mitigated in detailed design. We submit the site should be an orange category.	Cabinet Office agree and have amended the site assessment report.	Y
BHLF-F4CB-AGSG-1	495176573	ANON	LR001	Para 18.Q.16 A proximity Plan would be prepared and identifies that the response should be a yellow category.	Cabinet Office agree and have amended the site assessment report.	Y
BHLF-F4CB-AGSG-1	495176573	ANON	LR001	Para 20.Q.18 should be orange category.	Site is over 1km for an active travel route but acknowledge there is a PROW in adjacent.	N
BHLF-F4CB-AGSG-1	495176573	ANON	LR001	Deliverability: There is a declared housing crisis and a willing developer to move the development forward – why wait until the Island review post 2026?	Cabinet Office have amended the residential proposals to account for the limited plan period.	N
BHLF-F4CB-AGSG-1	495176573	ANON	LR001	Needed: The site is free from constraints that exist with other sites zoned. The need is real and the site is available without constraint.	Cabinet Office note that the site is free from critical constraints and can be considered for residential against others sites put forward.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	LR004	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office acknowledge the department concern and is not proposing this site for development	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	LR005	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office acknowledge the department concern and is not proposing this site for development	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	LR007	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office will amend the predominantly residential proposals as so far as it relates to the flood risk area and any undeveloped land and propose less vulnerable/water compatible uses.	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	LR015	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office acknowledges the flooding issue and is therefore not proposing any highly vulnerable uses on site.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	LR016	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office acknowledge the department concern and is not proposing this site for development	N
BHLF-F4CB-AGJN-Y		Dandara Group Holdings Limited	LR017	the site is enclosed on three sides by existing residential development, and it is shown to be within the existing residential area of the settlement in the extant Development Plan. The Draft APNW however shows the site to be outside (but immediately adjoining) the settlement boundary. On this Dandara continues to propose that the site be allocated for residential use in the APNW so that it may help to meet the need for additional residential land in the North of the Island.	Cabinet Office note your concerns and have made changes to the proposed sites.	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	LR020	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office acknowledges the flooding issue and is therefore not proposing any highly vulnerable uses on site.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	LR021	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office acknowledge the department concern and is not proposing this site for development	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	LR024	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office acknowledge the department concern and is not proposing this site for development	N
BHLF-F4CB-AGJS-4	776705280	ANON	LR027	The approval (08/00294/B) was commenced prior to the expiry of the said four-year period by the material alteration of the then existing means of access to the land to effectively create a new access, together with the execution of certain road works to facilitate such access. Such works include: i) the removal of existing vegetation and road edging including all hedging and trees in the area of the access; ii) the construction of a roadway to basecoat level from the existing turning head of kella Close to a proposed rumble strip within the land; iii) the installation of new curb edging; iv) the regrading, sub-base and leveling of the proposed roadway; v) the erection of new masonry stone wall gate pillars.	Residential proposals within the Area Plan have been revised.	Y
ANON-F4CB-AGS4-E	201663644	Tony CouperWoods	LR030 & LR031	These spaces should be left as green space to maintain the split character of the two half's of Sulby.	Cabinet Office acknowledges your support for the provisions in the draft Area Plan. Part of site LR031 is taken up and evidence by Certificate of Lawful Development 23/00435/LAW.	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	LR032	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office acknowledge the department concern and is not proposing this site for further development	N
ANON-F4CB-AGS5-F		Alison callister	Map 10	I don't understand this map. It shows existing settlement boundaries - what is being proposed as being included in the new area plan? I don't think this has been set out clearly at all . i was expecting a map which showed - existing settlement boundaries - and also new proposed land for the plan?	The Area Plan Maps clear show new proposals however, there is limited development opportunities in the Draft Area Plan for Kirk Michael.	N
ANON-F4CB-AG2J-3	226202618	ANON	Map 10	Wouldn't wish to see any further extension of the village boundaries or green field development in the area	Cabinet Office notes your comments.	N
ANON-F4CB-AG2J-3	226202618	ANON	Map 11	Wouldn't wish to see any further extension of the village boundaries or green field development in the area	Cabinet Office notes your comments.	N
ANON-F4CB-AG5X-M	163957183	Helen Robinson	Map 11	There is an active travel route marked which appears to end at the gardens rented by residents of Pretoria Terrace. This is a dead end unless the plan is to take the route through the gardens and under Station Road? Not sure of the value of this idea and would like more information.	Requires further investigation as to if it is possible to connect to existing development and the school from the the former route.	N
ANON-F4CB-AG2J-3	226202618	ANON	Map 12	Wouldn't wish to see any further extension of the village boundaries or green field development in the area	Cabinet Office notes your comments.	N
ANON-F4CB-AG54-G	423239163	ANON	Map 12	I am very happy with the proposals as identified in the map of Foxdale and I would be delighted if the plan goes forward as drafted particularly with the removal of sites for residential development leaving the village as it is currently.	Cabinet Office have made amendments to the Foxdale map and included on site for potential development.	Y
ANON-F4CB-AG2J-3	226202618	ANON	Map 13	Wouldn't wish to see any further extension of the village boundaries or green field development in the area	Cabinet Office notes your comments.	N

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ANON-F4CB-AG5K-7	794437242	ANON	Map 13	When decisions are made regarding Ballaugh - please include the old peoples residence at Ballacobb on the outskirts. This has been left out of some of the plans. The road to Ballacobb is not suitable, often left with huge pot holes. It is a single track with farm use, motor-cross and pedestrians as there is no walk way. I propose a walk way within Ballacobb grounds to the bus stop be made to keep residents and visitors safe. Also, there is not enough parking. A few more spaces are needed for residents and visitors. This will give more room to ambulances, district nurses, post vans and other deliveries. Since government or housing (I am not sure) took over this complex, there have been lots of empty units. Some laying empty for a few years? Why is this when there is a housing shortage? It has been questioned - 'are they trying to empty the site and put private housing there?' This would not be acceptable, Ballacobb is an asset to the area. Please someone, put the residents minds at rest.	Ballacobb is outside of the existing settlement of Ballaugh but it is understood to be administered by the Ballacurn House Trust. Cabinet Office have passed your concerns regarding Ballacurn Road to the Department of Infrasture for review.	N
ANON-F4CB-AGS6-G	88772885	Christopher S Barr	Map 13	A good proposed sympathetic development housing wise which should be implemented in full	Cabinet Office notes your comments.	N
ANON-F4CB-AG2J-3	226202618	ANON	Map 14	Wouldn't wish to see any further extension of the village boundaries or green field development in the area	Cabinet Office notes your comments.	N
ANON-F4CB-AG2J-3	226202618	ANON	Map 15	Wouldn't wish to see any further extension of the village boundaries or green field development in the area	Cabinet Office notes your comments but has amended the residential proposals in the plan.	N
ANON-F4CB-AG2J-3	226202618	ANON	Map 16	Wouldn't wish to see any further extension of the village boundaries or green field development in the area	Cabinet Office have amended residential proposals within the plan.	N
ANON-F4CB-AG55-H	83002241	ANON	Map 16	I am critical of the tight envelopes placed around existing settlements e.g Glen Mona village - the boundary follows the strict outline of existing buildings. This limits the expansion of the village and appears to be purely arbitrary. Some time ago I contacted the local Commisioners and also Planning to ask what was the boundary of Glen Mona. Neither was able to tell me. Yet here at the Draft stage of an important document the boundary is defined. This is not satisfactory, especially if the same has happened with other villages in the North and West Area.	Cabinet Office have amended residential proposals within the plan.	Y
ANON-F4CB-AG2J-3	226202618	ANON	Map 17	Wouldn't wish to see any further extension of the village boundaries or green field development in the area	Cabinet Office acknowledges your concern and has not proposed any extension to this village save for land that has already been previously developed.	N
ANON-F4CB-AGD3-X	888640724	ANON	Map 17	Dalby has enough housing so I wouldn't be in favour of this being developed further due to lack of infrastructure sewage -wifi poor	Cabinet Office acknowledges your concern and has not proposed any extension to this village save for land that has already been previously developed.	N
ANON-F4CB-AG2J-3	226202618	ANON	Map 18	Wouldn't wish to see any further extension of the village boundaries or green field development in the area	Cabinet Office acknowledges your concern and has not proposed any extension to this village.	N
ANON-F4CB-AGD3-X	888640724	ANON	Map 18	This area can be developed further - the recent estate increased the support for the chapel and there is a sense of community. Glen Maye needs restoration and retention of car park as this is the main space for the area	Given the remoteness of Glen Maye, Cabinet Office acknowledges the car park is an important feature to retain to attract visitors to the area however the provisions of which are set out in private law rather than within this Area Plan.	N
ANON-F4CB-AG54-G	423239163	ANON	Map 1a	Simply to say the removal of new residential developments sites in Foxdale to avoid damaging the environment and spoiling the village community is absolutely the right decision. The previous designate sites to the east of the village would also add to the danger of flooding in this part of the village where the road for many years had been flooded in heavy rain.	Cabinet Office acknowledges your comments and support.	N
BHLF-F4CB-AG7G-5	592489125	ANON	Map 1a	As discussed the application that wasn't reflected on the map and designated an area of ecological interest is : Online Services - Planning Application Details (gov.im) application: 18/00200/A as we are currently progressing reserved matters application.	Cabinet Office have amended the map.	Y
ANON-F4CB-AGSM-7	639404380	ANON	Map 1a	The South beach area in Ramsey needs to be designed a conservation area to protect the shore line and beyond from any development .	Cabinet Office has included south beach up to the mean low water mark as a wildlife site, a non statutory designation that protects an area through the planning system. This is shown as faint orange stripes on the map.	N
ANON-F4CB-AG5T-G	799728668	ANON	Map 1a	Ecologically important areas need far more protection from human activity. The amount of land formally protected is far too limited. Nature reserves need to be far larger in scale to be of value and act as a greater draw for tourists.	The Department of Environment Food and Agriculture are the department responsible for the creation of formally protected areas such as ASSI & MNRS under the Wildlife Act 1990. Under advisement from DEFA Ecology Team, Cabinet Office have accepted large areas as being of Ecological Interest (AEI) a non statutory designation that gives some protection through the planning system. These areas are shown in a orange hatch on Map 1a.	N
ANON-F4CB-AGSU-F	1066636431	Leslie Crook	Map 1a	The South Beach area in Ramsey needs to be changed to the highest level of conservation area. To protect our beach and wildlife from any development on this unspoiled beach and beyond the shoreline.	Cabinet Office do not have the authority to designate any areas as protected wildlife sites but notes that this is with the Manx Marine Nature Reserve.	N
ANON-F4CB-AGY4-M	360647891	ANON	Map 1a	The conservation area should be retained.	Conservation areas are marked on Map 1a. Cabinet Office and DEFA intend to review the conservation areas in the future.	N
ANON-F4CB-AG2X-H	871892378	Ramsey Town Commissioners	Map 1a	The area of Ramsey that was previously zoned for light industrial use in the 1998 plan has now been give the designation of area of ecological interest. The fields and area previously designated appear on the face of it to be scrubs of little ecological value.	Cabinet Office have taken advice from DEFA in respect of ecological value of sites and protected species and habitats that would be effect by development on or adjacent to those sites.	N

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ANON-F4CB-AGSY-K	597750850	Dr Fiona Gell	Map 1a	<p>Yes - I think that it is very important that Poyll Dooley saltmarsh, wetland and associated areas of habitat are highlighted for their ecological importance. Not only are they important for local wildlife, including important migrant and resident birds, plant diversity and invertebrates, but they also play an essential role in climate change mitigation (through carbon sequestration and storage) and adaptation (by providing resilience and natural flood defences for future increased rainfall, storminess and tidal inundation).</p> <p>I also think that the outline and zoning of Marine Nature Reserves should be clearly shown on these maps to highlight where land is adjacent to marine protected areas. Good management of adjacent land is essential for the protection and restoration of marine areas and so information about the marine environment is important for planning purposes.</p> <p>For example, what happens in the Sulby River catchment will impact on the Ramsey Bay Marine Nature Reserve, the Island's first and flagship Marine Nature Reserve. Not clearly showing the marine ecological importance (ideally out to 3 nautical miles) fails to give the full picture of ecological constraints.</p> <p>In Ramsey Town centre, the Lickney field (behind the petrol station on Parliament Square) should also be highlighted as a site of ecological importance because of wetland are and its importance for natural flood defences.</p>	<p>Cabinet Office acknowledge the ecological importance of the salt marsh for wildlife and carbon sequestration. Poyll Dooley Salt Marsh as a wildlife site, this is a non statutory designation that protects an area through the planning system. This is shown as faint orange stripes on the map.</p> <p>The Town and Country Planning Act extends to the mean low water mark so for much of the marina nature reserve does not apply. Cabinet Office does however note and support the marine nature reserves in the written statement with Natural Environment Proposal 6</p> <p>Lickney field is identified and shall be retained for opensapce and has been identified in the Community Facilities Audit.</p>	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Map 1b North	Land proposed for future safeguarding and expansion of Jurby Aerodrome	Cabinet Office accept the proposal and have amend Map 1b North to reflect the change.	Y
ANON-F4CB-AG2X-H	871892378	Ramsey Town Commissioners	Map 1b North	<p>The work to protect South Ramsey from flooding (tidal and fluvial) is important and must be progressed.</p> <p>The designation of Bowring Road, Andreass Road and Jurby Road in the Plan as District Roads should be revised to Primary Roads as this route is the main crossing of the Sulby River and a primary link to the North of the Island.</p>	The Bowring, Jurby and Andreas Roads are recognised important link and part of the approved HGV routes. The hierarchy of the roads is designated by the Department of Infrastructure and noted within the Isle of Man strategic plan which is currently under review.	N
ANON-F4CB-AG54-G	423239163	ANON	Map 1b West	The drainage system to the east of the village (foxdale) is often overwhelmed as a result a plan to provide further capacity is essential if and further development was ever to be allowed.	Cabinet Office note your concerns and has prepared a development brief for the proposed site.	Y
ANON-F4CB-AG55-F		Alison callister	Map 3	I don't understand this. I don't understand what is being suggested as proposed in th e plan for kirk michael. There is the pink line for existing settlement boundaries - what is being proposed as being included in the area plan?	The draft area plan as originally published did not propose any development in Kirk Michael.	N
ANON-F4CB-AG2V-F	68534224	ANON	Map 3	I think the land at the end of peel promenade (old swimming pool site) should be designated for recreational public open space.	Cabinet Office agree that the open space provision in the prom should be maintained.	N
ANON-F4CB-AG5T-G	799728668	ANON	Map 3	These sites appear completely unnecessary and highly speculative. These don't appear to comply with the objectives of the plan either.	Cabinet Office note your concerns	N
ANON-F4CB-AG2J-3	226202618	ANON	Map 4	I am much opposed to any new development - housing or commercial - along the wider banks of the Sulby River	Cabinet Office note your concern	N
ANON-F4CB-AGDZ-5	530401642	ANON	Map 4	The owners of land in and around Fairfield Avenue in Ramsey would like the Open Space designation of their land in the draft Plan reconsidered. The land is currently designated as Residential on the Ramsey Local Plan and they would wish this to continue. A full supporting statement is sent under separate cover.	Cabinet Office have made amendments to the map in respect of Fairfield Avenue.	Y
ANON-F4CB-AGDQ-V	825336455	ANON	Map 4	<p>The owner of Claremont House wishes for their garden, which was previously shown on the Ramsey Local Plan as residential, and is shown in the draft Area Plan as open space to be designated as residential. Whilst they have no intentions at the present time to develop further housing on the site, they wish to be able to continue to enjoy their garden as residential curtilage as it currently is, and to retain the whole curtilage as residential, not have it artificially reduced and with the area of landlocked open space designation.</p> <p><u>Additional submission sent to identify the site</u></p>	Cabinet Office acknowledge the existing use as a garden to Claremont House and have amended the map accordingly.	Y
ANON-F4CB-AG7H-6	858833020	ANON	Map 4	<p>This area is in two ownerships: one (red on attached map) section extends to 1.6 acres and the other, to the south just over half an acre (green). The site has residential development - old and relatively new - on all sides. Crescent Road lies to the west from where the site is currently accessed. The site is within 1km of the town centre of Ramsey and within 500m of a bus stop. It is close to secondary and primary schools and employment opportunities. The site has all services available to it including surface water which is available through a now adopted drain in Bog Lane into which this site may connect. It is highly sustainable and within the primary settlement for the north in the settlement hierarchy in the Strategic Plan, to where new development should be directed in accordance with Spatial Policy 2.</p> <p>Planning approval has been granted for 7 plots (09/00464/B) on the larger section and 2 dwellings on the smaller green section (12/00433/B). These permissions were not taken up due to issues relating to connections to the drainage system which have only been resolved in the last few years. Two dwellings were approved to the south of the red area as can be seen in the aerial photograph and which are under construction (15/01055/A and 16/01083/REM) although this area is designated as Open Space on the draft plan. All of the area including the red and green areas and the two new dwellings are all now designated as Open Space on the draft Area Plan for the north and west. We would submit that the site shown as Open Space should be designated as part of the wider residential area, which would be consistent with the existing land use, the permitted use in terms of the historic planning history of the site and in accordance with the principles of sustainable development and optimising the use of under-used sites in accordance with Strategic Policy 1, 2 and 10, Spatial Policy 5, Housing Policy 4 and Transport Policy 1 as well as addressing Climate Change in accordance with the Climate Change Act 2021.</p> <p>Any detailed issues regarding trees, appearance, density, affordable housing and ecology will be dealt with as part of any planning application having due regard to the Strategic Plan and any relevant statements of planning policy.</p>	Cabinet Office have amended the the appropriate maps to show the taken up residential application.	Y

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ANON-F4CB-AGSY-K	597750850	Dr Fiona Gell	Map 4	I support the landscape character area proposed for Ramsey Bay (G1) Smooth Coastal Strip, and reiterate the ecological, climate and social importance of protecting Ramsey shore from development (excluding essential climate change adaptation or appropriate renewable energy infrastructure). I strongly support the zoning of the entire Poyll Dooley area and associated green space to remain as public open space, for the benefit of residents to use for recreation and for its wide range of climate and biodiversity benefits.	Cabinet Office note your comments and support for Poyll Dooley as an area of open space.	N
ANON-F4CB-AG23-C	222687887	Marlene Maska	Map 4	RML footprint must be included to ensure proper, open and transparent opportunity for such a major project. This fits in exactly with the outlined Major Projects pathway in the recent new Initiatives.	Planning Policy was not provided with a site plan at the time of the draft plan publication.	N
ANON-F4CB-AG2X-H	871892378	Ramsey Town Commissioners	Map 4	There seems to be a discrepancy between map 1a in relation to the extent of the development site off Gardeners Lane at Poyll Dooley. The site adjacent to the old railway line has changed designation from the 1998 plan from Light Industrial to Public Open Space. The Vollan fields and sites at Lezayre Road / Gardeners Lane have been removed from the plan and now appear as "White Land". Ramsey needs sites such as this to be included in the plan as they are close to the centre of Ramsey and meets many of the requirements of the plan. As per comments on the written statement the Plan needs to look further ahead than 2026. Strategic reserve sites need to be identified.	Cabinet Office do not support the further development of industrial uses within a flood risk area or the impact this will have on adjacent land uses.	N
BHLF-F4CB-AGE9-5		ANON	Map 4	Poylldooley House (Gardeners Lane, Ramsey, IM8 2TF) I believe that this 2 acre area should probably be marked 'existing residential', being sited within what is proposed to be a large area of public open space.	Cabinet Office have amended the the appropriate maps to show the residential use of Poyll Dooley House.	Y
ANON-F4CB-AG2J-3	226202618	ANON	Map 5	New development by Ramsey Commissioners must be within the town boundaries, & not on green fields appropriated from neighbouring authorities	Cabinet Office note your concern.	N
ANON-F4CB-AG5T-G	799728668	ANON	Map 5	There are large numbers of sites that need re-development. Sprawl is not necessary nor desirable.	Cabinet Office have assessed the the likelihood of site deliverability within the all sites list to give a yield any give site could contribute to the identified need within the plan period.	N
ANON-F4CB-AG2X-H	871892378	Ramsey Town Commissioners	Map 5	The Conservation Area is not shown. This has an impact on development, development costs and grants availability. The Comprehensive Treatment Area needs to be addressed quickly if it is not it will act as a deterrent to development as people wait for the plan. It should also include the vacant site next to the Commissioners' workshop (formerly a laundry, then a gym) on Bircham Avenue.	Conservation areas are marked on Map 1a. Cabinet Office and DEFA intend to review the conservation areas in the future.	N
ANON-F4CB-AG2J-3	226202618	ANON	Map 6	There should be no further extension of the town boundaries for green field development	Cabinet Office note your concern.	N
ANON-F4CB-AG54-G	423239163	ANON	Map 6	It is essential that the sewage works is built on the site in the plan as soon as possible. The pollution in Peel bay must not be allowed to continue any longer than is absolutely necessary.	Cabinet Office understands the urgency in finding a solution to the cessation of untreated sewage into Peel Bay and will assist the MU best it can through land use policies and proposals.	N
ANON-F4CB-AG2B-U	718468014	ANON	Map 6	Focus on regeneration of derelict properties or properties falling in to disrepair Hold property owners to account, particularly those that have the means to address the problem	Cabinet Office have assessed the likelihood of site deliverability within the all sites list to give a yield any give site could contribute to the identified need within the plan period. Further opportunities arise with the designation of comprehensive treatment areas which serve as the notice to treat for the purposes of compulsory purchase order.	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Map 6	I support the area to the north of the promenade as recreation use to allow use supporting the existing use	Cabinet Office note your comments and have made minor changes to Open Space and Community Proposal 2	Y
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	Map 6	I support Peel being designated Open Space but in time would like DEFA to continue exploring a ASSI designation	Cabinet Office will continue to work with DEFA ecology to identify those sensitive areas that need protect through the planning system	N
ANON-F4CB-AG38-J	856963464	Rich Furner	Map 6	In Map 6 Peel, in site PR002, Field 314538 is shown as undeveloped. That is to say, no houses are marked on the map. This might give a casual reader the impression that the sewage treatment works proposed to be built on site PE003 (Part B) are acceptably far away from existing residential dwellings. However, contrary to the impression that the map might misleadingly give, Field 314538 is already almost complete with residential dwellings built on it, and many of the dwellings are already occupied. The Map should be updated to remove the false impression it might give.	Cabinet Office cannot update the map as this is owned and maintained by the Department of Infrastructure.	N
ANON-F4CB-AGYC-3	190383599	Rodger Gimbert	Map 6	Fields 1 to 3 behind the power station should not be used for a sewerage treatment works, this should be placed in farmland as is EVERY other treatment works on the island.	Cabinet Office understands the urgency in finding a solution to the cessation of untreated sewage into Peel Bay and will assist the MU best it can through land use policies and proposals.	N
ANON-F4CB-AG2J-3	226202618	ANON	Map 7	Surface drainage in Michael Street could be much improved	Cabinet Office have noted your comment.	N
ANON-F4CB-AGY4-M	360647891	ANON	Map 7	Transition zone PC appears to include the Police Station which is a registered building.	Transition zones proposal 9 and the background text does not detract from the protections afforded by registration.	N
BHLF-F4CB-AGDN-S	758419406	Stephen Moore	Map 7	Old Peel properties need grant support and need heritage status, recent schemes have not adjusted to conservation policies.	A conservation grant scheme is outside of the scope of the Area Plan however there may be future consideration on the recommendation of the Select Committee of Tynwald on Built Heritage.	N
ANON-F4CB-AGSH-2	148882585	ANON	Map 8	It is considered that Andreas has been overlooked for development potential in terms of employment and residential accommodation and the land use designations in the draft Plan do not respect the Strategic Plan settlement hierarchy and Andreas' place as a Service Village where there may be a broadening of choice and opportunities for housing and employment. Please see accompanying statement in respect of site AR001 sent separately.	Cabinet Office note your comments and have made proposals for increased residential and employment uses in Andreas.	Y
ANON-F4CB-AG2J-3	226202618	ANON	Map 8	Wouldn't wish to see any further extension of the village boundaries or green field development in the area	Cabinet Office note your comments.	N

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ANON-F4CB-AGYJ-A	341242888	ANON	Map 8	The owner of site AR011 wishes for this site to be designated as residential, reflecting the designation in 1982. He has commissioned an independent ecological appraisal which demonstrates that the site has insufficient ecological value to justify its designation as open space and of wildlife interest. The site is most sustainable of those considered for residential development. A detailed planning statement and the ecological report is sent under separate cover.	Cabinet Office have include AR011 in the predominantly residential Area	Y
ANON-F4CB-AG5B-X	443630461	ANON	Map 9	As noted, I oppose strongly the proposal to 'un-designate' land already/previously marked for residential development. Jurby specifically needs to see such new investment in affordable housing, to develop a sustainable community and for economic development of the area, including new jobs. With the post-pandemic increase in 'working from home' as well as the already proposed industrial development in the Jurby area, such supporting residential development will also serve to reduce the congestion in and around other Island 'centres', especially in Douglas and the South. Un-designating this land would be a backward step in my opinion.	Cabinet Office note your concern but have proposed alternative sites better serviced to meet the spatial distribution in the Strategic Plan 2016 but not the approvals at Ballagarraghyn.	N
ANON-F4CB-AGDA-C	187443659	ANON	Map 9	I cannot make out the ASSI which should be sufficiently protected from surrounding dvelopment	Environmental constraints are noted on Map 1aN	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	MC001	This site is adjacent to a Department of Infrastructure car park and as such, the Department has an interest in the site.	Cabinet Office will ensure the Department of Infrastructure is involved in any development briefs arising from the Area Plan.	N
BHLF-F4CB-AGJ1-2		Tony LLOYD-Davies	MR003 & MR004	We suggest that there is a need to review the settlement boundaries and that on assessment Rhencullen would be identified as a settlement and result in PSQ 3 being checked. If this had been the case the sites would have then been considered differently in the detailed assessment stage and the assessment thereafter concluding inclusion of the sites in the Plan	Cabinet Office have reviewed the settlement boundary of Kirk Michael, in particular at its most northernly point and site MR003 & MR004 do not abut this boundary.	N
BHLF-F4CB-AGJ1-2		Tony LLOYD-Davies	MR003 & MR004	Until such time as the full review of defined settlement boundaries is carried out we submit that the plan process should be mindful of such a provision and identify sites which are developable during the plan period. These plots fall into this category and should be included.	The Area Plan is that review and sites MR003 & Mr004 do not abutt the settlement boundary.	N
BHLF-F4CB-AGJ1-2		Tony LLOYD-Davies	MR003 & MR004	The sites within part of field 234224 in Kirk Michael would, we submit be within the settlement boundary of Rhencullen. Rhencullen is not identified as a village in the IOMSP. It is (our interpretation) recognised as a part of a Group of Houses in the Countryside. Indeed, the area is clearly defined and is known as Rhencullen with postal addresses defined as generically Rhencullen	Rhen Cullen is not identified as a groups of houses in the country side in this Area Plan.	
BHLF-F4CB-AGJ1-2		Tony LLOYD-Davies	MR003 & MR004	The plots can be serviced easily and connect to existing services infrastructure.	Cabinet Office acknowledge that the site can be serviced.	
BHLF-F4CB-AGJ1-2		Tony LLOYD-Davies	MR003 & MR004	There are no constraints on development in terms of flood risk – the recognised flood maps will be used to inform a detailed design.	Cabinet Office acknowledge that the site is not at flood risk	
BHLF-F4CB-AGJ1-2		Tony LLOYD-Davies	MR003 & MR004	The existing road hierarchy supports development in this location for two single family residential units	Cabinet Office note the early consideration of the type of development proposed.	
BHLF-F4CB-AGJ1-2		Tony LLOYD-Davies	MR003 & MR004	The plots provide an opportunity to develop houses without affecting the biodiversity in the area.	Cabinet Office the site is improved grassland.	
BHLF-F4CB-AGJ1-2		Tony LLOYD-Davies	MR003 & MR004	The IOMSP recognises the need for additional housing in the West – these plots represent sites capable of development for two single family dwellings without delay.	Cabinet Office acknowledge that the site is available immediately.	
ANON-F4CB-AGDE-G	662889296	ANON	MR007	The owners of this site believe that Kirk Michael should be promoted as a Service Village with additional housing opportunities provided, not reduced and that their site is suitable for this.	Cabinet Office have revised residential proposals within the draft plan to include site MR007	Y
ANON-F4CB-AGDE-G	662889296	ANON	MR007	We consider that Kirk Michael, in addition to Foxdale and Andreas, and to an extent, further development opportunities in the main Service Centres of Ramsey and Peel, has been overlooked for development opportunities in favour of the provision of development in settlements lower in the settlement hierarchy. Furthermore, there appears to be inconsistency in the assessment of the potential impact of development on the environment and the character of the settlement to which it would be attached, with similar, linear extensions of settlements in the countryside being considered acceptable where they are more visible (Ballaugh and Sulby) and also where there are critical constraints (Sulby - flood risk and soil quality) which do not apply to site MR007. We believe that Kirk Michael is as suitable for the inclusion of more land for residential development as it was in 2004 when the Kirk Michael Local Plan designated significant areas of land, some incorporating the possibility of a by pass road and having regard to its position within the settlement hierarchy. If there are issues which need to be resolved by a master plan for the whole settlement of Kirk Michael, then this should be done now as part of the Area Plan for the North and West.	Cabinet Office have revised residential proposals within the draft plan to include site MR007	Y
ANON-F4CB-AGDE-G	662889296	ANON	MR007	Regardless of the concern about Kirk Michael as a whole, the proposed site has significant potential benefit to biodiversity as well as providing a modest number of houses in a sustainable location within a Service Village with very limited impacts on the environment including the impact on the Conservation Area. We believe that the existing built development including the recent seven dwellings to the north west and the two new dwellings in front of the site, have been overlooked as well as the established natural tree screen alongside the lane to the north west of the site. These combine to make the site very well screened and where development would not have an adverse impact on the critical views out of Kirk Michael and its Conservation Area.	Cabinet Office have revised residential proposals within the draft plan to include site MR007	Y
ANON-F4CB-AGDE-G	662889296	ANON	MR007	As a general point, housing projections are not ceilings but are targets to be achieved and in this respect, a degree of over provision to ensure the delivery of sufficient housing opportunities would be a more sound approach to addressing housing need. In addition, the Government has recently announced its objective to grow the population to 100,000 (draft Economic Strategy) by 2037. This is clearly incompatible with development plans which are not working to the same housing projections and particularly when this draft development plan is not working to the most recent Census and can only plan for a period up to 2026.	Cabinet Office have revised residential proposals within the draft plan to include site MR007	Y
ANON-F4CB-AGDE-G	662889296	ANON	MR007	We request that MR007 is reconsidered and designated for residential development, in accordance with the settlement hierarchy in the Strategic Plan, the principles of sustainable development and in order to provide attractive, well located housing in a development which supports and enhances biodiversity in support of the Climate Change Act and the Island environment.	Cabinet Office have revised residential proposals within the draft plan to include site MR007	Y

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BHLF-F4CB-AGJN-Y		Dandara Group Holdings Limited	MR008	In the case of Kirk Michael it is our view that there is a requirement to allocate land to meet housing need and to broaden the choice of location for housing, particularly as supply has been extremely limited for some time – there have been only 18 new dwellings approved in the whole of the Parish of Michael since 2011, and none since 2020. An area on the South Eastern side of the service village is currently allocated for residential development, but it is not proposed for allocation in the Draft Plan (site MR008); it has been the subject of previous development proposals which have been refused at appeal, and the Inspectors' reports in those instances provide important guidance as to how the site can be developed without resulting in undue harm to the character and amenities of the settlement. A constraints plan which takes into account the conclusions of Appeal Inspectors and which indicates how the site can be developed sensitively is attached at Appendix 1.	Cabinet Office have revised residential proposals within the draft plan to include areas within Kirk Michael.	Y
BHLF-F4CB-AGJN-Y		Dandara Group Holdings Limited	MR008	Subsequent to the previous applications referred to above a development of 7 dwellings has been approved and constructed at the southern end of the site, with a new highway access which has been designed to be suitable for serving development on the remainder of the site. <ul style="list-style-type: none"> • The residential areas proposed within the site, and the dwellings within those areas, are outside of the Conservation Area but nonetheless are located and designed so as to preserve the character and appearance of the Conservation Area, and to not adversely affect public views out of the Conservation Area. • The development of the proposed allocation site for housing would be compatible with existing adjacent uses. Kelly's Yard is a small scale, low key arrangement of workshops located outside the northern site boundary. Activity on the site is limited and there is no discernible conflict with the residential properties which already surround it. • The indicative layout does not propose any works to the school or its playing field (they are outside the site boundary) and instead proposes to utilise the new residential vehicular access at the southern end of the site (as outlined above). • It is our understanding that the provision of a relief/by-pass road is no longer DoI policy, but nonetheless the development of the site as proposed would not include an initial length of by-pass road, nor would it prevent others from providing such at Douglas Road Corner (or a site further to the south east) in the future if necessary. This ensures that the scheme will neither influence nor prejudice future consideration of the 	Cabinet Office note the indicative site layout and the consideration it has for views into and out of the conservation area and provision of a local access road. Cabinet Office has revised its proposals within the draft area plan.	Y
BHLF-F4CB-AGSJ-4	140778517	Lorna Johnson	MR011	The whole crux of this piece of land is it being de-zoned from residential use due purely to the possibility of a bypass road which obviously never materialised. At least one consultation was carried out by the company Atkins which investigated three options, none of which provide viable. The moving of the zoning line from the obvious, clear, natural line of trees to an arbitrary zoning line, seen nowhere else on the isle of man apparently, has resulted in the unfortunate design of Slieau Curn park. The spine road in the estate was developed/designed to accommodate 100 properties and there are currently just 80. The piece of land in question, MR011 is only accessible via the two end properties (there's an agricultural gate with space for a road and pavements). Consequently, this land is unsuitable for agricultural use as access is through the full estate. It would be suitable for first time buyer properties, three of four larger homes or even one, more substantial home.	The site was partially within the area proposed for development but otherwise agriculture. Cabinet Office note the limited use the site could have for agriculture and that the site contributes as to important visual amenity; developing it would appear as back land development.	N
BHLF-F4CB-AG2Z-K	268734013	ANON	N/A	The government, just like any household, needs to budget for the many different things. Households on the other hand, do not have the luxury to be able to increase its income as the government does, yet households have to find the means to pay for all the increases [gas, electricity, rates etc]. Perhaps it's time for the top echelons of the government to look at cutting down on the number of government staff/politicians in order to balance its books better [and cut on subsidies for individuals that rather leech from the very generous and continuous government handouts/subsidies instead of doing an honest day's work]. Maybe then this greed/need to continue feeding the growing public machine would slow down and somewhat give this beautiful island of ours a fighting chance against Dandara and others alike.	Cabinet Office Planning Policy has no involvement in public finances.	N
BHLF-F4CB-AG7N-C	109594671	ANON	NEW SITE	Part field 2006, land adjacent to Kinsale. Planning Applications: 96/01550/A Application Received: 22/01/1997 Application Validated: 22/01/1997 Proposal: Approval in principle for the erection of a dwelling, part field 2006, land adjacent to Kinsale, Dalby, Patrick. Address: field 2006, land adjacent to Kinsale, Dalby, Patrick.	Site has been assessed under site code PTR011	N
BHLF-F4CB-AG7N-C	109594671	ANON	New site	site between Driftwood and Kinsald, Dalby. Previously subject to approved Planing Application 96/01550/A.	Site has been assessed under site code PTR011	N

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BHLF-F4CB-AGDM-R	114573158	ANON	New Site	<p>Former Ballacorey Brickworks The Brickworks, Ballacorey Road Andreas, IM7 4EL. Part of Field number 124241 and part 11124.</p> <p>The proposed site forms part of Glascoe Farm's (Grenaby Road, IM7 4AN) holding, a working diary farm approx. 200 acres.</p> <p>The proposed land has no agricultural value, the soil being poor growing quality and not suitable for livestock grazing. The proposed site forms part of a former brickworks that has been concreted over with extant remains (p6-10) the land was heavily excavated for clay. (p11) Possible uses could be the development of employment for light industrial/rural industry, farm workers accommodation or low impact and sustainable glamping/camping to support tourism in the north of the Island. Access to the site has good visibility. (p3) Mains electricity and water are easily accessible. Rationale: I believe the site at Brickworks falls into the category of previously developed land as defined in the Isle of Man Strategic Plan dated 2016. Based on the following: 1. It was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.' (see images a, b,c) The remains of the building are visible and prevent farming of the land, therefore negating the following stipulation and can not be considered part of the natural surroundings : •••Land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time (to the extent that it can reasonably be considered as part of the natural surroundings . (p119, 2 History A brickworks was built at Ballacorey, Andreas (SC433988) and was in production in 1851. Work ceased at the site during World War I but resumed after major re-equipment in 1925; for reasons unknown this venture proved very short-lived and the works closed down again in 1926. Significant remains can be found on the site.</p>	Cabinet Office note your comments.	N
BHLF-F4CB-AGD6-1	503568372	ANON	New site	<p>Back in January 2021 we were given an opportunity to try and get planning in principle to build a house on a small piece of land in Jurby the application No. 21/00078/A the then field number was 210313 however the land is now separated from Ballakeenan Beg, we are now the owners of the land and have been advised to try and have the land rezoned to residential due to the previous application we made stating that one of the main reasons it was refused was due to the land being zoned as agricultural land, as the size of the plot is approximately 0.04 of an acre it isn't really of any use to a farmer, below is another reason for refusal:</p> <p>Reasons for refusal : 1. The proposal is not within a named settlement in accordance with the settlement hierarchy and would encourage unsustainable use. Accordingly it is contrary to Spatial Policy 3 & 5: Strategic Policy 2 and 10. This is simply not the fact, the location is the actual village of Jurby it is a fairly large settlement and over the decades has seen new builds and old properties going to ruin, the church is in the location as was the post office and the methodist chapel, granted the area was radically changed due to the Government building the airfield in the second world war and then housing and then the industrial estate but the main village was always in the Now named Jurby West. The plot is actually surrounded by houses, it sits in the middle of three properties and on the opposite side of church road are another five properties, on the Jurby coast road there are another five properties. The prison is located just yards up the road.</p> <p>We were also advised to use an example of a previous application in Sulby No. 15/00991/B Erection of two detached dwellings with integral garages on field No. 131452 This was originally refused for similar reasons although the report is actually a lot more detailed than our one, this planning application was then accepted on appeal by the then Minister. The houses are now in situ, one is being lived in and the other is almost completed.</p> <p>We will be applying for planning again in the future however on the next application we will as suggested by the planning officer apply to have a bungalow built.</p>	Cabinet Office acknowledge the issues raised with the extant 1982 development order.	N
BHLF-F4CB-AG5C-Y	55797688	ANON	New Site	<p>we request that the parcel of land on Clannagh Road, Sulby, which was previously submitted in response to the 'Call for Sites', be reviewed and re-zoned as 'Predominantly Residential'.</p> <p>In our opinion the site satisfies the criteria and objectives set out in the Written Statement in that it is -</p> <ul style="list-style-type: none"> • Close to existing village amenities namely pub/hotel, shop, village hall, Churches and, importantly, the primary school, all of which would potentially benefit from this small-scale residential development without detrimental impact to neighbours or environment. • A short walking distance from the above facilities and public transport routes. • Has main services and utilities readily available. • Abutting the 'Existing Settlement Boundary', having residential properties opposite and nearby to both North and South it is within what may be described as the 'Heart of the Village.' • Extending to 1.6 acres or approximately 0.64 hectares the land is heavily screened by long established tall trees and dense hedges on all sides. The attached sketch plan gives an indication of how this feature would be retained and enhanced with only a single junction with Clannagh Road required to provide access/egress. This land has not been used for farming or agricultural purposes for decades other than the grass being cut annually. <p>An application for Outline Planning Approval was refused in 2014, App. No. 14/00669/A, however, recent approvals in the area for residences similarly adjacent to the Existing Settlement Boundary and the explicit acknowledgement that sustaining the island's smaller communities is not only desirable but integral to maintaining the nature, culture and history of our island's heritage and built environment.</p>	Site has been assessed under site code LR040	Y

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ANON-F4CB-AG2M-6	1049596891	ANON	NEW SITE	Missing Sites - Cronk y Voddy Sites A, B, C Stamped in 20 September 2021	Sites GMR029, GMR024, GMR025 and GMR026 at Cronk-y-Voddy do not fall within or abut an existing settlement noted within the Strategic Plan 2016 and therefore fail stage 1 of the assessment.	N
BHLF-F4CB-AGKE-Q	966297114	ANON	new site	I would like to put the following site forward for potential development in the future: Field no. 1679, Sulby - This site is shown as private woodland on the Sulby Local Plan 1998, but has only been used for grazing horses since at least the early 1970s	Cabinet Office has assessed the site however it fails stage 1 of the assessment therefore is not supported by Cabinet Office for residential development within the Area Plan.	N
BHLF-F4CB-AGDC-E	27535972	Andreas Parish Commissioners	No Site Code	There is also a smaller plot of land between these fields and the Sports Field, which is under private ownership, and was also previously zoned for development which has now been designated as Open Space. Presumably the land owner will challenge this, but again it was considered by the Commissioners that this would be natural expansion for development in the village.	Cabinet Office note this small parcel of land and it has been assessed under site code AR019	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	PC006	Field 316066, 601065 & 311714 Although this land belongs to DESC and is adjacent to Peel Clothworkers' School, the PEH Division of the Department does have some general management responsibility for the site and as such has an interest in it.	Cabinet Office will ensure the Department of Infrastructure is involved in any development briefs arising from the Area Plan.	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	PC006	Support whole of site designationschool use	Cabinet Office not your support.	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	PE002	PE002 should be removed	Cabinet Office note your comments.	N
ANON-F4CB-AG5K-7	794437242	ANON	PE003	Nobody wants a waste plant near them - however, we need to look at the greenest option. We need to think about electricity use etc. The site earmarked between Glenfaba road and the river Neb is the right area.	Cabinet Office acknowledge your support for the use of PE003 for the Regional Sewage Treatment Works.	N
ANON-F4CB-AG3C-W	1001489095	ANON	PE003	The fields below Glenfaba Road, alongside the former railway line remains a particularly good option for the site of the proposed sewage treatment plant - subject to an environmental impact study. One field is already used for the storage of harbour silt, which leaves the other two fields for further development. Advantages of this site include: <ul style="list-style-type: none"> • low lying position, almost at sea level, to maximise gravity flow into the site • sufficient room for onsite storage tanks - raw inflow and treated outflow • minimum pumping demand for flow into and out of the site • situated adjacent to existing industrial sites - power station, EVF tank farm, seafood processing units • on a similar level, and relatively close to the promenade storage tank - if that is still to be used • minimum disruption to existing buildings if outflow route is along the quay • well screened from most residential properties, from above due to its position well below the main road, and from the northern side by the existing industrial units. The location also lends itself to the creation of an embankment alongside the old railway line to minimise impact on the Heritage Trail. • well situated for minimum sewerage connections to proposed PR002 residential development behind Castle View Nursing Home • no trees to fell Disadvantages, some of which may be mitigated by good design and use of modern technology: <ul style="list-style-type: none"> • visual impact close to the Heritage Trail • smell from works • noise from the works • no direct road accesses at present I believe this site was rejected in favour of pumping Peel sewage through Crosby to Meary Veg about 12 years ago, but since the IRIS option has been discounted for Peel sewage treatment, new consideration should be given to this site. I also believe the original suggestion for this site was for an open sewerage works, but with advances in technology it may be possible to design an enclosed system – but this is possibly rather ambitious, but not impossible, considering the significant property	Cabinet Office note your support for PE003 and the RSTW.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	PE003	Further analysis required of operation of designated route within Peel	Cabinet Office acknowledge the need for further analysis	N
BHLF-F4CB-AGDN-S	758419406	Stephen Moore	PE007	Should be designated for recreational open space as it has been for decades.	Cabinet Office acknowledge the limited outdoor space available to residential properties in parts of Peel and that Recreation Policy 1 of the Strategic Plan states that : "retain existing sporting facilities and open space provision unless alternative provision of equivalent community benefit and of equivalent or better"	N
ANON-F4CB-AG2V-F	68534224	ANON	PO 007	Hopefully this refers to the skate park on marine parade (old swimming pool site.) If not I think this should be added as open space and recreation. It is widely used by the people of peel and visitors, and has been for many years, and should be left for all to enjoy.	Cabinet Office acknowledge the limited outdoor space available to residential properties in parts of Peel and that Recreation Policy 1 of the Strategic Plan states that : "retain existing sporting facilities and open space provision unless alternative provision of equivalent community benefit and of equivalent or better"	N
ANON-F4CB-AG2V-F	68534224	ANON	PO 007	Hopefully this refers to the skate park on marine parade (old swimming pool site.) If not I think this should be added as open space and recreation. It is widely used by the people of peel and visitors, and has been for many years, and should be left for all to enjoy.	Cabinet Office acknowledge the limited outdoor space available to residential properties in parts of Peel and that Recreation Policy 1 of the Strategic Plan states that : "retain existing sporting facilities and open space provision unless alternative provision of equivalent community benefit and of equivalent or better"	N

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ANON-F4CB-AGSR-C	979303509	Hazel Hannan	PO001/2/3. PE004/1..... PR010 PR013/14/15	Support designation.....mixed use possible sewage Treatment Works PE004/PR001 Support designation.....mixed use. PR010 support designation.....mixed use PR013/14/15 support designation.....mixed use	Cabinet office acknowledge your support for a mix of uses on potential development site across Peel.	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	PO003	I support PR003plus the northern coastal field as 1989 plan (PO003)	Cabinet Office acknowledge your support for PO003 and PR003	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	PO005	Support designation....open space	Cabinet Office acknowledges your support and the difficulties of delivering development on this site. Cabinet Office have prepared a development brief for the site should the constraints be demonstrated to be capable of overcome.	Y
BHLF-F4CB-AGJN-Y		Dandara Group Holdings Limited	PO006/PR002	Dandara has identified a site at Glenfaba Road, Peel, which is within an area which is currently allocated for Predominantly Residential use in the extant Development Plan and which is capable of accommodating residential development to meet identified housing need. The development of the site would represent a sustainable extension to an existing settlement and would be adjacent to the existing settlement boundary of Peel. We support the proposed allocation of the site for residential development as set out in the Draft APNW.	Cabinet Office acknowledge your support for the continued allocation of the area for residential development, save for the field now used for golf facilities.	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	PO007	This site should be designated recreational/open Space it may have had approval for various uses over the years but for very many years the Commissioners have used it for recreational purposes most recently a skate park.	Cabinet Office acknowledge your support	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	PR001	I support PR001 having a designated mixed use the main building has not been used	Cabinet Office continue to promote this site for future housing development.	N
ANON-F4CB-AGST-G	799728668	ANON	PR002	PR002 not necessary. Again, plenty of brownfield sites desperately need to be addressed and occupancy levels low.	Cabinet Office acknowledge the general desire to see brownfield sites being brought back into use and has assessed individual sites within peel as well as an addiotnal allowance for conversions projections within the housing needs assessments.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	PR002	Transport Assessment Required	Cabinet Office acknowledge the need for further analysis	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	PR002	Junctions on Queens Drive-Albany Road from development Site to Derby Road - Further traffic modelling required - Picady	Cabinet Office acknowledge the need for further analysis	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	PR003	I support PR003plus the northern coastal field as 1989 plan	Cabinet Office acknowledge your support for PR003 and PO003	N
BHLF-F4CB-AGJN-Y		Dandara Group Holdings Limited	PR007	Dandara Group Holdings Limited has identified a site at Lyndale Avenue, Peel which is wholly within the ownership of the Dandara group of companies and which is capable of accommodating residential development to help meet identified housing need. The site is within the settlement boundary of Peel, and is within an area which is currently allocated for Church use in the extant Development Plan. The site is proposed as Green Space in the Draft APNW, which in our view fails to recognise its importance as a site which could help to meet development needs in a sustainable town-centre location. On this basis Dandara continues to propose that the site be allocated for residential use in the APNW so that it may help to meet the need for additional residential land in the West of the Island	Cabinet Office have revised the housing proposals but does not support PR007 for residential development.	N
ANON-F4CB-AGY4-M	360647891	ANON	PR007	This is a precious green space and within the Cultural Quarter we would like it retained for cathedral use or open space rather than residential.	Cabinet Office acknowledge your support	N
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	PR010	Support Designation.....mixed use	Cabinet Office acknowledge your support.	N
BHLF-F4CB-AGJX-9		Hartford Homes	PR012	DC.11: Preservation of settlement character - The site is immediately adjacent to the existing settlement boundary and is for the most part open grazing land except for the site boundaries which are marked by hedgerows. The Development Framework for the site shows that these boundary features would be retained wherever possible and this will help retain the existing enclosure and absorb the development into the landscape. The proposals include the provision of a new Coastal Park and Nature Reserve which will include planting to screen the proposed housing. The proposed housing would follow the existing building line as the adjacent housing at Mourne View Road. Overall it is considered that the site can be developed successfully to fit with the scale, landform and pattern of the surrounding area and local landscape. - Score Green	Cabinet Office have review the site assessment and housing figure but do not support PR012 for development at this time.	N
BHLF-F4CB-AGJX-9		Hartford Homes	PR012	DC.12: Protecting visual amenity - As outlined in DC.11 above the proposals include the provision of a Coastal Park and Nature Reserve which will include planting to screen the proposed housing. The proposals will protect the openness of the coastal headland as the proposed housing would follow the existing building line of the adjacent housing at Mourne View Road. A montage of existing and proposed views from Peel Hill is attached as Appendix 4. This demonstrates that the views of the proposed housing would be limited from Peel Hill due to the existing housing at Mourne View. The Development Framework demonstrates that it will be possible to develop the site in a manner that is consistent with, and sympathetic to, the surrounding rural and coastal interface. Score Yellow	Cabinet Office have review the site assessment and housing figure but do not support PR012 for development at this time.	N

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BHLF-F4CB-AGJX-9		Hartford Homes	PR012	DC.18: Facilitating active travel - For this detailed planning criteria, the Site Assessment Framework refers to the Isle of Man Strategic Plan Transport Policy 1 which requires new development, where possible, to be located close to existing transport facilities and routes, including pedestrian, cycle and rail routes. Land north east of Mourne View Road is less than a 5-minute walk (approx. 200 metres) from bus stops located on Ramsey Road which provide frequent services to Peel, Douglas, Port St Mary, Castletown and Ramsey. 7.13. As outlined in DC.16 above, the site is within a 15-minute walking distance of a variety of services and facilities in Peel. 7.14. It is noted that the Isle of Man defines active travel 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 everyday journeys". 7.15. The site is within 100metres of the Peel to Michael Coastal Path (footpath 406) which leads into Peel town centre. Peel cycle route via Poortown Road (A20) is within 1km of the site. The Heritage Trail walking/cycling route from Peel to Douglas is within 1.5km of the site. It is therefore considered that the	Cabinet Office have review the site assessment and housing figure but do not support PR012 for development at this time.	N
ANON-F4CB-AG2V-F	68534224	ANON	PR013	I think the garage is great as it is - skillion naylor have it looking very smart. There's not enough parking for this to be residential anyway, and it's nice to have a mix of properties along the promenade. It's interesting.	Cabinet Office supports use of the site for mixed use rather than solely for residential.	N
ANON-F4CB-AG2V-F	68534224	ANON	PR013	I think the garage is great as it is - skillion naylor have it looking very smart. There's not enough parking for this to be residential anyway, and it's nice to have a mix of properties along the promenade. It's interesting.	Cabinet Office acknowledge that site is now continuing to offer local employment opportunities and will amend the All Sites list housing yield to reflect this.	Y
ANON-F4CB-AGSR-C	979303509	Hazel Hannan	PR013/14/15	I support mixed use PR13/14/15 should have mixed use to allow for sensitive development	PR013/14/15 fall within Peel Conservation Area and while the principle of the use is accepted the design and of any scheme will be dealt with through the detailed planning application process.	N
ANON-F4CB-AG2V-F	68534224	ANON	PR014	I'd be concerned about parking. Was nice as it used to be - a charity (basking shark) facility.	Cabinet Office acknowledge the issues around parking for residents and visitors in Peel and will keep the plan up to date with any recommendation from the Department of Infrastcture as part of any parking study within Peel.	N
ANON-F4CB-AG2V-F	68534224	ANON	PR014	I'd be concerned about parking. Was nice as it used to be - a charity (basking shark) facility.	Cabinet Office support this through a mixed use designation.	N
ANON-F4CB-AG2B-U	718468014	ANON	PR014/15	There should be a focus on regeneration of derelict properties and holding property owners who let their largely vacant buildings fall into disrepair to account , particularly in old peel. Areas which are dominated by residential properties in old peel should be sensitively managed to maintain the heritage of the area , local amenity and in a manner which is sensitive to existing residents with consultation. No large scale development should be allowed. Change of use should also be consulted on by those residents who live in close proximity and are directly affected. In peel there are many little glimpses of Peel Castle from the streets of old peel which have existing since the town first developed. This should be maintained for the benefit of local residents, island population and visitors to the Island. This is what makes Peel and maintains a sense of place.	Change of use requires a planning application through DEFA with it own rights of appeal except within those areas defined within the TOWN AND COUNTRY PLANNING (CHANGE OF USE) (DEVELOPMENT) (NO. 2) ORDER 2019 and subject to certain conditions.	N
ANON-F4CB-AG2V-F	68534224	ANON	PR015	Again concerns about parking.	Cabinet Office acknowledge the long standing issues around parking in this area.	N
BHLF-F4CB-AGJW-8 BHLF-F4CB-AGJE-P		Mr and Mrs Fitzgerald Andrew Johnson	PR015	This site was refused planning permission (PA Nos 19/00203/B and 19/00204/CON refer) in August 2019, after an unprecedented number of detailed objections by local residents. Many of the same residents expressed the same concerns earlier in the Area Plan process when it was advised that the three Empire Garage sites had been belatedly added to the 'All Sites' list. We are therefore disappointed that, despite the earlier consultation – and our submissions made in response to it – the sites remain on the list: one feels bound to ask whether the Planning Inspector will be made aware of the scale of previous comments?	Cabinet Office note your concerns.	N
BHLF-F4CB-AGJW-8 BHLF-F4CB-AGJE-P		Mr and Mrs Fitzgerald Andrew Johnson	PR015	As a group of residents, we have become aware that Site PR015 has been listed as having an area of 0.014Ha, but this is clearly not correct. This potentially has repercussions for the number of dwellings that the Planning Policy Office may decide can be accommodated on a pro rata basis, with significantly greater effects on the quality of life currently enjoyed by residents in the area.	Cabinet Office acknowledges the error and has amended the All Sites list accordingly to 0.14ha	Y

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BHLF-F4CB-AGJW-8 BHLF-F4CB-AGJE-P		Mr and Mrs Fitzgerald Andrew Johnson	PR015	<p>Given this ambiguity I am therefore now writing to respectfully request that detailed consideration is given to placing a Development Brief on Site PR015 that, at the very least, clarifies the following:</p> <ul style="list-style-type: none"> · the number of dwelling units considered reasonable and acceptable which by their size, number, scale and additional requirements (eg parking) do not unduly affect the surroundings · the type of units to be accommodated – are these to be substantial townhouses compromising our access to light, outlook, privacy and amenity, or something more in keeping with the scale and height of existing two storey houses stepping down Stanley Road? · the number of off-street parking places required for a given level of occupancy in each unit – as a resident who frequently is forced to park more than 200m from my property it is unacceptable that I face the prospect of being even more greatly inconvenienced than at present by planning decisions in the future that deem it acceptable to waive parking requirements as a means of achieving development · how access to off-street parking within the development will be achieved, and whether from Stanley Road or Cross Street · that no excavation of this sloping site will be permitted without substantial engineering safeguards. My property and others in the immediate neighbourhood are of an age that deep foundations are most unlikely, making our homes highly vulnerable to structural damage - settlement, heave etc -should excavation take place on this site (eg for underground or half-basement parking) · appropriate safeguards for the retention and preservation of the red sandstone wall forming the boundary on Cross Street, as a fine example of an increasingly vulnerable (and sadly, increasingly rare) historical structure built from Peel's distinctive red sandstone. I note from reading the Draft Written Statement that the Planning Policy Office appears to have adopted the view that only a very small number of developments within the whole of the North and West require a Development Brief. It is evident, however, that the successful development of sites such as this one, which have been the subject of unsuccessful applications, faced vociferous objections, or have simply remained undeveloped because of various perceived practical difficulties such as engineering problems, suitable access etc, would benefit from the kind of clarity that a Development Brief provides for all parties. 	Cabinet Office note your concerns.	N
BHLF-F4CB-AGYQ-H		Sarah Flack	PR015	<p>A previous planning application for this site was refused in August 2019 (PA Nos 19/00203/B and PA/00204/CON) following a hard fought campaign and large number of objections from nearby residents. I and many other residents expressed concerns during the earlier stages of the Area Plan Process and I am disappointed to find that despite this, the sites remain on the "All Sites" list. The group of concerned residents are aware that Site PR015 is currently listed as having an area of 0.014Ha which is clearly incorrect, and are concerned that this may lead to the Planning Policy Office erroneously deciding on the number of dwellings which may be accommodated on the site, with consequentially serious detrimental effects on the quality of life of the area and the enjoyment of our properties by nearby residents. Therefore I would ask that detailed consideration is given to placing a Development Brief on Site PR015 which clarifies the issues outlined below:</p> <ol style="list-style-type: none"> Definition of an acceptable number of dwellings which do not severely compromise the surrounding properties and residents. The type of dwellings to be accommodated, i.e will these be in keeping with the scale and height of the existing two storey houses on Stanley Rd and which do not severely impact our access to light, privacy, outlook and amenity. That no excavation of the site, which is sloping will be undertaken without substantial investigation of the potential impact on surrounding properties whose foundations (likely not very deep due to the age of the properties) may be seriously impacted leading to structural damage. Engineering safeguards must be required. The number of off street parking places required for each new dwelling. Parking is already extremely limited in this area for existing residents. How will off street parking be accessed – from Stanley Road or Cross Street and the safety implications of this as well as increased traffic. I am concerned regarding the preservation of heritage features such as the Sandstone wall on Cross Street. 	Cabinet Office acknowledges the error and has amended the All Sites list accordingly to 0.14ha.	Y
ANON-F4CB-AGY4-M	360647891	ANON	PRO14	We would like to see any development include the sandstone walling	The site sits within Peel conservation Area and the red Sandstone is noted as a key material in the EPD5 Townscape Character Assessment published as part of the Draft Area Plan	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	PTC002	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office acknowledge the Department's concern and is not proposing this site for development	N
ANON-F4CB-AG54-G	423239163	ANON	PTE001	This site is not designated for development in the new plan which I completely support.	Cabinet Office acknowledges your support	N
BHLF-F4CB-AGJZ-B		Tony Lloyd-Davies - Statement by Sarah Corlett	PTE001	The site is not identified as being subject to any infrastructural constraints but other than a small section at the north western edge next to the existing building, is identified as being of ecological importance	The site in its entirety is identified as an Area of Ecological Interest, however the PEA submitted shows a significant Amount of clearing has taken place since 2018. DEFA Ecology have review the PEA and make the following comment, "an adequate level of survey has been undertaken and the report includes all required ecological information and is produced to the required standard. We recommend the 'Constraints and recommended mitigation for PTE001' Table 5 of the report are adhered to" Cabinet Office therefore have amended the area covered by an AEI to only include the area identified for ecological enhancement in figure 5 of the PEA and that a development brief be produced.	Y

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BHLF-F4CB-AGJZ-B		Tony Lloyd-Davies - Statement by Sarah Corlett	PTE001	Foxdale is a Service Village within the settlement hierarchy. Within the study area, the other Service Villages are Jurby, Andreas, Kirk Michael, and St. John's. This level falls below Douglas and the study area Service Centres of Peel and Ramsey but above the "remaining villages" (Bride, Sulby, Ballaugh, Glen Mona, Dalby). The Spatial Strategy, Spatial Policy 3 states that in Service Villages "Area Plans 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."	The Draft Plan does not propose to increase the population of Foxdale significantly. Sufficient employment opportunities are present in the village and its central location are within a commutable distance of the main employment areas of the East and South.	N
BHLF-F4CB-AGJZ-B		Tony Lloyd-Davies - Statement by Sarah Corlett	PTE001	The Foxdale Local Plan provides a lot of information about the contamination of some parts of the village and also the archaeological and wildlife interest of some of its areas.	The 1991 Environmental Report on the Area of Upper Foxdale lists the entire site as having widespread residual toxicity. Tested in 1986, the site showed moderate to high values for lead, zinc, and cadmium. The report notes that removal of spoil material near the western watercourse is likely to mobilise heavy metals and cause problems elsewhere. The report goes on to say that this site is the most 'worrying' within Foxdale as its restoration is 'problematic'. The large volume of spoil is again mentioned along with the site's natural tendency to collect water which becomes contaminated. The conclusion reached is that the site would be 'not cheap' to develop and its value should be seriously considered. The Foxdale Local Plan lists the site as having 'extreme levels of heavy metal contamination' that must be restored because of environmental or public health impacts. The findings of the report are considered to trigger a critical constraint.	N
BHLF-F4CB-AGJZ-B		Tony Lloyd-Davies - Statement by Sarah Corlett	PTE001	Despite referring to the Clocktower Industrial Estate as an allocation (ie the land that has yet to be developed), the settlement boundary excludes the undeveloped land and stops at the south eastern end of the existing industrial unit (see map above). This is possibly because the definition of the settlement boundaries have been based upon existing buildings on the ground rather than land use designations or commitments through planning approvals.	EPD3 Land Supply and Needs paper has been amended accordingly.	Y
BHLF-F4CB-AGJZ-B		Tony Lloyd-Davies - Statement by Sarah Corlett	PTE001	This was a study which was commissioned by the Department to ultimately replace the areas of High Landscape or Coastal Value and Scenic Significance on the Isle of Man Planning Scheme (Development Plan) Order 1982 with landscape types. This includes the application site in an area of Incised Slopes - Foxdale - where there is a detailed description of the area (see Appendix One) and the strategy is (my underlining): "to conserve and enhance the character, quality and distinctiveness of the area, with its wooded valley bottoms, its strong geometric field pattern side lineated by Manx hedges, its numerous traditional buildings and its network of small roads and lanes. The strategy should also include the restoration of landscapes disturbed by former mining activities. The overall strategy should be to conserve and enhance the character, quality and distinctiveness of the area, with its wooded valley bottoms, its strong geometric field pattern side lineated by Manx hedges, its numerous traditional buildings and its network of small roads and lanes. The strategy should also include the restoration of landscapes disturbed by former mining activities."	The landscape of the site has returned to nature as to no longer require remediation or development to improve upon it's former industrial past.	N
BHLF-F4CB-AGJZ-B		Tony Lloyd-Davies - Statement by Sarah Corlett	PTE001	There are no Registered Buildings or Registered Trees on the site and it does not lie within an existing or proposed Conservation Area.	Cabinet Office agree with this comment.	N
BHLF-F4CB-AGJZ-B		Tony Lloyd-Davies - Statement by Sarah Corlett	PTE001	The site is described as not being within the settlement boundary of Foxdale. We would take issue with this as the site is visually within the village envelope and having been previously approved for development and designated in the Local Plan for development, and as such, we would consider this to be very much part of the village - functionally and visually. The settlement boundary has clearly been drawn very tightly around the existing buildings within the village and takes no accounts of open space which forms part of the village of Foxdale: this was understood and reflected in the land use designations in the Foxdale Local Plan, as well as understanding the importance of remediation of the various contamination issues and how development can facilitate this.	Cabinet Office consider the site to be undeveloped and therefore at the time of assessment did not fall within the existing settlement boundary.	N
BHLF-F4CB-AGJZ-B		Tony Lloyd-Davies - Statement by Sarah Corlett	PTE001	It is not understood why the site was considered to result in residential or other vulnerable uses being in close proximity to other uses which are only compatible with residential uses: the site is physically separate from land which is or could be developed for residential use and the Foxdale Local Plan did not appear to consider that there was a potential issue in the designation of the site for industrial development even with residential designations to the north.	Cabinet Office agrees and has amended the site assessment accordingly	Y
BHLF-F4CB-AGJZ-B		Tony Lloyd-Davies - Statement by Sarah Corlett	PTE001	The site is acknowledged as being contaminated and this results in the site being screened out. However, the Foxdale Local Plan acknowledges the need for remediation as well as the role that development can and has played in this: Louisa House and Foxdale Primary School together with the industrial development in the heart of the village have all been built on land previously contaminated but their development resulted in the remediation and improvement of these sites. Indeed, this is referred to in the Strategic Plan (paragraph 2.11 above). The discounting of the site for this reason is considered inappropriate.	Cabinet Office has concluded that there is not sufficient evidence to suggest that the site could not be remediated and has therefore completed a full site assessment.	Y
BHLF-F4CB-AGJZ-B		Tony Lloyd-Davies - Statement by Sarah Corlett	PTE001	The site has also been discounted for its wildlife interest although our independent report demonstrates that this is not the case and that development could actually result in enhancement of the site for ecology and biodiversity.	Cabinet Office have consulted with DEFA ecology on the contents of the PEA and are satisfied that a adequate level of survey has been undertaken and the report includes all required ecological information and is produced to the required standard. DEFA Ecology concur that the Area of Ecological Interest should be restricted to the periphery of the site as shown on the attached map and should development Constraints and recommended mitigation for PTE001' Table 5 of the report are adhered to.	Y

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BHLF-F4CB-AGJZ-B		Tony LLOYD-Davies - Statement by Sarah Corlett	PTE001	The site was not assessed for its accessibility but it should be noted that it is within walking distance of a public transport service, the primary school and a range of housing which could provide accommodation for those employed within the proposed development and vice versa. The site already has access which services other existing industrial uses.	Cabinet Office has carried out a full site assessment.	Y
BHLF-F4CB-AGJZ-B		Tony LLOYD-Davies - Statement by Sarah Corlett	PTE001	The applicant has commissioned an independent ecological report, undertaken by Curragh Environmental Consultancy and dated September, 2022. This is attached at Appendix Two but may be summarised as identifying Schedule 8 species (Japanese Knotweed and Himalayan Balsam) which should be dealt with and potential for ecological enhancement but most importantly it concludes that there are no Schedule 7 species present on the site and that it is shown on the Phase 1 Habitat Survey of 1993 as mainly bare soil with deciduous plantation and a small area of scrub, surrounded by imported grassland with small areas of marshy grassland and scrub. There are protected species in the surrounding buffer area but not within the site.	Cabinet Office have consulted with DEFA ecology on the contents of the PEA and are satisfied that a adequate level of survey has been undertaken and the report includes all required ecological information and is produced to the required standard. DEFA Ecology concur that the Area of Ecological Interest should be restricted to the periphery of the site as shown on the attached map and should development Constraints and recommended mitigation for PTE001' Table 5 of the report are adhered to.	Y
BHLF-F4CB-AGJZ-B		Tony LLOYD-Davies - Statement by Sarah Corlett	PTE001	It identifies a range of enhancements including the provision of refugia for lizards, habitat for birds, roosting opportunities in buildings, the planting of native trees and shrubs and a pond or wetland area and eradication of the Schedule 8 species. These are all compatible with development, particularly as the area for recommended ecological enhancement is around the perimeter of the site and the report concludes that they support the continued designation of the site for commercial development and that there is a great deal of potential for ecological enhancement of the site which will not only provide ample mitigation of the development but also potentially enhance the whole area and the view of the site from the surrounding areas.	Cabinet Office have consulted with DEFA ecology on the contents of the PEA and are satisfied that a adequate level of survey has been undertaken and the report includes all required ecological information and is produced to the required standard. DEFA Ecology concur that the Area of Ecological Interest should be restricted to the periphery of the site as shown on the attached map and should development Constraints and recommended mitigation for PTE001' Table 5 of the report are adhered to.	Y
BHLF-F4CB-AGJZ-B		Tony LLOYD-Davies - Statement by Sarah Corlett	PTE001	A survey for bats was undertaken and found that five species were recorded but the overall bat activity was considered very low. It is thought that development of the site would have little to no impact on bats. This too could be enhanced by the addition of bat boxes on any buildings and the additional planting opportunities which could increase the amount of foraging habitat. The use of industrial buildings outside of the times when bats would be likely to come into the area, would also suggest that the industrial use and development of the site would not be incompatible with bats.	Cabinet Office have consulted with DEFA ecology on the contents of the PEA and are satisfied that a adequate level of survey has been undertaken and the report includes all required ecological information and is produced to the required standard. DEFA Ecology concur that the Area of Ecological Interest should be restricted to the periphery of the site as shown on the attached map and should development Constraints and recommended mitigation for PTE001' Table 5 of the report are adhered to.	Y
BHLF-F4CB-AGJZ-B		Tony LLOYD-Davies - Statement by Sarah Corlett	PTE001	The land owner is keen to develop the land but in a way that supports the existing and potential wildlife on the site and would be happy to develop the site in accordance with the recommendations in the report which could be incorporated into any development brief for the site and of course taken into account in any planning application which may be submitted for the site in due course.	Cabinet Office have consulted with DEFA ecology on the contents of the PEA and are satisfied that a adequate level of survey has been undertaken and the report includes all required ecological information and is produced to the required standard. DEFA Ecology concur that the Area of Ecological Interest should be restricted to the periphery of the site as shown on the attached map and should development Constraints and recommended mitigation for PTE001' Table 5 of the report are adhered to.	Y
BHLF-F4CB-AGJZ-B		Tony LLOYD-Davies - Statement by Sarah Corlett	PTE001	We believe that the removal of this land for industrial development opportunities runs counter to the settlement hierarchy in the Strategic Plan and we consider this site and Foxdale more generally to be appropriate for the increase in employment opportunities, given its relatively central location within the Island, the previous and current investment in employment-related development in the village and the revitalising and environmentally enhancing impact this has had and could continue to have. We believe that Foxdale and its position within the settlement hierarchy has been overlooked and that undue attention has been paid to settlements lower in the hierarchy although generally we believe that insufficient provision has been made for employment opportunities throughout the study area.	Cabinet Office have consulted with DEFA ecology on the contents of the PEA and are satisfied that a adequate level of survey has been undertaken and the report includes all required ecological information and is produced to the required standard. DEFA Ecology concur that the Area of Ecological Interest should be restricted to the periphery of the site as shown on the attached map and should development Constraints and recommended mitigation for PTE001' Table 5 of the report are adhered to.	Y
BHLF-F4CB-AGJZ-B		Tony LLOYD-Davies - Statement by Sarah Corlett	PTE001	Development of the site will also bring with it the opportunities in respect of remediation of the site itself and reduction in the interaction of water with contaminated material, as highlighted in the Foxdale Local Plan and as advocated in the Strategic Plan and Landscape Character Assessment as well as for ecological and biodiversity enhancement as identified in the independent report from Curragh Environmental Consultancy. If the site is not developed, it is highly unlikely that any of this environmental enhancement will be undertaken including the eradication of the Schedule 8 species. We believe that the site has incorrectly been identified as of ecological importance and that this should not preclude the continued designation of the site for industrial use and development.	Cabinet Office have consulted with DEFA ecology on the contents of the PEA and are satisfied that a adequate level of survey has been undertaken and the report includes all required ecological information and is produced to the required standard. DEFA Ecology concur that the Area of Ecological Interest should be restricted to the periphery of the site as shown on the attached map and should development Constraints and recommended mitigation for PTE001' Table 5 of the report are adhered to.	Y
BHLF-F4CB-AGJZ-B		Tony LLOYD-Davies - Statement by Sarah Corlett	PTE001	We request that this land is designated for Industrial use and development in the Area Plan for the North and West.	Cabinet Office have consulted with DEFA ecology on the contents of the PEA and are satisfied that a adequate level of survey has been undertaken and the report includes all required ecological information and is produced to the required standard. DEFA Ecology concur that the Area of Ecological Interest should be restricted to the periphery of the site as shown on the attached map and should development Constraints and recommended mitigation for PTE001' Table 5 of the report are adhered to.	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	PTM002	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office acknowledge the Department's concern and is not proposing this site for development	N

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ANON-F4CB-AG54-G	423239163	ANON	PTR004	I agree as set out in my previous comments in my response that this area should not be zoned for residential development and I am delighted that in the plan it has been removed.	Residential proposal in the plan have been revised.	Y
BHLF-F4CB-AGSS-D		Tony Lloyd-Davies - Statement by Sarah Corlett	PTR004	The first response to this in the Preliminary Publicity stage of the Area Plan was a document and the definition of settlement boundaries (see map above) which excludes this site from development along with the site to the west and the industrial land to the south.	The Existing Settlement Boundaries envelop the developed areas of identified settlements and not simply a rehashing of unrealised proposals within the local plans or Development Order 1982.	N
BHLF-F4CB-AGSS-D		Tony Lloyd-Davies - Statement by Sarah Corlett	PTR004	The draft Area Plan for the North and West was published in June 2022 (right). This re-designates the former proposed residential and industrial land to open space (see right). There is an assessment of this land online but the assessment is for a site in Ramsey. As such it is not possible to know how the site was assessed and why it was discounted.	Cabinet Office have amended Map 12 to include the Opens Space that constitutes the garden of Foxdale House back to Predominantly Residential. Cabinet Office also notes that the Site Assesment was corrected the day after it was brought to our attention.	Y
BHLF-F4CB-AGSS-D		Tony Lloyd-Davies - Statement by Sarah Corlett	PTR004	On the Infrastructural Constraints Map 1bw, the district road is highlighted (it is not clear why this is a constraint).	Highway classification helps determine access requirements and the ability for the site to safely and viably connect to the network.	N
BHLF-F4CB-AGSS-D		Tony Lloyd-Davies - Statement by Sarah Corlett	PTR004	The Foxdale Local Plan identifies areas of potential contamination and this site is shown as being partly as having "slight possibility of elevated heavy metal concentration of other geotechnical/soil/water factors above background levels" and partly as having "evidence of a limited degree of heavy metal contamination that may limit end use unless restored".	The Site Assesment scores the site Green for Q. 2 Hazardous Land Uses and Contamination.	N
BHLF-F4CB-AGSS-D		Tony Lloyd-Davies - Statement by Sarah Corlett	PTR004	This was a study which was commissioned by the Department to ultimately replace the areas of High Landscape or Coastal Value and Scenic Significance on the Isle of Man Planning Scheme (Development Plan) Order 1982 with landscape types. This includes the application site in an area of Incised Slopes - Foxdale - where there is a detailed description of the area (see Appendix Two) and the strategy is (my underlining): "to conserve and enhance the character, quality and distinctiveness of the area, with its wooded valley bottoms, its strong geometric field pattern side lineated by Manx hedges, its numerous traditional buildings and its network of small roads and lanes. The strategy should also include the restoration of landscapes disturbed by former mining activities.The overall strategy should be to conserve and enhance the character, quality and distinctiveness of the area, with its wooded valley bottoms, its strong geometric field pattern side lineated by Manx hedges, its numerous traditional buildings and its network of small roads and lanes. The strategy should also include the restoration of landscapes disturbed by former mining activities. "	The site is no longer visibly a former mining site and has returned predominantly to a semi natural state. Cabinet Office do not consider that a residential development would constitute a restoration of the landscape.	N
BHLF-F4CB-AGSS-D		Tony Lloyd-Davies - Statement by Sarah Corlett	PTR004	There are no Registered Buildings or Registered Trees on the site and it does not lie within an existing or proposed Conservation Area.	Part of the site falls within the Area Identified as for Ecological Interest by the Department of Environment Food and Agriculture.	N
ANON-F4CB-AG54-G	423239163	ANON	PTR006	This site is not designated for development in the new plan which I completely support.	Cabinet Office acknowledges your support.	N
ANON-F4CB-AG54-G	423239163	ANON	PTR007	This area is currently designated in the 1995 plan as land for landscaping in connection with the previous designation of residential development adjacent to this area. I am delighted that the designation of the adjacent site as residential development has been removed and as result support the removal of this sites associated designation.	Cabinet Office acknowledges your support.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	PTR008	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office acknowledge the Department's concern and is not proposing this site for development	N
ANON-F4CB-AG2J-3	226202618	ANON	Registered Building Nos. 147	Could any disused parts of the Point of Ayre lighthouse be used for tourist accommodation?	Cabinet Office is not commenting on the on the acceptability of such a proposals but notes that a change of use for a registered building would require registered building consent granted by DEFA and must accord with the policies set out in the Strategic Plan and Planning Policy Statement 1/01.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	RM001	identified as having been completely or substantially flooded and as such, it is the Department's assertion that there must be no highly vulnerable development	Cabinet Office acknowledges the flooding issue and is therefore not proposing any highly vulnerable uses on site and continues to propose the site for employment uses.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	RM002	This site is in the tidal flood zone (blue outline in the attached Flood Maps). FMD would only support flood compatible uses. As a brown field site, highly vulnerable development would not be acceptable in this area.	Cabinet Office acknowledges the Department concern and understands this to be one of many issues affecting brownfield site viability. Cabinet Office maintains that this site be retained within the wider mixed used area and that flood risk mitigation will be dealt with through he detailed planning application process.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	RM003	identified as having been completely or substantially flooded and as such, it is the Department's assertion that there must be no highly vulnerable development	Cabinet Office acknowledges the Department concern and understands this to be one of many issues affecting brownfield site viability. Cabinet Office maintains that this site be retained within the wider mixed used area and that flood risk mitigation will be dealt with through he detailed planning application process.	N

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BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	RM005	identified as having been completely or substantially flooded and as such, it is the Department's assertion that there must be no highly vulnerable development	Cabinet Office acknowledges the Department concern and understands this to be one of many issues affecting brownfield site viability. Cabinet Office maintains that this site be retained within the wider mixed used area and that flood risk mitigation will be dealt with through he detailed planning application process.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	RM006	identified as having been completely or substantially flooded and as such, it is the Department's assertion that there must be no highly vulnerable development	Cabinet Office acknowledges the flooding issue but must recognise the valid Planning Application for a highly vulnerable use (Residential) use approved by the Department of Environment Food and Agriculture.	N
BHLF-F4CB-AG5W-K	5729903	Charles Howard Keith Kerruish	RM008	Would request that this site is in part (closest area to the road) be brought into the settlement boundary for provision of garaging	Cabinet Office accept the part of the site is within the flood zone and that domestic garaging would be a water compatible use with no vulnerable users. The site forms part of the approved planting scheme of the taken up application 03/01846/B. It is therefore considered that this proposal best determined through a planning application rather than extending the predominantly residential area.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	RM008	identified as having been completely or substantially flooded and as such, it is the Department's assertion that there must be no highly vulnerable development	Cabinet Office acknowledges the flooding issue and is therefore not proposing any vulnerable uses on site.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	RM009	identified as having been completely or substantially flooded and as such, it is the Department's assertion that there must be no highly vulnerable development	Cabinet Office acknowledges the flooding issue and is therefore not proposing any highly vulnerable uses on site.	N
ANON-F4CB-AGU8-M	278121913	ANON	RM010	Why is the marina not being considered in all of this?	Cabinet Office supports general harbour improvements and and acknowledges interest in developing a marina. From an initial assessment, the mixed use development as suggested for the marina would at present exceed the residential targets set out within the Strategic Plan 2016.	N
ANON-F4CB-AGXN-D	234121869	David Leesley	RM010	I strongly object to Ramsey Marina Limited getting permission to destroy our pristine community beach (South Beach) for a private business venture to make a financial killing. Families for generations have loved this beach, probably the best beach on the island, so for it to be destroyed for the benefit of a minority of rich yachties is obscene, unethical and immoral. I feel sad that our Manx Government seems to have no moral fibre anymore, allowing the wealthy to dictate the way forwards without any consideration for our local environment, wildlife and especially our marine life such as eelgrass. I have complained to our two MHK's and taken part in local demonstrations. South Beach is part of our community heritage. Will the Manx Government destroy more of our heritage by its inaction to do what is ethically right. Once the beach is destroyed and the marine life killed, it cant be corrected. Please stop this madness!	Cabinet Office supports general harbour improvements and and acknowledges interest in developing a marina. Cabinet Office also acknowledges the amenity value the existing beach provides.	N
ANON-F4CB-AGSY-K	597750850	Dr Fiona Gell	RM010	I support the South beach area being protected from development. The site has important ecological status as part of Ramsey Bay Marine Nature Reserve and what happens in that area will inevitably impact on the wider Marine Nature Reserve. Ramsey Bay MNR is the Island's flagship MNR, is internationally known and is a core zone of the UNESCO Biosphere designation. Development of the site runs the risk of exacerbating flooding and other impacts of tidal inundation. From a climate change adaptation point of view it would be completely irresponsible to permit housing development in an area at risk of increasing common extreme weather events. The area is also of high recreational and tourist use to the town and the Island. The beach and adjacent bay is used for bathing, sailing lessons, rowing and dogwalking and is an important feature of the town.	Cabinet Office continues to take matters of ecology, the environment and UNESCO Biosphere status on the advice of the Department of Environment Food and Agriculture.	N
ANON-F4CB-AG7Y-Q	513335144	Jeremy Colman	RM010	In my opinion and based on my experience of marinas from Tobermory down to Dun Loaghaire, the marina would provide a major and enduring boost for Ramsey's economy by attracting local people, tourists including visiting yachtsmen and businesses as has been the case with similar developments on the UK and Irish coasts. It would add greatly to the quality of life of the people of Ramsey and the Island, offering opportunities to take part in many great activities that are currently not available to most of us.	Cabinet Office acknowledges that development would promote economic growth.	N
ANON-F4CB-AG7Y-Q	513335144	Jeremy Colman	RM010	Our Club's sail training and racing activities are the major users of the South beach, with at least 4 sessions a week from Easter then all through the summer with 15 to 20 or more people taking part in each event. For most of the rest of the time there are very few if any other people on the South beach. Our activities would be much enhanced by the facilities designed into the marina, in particular the provision of a large slipway into protected water which would be very helpful in our efforts to introduce disabled persons to boating and to provide mental health and well-being services to local people. Currently waves in Easterly sea states can prevent safe launching and recovery in otherwise benign conditions. With the marina, we would run much expanded sailing and powerboat training schemes under the RYA flag in addition to the enhanced racing and cruising activities that the marina would make possible. The marina is far from being a facility only of interest to the rich.	Cabinet Office accepts that development would enhance facilities for sailing activities in the area.	N
ANON-F4CB-AG7Y-Q	513335144	Jeremy Colman	RM010	On the ecological front, I am aware of the comments suggesting the marina would cause damage. I am frequently on the beach at dead low tide and sailing small boats in the area where the marina is planned and I can say that there is nothing significant growing in that area - it's all sand and stones. There is life under the Queen's Pier and the dolphin but that should not be affected by the scheme. Marine species naturally gravitate to objects on the sea bed and so the marina breakwaters would provide a major new habitat for our native species of fish, crustaceans and shellfish as well as permitting eel grass to grow in the enclosed marina where destructive wave action will be non-existent.	Cabinet Office acknowledge your concerns and will continue to seek advise from the Department of Environment Food and Agriculture as well as Manx Wildlife Trust to inform decisions regarding the environment and ecology.	N
ANON-F4CB-AG7Y-Q	513335144	Jeremy Colman	RM010	The Commissioners have agreed to the removal of the nesting area referred to by MWT on the South beach. I do not believe that littoral drift would have any significant effect - it doesn't do much now. Easterly gales have the major effect on sand movement but the marina (and the promenade) would be protected from these as would also be the case in the event of sea level rise.	Cabinet Office have consulted with DEFA Ecology who consider the impact on nesting birds to still be of concern.	N

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ANON-F4CB-AG7Y-Q	513335144	Jeremy Colman	RM010	Ramsey Bay is a superb natural asset of the Island in particular in the areas from the Point of Ayre to the North Stone Pier and from the Queen's Pier round to Maughold Head. The bit in between is already largely artificial and 'de-naturalised'. The marina scheme provides a means by which many more people can enjoy our Bay and a new, clean beach, with disabled access and a seawater pool. It also provides Ramsey lifeboat with a 24 hour afloat despatch and most significantly return facility (for safe discharge of survivors).	Site falls within the Marine Nature Reserve but Cabinet Office notes the benefits the scheme could deliver.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	RO001	This site is in the tidal flood zone as this is currently green space. FMD would not support any development other than uses that are flood compatible.	Cabinet Office continues to propose this site for less vulnerable development	N
ANON-F4CB-AGSY-K	597750850	Dr Fiona Gell	RO002	The Leighany or Lickney field is an ecologically important area with some wetland areas, diverse bird and other wildlife and importance to the town, providing natural flood risk management. Green areas in towns will become increasingly important as summer temperatures rise, providing a cool effect on the adjacent town centre. I support it being protected from development and nurtured for its biodiversity value and importance for climate change.	Cabinet Office supports the continued use of the Leighany field as open space and the additional benefits of flood attenuation, biodiversity and climate change mitigation in central Ramsey.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	RO003	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office acknowledges the flooding issue and is therefore not proposing any highly vulnerable uses on site.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	RR002	identified as having been completely or substantially flooded and as such, it is the Department's assertion that there must be no highly vulnerable development	Cabinet Office acknowledges the flooding issue and is therefore not proposing any highly vulnerable uses on site.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	RR002	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Cabinet Office acknowledge the Department's concern and is not proposing this site for development	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	RR004	identified as having been completely or substantially flooded and as such, it is the Department's assertion that there must be no highly vulnerable development	Cabinet Office acknowledges the flooding issue and is therefore not proposing any highly vulnerable uses on site.	N
ANON-F4CB-AGSY-K	597750850	Dr Fiona Gell	RR004	<p>This area should not be zoned for development, on the grounds of flood risk and climate and biodiversity impact.</p> <p>The Poyll Dooley saltmarsh, nature reserve and adjacent areas are of underappreciated ecological value. The saltmarsh itself is essential for carbon storage, making an important contribution to climate change and it also performs a vital natural flood risk management role in protecting Ramsey from tidal inundation and flooding from up river too.</p> <p>The whole area is important for many species of visiting and resident birds, rare invertebrates, bats and other species. Development adjacent to the saltmarsh and nature reserve would inevitably impact on these especially important ecological areas, to the detriment of the town and the wider environment.</p> <p>Any loss of green field areas in this site would also contribute directly to climate change, through losing natural areas of high carbon sequestration.</p> <p>The area also has a high amenity value for Ramsey. It is well used by walks, dog-walkers, visiting school groups from local school etc.</p> <p>Intensive development and degradation of natural habitats near the Sulby River would also have an inevitable impact on the ecological importance of Ramsey Bay Marine Nature Reserve, potentially impacting on eelgrass, juvenile fish and shellfish and the important fisheries nursery role that the area plays for the scallop fishing industry.</p> <p>Permitting housing development in what is essentially a flood plan would also be completely irresponsible, selling housing that are in no way prepared for future flooding of the area. The impacts of climate change are accelerated more quickly than expected, so the longevity of houses build intentionally close to areas known to flood regularly could be very limited, and to sanction this is to ignore those risks to the people who buy the houses. Government has a responsibility to plan for this future and protect the population from the worst impacts wherever possible.</p>	<p>Cabinet Office acknowledges that Poyll Dooley Salt Marsh is a rare habitat on Isle of Man and could be considered special in this context with the potential to be a future ASSI. Cabinet Office have therefore accepted DEFA Ecology Teams proposals to include Poyll Dooley and the Site RR004 as a Area of Ecological Interest on Map 1a. This is however remains a non statutory designation.</p> <p>Cabinet Office are not proposing any development sites in areas of high risk of tidal or river flooding within Ramsey save for those applications that have been implemented or pending determination.</p>	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR004	It is considered that though we support the principles off channelling views within the landscape. The proposals for site RR004 have incorporated and enhanced 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. The proposals ensure dramatic views to the adjacent southern uplands shall not be impaired.	Cabinet Office acknowledge the consideration given to views of the uplands to the South and will amend the site assessment from Red to Orange	Y
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR004	Figure 2-1 (which is an extract of the application Site Location Plan, Drawing No. 296-300-001 Rev A) shows the Site location in the context of Ramsey and the red line boundary of the proposed development. One of the key benefits that this site has is that it is located within the existing settlement boundary of Ramsey	Cabinet Office acknowledge the site falls within the Existing Settlement Boundary and that it warranted a full site assessment.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR004	The Site is currently undeveloped and features a large area of existing trees, as shown on Figure 2-2 which is an extract of Parameter Plan 4: Development Constraints Information, submitted with the application.	Cabinet Office acknowledge the site is a greenfield site contain trees.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR004	The Sulby River lies to the north and east of the site and the site is contained by Poyll Dooley Road to the east and Gardeners Lane to the west. There is a small area of land between the red line boundary and Poyll Dooley Road in the east which is reedbed.	Cabinet Office acknowledges that Poyll Dooley Nature Trails is a non statutory designation however, the reedbed/pond is home to common frogs that are listed on Schedule 5 of the Wildlife Act 1990. Common frogs spend a significant part of their life away from their breeding ponds and require unimproved grassland and hedgerows to forage. Cabinet Office have therefore accepted DEFA Ecology Teams proposals to include Poyll Dooley and the Site RR004 as a Area of Ecological Interest on Map 1a.	N

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ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR004	The area to the west of the site has planning consent for residential development (ref: 19/01282/B), showing that a site in this location would be a logical and appropriate location for residential development and the logical development location for additional housing in Ramsey.	The housing need identified for Ramsey will be exceed subject to a positive outcome of the planning appeal of application 20/01080/B. Should this fail Cabinet Office will reassess it options for housing provision.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR004	Poyll Dooley Nature Trails' Nature Reserve lies directly to the north and north-west of the site. This small non-statutory designated nature reserve was created 15 years ago. It consists of grassland, short grass meadows, small copses, deciduous and evergreen trees and shrubs.	Cabinet Office acknowledges the non statutory nature of the 'Reserve', the habitat that may support protected species and the wider Area of Ecological Interest noted on the Environmental Constraints Map.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR004	The closest Registered Buildings to the site are located approximately 200m from the east edge of the site and have views to the east side of the site. The Ramsey Conservation Area is located further east of the site and there are no views from the Conservation Area into the site.	The site scores green in Q6 Q7 of the Site Assessment Report and no change is required.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR004	Areas proposed for local areas for play (LAP), local equipped area for play (LEAP) neighbourhood equipped area for play (NEAP) and amenity space are shown in mid green colour, running parallel to the Spine Road and amongst residential dwellings to the south and in the triangle to the north. The proposed development delivers 3.52 ha of green/open space (including amenity space). 0.5ha of LAP, LEAP and NEAP amenity play spaces will be provided, as shown in the site layout plan.	Cabinet Office acknowledges the under provision as benchmarked against the Strategic Plan 2016 and notes that Amenity/Play space is a water compatible use.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR004	RESIDENTIAL DWELLINGS PROPOSED The total quantum of residential development (including both the Outline part and the detailed part of the hybrid application), is set out in Table 2-1. There are 78 residential dwellings proposed as part of the detailed part of the application and up to a further 127 in the Outline part, providing a total of up to 205 residential dwellings. As shown in Table 2-1, the dwellings are of mixed typology, ranging from 1-bedroom apartments to 3-bedroom detached houses. Table 2-1 Total quantum of residential development Type Size Net Internal Area (NIA) per unit (m2) Detailed (Full) Part Outline Part TOTAL Townhouse (Type A) 3 bedroom 104 10 12 22 Apartment (Type B) 2 bedroom 58 12 18 30 Semi-detached house (Type C) 3 bedroom 92 48 14 62 Detached house (Type D) 3 bedroom 95 2 3 5 Flood resilient semi-detached (Type E1) 3 bedroom 142 4 / 4 Flood resilient semi-detached (Type E2) 3 bedroom 175 2 / 2 Flood resilient apartment (Type F1) 1 bedroom 50 / 44 44 Flood resilient apartment (Type F2) 1 bedroom 65 / 36 36 TOTAL RESIDENTIAL DWELLINGS 78 127 205 Submitted with the application are plans showing indicative elevations of the various housing typologies detailed in Table 2-1. Figure 2-5 shows the layout of residential dwellings proposed in the detailed part of the application.	Cabinet Office acknowledges the consideration given to the design for a flood resilient development.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR004	The development of the Site offers a key opportunity to deliver new housing in a sustainable location that is close to where the need arises and is supported by a range of other uses. The provision of up to 205 new homes on the northern portion of the site could provide, based on the Home Builders Federation Calculator: <ul style="list-style-type: none">• Support the employment of 635 people; and• Increase open space, community, education, sport and leisure spending by £165,271 which could provide 9 five-a-side football pitches or could provide up to 77 classroom spaces. The delivery of this site will be over a period which would likely overlap with the preparation of the new Strategic Plan and All-Island Area Plan. The allocation of the site would likely deliver the long-term needs of the Island.	Stamp Duty, NI, VAT, CIL and Section 106 used in the calculator to produce these figures are either not applicable or significantly different on the Isle of Man and would not produce the financial uplift stated.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR004	Environmental and Social Benefits <ul style="list-style-type: none">• It will deliver a range of good quality housing types, sizes and tenures. These will make a valuable contribution towards meeting identified housing need, set out in the IOM Strategic Policies. This will improve the social and environmental well-being of the area.• It will open access to the river side area for residents and visitors to Sulby Riverside and create a permeable, attractive, high-quality environment which encourages people to enjoy the waterfront and utilise the footpaths and green space along the route for leisure.• The provision of residential, commercial and community play areas near Ramsey town centre will reduce reliance on the private car.• The proposal will deliver a high standard of urban design that will improve the area and help rejuvenate and enhance the character and appearance of Ramsey. This will improve the environmental well-being of the area.• Investment in highway, pedestrian, cycling and public transport infrastructure in, through and around Ramsey, will improve the social and environmental well-being of the area.• The provision of car parking that is integrated into the Scheme. This will improve the environmental well-being of the area.• The creation of a sense of place by the character and coherence of the Scheme and its relationship with the wider area. This will improve the social well-being of the area.	It can be said that all development has an social benefit and I exceptional circumstances an environmental one but it is not evidenced that a mixed use development on site RR004 would be of such over riding national need as to warrant the dismissal of General Policy 2 (c) does not affect adversely the character of the surrounding landscape or townscape; (d) does not adversely affect the protected wildlife or locally important habitats on the site or adjacent land, including water courses; (k) does not prejudice the use or development of adjoining land in accordance with the appropriate Area Plan; (l) is not on contaminated land or subject to unreasonable risk of erosion or flooding;	N

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ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR004	<p>Economic Benefits</p> <ul style="list-style-type: none"> • It will deliver a variety of housing types to accommodate population growth in the island. • The scheme will increase the population of the area, which will in turn support the local economy and improve the social and economic well-being of the area. • It will attract new higher value businesses to Ramsey through the provision of new business space of a size that will support small enterprises. • The commercial units will contribute to the economic regeneration of the area, provide new workspace to meet a range of needs, and will help to activate the space during the day. • The scheme will bring significant investment and will create construction employment over the anticipated construction period. This will bring about a significant contribution to economic regeneration. 	<p>It can be said that all development has an economic benefit but it is not evidenced that a mixed use development on site RR004 would be of such over riding national need as to warrant the dismissal of General Policy 2 (c) does not affect adversely the character of the surrounding landscape or townscape;</p> <p>(d) does not adversely affect the protected wildlife or locally important habitats on the site or adjacent land, including water courses;</p> <p>(k) does not prejudice the use or development of adjoining land in accordance with the appropriate Area Plan;</p> <p>(l) is not on contaminated land or subject to unreasonable risk of erosion or flooding;</p>	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR004	<p>The proposals are aligned to Natural Environment Proposal 1 which sets out the ambition of improving Greenspace within the North. The current site, though "semi-natural" has been unmanaged for many years</p>	<p>Semi Natural and unmanaged land has the higher biodiversity potential that improved grass lands in active agricultural use and has been identified by DEFA Ecosystem Policy team as and Area of Ecological Interest.</p>	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR004	<p>We disagree however, with the wording of Open Space and Community Proposal 1 which sets out that applications on identified sites RR009 and PR002 must demonstrate that they have taken into account the needs of residents in terms of community facilities and open space. This is a responsibility of all developments over a certain number of homes, not specifically these sites.</p>	<p>This proposal is in reference future and existing needs as well as coving a range of uses and is not simply a restatement of Recreation Policy 2 and 3 but the implementation of Recreation Policy 1 of the Strategic Plan 2016.</p>	N
BHLF-F4CB-AGYE-5		Patricia Newton	RR004	<p>I cannot see how you can justify dezoning an area of land that has in effect been 'blighted' by its designation for 40 years for residential, industrial and open space land uses and has been the subject of two separate studies both before and after the existing Ramsey Local Plan as to how it can be developed – see attached West Ramsey Development Framework. It is even more unjustified when the proposed designation given to it "Area of Ecological Interest" is not backed up by any statutory designation and no evidence is provided to support such designation.</p> <p>The area around Pooldooney and the former Ballachrink Farm, Ramsey has long been regarded as an area that could be developed with suitable flood defences. Moreover its development is necessary to support the existing and ongoing development east of the Auldyn River. The owner has submitted an application that tackles all the issues associated with part, and it should be emphasised that it is only part, of the site being subject to flooding as shown on the attached extract of the flood risk maps.</p>	<p>Inclusion of RR004 would constitute a significant overprovision of housing within in the Area Plan. Furthermore the site has been identified as being a high flood risk that would be unacceptable for use by vulnerable users and of economical importance which while not a statutory designation it is identifying it for protection through the planning system.</p>	N
BHLF-F4CB-AGYE-5		Patricia Newton	RR004	<p>Moreover the proposals incorporate ways of helping other adjacent areas not only with respect to any potential flooding but also with respect to access to the Town Centre.</p> <p>If areas like this which are logical 'infill' developments within a settlement are dezoned, it simply pushes development on "greenfield" sties such as that on Lezayre Road which is being promoted by the Draft plan despite being refused planning consent, PA20/01080/B copy attached. [An appeal is understood to be pending].</p> <p>Developers of any significant area obviously cannot be expected to fully develop such land based on a three year time scale from designation to completion or even approval of an application to completion. However the Area plan for North and West attempts to do this. There has to be acceptance if Government targets are to be met that some Strategic Reserve of Land will be needed but moreover, in the shorter term, sites should not be unnecessarily blighted by designations which have no statutory force and which fail to take into account other considerations put forward in the draft Planning Policy Statement concerning Development and Flood Risk.</p>	<p>Cabinet Office does not agree that this site is logical infill as it is not constrained on all sides by development and forms part of a much larger wildlife corridor along the Sulby River.</p> <p>PA20/01080/B was recommended for approval by the Planning Officer and then refused by the Committee, Given that the application submission predates that of the emerging plan Cabinet Office have on balance included the site within the plan but are willing to amend subject to the outcome of the appeal. This is in contrast to the live planning application on RR004 PA22/00679/B that seeks to undermining the emerging plan and predetermine Cabinet Office's position in Ramsey.</p>	N
BHLF-F4CB-AGJN-Y		Dandara Group Holdings Limited	RR005	<p>the site is within the settlement boundary of Ramsey and is within an area which is currently allocated for Predominantly Residential use in the extant Development Plan. It is also the subject of extant detailed planning consent for development with residential infrastructure (plots, roads, drainage and open space). The Draft APNW shows the site to be within an area of existing residential development and we support that approach.</p>	<p>Cabinet Office acknowledges the implemented approval on site RR005.</p>	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	RR005	<p>identified as having been completely or substantially flooded and as such, it is the Department's assertion that there must be no highly vulnerable development</p>	<p>Cabinet Office acknowledges the flooding issue but must recognise the implemented Planning Application for a highly vulnerable use (Residential) approved by the Department of Environment Food and Agriculture.</p>	N
BHLF-F4CB-AGJR-3		Maria Sheridan	RR006	<p>We object to the Draft Plan as it does not retain the longstanding residential/mixed use zoning of site RR006 from the Ramsey Local Plan 1998. <i>See submitted supporting Statement</i></p>	<p>Residential proposals in the Draft Area Plan have been revised.</p>	Y
ANON-F4CB-AG2X-H	871892378	Ramsey Town Commissioners	RR006	<p>Why has this site been removed from the Ramsey development area?</p>	<p>Residential proposals in the Draft Area Plan have been revised.</p>	Y
ANON-F4CB-AG5T-G	799728668	ANON	RR009	<p>RR009 completely inappropriate. Ramsey has large numbers of brownfield sites that need to be developed.</p>	<p>Residential proposals in the Draft Area Plan have been revised.</p>	Y
BHLF-F4CB-AGJN-Y		Dandara Group Holdings Limited	RR009	<p>Dandara has proposed that part of an area at Milntown which is currently allocated for residential development in the extant Development Plan should continue to be allocated for such in the APNW. The Draft APNW proposes to allocate part of the proposed site for residential development, which reflects the development scheme proposed by current planning application PA 20/01080/B. We support the proposed allocation as set out in the Draft APNW.</p>	<p>Residential proposals in the Draft Area Plan have been revised.</p>	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	RR009	<p>identified as having been completely or substantially flooded and as such, it is the Department's assertion that there must be no highly vulnerable development</p>	<p>Residential proposals in the Draft Area Plan have been revised.</p>	Y

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BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	RR009	proposed uses have been identified as sites which have been partially flooded and as such, there must be no highly vulnerable development within the flooded areas	Residential proposals in the Draft Area Plan have been revised.	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	RR009	No footway on south side of A3 unsafe access to bus stops serving Ballaugh bound bus services.	Cabinet Office acknowledge that public transport services to the West from this site are 10-15 minuets walk and it is hoped that through development improvements to the active travel network in the area can connect this site along the old railway line to station road reducing this time to sub 10 minuets walk.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR009	This chapter highlights that capacity on the road network generally is acceptable, but Parliament Square in Ramsey is a junction which is likely to be detrimentally impact because of additional housing. The transport assessment prepared as part of the planning application relating to the Site, identified that Parliament Square in fact has capacity to accommodate further housing. Furthermore, the provision of the Spine Road, along term ambitious infrastructure project for the Isle of Man government, will be provided as part of this development which will provide additional road capacity which is being privately funded. The new Spine Road will facilitate improved capabilities for residents that live to the West of Polly Dooley Road a safe cycle and to promote walking or cycling for the purpose of making everyday journeys in line with the ambitions set out in the active travel strategy.	Cabinet Office can clarify that the West Ramsey Development Framework is not a stutory planning document but an indicative masterplan from 1998. Since its publication the Isle of Man Strategic Plan now contains policies that are counter to the vision in that mastplan. The proposed spine road is unnecessary for facilitating active travel and would increase traffic within the existing neighbourhoods.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR009	The location of the site shows that within a one and two kilometre catchment area from the centre of the development site that there is a wide variety of facilities and amenities within appropriate walking distances for future residents at the site the majority of time centre of Ramsey is successful within a 1-kilometre walk and facilities which are accessible within that one kilometre include primary schools a high school a hospital restaurants on a range of employment opportunities as well as places of worship supermarkets a bus station. within 2-kilometre walking distance further leisure recreation facilities such as Ramsey beach are accessible. The proposals include a travel plan as well which will ensure that a resident travel information pack is provided to each new resident which will encourage and promote sustainable travel for future residents and people who work at the site. It is considered that this proves beyond doubt that the aims and ambitions of the active travel strategy have been intrinsically incorporated into the proposed design of site RR004.	Residential proposals in the Draft Area Plan have been revised.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR009	In terms of the comments on flooding we are aware that the site has issues with fluvial and coastal water flooding. The designers of the scheme, BACA architects, are one of the country's leading flood resilient architecture practices and have designed the scheme alongside HR Wallingford and JBA consulting to ensure that the impacts of flooding will not increase in the surrounding area and that the development will in fact reduce the level of flood risk. We would note on Site RR009, that the site assessment carried out has highlighted that the flooding on the site was a critical constraint. The concept of critical constraints is used as a trigger to identify those sites where the impact of development on the site or the impact of the site's characteristics on potential development, is such that development would not be acceptable, and mitigation or compensation is not possible or appropriate. Where a critical constraint is identified, sites will be deemed unsuitable and screened out, unless there is a policy exception to be made.	Residential proposals in the Draft Area Plan have been revised.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR009	In the site assessment for RR009 the site is identified as having a critical constraint in the form of flooding. Within the assessment the Cabinet Office has set out that an "Exception Test" had been applied. The reasoning was because of the need for a sustainable extension to the Existing Settlement Boundary to provide housing in within the Plan Period. There seems to be no other tests carried out within the reasoning justification for the We believe that our site, which had no Critical Constraints within its site assessment and in a much more suitable location for development in terms of townscape and spatial planning reasons as discussed in response to Chapter 5.	Residential proposals in the Draft Area Plan have been revised.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR009	Following the strategic layout of the site establish by the Council in the "West Ramsey Development Framework", March 2004, the Spine Road will rise gently from the edges of the site to an elevation of + 6.5 AOD. This enables safe access and egress for pedestrians, cars, emergency vehicles and refuse trucks for the proposed development and provides a much-needed connection to the recent housing development that has been built out to the west. The floor levels of all residential properties are set at +6.68 AOD. The housing located south of the Spine Road is built traditionally. The apartments which overlook the park, located north of the spine, will locate living space off the Spine Road, at +6.68 AOD with underdrift parking beneath. Theses elevations means that the road and all housing will remain dry in an extreme flood event (a 1 in 200-year event plus allowance for climate change). The greenspace north of the Spine Road will be modified to remove blockages that impair river flows. The new park spaces within the greenspace will integrate sustainable urban drainage measures (SUDs) that are also beneficial for ecology. (A swale is a shallow landscaped depression in the land to store and treat surface rainwater). The swales in this design also improve the passage of flood water across the landscape reducing flood levels, as they would occur without this intervention, on the Poyll Dooley Road to the east of the site during a large flood. This has resulted in a development which has been designed to respond to the flood issues, via a progressive and robust flood-mitigation strategy. This includes elevating the Spine Road above the extreme flood level to ensure safe access and egress. All the proposed housing is located out of the floodplain.	The West Ramsey Development Framework is not a statutory planning document nor is it an official Planning Policy Statement. The indicative masterplan predates the Isle of Man Strategic Plan 2016 and it policies.	N

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ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR004	<p>The development has been designed to avoid flood risk to properties within the development itself and avoid an increase in flood risk to others outside the area measures to manage the flood risk include:</p> <ul style="list-style-type: none"> roads that are raised above the maximum flood level to provide a protected area for the development in the Southwest part of the site flood resilient buildings in other parts where the floor levels are raised above the maximum flood levels safe access and egress above maximum flood levels for all residential properties landscaping of the large open areas to the north of the Spine Road to improve the flow of flood water on the flood plain part of the site management of surface water run off from the development within the site <p>A hydraulic model has been used to estimate the impacts of the development on flood levels. The model results show that there is no impact on tidal flood levels and a small reduction in fluvial flood levels. The maximum design flood water level is caused by a 0.5% AEP (1 in 200 year) title search in the year 2120. The maximum level is about 6.00m AD02 and includes a climate change alliance covering the period to 2120.</p> <p>Flood risk has been fully assessed, with detailed flood modelling carried out to confirm the existing and future flood extents and levels. Flood risk issues have informed and shaped the development proposals. This ensures that the development will be safe from flood risk during its lifetime, and it does not increase flood risks elsewhere. Additionally flood levels on the Poyll Dooley Road to the east of the site will be reduced during river floods.</p>	Cabinet Office does not support uses with vulnerable users within areas identified for flood risk.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR009	<p>In regards site RR009, the location is in a poor location in spatial planning terms and in landscape terms. The proposed allocation is in the open countryside and includes a significant amount of open space which will permanently ensure that the site will be an isolated development site. In terms of urban form and urban grain of RR009, the proposals would create a dense development site in a low density area which is completely out of character with the historic built form of Ramsey Town and Lezayre, the parish in which the site actually sits. Furthermore, this would have an adverse effect on the views out west from Ramsey which would have a detrimental impact on the Landscape Objectives set out in the Written Statement.</p>	Site RR009 presents the opportunity to provide a significant increase in open space and new active travel links for the benefit of the wider community. A revised site plan has been submitted and this proposal is continued to be supported by Cabinet Office into inquiry.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR009	<p>Other sites, namely RR009 which has been included as a draft allocation as part of the Draft Plan for the North and West sites outside the existing boundary and existing built-up area of the town of Ramsey. We believe it will promote coalescence and a clear example of urban sprawl into the countryside.</p>	There is no settlement in close proximity Ramsey for development on RR009 to coalesce with and it is considered by Cabinet Office to be a Sustainable Urban Extension as defined within appendix 1 of the Strategic Plan 2016.	N
ANON-F4CB-AGS7-H	30144800	Geoff Megarity	RR009	<p>Site RR009, that the site assessment carried out has highlighted that the flooding on the site was a critical constraint. The concept of critical constraints is used as a trigger to identify those sites where the impact of development on the site or the impact of the site's characteristics on potential development, is such that development would not be acceptable, and mitigation or compensation is not possible or appropriate. Where a critical constraint is identified, sites will be deemed unsuitable and screened out, unless there is a policy exception to be made.</p> <p>In the site assessment for RR009 the site is identified as having a critical constraint in the form of flooding. Within the assessment the Cabinet Office has set out that an "Exception Test" had been applied.</p> <p>The reasoning was because of the need for a sustainable extension to the Existing Settlement Boundary to provide housing in within the Plan Period. There seems to be no other tests carried out within the reasoning justification for the Exception Test to be passed. The location is in a poor location in spatial planning terms and in landscape terms. The proposed allocation is in the open countryside and includes a significant amount of open space which will permanently ensure that the site will be an isolated development site. In terms of urban form and urban grain of RR009, the proposals would create a dense development site in a low density area which is completely out of character with the historic built form of Ramsey Town and Lezayre, the parish in which the site actually sits. Furthermore, this would have an adverse effect on the views out west from Ramsey which would have a detrimental impact on the Landscape Objectives set out in the Written Statement.</p>	A single site constraint is not the sole reason for exclusion/inclusion within the plan. Site RR009 had lower ecological value than other sites submitted for consideration in or abutting Ramsey and could create other benefits not capable of being delivered through alternative allocations.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	RR009 (RM007)	<p>Transport Assessment Required - Junctions on Lezayre Road from development site to Parliament Square -Further traffic modelling required- Microsimulation</p>	Cabinet Office acknowledge the need for further analysis that can be properly considered at the planning application stage.	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Transport and Utilities	<p>Plan Objective 6 The Department supports the inclusion of this Plan Objective in respect of flooding and would suggest including "known", so as amended it reads "To prevent new development in areas of known flooding or in locations that would increase the risk of flooding in other areas". The Department would also support continued, and early engagement with the Flood Management Division for future developments to ensure adequate consideration is given to both the proposal, its location and appropriate mitigation measures as and when required.</p>	Cabinet Office accept the proposed change to Objective 6 to now read as "Plan Objective 6: To prevent new development in areas of known flooding or in locations that would increase the risk of flooding in other areas ". Cabinet Office also welcomes continued engagement with the Department with regards to flooding.	Y
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Transport and Utilities	<p>Parliament Square, Lezayre Rd/Bircham, Bowring Road/Station Road, Bowring Road/Derby Road, Albert Road/Brookfield Avenue, Albert Sq - Further traffic modelling required - Microsimulation</p>	Cabinet Office acknowledge the need for further analysis	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Transport and Utilities	<p>Ballacraine, St Johns - Further traffic modelling required - LinSig</p>	Cabinet Office acknowledge the need for further analysis	N
BHLF-F4CB-AGKV-8	194205912	Department of Infrastructure	Transport and Utilities	<p>Main Road/Avondale Rd/Royalty Ave, Onchan - Further traffic modelling required – LinSig (Mountain Road closed)</p>	Cabinet Office acknowledge the need for further analysis	N

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BHLF-F4CB-AGKV-8	<u>194205912</u>	Department of Infrastructure		<p>In general with regards waste within the Draft Plan, and in addition to the above, the Department notes the absence of references to existing waste infrastructure servicing local industries such as waste recycling or waste transfer facilities for example at Ballaharra Quarry (providing for Construction and Demolition waste processing facility including some landfill), the Civic Amenity site, or Birchalls for scrap metal. These should be included, even if just for information within the Draft Plan.</p> <p>The Department further requests reference to the Legacy Landfill sites (including Raggatt (near Peel), Ballacallow 1, Ballacallow 2 Ballacallow 3, and Wrights Pit East landfill sites at the Point of Ayre) along with the possible inclusion of a policy which aims at protecting these sites from any development or use that would detrimentally impact on the site restoration and its after use. For clarity, these can be considered as areas of contaminated land, currently restored to a nature conservation after use.</p> <p>It may also be pertinent to include a reference to the Ayres Gravel Pit (Bride) Area of Special Protection for Birds Order 2001, as made under the Wildlife Act 1990 to ensure an understanding of the requirements for the protection of birds at this site.</p>	<p>Cabinet Office Acknowledges the Department's concern for the long term management of legacy sites. These will be included on the Infrastructure Constraints maps and cabinet office also proposes the following be included within the written statement: Waste Proposal 4</p> <p>This plan supports the responsible and safe management of the Islands legacy landfill sites and any related remediating works to ensure the future safety of people or the environment. This plan does not support any development that could in some way erode the ability of the responsible department to safely and effective mange these sites in the long term.</p>	Y



Isle of Man
Government

Reiltys Ellan Vannin

PIP 4