

THE ONCHAN LOCAL PLAN

**WRITTEN STATEMENT
for consideration with the Planning Scheme Order (Proposals Map)**

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**THE ISLE OF MAN PLANNING SCHEME (ONCHAN LOCAL
PLAN) ORDER 2000 WAS APPROVED BY TYNWALD ON 21ST
MARCH, 2000 AND CAME INTO EFFECT ON 1ST APRIL, 2000**

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THE ONCHAN LOCAL PLAN

Preface

This document represents the final draft of a local plan for Onchan. This document has been formulated following the circulation to the public of an Issues and Options document in April, 1998. This identified a series of areas of discussion and therein identified a number of issues and corresponding options for various policy responses. The Issues and Options document also identified the existing policies included in the Onchan Local Plan which was adopted by Tynwald in 1989. Over 100 responses were received to the Issues and Options document including a large number of views from local residents and comments from the Onchan District Commissioners, Manx National Heritage, the Manx Nature Conservation Trust, the Advisory Council on Planning and the Environment, the Society for the Preservation of the Manx Countryside and Environment and various Government Departments.

The Department then prepared a first draft of the local plan for Onchan based upon the policies and proposals of the existing plan, adopted in 1989 and upon those views and comments received in response to the Issues and Options document.

Over fifty views were received from local residents, Government Departments, the Manx Bat Group, the local authority and local businesses. Many views received were content with the majority of the local plan; others focused on a number of specific issues: particular sites were the subject of concentrated thoughts on particular forms of development and comments were also submitted with respect to the limit of the development which should be permitted into the countryside which surrounds the village.

What was obvious again from the local views received and as was the case with the views received in response to the Issues and Options document was the concern of local people that the village should not lose its character and identity by provisions made within the local plan.

The second draft was produced as a result of comments received following the circulation of the first draft and this was the subject of a public inquiry in Onchan Primary School on 27th, 28th and 29th July, 1999. Government Departments, developers and members of the general public submitted views both orally at the hearing and in writing before and during the Inquiry and the Inspector appointed to hear the Inquiry reported back to the Department on 26th August, 1999 whereupon the Department considered the Inspector's report and reassessed the provisions of the plan in this context. The recommendations of the Inspector and the conclusions of the Department are included in the text of this document where appropriate.

The Department met on 20th December, 1999 to hear claims made for

compensation to be made by the provisions of Section 9 of the 1934 Town and Country Planning Act. The Department considered the submissions made and resolved finally on 27th January, 2000 to make no provision for compensation in these cases.

The Department then produced this final document which, accompanied by the Planning Scheme Order, represents its views on the future of Onchan in land use planning terms. The Scheme Order was approved by Tynwald on 21st March, 2000 and this Written Statement whilst not being considered by Tynwald for approval provides guidance to be considered in association with the Scheme Order.

It is hoped that the following policies, proposals and recommendations combine to result in a positive document which will protect and provide for the future of the village for the foreseeable future. It is intended that the Onchan Local Plan which is adopted by Tynwald will have an effective life of between five and ten years towards the end of which it will be appropriate to review the adopted policies in accordance with the changing demands and aspirations of the local people and the Island as a whole.

Introduction

- 1.1 The first land use planning document which applied to Onchan was the Isle of Man Planning Scheme (Development Plan) Order which was adopted by Tynwald in 1982. This covered not only Onchan but the Island as a whole. In 1989 a local plan was produced for Onchan in its own right. This was adopted by Tynwald on 18th October, 1989 and has continued to be applied as the policy document for Onchan since that date.
- 1.2 Despite a stated intention to monitor and review the provisions of that plan, no such monitoring was undertaken. As such, the Department of Local Government and the Environment resolved in January, 1998 to undertake a review of the Onchan Local Plan. This initial resolution resulted in an Issues and Options document which was circulated to the public and Government Departments in May of that year. Over 100 responses were received, covering a wide range of issues. The Department has considered these views and has translated these, together with its own thoughts and views into a series of policies, proposals and recommendations which will be applied to Onchan.
- 1.3 One of the issues discussed was the extent of the parish which should be considered in the review of the Local Plan. The 1989 Onchan Local Plan covered all of the area which was included within the old village boundary which resulted in a study area which finished at the northern side of Birch Hill but included all of the land stretching to Groudle Beach. It was proposed in the Issues and Options document that the boundaries should be expanded to include more of the district and this was greeted with a variety of responses. Some individuals felt that this should be avoided as this would inevitably lead to a proportionate increase in the amount of land which would be available for building. Others felt that the boundary should be extended to cover **all** of the district and not just that area shown on the map which accompanied the document.
- 1.4 The Department has resolved that, as proposed by Onchan District Commissioners, the boundary of the study area should correspond with the boundary of the district: the boundaries are shown on the accompanying Proposals Map. Whilst this in itself in parts is not a particularly logical study area in planning terms, for example the strangely shaped annex which covers Clucas' Laundry at Tromode, it is considered the most appropriate, given that many of the areas immediately adjacent to the study area are already the subject of local plans which have been approved by Tynwald only relatively recently (Braddan and Douglas and in the case of the former a review of the Braddan Local Plan is to be undertaken in the forthcoming year).

Objectives of a Local Plan

- 1.5 Local plans are generally intended to apply national and local planning policies and strive to ensure the correct balance between stimulating and encouraging development where appropriate and identifying those areas which should be

protected from development in the interests of preserving the rural and natural environment.

- 1.6 The 1982 Development Plan Order provided significant opportunities for development in Onchan and at the same time designated significant areas around the village as of High Landscape Value and Scenic Significance together with areas of “white” land which is not designated for any particular purpose and in which there is a general presumption **against** development. The 1982 Plan also identified areas of reservoir catchment and areas which were considered unsuitable for development due to a danger of pollution of the existing or future supply of water.
- 1.7 The Onchan Local Plan which was adopted by Tynwald in 1989 examined only the village of Onchan which represents in general terms the built-up part of the village but stretching as far as Groudle Glen and Beach. This document contained many policies and proposals for this area with regard to issues such as retail, tourism, offices, residential development, industry, open space and traffic.
- 1.8 This revision of the Onchan Local Plan has re-examined the policies and provisions of both of these documents in the light of the circumstances and views which have emerged since then. The following are considered the principal objectives of the local plan:
 - to examine the identified needs of the existing community with the local plan area and provide opportunities to meet those needs through appropriate land use designations
 - to identify particular areas within the local plan area which require protection from development including areas which are of importance in terms of conservation of the landscape, its wildlife and natural resources
 - to identify those areas which may be suitable for further development and to indicate how such development may occur
 - to enable the fulfilment of the above principal objectives through the establishment and implementation of an effective series of policies, proposals and recommendations.
- 1.9 Whilst the first of these requires an examination of the needs of the existing community and consideration of the provision of opportunities to meet those needs, the Department has been aware from the outset of the review of the Onchan Plan that the opportunities for additional development are likely to come mainly through the expansion of the existing development into the surrounding countryside. From an early stage, the Department has formed the opinion that this should be considered very carefully and it has been equally clear that there is strong local feeling that Onchan has contributed significantly in previous decades to the growth of the Island’s population and housing and as such the time may have come to limit the further spread of Onchan into the surrounding area. As such, from the outset it was apparent to the Department that the Onchan plan may well not be able to meet the needs of the existing population in terms

of the provision of new housing in order to prevent the expansion of the village at its periphery where this would have an unacceptable visual impact. As such the Department would accept that the plan has largely been prepared on the basis of the visual and physical impact of new development on the village and the surrounding area.

POLICIES, PROPOSALS AND RECOMMENDATIONS

- 1.10 The 1991 Sector plans provided a series of broad policies, proposals and recommendations for the whole of the Island. Although these were of a more general nature, where appropriate reference to individual settlements and specific issues was clearly made.
- 1.11 The Office of Planning has set out the broad policies, proposals and recommendations applicable to the village of Onchan in the following chapters.

Definitions

- 1.12 **Policies** are statements of attitude or intention towards existing or postulated situations which require action.
- 1.13 **Proposals** are intended action of some significance to the plan by the Department of Local Government and the Environment, Departments of Government, private or public bodies or individuals and which the Planning Committee feels confident will be implemented.
- 1.14 **Recommendations** are statements where the Department of Local Government and the Environment has no direct control over implementation and where another body has been asked to take action in support of the land use aspects in the plan.

RETAIL, COMMERCE AND OFFICES

2.1 The current Onchan Local Plan establishes a firm policy to restrict retail developments and use to specific areas within the village, focusing mainly on the central area from the Village Walk (formerly the Onchan Shopping Precinct) and Main Road with a smaller retail area centred on Port Jack. Similarly, a strict policy for restricting office use to the upper floor of existing commercial outlets was included with an additional indication that office use as an element of mixed use would be permitted on the Douglas Bay Hotel site.

2.2 Views received generally supported the continuation of the principle of restricting office and retail development to specific areas although it was indicated by several people that more flexibility should be introduced to permit the sale from existing centres in rural areas of craft items, farm produce or items related to agriculture or horse-riding. Some support was also received for the revitalisation of specific buildings or sites by permitting office use therein: buildings specified were

- Bounty House (28-38, Main Road) (**Area 1**)
- Avondale House (56, Main Road) (**Area 2**)
- Douglas Bay Hotel site (**Area 3**)
- Majestic Hotel site (**Area 4**)
- Howstrake Holiday Camp site (**Area 5**)
- Onchan Park Stadium.

2.3 The subject of the introduction of office use on the ground floor of units in the Village Walk was generally greeted with opposition and there were various responses to the issue of the use of the land behind the Archibald Knox Public House (**Area 19**) insofar as views were received in support of the use/development of the site for purposes of

- retail
- health facilities
- sheltered housing and
- open space.

Conclusions

2.4 The Department recognises that office and retail use are necessary to greater or lesser degrees within local communities as means of local employment, support for local facilities and services and provision for local income. The Department also believes, however, that it is pertinent to restrict the development and use of buildings for retail and office purposes to specific areas within the local plan area so that investment may be directed to areas where it is most needed, where it is desired by its customers and to areas where this type of development can be accommodated without detriment to the local amenities. It is particularly important to ensure that any area designated for office or retail use has sufficient space associated with it to accommodate the vehicles which will be generated by such a use. The Coutts Bank building on the

Ballacurrie House site has resulted in over spill of the parking generated by the use of the site onto the surrounding streets to the extent that disc parking has now been introduced on Summerhill Road. Previously no specific ratio for car parking associated with office development has been applied and it is now recommended that a ratio of one space per fifteen square metres net of new office floor space be applied.

Site of the former Nursery Hotel - Area 19

- 2.5 The Department is aware that there is opposition to the use and development of the former Nursery Hotel site (behind the Archibald Knox Public House) for retail purposes. However, this site represents the **only** significant opportunity for large-scale retail development in the village. Such a large-scale development would have the advantage not only of providing a better range of products from which villagers may choose, but would also likely to result in a decrease in traffic movements into Douglas by persons in the village wishing to visit such shops which exist currently only in Douglas. The Inspector appointed to hear the Inquiry agreed with this conclusion and it should be noted that detailed planning permission has been granted recently for such a development on this site (PA 98/1278). It should be noted that the Department also considers that the use of the site for residential purposes, particularly for sheltered housing would be appropriate and as such has introduced flexibility in the permitted use and development of the site (**see paragraphs 4.33 and 4.57**) and whilst the Inspector has noted that the site would not be suitable for residential development of *any* sort due to the environment in which the dwellings would be situated and also the means of access through a busy car park, the Department would conclude that in the case of sheltered housing, the traffic movements are likely to be much less than those emanating from private non-sheltered housing and the need to be close to shops and services is much greater. As such, the Department would confirm that the site **would** be suitable for sheltered housing should the shopping facility not proceed.
- 2.6 The Department also recognises that permission for office use as part of a redevelopment scheme can assist greatly in the rejuvenation of sites and buildings which are currently underused or neglected. As such, the Department has identified a number of buildings and sites which are **outside** the area in which office development and use is generally to be accepted, where use or redevelopment of the site for office purposes will be permitted: these include the Bounty House site (28-38, Main Road) (**Area 1**), 56, Main Road (**Area 2**), the Douglas Bay Hotel site (**Area 3**) and the Majestic Hotel site (**Area 4**).
- 2.7 There are, however areas or sites which have been suggested as being suitable for office use/development which the Department does **not** feel should be zoned or used as such. The Howstrake Holiday Camp site is currently in a state of dereliction which can be seen clearly from the King Edward Road (A11) and the southern end of the Ballameanagh Road. Whilst the site is in dire need of restoration, it is not felt appropriate to try to achieve this by permitting an office development as the visual impact of such a building and the associated traffic movements and car parking is not felt to be appropriate

on such an exposed and prominent coastal site.

2.8 Also, the proposal for office use within Onchan Park Stadium is not generally supported by the Department who feels that the facilities at the Stadium and the parking spaces which are available should be retained for purposes associated with recreation and leisure.

2.9 As such, the Department feels that the following policies are appropriate for Onchan with respect to the provision for office and retail development:

O/RCO/P/1

2.10 RETAIL DEVELOPMENTS (WHICH MAY INCLUDE BANKS, BUILDING SOCIETIES, INSURANCE BROKERS AND ESTATE AGENTS) WILL ONLY BE PERMITTED IN THE AREAS IDENTIFIED AS SUCH IN THE SCHEME ORDER (PROPOSALS MAP). OFFICE USES WILL BE PERMITTED ON THE UPPER FLOORS OF RETAIL OUTLETS WITHIN THOSE AREAS IDENTIFIED FOR RETAIL USE AND ON THE GROUND AND UPPER LEVELS OF THOSE PROPERTIES WITHIN AREAS DESIGNATED AS MIXED USE/OFFICE/RETAIL. OFFICE USE WILL NOT BE PERMITTED ON THE GROUND FLOOR OF THE MAIN SHOPPING LEVEL OF THE VILLAGE WALK

O/RCO/P/2

2.11 NURSERY HOTEL SITE - Area 19

THE SITE OF THE FORMER NURSERY HOTEL IS CONSIDERED SUITABLE FOR RETAIL DEVELOPMENT OF A LARGE SCALE SINGLE UNIT. IT IS NOT CONSIDERED SUITABLE AT THIS TIME FOR DEVELOPMENT OF FURTHER UNITS OF THE SIZE ALREADY EXISTING IN THE VILLAGE WALK AS THERE ARE AND HAVE BEEN FOR SOME TIME, A NUMBER OF RETAIL UNITS WITHIN THE PRECINCT WHICH ARE UNOCCUPIED AT ANY ONE TIME. ANY APPLICATION FOR THE DEVELOPMENT OF A LARGE RETAIL UNIT MUST BE ACCOMPANIED BY ADEQUATE CAR PARKING ON THE SITE TOGETHER WITH SUITABLE LANDSCAPING TO SOFTEN THE IMPACT OF THE BUILDING AND ENHANCE THE APPEARANCE OF THE SITE. CARE MUST BE TAKEN IN THE DESIGN OF THE NEW BUILDING AND THE LAYOUT OF THE SITE TO AVOID UNNECESSARY TREE LOSS AND ADVERSE IMPACT ON ADJACENT RESIDENTIAL PROPERTY IN TERMS OF VEHICULAR MOVEMENT OR LOSS OF LIGHT OR OUTLOOK.

O/RCO/P/3

2.12 IN ADDITION TO THE PROVISION INCLUDED AT PARAGRAPH 2.10 ABOVE, OFFICE USE WILL BE ACCEPTABLE AS PART OF REDEVELOPMENT PROPOSALS FOR THE FOLLOWING SITES:

- 1. 28-38, MAIN ROAD**
- 2. 56, MAIN ROAD**
- 3. DOUGLAS BAY HOTEL SITE and**
- 4. MAJESTIC HOTEL SITE.**

WHERE DEVELOPMENT IS IN ACCORDANCE WITH THE FOLLOWING BRIEFS:

O/RCO/P/4

2.13 BOUNTY HOUSE SITE (28-38, MAIN ROAD) - Area 1

- 1. development of the site must acknowledge the prominent position of the site within Onchan's Conservation Area and reflect the architectural style (in terms of window design, finishes, roof shape etc) of Royal Buildings, immediately to the east.**
- 2. car parking must be provided on site at a ratio of at least one space per fifteen square metres net of floor space.**
- 3. the development must include the retention of Royal Buildings and the refurbishment of this structure where this is considered necessary.**
- 4. development must include the widening of the existing footpath alongside Main Road, to at least 2m.**

O/RCO/P/5

2.14 56, MAIN ROAD - Area 2

- 1. the proposed building must acknowledge the style, proportion and massing of adjacent buildings and whilst not necessarily replicating any of these, the new building must sit comfortably in the streetscape.**
- 2. the layout of the site must acknowledge existing rights of way across the site and access to car parking spaces on the adjoining land where this exists.**
- 3. car parking must be provided on site at a ratio of at least one space per fifteen square metres net of office floor space.**

O/RCO/P/6

2.15 DOUGLAS BAY HOTEL SITE - Area 3

- 1. the design of the new buildings(s) must acknowledge the prominent position of the site and present a suitably dominant and attractive structure as viewed from all sides.**
- 2. car parking must be provided at a ratio of not less than one space per 15 square metres net of floor space.**
- 3. any detailed application must include a landscaping scheme to soften the impact of the new development and particularly to screen any car parking which may be visible from outside the site.**

O/RCO/P/7

2.16 MAJESTIC HOTEL SITE - Area 4

- 1. the height of the new building(s) erected between the former hotel and King Edward Road may not exceed that of the former Majestic Hotel that is a maximum ridge height (excluding chimneys) of 56.00 above ordnance datum. Any buildings built on the lower part of the site - that is between the former hotel and the public footpath - must be reduced in height below the level referred to above in recognition of the sloping nature of the site.**
- 2. car parking must be provided on site at a ratio of at least one space per 15 square metres net of floor space.**
- 3. any detailed proposal must include a landscaping scheme to complement the buildings proposed and to soften the impact of the buildings proposed. Particular attention will be paid to the impact of the development from the public footpath which runs on the coastal side of the site and no buildings will be permitted any closer to the footpath than 20 metres.**

O/RCO/P/8

2.17 THE DEPARTMENT WILL NOT GENERALLY OPPOSE THE PROVISION OF SMALL-SCALE RETAIL OUTLETS WITHIN THE COUNTRYSIDE WHERE THESE ARE BASED ON EXISTING BUILDINGS OR SITUATED IN EXISTING BUILDING GROUPS AND WHERE SUCH OUTLETS SELL FARM PRODUCE (GROWN OR PRODUCED ON THE FARM IN WHICH THE OUTLET IS SITUATED), FARM OR HORSE-RELATED PRODUCTS. SUCH OUTLETS WILL ONLY BE PERMITTED WHERE:

- 1. THERE IS SUFFICIENT INFRASTRUCTURE TO**

ACCOMMODATE THE PROPOSED USE,

- 2. WHERE THE DETAILED DESIGN OF THE BUILDING(S) TO BE USED IS ACCEPTABLE AND**
- 3. WHERE THE PROPOSED USE WOULD NOT BE UNNEIGHBOURLY BY VIRTUE OF NOISE, TRAFFIC OR VISUAL IMPACT.**

THE DEPARTMENT WOULD GENERALLY FAVOUR THE USE OF EXISTING BUILDINGS RATHER THAN THE CONSTRUCTION OF NEW BUILDINGS FOR THIS PURPOSE.

NOTE: where applications are made for this type of development, the Department would expect there to be provided a description of the type of retail use proposed and a list of items likely to be sold. This is in order to avoid the creation of general retail outlets in the countryside which is contrary to policy O/R/P/1 above.

O/RCO/P/9

- 2.18 ALL RETAIL AND OFFICE DEVELOPMENTS (INCLUDING CHANGES OF USE TO PROVIDE SUCH FACILITIES) MUST HAVE ASSOCIATED WITH THEM SUFFICIENT OFF ROAD CAR PARKING TO ACCOMMODATE VEHICLES GENERATED BY THE PROPOSED USE OF THE SITE. A RATIO OF 1 SPACE PER 15 SQUARE METRES NETT OF FLOORSPACE WILL GENERALLY BE REQUIRED FOR NEW OFFICE DEVELOPMENTS: SUFFICIENT PARKING FOR CUSTOMERS AND STAFF WILL BE REQUIRED FOR NEW RETAIL DEVELOPMENTS. IN ADDITION TO THE LATTER, PROVISION MUST BE MADE FOR LOADING, UNLOADING AND DELIVERIES.**

TOURISM, RECREATION AND TRANSPORT

Tourism

- 3.1 The role of Onchan in the Island's tourist industry has changed and generally declined over the past decade or so. The major hotels in the district - the Majestic and the Douglas Bay Hotels have long since been used for tourist accommodation and the Howstrake Holiday Camp has not seen any visitors staying at the site for a considerable period. The area which was zoned for Tourist Accommodation in Parkland on the 1982 Development Plan Order between Lakeside and Groudle Glen (**Area 6**) was never developed for such purposes and in fact had its designated changed with the 1989 Onchan Local Plan to **Residential** Development in Parkland.
- 3.2 The remaining tourist accommodation lies at Groudle Beach where holiday chalets are available for tourists. There are also a small number of bed and breakfast and guest houses within the district and the increasingly successful Glen Dhoo Camp Site.
- 3.3 The District also draws tourists through the attractions of the rural countryside which surrounds the village, the Groudle Glen Railway, Onchan Park Stadium, Groudle and Molly Quirk's Glens, the various restaurants and licensed premises within the area and the King Edward Bay Golf Course and Club. One-off events such as trials events at Port Jack, White City and Howstrake, gymkanas at the various equestrian centres within the area and the like also help to maintain Onchan's position in the Island's tourist industry. Suggestions were submitted to increase the range of facilities available at the Groudle Glen Railway including the provision of waiting facilities at Sea Lion Rocks which has been the subject of recent planning approval (PA 97/1780).
- 3.4 The response to the subject of tourism in the Issues and Options document was greeted with a mixture of views: some thought that no further tourist developments should be permitted some felt that there should be more, particularly more bed and breakfast and self catering facilities throughout the district, although the Department is aware that such facilities may cause inconvenience and nuisance to neighbours when the facility is provided in a built-up area.

Transport

- 3.5 The Manx Electric Railway also runs through Onchan with halts at King Edward Park and Groudle and is a form of transport to, from and through the area as well as being a tourist attraction in its own right.
- 3.6 A number of people supported the provision of more footpaths within the area.

Recreation

- 3.7 Onchan Stadium provides a wide variety of facilities which are available for local residents as well as visitors. The Park has informal play facilities such as swings, a slide, climbing frame etc as well as organised activities such as the karting, boats, crazy golf, putting, squash, tennis, football and bowls. There is also an amusement arcade, café and licensed function room available. The land to the north of the Birch Hill estate has previously had permission granted in principle for the creation of a golf course (PA 87/1043) and of course there is the existing golf course at the King Edward Bay Country Club.
- 3.8 The Department is aware of a general concern that there is a shortfall in the amount of space available for children's play. Birch Hill has provided a great deal of dwellings with a disproportionate amount of space provided for play facilities. Similarly Lakeside Gardens has one play area which is considered by some to be inadequate for the amount of housing which surrounds it. Ballachurry (from Governor's Road to Heywood Park) has limited play facilities immediately available to the children who live there.
- 3.9 It is difficult to provide retrospectively for areas which have already been developed as the available land has often already been used for building. This is particularly difficult if the potential for further expansion of residential development into open areas is to be resisted as further residential development could present an opportunity to provide play facilities for areas which have previously had inadequate play areas provided. Expansion of recreational facilities or the provision of such facilities on agricultural land adjoining the housing areas is one option, and in the case of Birch Hill, Lakeside and Ballachurry, land is certainly there into which to expand if it is felt appropriate. However, access to such land is often problematical and the availability of the land in terms of whether it is for sale, is seldom straightforward.

Conclusions

Tourism

- 3.10 The Department has embraced a number of policies within its various plans to support the development of tourism on the Island and in this respect Onchan is no exception. However, it is essential to ensure that development is not detrimental to the amenities of the area by virtue of noise, nuisance to adjacent land users, traffic movements, parking provision or visual intrusion where the facilities themselves may destroy or undermine the very landscape or opportunity which attracted the visitors there in the first place. The Department has considered the issue of designating land which may be suitable for new tourist developments and has concluded that the only sites which are suitable for new tourist developments are:
- the Douglas Bay Hotel Site (**Area 3**)
 - the Majestic Hotel site (**Area 4**) and
- 3.11 The Douglas Bay Hotel site (**Area 3**) has had planning approval for the erection of a large corporate headquarters but this has not been executed to date. The site

has clearly been used for tourism-related purposes in the past and is considered suitable for such purposes now. Any building or buildings to be built upon the site must however acknowledge the prominent position of the site.

- 3.12 The Majestic Hotel site (**Area 4**) has also previously been used for tourism-related purposes and is considered suitable for such uses now.
- 3.13 The Howstrake Holiday Camp (**Area 5**) has a previous history as having been used for tourism and is in dire need of attention and restoration. The 1989 Onchan Local Plan provided for the development of the site for tourism with some residential: however this policy was accompanied by a provision which permitted a five year period for an application to be approved in detail for such a development: failing this the site would revert to having an accepted use as Open Space where development would not be approved. Since that five year rule became applicable the site has remained derelict with the buildings falling further into disrepair and the site remaining as unattractive as it has been for the previous decade and before. The Department initially considered that rather than the site remaining derelict and unattended, **some** development may achieve the restoration of the site for the benefit of all who may view it. However, after careful reconsideration, the Department considers that the benefits of restoring some of the site would be outweighed by the permanent presence of buildings on the site, in a position where such buildings have not been for some considerable time. The Department is aware this is one of the few headlands in Onchan which has not been subject to development and as such, the Department would wish to continue with the policy contained in the previous Onchan Local Plan that, having failed to secure a detailed approval for a sympathetic development on the site within the five year life of the previous local plan, that the site return to Open Space. The Department would encourage the possible future use of the site for purposes of **Public** Open Space with provision of a public right of way through the site to Groudle Beach and Glen.
- 3.14 Existing facilities may require expansion or additional facilities, including the Groudle Glen Railway and Glen Dhoo Camp site and policies should be included to provide for appropriate expansion in these cases. There are existing facilities available at the King Edward Bay Golf Course and Country Club which may require expansion and/or alteration and provided that these do not interfere with the amenities of the area in visual or ecological terms or the amenities of adjacent residents, these will generally not be opposed where they are of an appropriate scale and design.

Transport

- 3.15 The Department recognises the importance to tourists and locals alike of the Manx Electric Railway which operates within the study area. As such, the Department would wish to provide for the appropriate expansion and improvement of these facilities. In order to promote walking within the area, the Department would wish to encourage the Department of Transport in the provision of further footpaths in Onchan if this is considered appropriate.

Recreation

- 3.16 The Department is generally supportive of attempts to provide further

recreational facilities within the area particularly where this is in association with existing residential development. In particular, the Department will encourage the provision of play facilities at Bemahague (on the land zoned for Educational purposes) on the basis that such an area is unlikely to prejudice the development of the site for a new school and would not prejudice the open aspect of the site which clearly identifies the boundary between Douglas and Onchan. Similarly the Department would not oppose the provision of playing facilities on any land adjacent to Birch Hill. In this respect it is important to note the Commissioners' intention to create a centenary park on land at Cronk ny Mona. Whilst it has been suggested that the development of golf course facilities at Ballachrink (north of Birch Hill) could also provide opportunities for additional leisure/sports facilities (running track, pitches etc) it is felt that these would not generally be appropriate here as the land is exposed and highly visible and that the formal and organised appearance of sports facilities such as these would be detrimental to the otherwise natural appearance of the area - an appearance which would largely be retained with the creation of a golf course. The development of a golf course here could also include the provision of a public footpath which has been requested of the Department of Transport on many occasions. The Inspector supported the principle of the creation of a golf course at Ballachrink but dismissed the concept of dwellings erected in association with this facility and the Department would endorse this view.

3.17 The Department would also not oppose the provision of playing facilities on land adjacent to Lakeside. However, it should be noted that significant areas of open space and play opportunities are provided in the scheme for residential development recently approved at Appeal (PA 97/0772) (see also Section on **Residential**).

3.18 The Department therefore considers that the following policies and recommendation are appropriate to guide and promote tourism in Onchan.

O/TRT/P/1 - DOUGLAS BAY HOTEL SITE - Area 3

3.19 THE SITE OF THE FORMER DOUGLAS BAY HOTEL WILL BE CONSIDERED SUITABLE FOR TOURISM-RELATED DEVELOPMENT. ANY BUILDING OR BUILDINGS MUST HOWEVER ACKNOWLEDGE THE PROMINENT POSITION OF THE SITE AND MUST BE DESIGNED TO AN APPROPRIATELY HIGH STANDARD.

O/TRT/P/2 - MAJESTIC HOTEL SITE - Area 4

3.20 THE SITE OF THE FORMER MAJESTIC HOTEL WILL BE CONSIDERED SUITABLE FOR TOURISM-RELATED DEVELOPMENT SUBJECT TO THE FOLLOWING DEVELOPMENT BRIEF:

- 1. the height of the new building(s) erected between the former hotel and King Edward Road may not exceed that of the former Majestic Hotel that is a maximum ridge height**

(excluding chimneys) of 56.00 above ordnance datum. Any buildings built on the lower part of the site - that is between the former hotel and the public footpath - must be reduced in height below the level referred to above in recognition of the sloping nature of the site.

2. any detailed proposal must include a landscaping scheme to complement the buildings proposed and to soften the impact of the buildings proposed. Particular attention will be paid to the impact of the development from the public footpath which runs on the coastal side of the site and no buildings will be permitted any closer to the footpath than 20 metres.

O/TRT/P/3

3.21 THE PROVISION OF TOURIST ACCOMMODATION MAY BE PERMITTED WITHIN THE STUDY AREA WHERE THIS IS EITHER:

- **IN BUILT-UP AREAS WHERE THIS WILL NOT CAUSE NUISANCE OR DISTURBANCE TO ADJACENT RESIDENTS OR**
- **IN RURAL AREAS WHERE THE DEVELOPMENT WILL NOT RESULT IN AN ADVERSE IMPACT IN TERMS OF THE VISUAL IMPACT, TRAFFIC, NOISE OR DEMANDS UPON EXISTING INFRASTRUCTURE. WHERE TOURIST ACCOMMODATION IS TO BE PROVIDED IN ADDITION TO AN EXISTING OR PROPOSED PERMANENT RESIDENTIAL USE, ADEQUATE ADDITIONAL CAR PARKING WILL BE REQUIRED IN PROPORTION TO THE AMOUNT OF ADDITIONAL TOURIST BEDSPACES TO BE PROVIDED.**

O/TRT/P/4

3.22 THE DEPARTMENT WILL NOT OPPOSE PROPOSALS FOR THE IMPROVEMENT OF FACILITIES ASSOCIATED WITH EITHER THE GROUDLE GLEN OR MANX ELECTRIC RAILWAYS WHERE THESE ARE APPROPRIATE IN SIZE, SCALE AND APPEARANCE TO THEIR LOCATION AND PURPOSE.

O/TRT/R/1

3.23 THE DEPARTMENT WOULD SUPPORT THE DEPARTMENT OF TRANSPORT IN ANY PROPOSAL TO DESIGNATE MORE

FOOTPATHS WITHIN THE STUDY AREA.

O/TRT/P/5

3.24 ONCHAN STADIUM, ONCHAN PARK AND THE BUILDINGS WITHIN ONCHAN PARK WILL CONTINUE TO BE DESIGNATED FOR RECREATION AND OPEN SPACE.

O/TRT/P/6

3.25 THE DEPARTMENT WILL SUPPORT PROPOSALS FOR THE PROVISION OF CHILDREN'S PLAY FACILITIES WITHIN THE STUDY AREA. THIS IS PARTICULARLY APPROPRIATE ADJACENT TO EXISTING RESIDENTIAL AREAS.

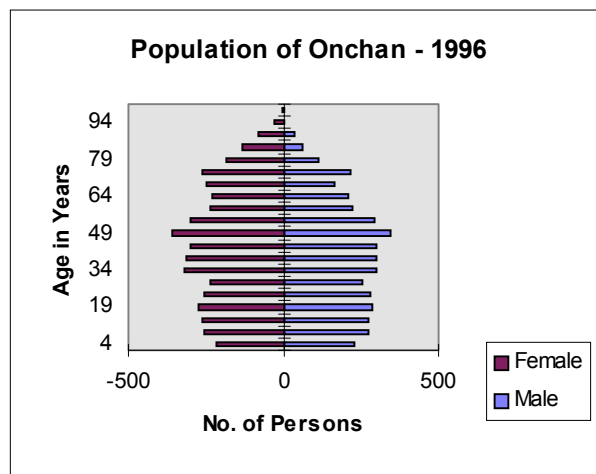
O/TRT/P/7

3.26 THE AREA ADJACENT TO BIRCH HILL, BALLACHRINK FARM IS CONSIDERED APPROPRIATE FOR THE CREATION OF A GOLF COURSE WITH NEW BUILDINGS LOCATED CLOSE TO AND AMONGST THE EXISTING FARM COMPLEX AND UTILISING EXISTING ATTRACTIVE BUILDINGS WHERE POSSIBLE. PROPOSALS FOR THE CREATION OF A GOLF COURSE HERE MUST INCLUDE THE INTRODUCTION OF A PUBLIC FOOTPATH OR FOOTPATHS RUNNING THROUGH THE SITE. (The Department of Transport Highways and Traffic Division should be consulted in this respect).

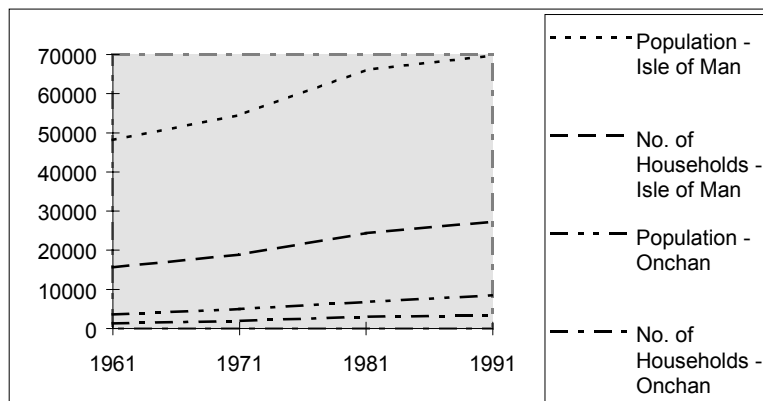
RESIDENTIAL

Population

4.1 The population of Onchan is fairly evenly distributed throughout the various age groups with no major "bulges" of any particular age group, unlike the population in Douglas which shows a major concentration of its population in the 25-40 age brackets. This perhaps is explained by the relatively few employment opportunities within the study area and a housing stock which in the past has not generally favoured the first time buyer, although this has been corrected slightly in the last decade by the developments at Heywood Park, Harbour Road and Church Road.



4.2 Onchan has slightly more of its population in the 0-15 age bracket than does either the Island as a whole or Douglas, confirming the theory that the housing stock in the village favours more the second time buyer and those wanting family homes which are slightly larger than the standard first time buyers' property.



4.3 The population of Onchan has, for the last forty years or so, followed very closely the pattern of population growth seen by the Island as a whole, perhaps not surprisingly as much of Onchan's growth in housing stock - Lakeside, Ballachurry and Birch Hill developed at the time when the Island's population as

a whole was expanding. Onchan has as such seen a very sudden and dramatic rise in its housing numbers in the form of very modern housing estates located at the periphery of the village bordering open countryside. This has resulted in some areas in a very stark boundary to the built-up area as can be seen at Lakeside and parts of Birch Hill as viewed from the TT course, at the Creg-ny-Baa and from Little Mill.

4.4 The Department is conscious of a general desire from local people not to permit any further expansion of development into open countryside although there is some merit in permitting some further development in a form which will soften existing harsh boundaries with the countryside. In the case of the land alongside Lakeside, planning permission has been granted (PA 95/0772) in the form of approval in principle, for a residential development which provides for a net density of around five dwellings to the acre, significant amounts of open space and opportunities for play facilities. Birch Hill can currently be seen in parts from the Creg-ny-Baa area and it is considered that these parts are visible because they are seen **on the skyline** and could only be hidden by further development which would itself represent an obvious and new extension of the built-up area into open countryside.

4.5 There are a number of sites which were identified on the 1989 Onchan Local Plan as being suitable for residential development amongst other uses but which have not been developed or development completed since the adoption of that plan. These areas are as follows:

- land at Howstrake Holiday Camp (**Area 5**)
- land between Lakeside and Groudle Glen (**Area 6**)
- land at Hague farm (**Area 7**)
- land off Maple Avenue (**Area 8**)
- land at Ridgeway Road (**Area 9**)
- plots off Manor Park (**Area 10**)
- land at Furman Close (**Area 13**).

It should be noted that **Area 8** - land off Maple Avenue was at the commencement of the revision process still subject to various planning applications. Development has since been approved (see paragraph 4.18) and has commenced.

Douglas Bay Hotel Site - Area 3

4.6 This site has lain undeveloped for some time since the previous hotel building was demolished. Whilst planning permission has been granted for the erection of a corporate headquarters (PA 95/1378), this has not been undertaken to date and the site remains untouched. It may be preferable therefore, in the interests of furthering development of the site, to introduce some flexibility of end-use of the site and in this respect it is considered acceptable to permit residential use of the site. It is important, as is the case with the development of the site for commercial purposes, that the resultant building or buildings are of an appropriately high standard of design which befits such a prominent site. It is also important, bearing in mind the position

of the site that adequate levels of car parking are provided as part of the development. The Inspector appointed to hear the Inquiry supported the view that the site is a prime one for development opportunities and should be retained as such. The Inspector judged however that the car parking ratio to be applied should be reduced in line with the more flexible standard which has previously been applied and which should be applied as a national standard. However, the Department considers that the application of a flexible standard on this site would ignore the fact that car parking is not available for the proposed housing on this site to any great extent outside the site and as such all car parking proposals must be self contained. As such, the Department would confirm its requirement for three car parking spaces per residential unit although attention will be paid to the size of each unit in the case of apartments and the number of bed spaces proposed therein.

Majestic Hotel Site - Area 4

- 4.7 The Department has previously resolved that the Majestic Hotel site on King Edward Road would be suitable for Office use under certain circumstances (see paragraphs 2.6, 2.12 and 2.16) or hotel development (see paragraphs 3.10, 3.12 and 3.20). The Department also considers, bearing in mind the location of the site in amongst residential development, that the site would be suitable for a form of residential development. It is important that any new building or buildings are designed to sit comfortably on the site as did the original building and not intrude into the amenities of the public who may view or pass the site or adjacent property owners and, in this respect the proposed buildings where these are erected on the site of the former hotel or between this and King Edward Road may not exceed the height achieved by the original building as viewed from King Edward Road (taken as 56.00 above ordnance datum). Where buildings are erected between the former hotel and the public footpath the overall height of these buildings as measured above ordnance datum should acknowledge the slope of the site and be lower than that of the buildings higher on the site.

Howstrake Holiday Camp - Area 5

- 4.8 This site lies alongside the King Edward Road just to the south east of the Groudle Holiday Village. The site once accommodated a holiday camp but the site has long since been used as such: latterly the buildings have fallen into disrepair and dereliction and when viewed from the King Edward Road, Groudle headland or the Ballameanagh Road do little to contribute positively to the appearance of the coastline.
- 4.9 The Onchan Local Plan adopted by Tynwald in 1989 included a policy which indicated that the site may be suitable for the development of tourist accommodation but required that a detailed application was to be approved within five years of the adoption of the plan or the site was to revert to a status of Open Space with a presumption against development. No detailed approval was granted. The Department resolved in the first draft of the revision of the local plan to identify development opportunities in order to achieve some

tidying up of the site. The Department has received views on this proposal and has reviewed its initial decision in the light of these comments.

- 4.10 The Department reconsidered the options which could be pursued with respect to this site: the stance of designation of the site for Open Space could be continued (**see also paragraph 2.7**) which would have the advantage of protection of the site from the development of new buildings which would limit the visual intrusion on views of the site and limits any destruction of habitat for wildlife (the site is valuable for ecology - see **Section 10 Open Space and Nature Conservation**). The downside of this policy is that it is unlikely that the existing unsightly buildings would be removed or tidied up without some incentive and that the current state of affairs would continue indefinitely.
- 4.11 Another option would be to continue the zoning of Tourism on the site and restrict development on the site to that area which is already built upon. This would have had the advantage of tidying up the site and possibly securing a public right of way across the site, thus presenting some opportunity for public amenity. The drawbacks of this policy include a risk that nothing would happen on the site, bearing in mind the changing nature of tourism and that the site would continue to deteriorate as it has for the past decade or so. Also, any new development would be likely to have a significant visual impact and may have had an adverse impact on the wildlife of the area.
- 4.12 A further alternative option would be to encourage a limited amount of residential development on the site instead of tourist accommodation. This may have the advantage of limiting to a smaller area the part of the site to be built upon and which may secure a better style of development. Disadvantages include a possible detrimental impact on ecology from domestic curtilages and constant human presence on the site and the obvious visual impact of houses on the coast where there has been none previously.
- 4.13 It is concluded that the most appropriate option for the Howstrake Holiday Camp site is to designate the land as Open Space. Whilst this does not achieve an instant improvement of the site in visual terms which was the option preferred by the Department in the first draft and something to which the Inspector hearing the public inquiry would aspire, it does not change what many have become accustomed to see. The Department considers that whilst there may be benefit from tidying up the site and reclaiming part of it, the cost of this is the permanent visual impact of dwellings on the site where there has been none previously. Few if any of the headlands in Onchan remain free from development and, bearing in mind its exposed and rural location, the Department considers that this too should remain free from new development. The Department would encourage use of the site as Public Open Space with public rights of way through the site to Groudle Glen and the beach.

Land between Lakeside and Groudle Glen - Area 6

- 4.14 This site represents around forty two acres of land which lies between Groudle Glen, Groudle Road, Whitebridge Road and Lakeside Gardens. The

site was designated in 1982 for Tourist Accommodation in Parkland but this was altered in 1989 to Residential in Parkland in the main with an area zoned as Low Density Housing in Parkland on that part running from the King Edward Bay Golf Club entrance along Groudle Road. This site was the subject of a number of applications for residential development the last of which was approved in principle on Appeal (reference PA 97/0772). Whilst the Department is aware of significant local objection to the development of this land, the Department believes, as has been clear from the recent decision to approve the above application, that the development of this land is acceptable subject to certain criteria. The development of the site at the appropriate density with significant areas of open space can provide not only a number of dwellings for which there is limited opportunity elsewhere in the village, but can also provide a significant area for children's play and informal enjoyment (walks, seated areas, large areas of planting). This type of development can also achieve a significant softening of the currently stark edge to the built development at Lakeside.

- 4.15 It should be noted however that there is an elongated piece of land which runs parallel with Groudle Road from a point around the entrance to the Golf Club to the road bridge over Groudle River which was previously zoned for Low Density Housing in Parkland. Whilst a layout of this nature has been approved under PA 97/0772, it is considered that development of any type on this piece of land would only be successful in sitting comfortably in the countryside if the roadside hedge which forms the eastern boundary of the site is retained and reinstated/refurbished where necessary and where new buildings are sufficiently low-rise so as not to be seen from Groudle Road.

Land at Hague Farm - Area 7

- 4.16 The 1989 Onchan Local Plan identified for residential use an area of some 5.5 acres bounded by Hague Walk, the back of numbers 21-33, Summerhill Road and the back of numbers 2-22, Governor's Road. The site has Hague Farm and its buildings in the middle. Despite having been zoned for residential purposes in 1989 (and having been previously zoned as such in 1982) no development has taken place on this site.
- 4.17 Views received in response to the Issues and Options document revealed some concern that the site should **not** be developed. However, the Department is of the opinion that the land **is** still suitable for residential purposes as it is surrounded by housing, is accessible in terms of highways and drainage. The Department therefore will continue to designate the land for predominantly residential purposes subject to development occurring at an appropriate distance from the adjacent boundaries with adjoining property (10m). The Department would wish to encourage a mixture of types of dwelling on this site with some provision for first time buyer's housing and in this respect would not prescribe a specific density. Whilst there may be some suggestion that this land may not be available for development, the Department and the Inspector agree that the site is appropriately placed in relation to the facilities available to the village and can be adequately served in terms of infrastructure and as such should remain zoned for residential development.

Land off Maple Avenue, Ashley Park - Area 8

4.18 The 1989 Onchan Local Plan identified an area at the northern edge of Birch Hill as suitable for development. This forms part of the development known as Ashley Hill and is accessible via Maple Avenue which itself leads out onto Hillberry Road. The site has been the subject of a number of planning applications (92/0230, 92/1710, 94/1094, 95/1255, 97/0973, 97/0974 and 97/1605) which have indicated that the site is suitable for the layout of roads and sewers and the development of dwellings. Further applications have proposed the details of the layout and house types for the land (PAs 98/0690, 98/0691, 98/0692 and 98/1219) the development of which is well under way. It is no longer felt to be appropriate to include a development brief for this land as development has already commenced. However care must be taken to avoid the loss of the landscaping by future development in this area.

Land at Ridgeway Road - Area 9

4.19 The Onchan Local Plan identified a piece of land on the southern side of Ridgeway Road which was considered suitable for residential development. This formed part of the land of the former St. Anthony's Presbytery which has been developed for a small number of dwellings. The remaining piece of land lies immediately opposite Ridgeway Road and the Department is of the opinion that this piece of land, being close to existing housing and adequately served by existing roads and sewers, remains suitable for residential development and should remain zoned as such. The site could sustain one of a number of development types given the variety of house types in the vicinity: the provision of first time buyers' housing would be encouraged. The Inspector concluded also that this site was appropriate for the development of housing.

Plots within Manor Park - Area 10

4.20 There are remaining a number of plots off the slowly developing site known as Manor Park which have yet to be developed. Manor Park is accessed from Harbour Road and runs parallel to Howe Road in a west-east direction. The dwellings in Manor Park are of two distinct types: on the southern side the properties are larger and appear as single storey toward the road and two storey toward the sea. The dwellings on the other side of the road, backing onto Howstrake Heights are smaller, mostly mock-Tudor in detailing and finish and appear as split level taking advantage of the fall in the slope of the land. The Department is of the opinion that this area in general should be completed as soon as possible and in this context should remain zoned as predominantly residential. All new properties should be designed to complement existing house types and not be detrimental to the outlook or amenities of those existing properties alongside, in front or behind.

Other Sites Suggested for Residential Development

Land behind Government House - Area 11

- 4.21 There is a substantial piece of land, around 25 acres which lies between the newly developed Heywood Park and Government House. This land was previously zoned for Educational purposes on the Onchan Local Plan and the Department of Education has indicated that the majority of this land should continue to be reserved for this purpose as the need for increased educational facilities continues to grow in this part of the Island. However, there has also been an indication that there is a need for improved and increased recreational facilities in this area and also a need for the provision for housing of a specialist type for elderly persons and possibly a facility (day centre, administration building) for the Manx Blind Welfare Society. The site is an important one inasmuch as it establishes the boundary between Douglas and Onchan and in this respect the Department would not permit any development which would undermine this separation. However, the Department is of the opinion that it would be possible to accommodate a variety of uses on this site without undermining the distinction between the two settlements.
- 4.22 The Department would therefore support the re-designation of all of this site from purely Education to a combination of Education (providing for the development of new primary or secondary school facilities), recreation (children's play facilities to provide for children from the neighbouring estates) and specialist residential and associated facilities (sheltered housing and facilities for the Manx Blind Welfare Society). Such development must safeguard the open space between any built development and the TT Course and be sensitive to the outlook and amenities of adjacent existing property (see paragraph 4.52). It should be noted that whilst previously a separation distance of 50 metres between any development and the TT Course was required, the Department now considers that this would not provide sufficient space to maintain the green lung between Douglas and Onchan and that rather than releasing all of the top field for development that building should occur in the top half of the first two fields, thus keeping development some 120 metres from the TT Course: this would also have the benefit of reducing car borne noise to the residents of the new housing.

King Edward Road - Area 12

- 4.23 There is a small piece of land which lies between the property known as "Far End" and the public footpath which forms part of the Raad ny Foillan. It has been suggested that this piece of land represents a suitable site for the development of further dwellings, balancing the extent of development on the upper side of the road. The Department would accept that this site could accommodate a small number of dwellings without being detrimental to the amenities of the surrounding area. Whilst it has been suggested that the site may be able to accommodate a higher number of dwellings and the Inspector considered also that a more flexible approach to the development of the site should be adopted and that a specific number of dwellings should not be

required in the plan, the Department considers that development should be in accordance with that existing to the west and as such has judged that no more than three dwellings could be developed on this site without detriment to adjacent property or the view of the site from the main road. To include flexibility at this stage would, in the opinion of the Department encourage developments which would not be appropriate. Access to the site would be from King Edward Road and any road into the site must not have a gradient in excess of 1 in 10. The advice of the Department of Transport Highways and Traffic Division is recommended prior to the submission of any planning application for the site.

Furman Close - Area 13

- 4.24 There is a small piece of land within Furman Close which lies adjacent to St. Peter's Churchyard which is within an area designated on the 1989 Onchan Local Plan for predominantly residential use. Several planning applications have been submitted on this site for various forms of residential development, some of which have been approved and others rejected. The latest application, PA 97/2121, was approved at Appeal for the development of thirteen dwellings.
- 4.25 The Department considers that this site is suitable for residential development provided that the form of development is appropriate, taking into account the impact on existing property, much of which has been developed right up to the boundaries of this piece of land. It is also important that adequate car parking is provided to cater for the proposed development as adjacent roadways are not sufficiently wide to accommodate increased levels of on street parking.

“Brownswood”, Ashley Hill - Area 14

- 4.26 There has been a request that part of a small area close to Ashley Hill School be zoned such that an additional dwelling could be erected adjacent to an existing property. “Brownswood” is an existing dwelling located on the narrow road which leads to Woodlands Towers. “Brownswood” sits in a large area surrounded by trees and permission has been sought for an additional dwelling to be permitted within the residential curtilage. The Department considers that this is unlikely to have any adverse impact due to the existing screening of the site and would therefore not oppose the development of one additional dwelling of appropriate design within this site. The Inspector concurred with this conclusion.

Land at Dowty Aerospace - Area 15

- 4.27 There is a piece of land which lies behind the existing Dowty Aerospace factory which was designated in the 1989 Onchan Local Plan for industrial purposes with a recommendation that the future use of the land be reconsidered in any revision of the local plan. This piece of land has never been developed and there has been an indication from the land owner that not all of the site is likely to be required for industrial purposes. As such, part of the site could be developed for

residential purposes as there are other residential properties adjacent to the site. The site is heavily banked up adjacent to the lower part of Ashley Road where it joins Little Mill and School Roads and the development of housing, bearing in mind the size and shape of the site would probably mean that housing would be very clearly visible from Ashley Road - a road which is relatively rural at present. Also, it should also be noted that there is not an abundance of industrial land available in the Onchan area and as such the Department, having reconsidered this site considers it appropriate to reserve the site for purely industrial use and development. The Inspector concurred with this conclusion. The Department has also noted that there is a general need for heavy goods vehicle parking in the Onchan area and in this respect would encourage the land owner to consider permitting the use of the site for this purpose.

Land off Royal Avenue - Area 16

- 4.28 There is a small piece of land which lies behind numbers 112-118 Royal Avenue and which backs onto St. Peter's Cemetery. This piece of land was previously zoned as Private Woodland and represents a piece of back land which is characterised by abundant undergrowth and mature trees.
- 4.29 Several applications have been submitted to try to gain planning permission for the erection of flats, individual dwellings and the creation of a meeting hall - all of which have been refused. Views were received in response to the Issues and Options document which objected to the proposal for any development of this site and one submission request that the site be zoned for residential development, possibly for elderly persons. Indeed the Inspector recommended that the Department reconsider the appropriateness of this site for housing - possibly a pair of semi-detached houses - in the light of the lack of overall provision for new housing.
- 4.30 Whilst the site is large enough to accommodate a small-scale development of housing, the Department is of the opinion that **any** development of the site would have an adverse impact on the character and value of the site as a "green pocket" within the built up area. Also, the amenities of those living on Royal Avenue would be adversely affected by having new buildings erected behind them and as such, the Department considers that the site should continue to be designated as Private Woodland with a presumption **against** development. Whilst it is accepted that the continued designation for Open Space or Woodland will be unlikely to result in continued maintenance of the area, the Department believes that, whether managed or not the site contributes significantly in its natural state to the amenities of the Churchyard, those properties immediately alongside it and to the footpath which leads from Royal Avenue to St. Peter's Churchyard.

School Road/Sandringham Drive - Area 17

- 4.31 There is a piece of land which stretches between Sandringham Drive and School Road which is currently zoned for purposes of education. This represents an area roughly the size of two pairs of semi-detached properties

one fronting onto Sandringham Drive and the other onto School Road. This piece of land has clearly once been intended for residential development of a form similar to that which has already been built further down both streets, but after not having been developed has subsequently been considered suitable for retention for educational purposes should Onchan Primary School ever need to expand as there is no opportunity for expansion on any of the school's other boundaries. The access from the school yard onto School Road is also very close to the bend in the road and introduction of a new entrance and crossing for the school children further down School Road would be of benefit: this would be possible through this site. Despite having been zoned for educational purposes since 1989 and the school having been extended within its existing curtilage, the area below the school has not been the subject of any proposals for use in connection with Onchan Primary School. However, it is considered, as Onchan School is land-locked with limited opportunities for expansion, that there should still be some opportunity retained for the site to be used or developed for educational purposes and as such, the site should be zoned solely for purposes of education. Whilst the Inspector concluded that adequate opportunities had been available for the acquisition of the land for educational purposes, the Department would not wish to prevent the land becoming available for the use of the school and as such has resolved to confirm the use of the land as Education.

26, Governor's Road - Area 18

- 4.32 This was previously within the Mixed Use zone which centred upon the former Ballacurrie House which was redeveloped to form the Coutts Bank headquarters. Alongside this new building is a small plot of land which is characterised by an abundance of trees which has been the subject of numerous planning applications for a variety of uses (PAs 90/0630, 90/1176, 92/0660, 97/0334, 97/1832 and 97/1833). Planning permission has been granted for the erection of a dwelling although this has never been erected. Whilst the land was not previously zoned for residential development, it is considered most suitable in principle for use for residential rather than other purposes due to the existence of housing on other sides of the site. It should be noted however, that the trees on the site are considered an important feature and the presumption during the course of any planning application will be that **the trees will, in the main be retained**. Any planning application must be discussed, prior to the submission of plans with the Department of Agriculture, Fisheries and Forestry, Forestry Section to ensure that the proposals are possible and acceptable in terms of the protection of the trees on site both during and after the course of construction. It should be noted that there is some concern that this site would be better left undeveloped and used as either Open Space or as Public Open Space. It is proposed that the site would be suitable for only one dwelling (see paragraph 4.56) on the basis that whilst two dwellings, possibly semi-detached could take up the same floor area or footprint as one detached property, the amount of land dedicated to hard surfacing, drives, paths, parking etc, would double and it is these areas as well as the actual buildings which cause harm and possibly the loss of the trees, it is considered that the site is only suitable for one dwelling and no more.

Nursery Hotel site - Area 19

- 4.33 It has been suggested that the site of the former Nursery Hotel could be suitable for sheltered housing rather than the development of a large-scale retail facility (see paragraphs 2.5 and 2.11). Whilst there may be some conflict between the operation of the car park and public house and sheltered housing, it is envisaged that the retention of the existing trees between the car park and the site and suitable boundary treatment could enable sheltered housing to be accommodated on the site. It may also be acceptable, bearing in mind the nature of the traffic to be generated by such a development for access to be provided via the narrow land alongside Birchley Terrace. It is not considered appropriate for the site to be developed for non-sheltered housing.

Abbeylands - Area 20

- 4.34 The Department has received a submission regarding the desire by the land owner to develop one dwelling on the holding known as **Lower Ballacashin** which is situated at the northern end and to the east of the Abbeylands Road. Planning permission has been refused on this site previously (PA 90/0815) due to the absence of a proven agricultural need and the perceived visual impact of a new dwelling in this location. However, the local planning process offers the opportunity for sites such as this to be re-assessed and where it is considered that there would be no adverse impact, the opportunity may be afforded to develop such sites, despite having been refused in the past (see also the site adjacent to “Brownswood” - **Area 14**). In this respect, it may be considered that the visual impact of a new dwelling here may not be significant and that the local need outweighs the general presumption against development in countryside such as this.

Other Parts of Onchan

- 4.35 There are only relatively limited opportunities for further development within the existing built-up part of the village and these have been identified in the various numbered sites which are illustrated on the scheme and included in the text of this document. There are sites which lie within wider areas of residential use and in this respect the land at Larch Hill and off Alberta Drive warrant consideration. The land at Larch Hill was identified as residential in the 1982 Development Plan Order but was not within the area considered in the 1989 Onchan Local Plan. Planning approval was sought and denied for housing on this site and despite opposition to the principle of the development of the land from the Planning Committee, an Appeal resulted in this principle being deemed acceptable (PA 98/0608). Similarly the land between Royal Avenue and Alberta Drive was included in the wider residential area designated in 1989. In both cases the principle of the development of the land is still considered acceptable in overall terms and the density and form of the development should respond to the individual characteristics of the site (for example the presence of trees) and the general form and density of development in the surrounding area. The Issues and Options document included a question as to whether the built-up part of the village should be permitted to expand further into the surrounding countryside. The majority of responses to this Issue indicated

that no further development should be permitted into the surrounding countryside. The built edge of the village abuts the countryside in a number of places some of which *could* physically accommodate development: the King Edward Road and King Edward Bay Golf Course lie to the east, Groudle and Molly Quirk's Glens and Little Mill to the north east and Ballachrink and Glen Dhoo Farms to the north.

- 4.36 There are problems with the development of most of these areas for a variety of reasons: the development of the King Edward Bay Golf Course would result in the loss of a successful recreational facility and promote the development of a prominent hillside which would be visible for miles. The land on both sides of the Whitebridge is also prominent and would result in new access points being created off a very busy highway: sewerage in this area is also non-existent. Little Mill currently has a number of properties situated on or near it although the roadway through the area is narrow and tortuous and is not suitable for any further traffic. Finally, the hillside surrounding Birch Hill is very prominent as viewed from the Creg-ny-Baa and Kate's Cottage and from the Ballacottier Road. The Department would not accept the development of the fields immediately to the north of Highfield Crescent as this would result in the appearance of dwellings creeping over the hillside and into the rural countryside below.
- 4.37 It has been suggested that there may be scope for some development of this land to the north of Birch Hill without this having a detrimental impact on the view of the area: the field which backs onto numbers 48 to 68 Birch Hill Crescent/Birch Hill Close - referred to in the public inquiry as the "omission site" lies such that development of an appropriate scale may not appear on the skyline or as viewed from the north an obvious addition to the existing development. However, the Department is aware that new buildings on this site would be clearly visible from the Little Mill Road and the road which leads up to the Clypse and Kerrowdhoo Reservoirs. The Department believes that there is an important principle associated with the development of this site in that if development is to be prevented from spreading further toward the Ballacottier Road, it is going to have to stop at some time and if the "omission site" is developed then the existing development will be seen to have crept around the side of the hill and will soon be appearing on the downhill slopes of the area where existing dwellings can be seen on the skyline. If development is permitted on the "omission site" then prevention of the further development of the remaining land between Birch Hill and the Ballacottier Road would be undermined. For these reasons, whilst the Department is aware that there is an overall lack of provision for new housing in Onchan and whilst the Inspector has indicated that development of this area would be acceptable on this basis, the Department would not wish to see any further expansion of the existing boundary of Birch Hill with the surrounding countryside.

Area 21 - Slegaby and Ballacottier Farms

- 4.38 The Department has received a suggestion that the area between the Clypse and Ballacottier farms could be suitable for some additional dwellings on an infill basis. There are two stone buildings in this area - one, a tuck mill and the other a substantial barn which are worthy of consideration for some type of development. There are also a small number of dwellings scattered around these buildings which collectively could, it has been suggested, become a nucleus for a new dwelling group. The land is generally quite neglected but has considerable potential for an area of great landscape value, ecological and public interest. There is potential for a public footpath to be introduced through this area from the Ballacottier Road and/or the road leading to the Clypse and Kerrowdhoo Reservoirs up to the Creg-ny-Baa where the public could appreciate the attractiveness of the area, the unique setting and the buildings of interest.
- 4.39 The Department is concerned, however, that the character of this area should not be undermined by the introduction of new, modern buildings - a concern shared by the Inspector - and in this respect, the Department would give positive consideration for the conversion of both the substantial barn and the tuck mill to residential use or the demolition of the former and its rebuilding to form a substantial dwelling designed in accordance with policy 8 of Planning Circular 3/91 - Guide the Design of Residential Development in the Countryside. Such a proposal must involve the complete demolition of the existing derelict farmhouse alongside the barn and does not permit or imply permission for its rebuilding elsewhere. This proposal does not strictly accord with the Department's general policies regarding the use of redundant farm buildings: however, the building is visible from the Ballacottier Road and the continued deterioration of this building would not be in the interests of the countryside in general.
- 4.40 Items of archaeological interest have been found on this site ("Gold Coins" is annotated on the County Series Maps of 1867) and as such, appropriate opportunities must be afforded to Manx National Heritage to inspect disturbed ground, should development proceed.

Conclusions

- 4.41 The Department considers that Onchan Village has grown quite considerably in the last few decades to such an extent that it spreads very visibly as an extension to Douglas from the golf course in the east to open countryside at Little Mill and Ballachrink. The Department considers that Onchan should not be permitted to spread any further into the surrounding countryside and that development opportunities should be maximised within the built-up part of the village. This Section on Residential development is intended to present a balanced approach to the provision of land for housing whilst bearing in mind infrastructural constraints such as schooling.
- 4.42 There is often pressure or demands for the development of new dwellings in the countryside. Often these are associated with the running of a viable farm or the renovation and use of an existing structure, both of which are provided for and dealt with in the Department's Circulars 3/88 and 3/89. Aside from these cases

there is throughout the Island a general policy against the development of new dwellings in the countryside (as set out in Planning Circular 1/88) and there is to be no exception (excepting those few sites previously identified) in the case of the countryside which surrounds the built up part of Onchan in order that the natural undeveloped nature of the countryside is not undermined.

- 4.43 Also, there are other pockets of land on the periphery which may be seen by some as suitable for infill development. There are many such pieces of land, for example within Little Mill or on the Scollag Road where it would be physically possible to accommodate more dwellings. However, it is considered that at present the built up part of Onchan eases into the surrounding countryside quite subtly at these points and the gradual transition between village and country where the number and frequency of dwellings decreases as one proceeds further from the village should be protected and not eroded by the introduction of new buildings. Furthermore, in particular, in this respect it was considered that the piece of land which lies between Larch Hill and Clucas' Laundry which is currently within a wider zone of Predominantly Residential land use on the 1982 Development Plan Order should be rezoned to Open Space. However, this site was the subject of PA 98/0608 where it was resolved at Appeal that the site was suitable for residential development and that with suitable landscaping proposals and sufficient distance separating the buildings and associated domestic curtilages from the trees a satisfactory development could be achieved. As such this site is now included as suitable for residential development.
- 4.44 It should be noted that the previous drafts of this local plan contained a requirement that a minimum of three car parking spaces be provided with any new residential development in Onchan. The Inspector appointed to hear the public inquiry commented that this was inappropriate and that the Department should rely upon the standard set out in the Isle of Man Planning Scheme (Development Plan) Order 1982 which requires 1.5 spaces to be provided per unit, preferably behind the building line. It is pertinent to note that if 1.5 spaces are to be provided behind the building line and the building line is the standard distance of five or six metres from the highway, there will be two and a half spaces provided in any case and the requirement for three spaces is not a significant increase over and above what is currently being required. The Department is however, obliged to take account of changing circumstances in Onchan and in particular the rise in residential development and car ownership and the reliance upon the motor car by many residents for transport to and from work. It has been observed that many of the residential areas in Onchan now experience significantly more on-street car parking than was the case in previous years despite the application of the 1.5 space policy and in order to avoid congestion of residential roads in this way, the Department considers that in Onchan it is appropriate to increase the requirement for car parking to a minimum of three spaces per dwelling unit. Whilst there is some merit in having an Island-wide standard, conditions and circumstances vary considerably from area to area. As Onchan is within convenient driving distance of the capital and appears to have a relatively high level of car ownership, it is felt that the Inspector did not properly understand the car parking problems which Onchan faces. Consequently the Department does not accept the Inspector's recommendation to apply a standard which is applied throughout the Island - namely 1.5 spaces per dwelling unit - and at that a standard which was

introduced over seventeen years ago. It should be noted that local plans are intended to look in some detail at local demands and pressures and in this respect this is what this policy intends to achieve. It is also particularly relevant that this policy is supported by both Onchan District Commissioners and the Department of Transport.

As such, bearing in mind the above points, it is considered that the following policies are suitable for Onchan with respect to residential development:

O/RES/P/1

4.45 DOUGLAS BAY HOTEL SITE - Area 3

THIS SITE WILL BE CONSIDERED SUITABLE FOR RESIDENTIAL DEVELOPMENT OF EITHER INDIVIDUAL DWELLINGS OR APARTMENTS. ANY DEVELOPMENT MUST BE SYMPATHETIC TO THE PROMINENT LOCATION AND A BUILDING OF EQUAL PROMINENCE AND OF A HIGH STANDARD OF DESIGN WILL BE EXPECTED TO DOMINATE THE SITE. EACH RESIDENTIAL UNIT MUST HAVE AT LEAST THREE CAR PARKING SPACES ALLOCATED THERETO ALTHOUGH CONSIDERATION WILL BE PAID TO THE NUMBER OF BEDROOMS AND THE SIZE OF UNITS WHERE APARTMENTS ARE PROPOSED.

O/RES/P/2

4.46 MAJESTIC HOTEL SITE - Area 4

DEVELOPMENT OF THIS SITE FOR RESIDENTIAL PURPOSES WILL BE PERMITTED WHERE THIS COMPLIES WITH THE FOLLOWING DEVELOPMENT BRIEF:

- 1. provision must also be made for the servicing of the development in terms of access and car parking which must be provided at a ratio of at least three spaces (which may include a garage) per dwelling. Where apartments are proposed, parking spaces should be provided at a ratio of one space per bedroom.*
- 2. the height of the new building(s) erected between the former hotel and King Edward Road may not exceed that of the former Majestic Hotel that is a maximum ridge height (excluding chimneys) of 56.00 above ordnance datum. Any buildings built on the lower part of the site - that is between the former hotel and the public footpath - must be reduced in height below the level referred to above in recognition of the sloping nature of the site.*
- 3. any detailed proposal must include a landscaping scheme to complement the buildings proposed and to soften the impact of the buildings proposed. Particular attention will be paid to*

the impact of the development from the public footpath which runs on the coastal side of the site and no buildings will be permitted any closer to the footpath than 20 metres.

O/RES/P/3

4.47 LAND BETWEEN LAKESIDE AND GROUDLE GLEN - Area 6

DEVELOPMENT OF THE AREA SITUATED BETWEEN LAKESIDE GARDENS, GROUDLE ROAD, WHITEBRIDGE ROAD AND GROUDLE GLEN WILL BE CONSIDERED APPROPRIATE FOR RESIDENTIAL DEVELOPMENT WHERE THE DOMINATING FEATURE OF THE SITE IS LARGE TRACTS OF PUBLIC OPEN SPACE WITH APPROPRIATE CLUMPS OF TREE PLANTING AND PUBLIC RIGHTS OF WAY THROUGHOUT THE AREAS OF OPEN SPACE. DEVELOPMENT OF THE SITE SHOULD IN ADDITION COMPLY WITH THE FOLLOWING DEVELOPMENT BRIEF:-

- 1. Development must be arranged in separate clusters of buildings, each distinguished from others by open space and tree planting. Within each cluster a variety of house types is encouraged to minimise the impact of the buildings as viewed from elsewhere and particularly further afield.*
- 2. Development of these clusters may only take place within the area delineated for development with no building erected closer than 80 metres to the Groudle River*
- 3. Each individual cluster may not exceed a density of five dwellings per acre with no more than 61 dwellings in total on the site.*
- 4. A variety of house types, sizes and materials should be introduced onto the site to add interest and help reduce the impact of the development as viewed from further afield.*
- 5. Each dwelling must have provided a minimum of three car parking spaces at least one of which must be provided and retained behind the building line.*

O/RES/P/4

4.48 LAND BETWEEN GROUDLE ROAD AND GROUDLE GLEN - Area 6 (Low Density Housing in Parkland)

DEVELOPMENT OF THE PIECE OF LAND WHICH LIES BETWEEN THE SITE REFERRED TO IN 4.14 AND 4.47 ABOVE, GROUDLE GLEN, GROUDLE ROAD AND THE BRIDGE OVER GROUDLE RIVER WILL BE CONSIDERED ACCEPTABLE FOR LOW DENSITY HOUSING IN PARKLAND IN ACCORDANCE WITH PLANNING CIRCULAR 8/89 AND WHERE NO DEVELOPMENT IS ERECTED WITHIN 80 METRES OF THE

GROUDLE RIVER. THE BOUNDARY BETWEEN THE SITE AND GROUDLE ROAD MUST BE FORMED BY A SOD HEDGE - EITHER THAT WHICH CURRENTLY EXISTS OR ONE RECONSTRUCTED AS PART OF THE DEVELOPMENT. THE SITE MUST ALSO HAVE ON ITS NORTHERN PART A SIGNIFICANT AREA OF PUBLIC OPEN SPACE CONTIGUOUS WITH THAT PROPOSED AS PART OF THE DEVELOPMENT OF THE ADJOINING LAND (see paragraph 4.47).

O/RES/P/5

4.49 LAND AT HAGUE FARM - Area 7

THIS SITE MAY BE DEVELOPED FOR RESIDENTIAL PURPOSES WHERE:-

- 1. a mixture of house types would be encouraged with some provision for smaller units suitable for first time buyers.*
- 2. where the development abuts existing property, new buildings may not come closer to this mutual boundary than 10 metres or the distance from the existing property to the mutual boundary, whichever is the greater.*
- 3. development proposals must include provisions for children's play facilities which must represent at least one area of a minimum of half an acre within the site.*
- 4. development proposals must demonstrate a reduction in the density of development toward the north western edge of the site where this abuts the fields alongside Blackberry Lane and a significant increase in planting to soften the edge of the development in this part of the site.*
- 5. each dwelling must have a minimum of three car parking spaces provided at least one of which must be provided and retained behind the building line.*

O/RES/P/6

4.50 LAND AT RIDGEWAY ROAD - Area 9

THIS PIECE OF LAND WILL BE CONSIDERED SUITABLE FOR RESIDENTIAL DEVELOPMENT AND THERE IS A VARIETY OF WAYS IN WHICH THE SITE COULD BE DEVELOPED. AS RIDGEWAY ROAD IS CHARACTERISED BY DEVELOPMENT OF SEMI-DETACHED AND TERRACED PROPERTIES WHICH FRONT ONTO RIDGEWAY ROAD IT IS CONSIDERED ACCEPTABLE TO RE-CREATE THIS TYPE OF DEVELOPMENT ONTO RIDGEWAY ROAD ON THE SOUTH WESTERN SIDE. HOWEVER, A MORE IMAGINATIVE SCHEME

MAY BE PRODUCED BY AVOIDING A LINE OF DEVELOPMENT PARALLEL WITH RIDGEWAY ROAD. TREE PLANTING WILL BE REQUIRED AS PART OF THIS DEVELOPMENT. EACH DWELLING MUST HAVE PROVIDED A MINIMUM OF THREE PARKING SPACES AT LEAST ONE OF WHICH MUST BE PROVIDED AND RETAINED BEHIND THE BUILDING LINE. PROVISION FOR SMALLER UNITS SUITABLE FOR FIRST TIME BUYERS IS ENCOURAGED.

O/RES/P/7

4.51 PLOTS WITHIN MANOR PARK - Area 10

DEVELOPMENT OF THE REMAINING PLOTS WITHIN MANOR PARK WILL BE PERMITTED FOR RESIDENTIAL PURPOSES WHERE SUCH DEVELOPMENT RESPONDS TO THE STYLE AND DENSITY OF DEVELOPMENT ON EACH SIDE OF THE ROAD AND WHERE THE AMENITIES (OUTLOOK, LIGHT AND PRIVACY) OF EXISTING PROPERTIES WHICH ABUT THE SITE ARE NOT ADVERSELY AFFECTED.

O/RES/P/8

4.52 LAND BEHIND GOVERNMENT HOUSE - Area 11

RESIDENTIAL DEVELOPMENT MAY BE PERMITTED ON PART OF THE LAND WHICH IS PRIMARILY RESERVED FOR EDUCATIONAL PURPOSES, BETWEEN GOVERNMENT HOUSE AND HEYWOOD PARK. THIS WILL ONLY BE PERMITTED WHERE THIS LAND IS REQUIRED FOR SHELTERED HOUSING AND/OR SPECIALIST FACILITIES FOR THE MANX BLIND WELFARE SOCIETY. DEVELOPMENT WILL ONLY BE PERMITTED IN THE TOP PART OF THE TWO FIELDS CLOSEST TO HEYWOOD PARK AND PROPOSALS FOR SUCH DEVELOPMENT MUST BE ACCOMPANIED BY PROVISION OF RECREATIONAL FACILITIES FOR USE BY CHILDREN FROM ADJACENT RESIDENTIAL DEVELOPMENT. PROPOSALS FOR DEVELOPMENT MUST ALSO BE ACCOMPANIED BY PROPOSALS FOR PEDESTRIAN ACCESS FROM HEYWOOD PARK. DEVELOPMENT MUST ALSO MAKE ADEQUATE PROVISION SO AS TO AVOID ADVERSE IMPACT ON THE OUTLOOK, PRIVACY AND LIGHT OF EXISTING PROPERTIES WHICH ABUT THE SITE AND MUST INCLUDE SUFFICIENT SPACE - AT LEAST 120 METRES BETWEEN THE ROADWAY AND ANY NEW BUILDING - AND PLANTING BETWEEN THE TT COURSE AND THE NEW BUILDINGS SO AS TO AVOID THE MERGING OF DOUGLAS AND ONCHAN AT THIS POINT.

O/RES/P/9

4.53 KING EDWARD ROAD - Area 12

THIS SITE, ADJACENT TO "FAR END" WILL BE CONSIDERED SUITABLE FOR THE DEVELOPMENT OF A MAXIMUM OF THREE NEW DWELLINGS. DEVELOPMENT MUST RESPOND TO THE NATURAL CONTOURS OF THE SITE AND MUST AVOID UNNECESSARY UNDERBUILDING OR BUILDING UP OF THE FLOOR LEVELS. DEVELOPMENT MUST RETAIN AND ENHANCE THE PUBLIC FOOTPATH WHICH RUNS THROUGH THE SITE. ACCESS TO THE SITE MUST BE IN THE FORM OF A SINGLE CUL-DE-SAC FROM KING EDWARD ROAD WITH NO GRADIENT OF ANY ROAD OR DRIVE TO EXCEED 1 IN 10. CAR PARKING MUST BE PROVIDED AT A RATIO OF AT LEAST THREE SPACES PER DWELLING WHERE AT LEAST ONE OF THESE IS PROVIDED AND RETAINED BEHIND THE BUILDING LINE.

O/RES/P/10

4.54 FURMAN CLOSE - Area 13

RESIDENTIAL DEVELOPMENT WILL BE CONSIDERED ACCEPTABLE ON THIS SITE WHERE THE DENSITY IS IN KEEPING WITH THAT OF THE EXISTING DEVELOPMENT IN THE IMMEDIATE VICINITY. AT LEAST THREE CAR PARKING SPACES MUST BE PROVIDED WHERE AT LEAST ONE OF THESE IS PROVIDED AND RETAINED BEHIND THE BUILDING LINE AND SINGLE STOREY DWELLINGS ONLY WILL BE PERMITTED ON PLOTS WHICH BACK ONTO EXISTING SINGLE STOREY PROPERTY.

O/RES/P/11

4.55 BROWNSWOOD, ASHLEY HILL - Area 14

IT WILL BE ACCEPTABLE TO ERECT ONE FURTHER DWELLING WITHIN THE EXISTING CURTILAGE OF BROWNSWOOD, ASHLEY HILL. SUCH DWELLING MUST BE OF TRADITIONAL CHARACTER AND PROPOSALS FOR DEVELOPMENT MUST INCLUDE NEW TREE AND SHRUB PLANTING TO SOFTEN THE IMPACT OF THE DWELLING AS VIEWED FROM THE HIGHWAY.

O/RES/P/12

4.56 26, GOVERNOR'S ROAD - Area 18

THIS SITE WILL BE CONSIDERED SUITABLE FOR THE

DEVELOPMENT OF ONE DWELLING WHERE THIS DOES NOT RESULT IN THE LOSS OF TREES OVER AND ABOVE THOSE WHICH ARE CONSIDERED NECESSARY IN THE INTERESTS OF TREE MANAGEMENT ON THE SITE. SPECIAL ATTENTION MUST ALSO BE PAID TO THE IMPLICATIONS OF THE DEVELOPMENT ON THE TREES AFTER BUILDING HAS BEEN COMPLETED (FOR EXAMPLE THE EFFECT OF BRANCHES AND LEAVES ON THE COMPLETED BUILDING, ANY GROWTH WHICH MAY REASONABLY BE EXPECTED FROM EXISTING TREES AND THE IMPACT OF TREE ROOTS ON THE BUILDING AND VICE VERSA). AT LEAST THREE CAR PARKING SPACES MUST BE PROVIDED WHERE AT LEAST ONE OF THESE IS PROVIDED AND RETAINED BEHIND THE BUILDING LINE.

O/RES/P/13

4.57 NURSERY HOTEL SITE - Area 19

DEVELOPMENT OF THIS SITE FOR THE PROVISION OF SHELTERED HOUSING WILL BE CONSIDERED ACCEPTABLE WHERE THE DEVELOPMENT IS ADEQUATELY SCREENED FROM THE PUBLIC CAR PARK WHICH FRONTS THE SITE. EXISTING TREES MUST BE RETAINED WHERE POSSIBLE.

O/RES/P/14

4.58 LOWER BALLACASHIN, ABBEYLANDS - Area 20

THE DEVELOPMENT ON ONE DWELLING WILL BE PERMITTED HERE WHERE THE DWELLING IS SITUATED IN AMONGST THE EXISTING FARM BUILDINGS, IS DESIGNED AS A MODEST TRADITIONAL FARM HOUSE IN COMPLIANCE WITH THE PROVISIONS OF PLANNING CIRCULAR 3/91 POLICIES 2-7 INCLUSIVE AND MAY INCLUDE A SINGLE STOREY DWELLING. ANY PROPOSAL FOR DEVELOPMENT MUST BE ACCOMPANIED BY A LANDSCAPING SCHEME WHICH INTRODUCES NEW TREE PLANTING OF INDIGENOUS SPECIES TO MINIMISE THE VISUAL IMPACT OF THE DWELLING.

O/RES/P/15

4.59 SLEGABY AND BALLCOTTIER FARMS - Area 21

THE DEPARTMENT WILL CONSIDER FAVOURABLY A PROPOSAL TO CONVERT THE EXISTING TUCK MILL INTO LIVING ACCOMMODATION WHERE THIS RETAINS THE FABRIC AND THE APPEARANCE AND CHARACTER OF THE EXISTING BUILDING. THE APPLICANT IS ADVISED TO CONSULT THE DEPARTMENT OF LOCAL GOVERNMENT AND THE ENVIRONMENT'S CONSERVATION OFFICER AND MANX NATIONAL HERITAGE PRIOR TO THE FORMULATION OR SUBMISSION OF A PLANNING

APPLICATION.

O/RES/P/16

4.60 SLEGABY AND BALLACOTTIER FARMS - Area 21

THE DEPARTMENT WILL CONSIDER FAVOURABLY ANY PROPOSAL WHICH EITHER CONVERTS AND RESTORES THE LARGE STONE BARN IN THE WESTERN CORNER OF THE FARM GROUP FOR PURPOSES OF RESIDENTIAL ACCOMMODATION, TOURIST ACCOMMODATION OR LIGHT INDUSTRY. SUCH PROPOSALS MUST PRESERVE THE CHARACTER AND APPEARANCE OF THE BUILDING AND MUST INVOLVE THE DEMOLITION OF THE ADJACENT DERELICT BUILDING WHERE SUCH MAY NOT BE REBUILT ELSEWHERE.

O/RES/P/17

4.61 SLEGABY AND BALLACOTTIER FARMS

THE DEPARTMENT WILL ALSO CONSIDER FAVOURABLY ANY PROPOSAL FOR THE DEMOITION OF THE LARGE BARN AT THE WESTERN EDGE OF THE GROUP OF FARM BUILDINGS AND ITS REPLACEMENT BY A NEW SUBSTANTIAL DWELLING, DESIGNED IN ACCORDANCE WITH POLICY 8 OF PLANNING CIRCULAR 3/91. ANY REPLACEMENT BUILDING MUST BE FINISHED IN MANX STONE TAKEN FROM THE DEMOLISHED STONE BARN.

O/RES/P/18

4.62 SLEGABY AND BALLACOTTIER FARMS - Area 21

ANY PROPOSAL IN ACCORDANCE WITH POLICIES O/RES/P/15, O/RES/P/16 AND O/RES/P/17 MUST BE ACCOMPANIED BY A COMPREHENSIVE SCHEME FOR TIDYING UP THE COMPLEX AS A WHOLE AND MANAGEMENT OF THE EXISTING WOODLAND TOGETHER WITH A SCHEME FOR NEW PLANTING IN AND AROUND THE EXISTING TREES. APPLICANTS MUST ALSO CONSULT MANX NATIONAL HERITAGE WITH RESPECT TO THE ARCHAEOLOGICAL SENSITIVITY OF THE SITE.

O/RES/R/1

4.63 SLEGABY AND BALLACOTTIER FARMS - Area 21

THE DEPARTMENT WOULD ENCOURAGE THE APPLICANT IN

THE PREPARATION OF SCHEMES IN ACCORDANCE WITH POLICIES O/RES/P/15, O/RES/P/16 AND O/RES/P/17 TO CONSIDER THE INTRODUCTION OF A PUBLIC RIGHT OF WAY THROUGH THE SITE FROM THE BALLACOTTIER ROAD TO THE CREG-NY-BAA.

O/RES/P/19

4.64 OTHER PARTS OF ONCHAN

THE ERECTION OF NEW RESIDENTIAL PROPERTIES MAY BE PERMITTED WITHIN AREAS DESIGNATED FOR RESIDENTIAL USE WHERE THESE WOULD FIT IN WITH THE DENSITY, MASSING, DESIGN AND CHARACTER OF EXISTING ADJACENT DWELLINGS.

O/RES/P/20

4.65 EXCEPT WHERE REQUIRED OTHERWISE BY THE LOCAL PLAN, CAR PARKING STANDARDS OF AT LEAST THREE SPACES PER DWELLING WHICH MAY INCLUDE A GARAGE WILL BE APPLIED TO ALL NEW RESIDENTIAL DEVELOPMENT WITHIN THE LOCAL PLAN AREA. PERMISSION WILL NOT GENERALLY BE FORTHCOMING FOR EXTENSIONS OR CONVERSIONS WHICH RESULT IN A LOSS OF PARKING SPACE BEHIND THE BUILDING LINE.

O/RES/P/21

4.66 EXTENSIONS AND ALTERATIONS TO EXISTING RESIDENTIAL PROPERTY WILL GENERALLY NOT BE OPPOSED WHERE SUCH PROPOSALS ARE APPROPRIATE IN TERMS OF SCALE, MASSING, DESIGN, APPEARANCE AND IMPACT ON ADJACENT PROPERTY.

O/RES/P/22

4.67 OUTSIDE THOSE AREAS DESIGNATED FOR RESIDENTIAL DEVELOPMENT NEW DWELLINGS WILL GENERALLY NOT BE PERMITTED WITHIN THE LOCAL PLAN AREA. THIS APPLIES PARTICULARLY TO THE RURAL PART OF THE DISTRICT WHERE THE COUNTRYSIDE IS ALREADY PROTECTED BY PLANNING CIRCULAR 1/88 THE PROVISIONS OF WHICH WILL CONTINUE TO BE APPLIED. IN ADDITION IT SHOULD BE NOTED THAT THE COUNTRYSIDE IN ITS ENTIRETY WITHIN THE DISTRICT IS DESIGNATED BY THE LOCAL PLAN AS OF HIGH LANDSCAPE VALUE AND SCENIC SIGNIFICANCE IN ACCORDANCE WITH THE PROVISIONS OF THE ISLAND

STRATEGIC PLAN EASTERN SECTOR (PLANNING CIRCULAR 9/91).

O/RES/R/2

4.68 ALL NEW RESIDENTIAL DEVELOPMENT MUST COMPLY WITH THE DEPARTMENT OF TRANSPORT'S BOOKLET, "MANX ROADS".

INDUSTRY

- 5.1 The Issues and Options document clarified that there are only two areas within Onchan where industrial development is encouraged these being land at Tromode and land off School Road behind Dowty Aerospace.
- 5.2 The Tromode Site, known as Clucas' Laundry has been slowly developing and changing for some time. There still remain some undeveloped plots at the rear of the site, close to the dam and some undeveloped land at the entrance for which approval has recently been granted in principle for the erection of industrial buildings (PA 98/0644). Whilst there are areas within the site which could be greatly improved in visual terms, the site owners have recently embarked upon an improvement scheme, removing unsightly structures at the entrance to the site. The site has the distinct advantage of having a heavy mature tree cover throughout the site and a position in a valley both of which help screen any development and activity from general view.
- 5.3 Whilst the existing estate sits very comfortably in its location, further development is limited by physical constraints: the dam forms the northern limit of the land which may be developed and the dam itself is of interest to nature conservation (**see Section 11 - Nature Conservation**). The estate is otherwise contained within the Onchan District boundaries and development outside of these boundaries is more appropriately dealt with elsewhere (i.e. the Braddan and Douglas Local Plans). In any case, on the eastern side there is already residential development built up to the boundary with the estate: the only opportunity for expansion of the estate is on the opposite side of the River below the former abattoir. This is situated within Braddan Parish and has been the subject of a planning application (PA 98/0391).
- 5.4 The School Road or Dowty site (**Area 15**) represents some seven acres all of which was previously zoned for industrial use. However, the 1989 Onchan Local Plan recommended that the zoning of this land for industrial purposes should be reassessed in due course with re-designation to accommodate other uses or forms of development. It is now considered appropriate to reassess this zoning and Dowty Aerospace has indicated through the Issues and Options document that not all of the site is required for industrial purposes. However, the Department is conscious of a general scarcity of industrial land in the local plan area. In addition the Department is concerned that there are physical constraints on the development of the land for residential purposes: for example, a new access would have to be provided to the site and this would necessitate the widening of Ashley Road. There is also a large bank alongside the lower end of Ashley Road which presents problems in that this would either need to be removed or would take up a significant part of the site. Also, dwellings, particularly on the upper part of the site would be very visible from Ashley Road which is relatively rural at this point and marks a gentle transition between the built up part of the village and the generally rural district. As such, in order to avoid the under-provision of land for industrial purposes, the Department has confirmed the designation of the 1989 Plan which permits the use and development of the land for industrial purposes (**see paragraph 4.27**) a conclusion with which the Inspector concurs. The Department would

particularly welcome the use of the site or part of the site for a car park for heavy goods vehicles.

- 5.5 Due to the proximity of many residential properties, it is important that any future industrial development should not result in adverse impact on these dwellings through the creation of noise, excess traffic, dust or smells. It will therefore be appropriate to specifically limit the general zoning of the site to light industrial (see **paragraph 5.13**) as is defined in the 1982 Development Plan Order.
- 5.6 Whilst the Department of Trade and Industry has indicated that where land is removed from industrial designation this should be compensated for by designating land elsewhere in the area, this is difficult to achieve in an area where development opportunities in general are difficult to establish. As such, the Department would not encourage the introduction of new industrial development outside of those areas designated for industrial use on the Proposals Map. One exception to this may be the introduction of lorry and heavy goods vehicle parking in the outlying areas where such could be adequately screened from public view and where access is acceptable.
- 5.7 There are various industrial outlets situated outside of the areas designated for industrial use on the Proposals Map - the garage building on Little Mill Road, the industrial buildings behind Kerrowcoar Drive etc. Uses such as these can be accommodated satisfactorily within areas zoned for other uses: however, in some cases, such as the garage on Little Mill Road the visual impact of the building can be inappropriate and in others the impact through traffic and noise can be offensive and inconvenient to nearby residents. As such, where industrial uses are located within areas not zoned for industrial use, these will be taken as non conforming uses and planning applications which seek to intensify the use or invest in the built structure and thus perpetuate the non-conforming use, may be refused.
- 5.8 One of the predominant industries within the study area is agriculture, based on the rural hinterland which surrounds Onchan village. The Department recognises the contribution which farming makes to the management of the countryside and in this respect it will not oppose the development of new buildings which are necessary in terms of a viable agricultural holding and where these new buildings do not adversely affect the character or appearance of the countryside. In order to minimise the visual impact of such buildings, new agricultural buildings should be located in amongst or close to existing agricultural buildings and finished in a dark colour (dark green or dark brown). Permission will not normally be granted for new buildings in isolated locations unless these are hidden from general public view.
- 5.9 The Department of Transport currently operates a depot near to the Glen Dhoo camp site. This site is clearly visible and whilst the Department does not oppose the use of the site for the purposes to which it is currently being put, it would strongly recommend that the site is screened from public view by the introduction of a tree planting scheme. It should also be noted that the site is not zoned for general industrial use and its designation reflects the existing situation. The Department of Transport has suggested however that this area would be

suitable for a heavy goods vehicle parking area and that if this is pursued this could result in a link being formed with the Department of Transport depot and the existing access onto the TT course closed off and a new access formed to serve both. The Department is aware, however that the use of this site for such purposes could result in a significant visual impact within the surrounding area and any proposal for the introduction of a heavy goods vehicle park must be accompanied by a tree and shrub planting scheme which will or will in time screen the proposed use from public view.

Conclusions

5.10 The following policies on industrial development are considered appropriate for the Onchan Local Plan area:-

O/I/P/1

5.11 NO INDUSTRIAL DEVELOPMENT WILL BE PERMITTED OUTSIDE THOSE AREAS DESIGNATED FOR INDUSTRIAL USE ON THE PROPOSALS MAP WITH THE EXCEPTION OF HEAVY GOODS AND LORRY PARKING FACILITIES WHERE SUCH ARE NOT VISUALLY UNACCEPTABLE AND WHERE ADEQUATE ACCESS CAN BE PROVIDED TO THE SATISFACTION OF THE DEPARTMENT OF TRANSPORT.

O/I/P/2

5.12 EXISTING INDUSTRIAL USES TAKING PLACE IN AREAS NOT ZONED FOR INDUSTRIAL PURPOSES WILL BE DEEMED NON-CONFORMING AND WHERE THE USE AND/OR THE STRUCTURES CONCERNED ARE CONSIDERED TO BE INAPPROPRIATE FOR THE AREA IN WHICH THEY ARE SITUATED, PLANNING APPLICATIONS WHICH SEEK TO OR RESULT IN PERPETUATION OF INDUSTRIAL USAGE OR INVESTMENT IN BUILDINGS OR STRUCTURES WHICH THEMSELVES ARE CONSIDERED INAPPROPRIATE, MAY BE REFUSED.

O/I/P/3

5.13 WHERE LAND IS DESIGNATED FOR INDUSTRY, THE ACCEPTED USE OF THIS LAND WILL BE FOR LIGHT INDUSTRIAL PURPOSES AS IS DEFINED IN THE 1982 DEVELOPMENT PLAN ORDER: THAT IS

"light industrial building (not being a special industrial building in which the processes carried on or the machinery

installed are such as could be carried on or installed in any residential area without detriment to the amenity of the area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit or undue generation or traffic or parking of vehicles". (Part 1, paragraph 2 - page 2).

O/I/P/4

5.14 WHERE NEW INDUSTRIAL DEVELOPMENT IS PROPOSED IT MUST BE DEMONSTRATED TO THE SATISFACTION OF THE PLANNING COMMITTEE THAT THE PROPOSED USE (BY VIRTUE OF THE USE AND THE BUILDINGS TO BE USED) WILL NOT RESULT IN ADVERSE IMPACT ON ADJACENT LAND: THIS INCLUDES BOTH HUMAN NEIGHBOURS AND AREAS OF WILDLIFE INTEREST. PROPOSALS FOR NEW INDUSTRIAL DEVELOPMENT MUST ALSO INCLUDE SUFFICIENT OFF ROAD PARKING AND MANOEUVRING SPACE FOR STAFF AND DELIVERY VEHICLES.

O/I/P/5

5.15 WHERE THE DEPARTMENT IS PERSUADED THAT THERE IS SUFFICIENT AGRICULTURAL NEED TO JUSTIFY NEW AGRICULTURAL BUILDINGS, SUCH SHOULD BE LOCATED IN AMONGST OR CLOSE TO EXISTING AGRICULTURAL BUILDINGS AND BE FINISHED IN DARK COLOURED MATERIAL (DARK GREEN OR DARK BROWN). PERMISSION WILL NOT NORMALLY BE GRANTED FOR BUILDINGS IN ISOLATED LOCATIONS EXCEPT WHERE THESE CANNOT BE SEEN BY THE PASSING PUBLIC INCLUDING VIEWS FROM PUBLIC FOOTPATHS.

O/I/R/1

5.16 THE DEPARTMENT WOULD STRONGLY RECOMMEND THAT A SCHEME OF TREE PLANTING IS INTRODUCED AT THE EARLIEST OPPORTUNITY AT THE DEPARTMENT OF TRANSPORT DEPOT OPPOSITE HILLBERRY CORNER IN ORDER TO SCREEN THE FACILITY FROM PUBLIC VIEW.

TRAFFIC AND PEDESTRIANS

- 6.1 Onchan, due to its location close to Douglas acts as a primary route for traffic from the north travelling to and from Douglas for work, business and shopping. Much of the traffic from Ramsey travels through the study area when the Mountain Road is closed in bad weather and the vast majority of Laxey and Lonan residents work in Douglas (579 persons), Onchan (52 persons), Braddan (38 persons) and Malew (34 persons) illustrating the inevitable through-put of vehicles throughout the working week. Some of the roadways are not ideal, for example the main feeder route to Douglas from the north results in traffic using the TT Course which, between Bemahague and Governor's Bridge is narrow in places and would benefit from widening and the Commissioners would recommend the introduction of a larger more permanent roundabout although the constraints of the operation of the TT Races should be borne in mind. The Commissioners have also recommended that a dual carriageway be introduced between "The Nook" and Governor's Bridge. However, the Department would prefer that the narrow road problem is resolved by the introduction of a one way system around this stretch of the Course, utilising the new public footpath through the grounds of Government House but have this widened to accommodate one way vehicular traffic. This alternative would overcome the need to remove a significant amount of trees currently alongside the road.
- 6.2 Pedestrian movements within the village are generally unrestricted although the pavements between Royal Avenue and Corkill's Garage roundabout are narrow in places and make passing difficult. The relatively poor parking facilities along Main Road do not help attract passing trade to the various shops which front onto the Main Road, although the resident village population support the local shops to a great extent and as such the changes in ownership or use of shops in the village centre is relatively low.
- 6.3 The creation of a pedestrian refuge in the middle of School Road as it meets Whitebridge Road has helped pedestrian and vehicular movement in this area.
- 6.4 There remain, however, a number of junctions and accesses which are far from ideal and pose problems within the study area, mainly within the village. The junctions of Alberta Drive/Summerhill Road, Harbour Road/King Edward Road, Stoney Road/Avondale Road and Lakeside Gardens/Whitebridge Road all present problems of visibility for emerging vehicles and other junctions such as Wybourn Drive/Governor's Road and Birch Hill Crescent/Hillberry Road are beginning to experience traffic build ups at peak times and the Commissioners would recommend the introduction of a roundabout in the latter case. Also, the Little Mill and Scollag Roads offer poor visibility from the winding and narrow nature of the roads themselves and are often the route for pony trekking and horse riders. It is not considered however, that it would be acceptable to widen either the Little Mill or Scollag Roads as this would alter significantly the visual impact of the area and may destroy a considerable amount of wildlife which exists within the hedging on both sides of the roads. Neither road is suitable for any further development thereon although it may be appropriate to provide passing points along the length of the road to assist vehicular movement.

Conclusions

- 6.5 Whilst Onchan would benefit from the reduction in traffic passing through the centre of the village, it is unlikely that an alternative route could be identified which would be a quick and easy route for traffic travelling to Douglas. In any case most of the other routes into the capital are already heavily used and have problems of their own (Braddan Road, for example). It is not accepted that either the Little Mill or Scollag Roads should be widened and in any case it is not felt that the widening of either would help reduce traffic passing through the centre of the village. It may be possible to widen the roadway passing over Groudle Bridge thus making more attractive the coastal route through Onchan to Douglas and possibly reducing the amount of traffic passing through the centre of the village.
- 6.6 Pedestrian movement within the village could be improved with the widening of certain footpaths. Many respondents to the Issues and Options document suggested that there should be a footpath installed along Blackberry Lane to aid pedestrian safety, particularly at night as there are no street lights which make using the Lane sometimes dangerous.
- 6.7 It is considered appropriate to apply the following policies and recommendations to the study area in terms of Traffic and Pedestrians:

O/TP/R/1

- 6.8 THE DEPARTMENT WOULD SUPPORT THE PRINCIPLE OF THE PROVISION OF AN ALTERNATIVE ROUTE FOR THROUGH TRAFFIC THUS DIVERTING TRAFFIC FROM THE HEART OF THE VILLAGE. ALSO, THE DEPARTMENT WOULD ENCOURAGE THE CONSIDERATION OF MAKING MORE ATTRACTIVE KING EDWARD ROAD AS A ROUTE TO DOUGLAS, POSSIBLY INVOLVING WIDENING OF THE ROADWAY ON GROUDLE BRIDGE.**

O/TR/R/2

- 6.9 THE DEPARTMENT WOULD SUPPORT THE PROVISION OF A FOOTPATH ALONG BLACKBERRY LANE.**

O/TR/R/3

- 6.10 THE DEPARTMENT WOULD SUPPORT THE IMPROVEMENT OF THE FOLLOWING JUNCTIONS:**

- i) BEMAHAGUE ROAD/GOVERNOR'S ROAD (at Governor's Bridge)***
- ii) SCHOOL/MAIN ROADS**
- iii) MAIN ROAD/ROYAL AVENUE**
- iv) ALBERTA DRIVE/SUMMERHILL ROAD.**

***IN THE CASE OF i) THE DEPARTMENT WOULD FAVOUR THE**

INTRODUCTION OF A ONE WAY SYSTEM UTILISING THE PUBLIC FOOTPATH THROUGH THE GROUNDS OF GOVERNMENT HOUSE (THE FOOTPATH WOULD HAVE TO BE WIDENED) RATHER THAN THE WIDENING OF THE TT COURSE WHICH WOULD RESULT IN THE LOSS OF A SIGNIFICANT NUMBER OF TREES.

O/TR/R/4

6.11 THE DEPARTMENT WOULD WELCOME PROPOSALS BY THE DEPARTMENT OF TRANSPORT TO IMPROVE PEDESTRIAN SAFETY AND CONVENIENCE THROUGHOUT THE VILLAGE PARTICULARLY IN THE MIDDLE OF THE VILLAGE, BETWEEN CORKILL'S GARAGE AND ELM TREE HOUSE AND ON THE OTHER SIDE OF THE ROAD FROM THE "ONCHAN GALLERY AND GIFT CENTRE" TO THE MAIN ROAD METHODIST CHURCH.

O/TR/R/5

6.12 THE DEPARTMENT WOULD ENCOURAGE PROPOSALS WHICH WIDEN GROUDLE BRIDGE IN A SYMPATHETIC MANNER SUCH AS TO ENABLE AND ENCOURAGE INCREASED TRAFFIC LEVELS ALONG KING EDWARD ROAD.

O/TR/P/1

6.13 ANY PROPOSAL FOR DEVELOPMENT ALONGSIDE MAIN ROAD MAY INVOLVE A REQUIREMENT FOR WIDENING THE EXISTING FOOTPATH IN FRONT OF THE SITE, WHERE THIS IS CONSIDERED CURRENTLY INADEQUATE.

O/TR/P/2

6.14 THE DEPARTMENT IS OPPOSED TO THE PRINCIPLE OF THE WIDENING OF EITHER THE SCOLLAG OR LITTLE MILL ROADS ON THE GROUNDS OF INAPPROPRIATE VISUAL IMPACT AND DESTRUCTION OF WILDLIFE.

CONSERVATION AREAS AND REGISTERED BUILDINGS

Conservation Areas

7.1 There is currently only one Conservation Area in Onchan and this is focused on Church Road with a frontage abutting the south side of Main Road and extending to straddle the junction of Main Road and Royal Avenue. The Conservation Area embraces the Onchan Wetlands as well as having within its curtilage three Registered Buildings - St. Peter's Church, St. Peter's Church Hall and Welch House all of which serve to underpin the special character of the area. Further areas of interest were identified in the 1989 Local Plan and centred on Avondale Road, School Road, Stoney Road with another centred on St. Catherine's Terrace, Queen's Road, Mount View Terrace and Victoria Avenue. There has been further consideration given to these areas, as well as discussions in this respect with the Onchan Commissioners and The Friends of Onchan's Heritage, however neither of these areas has been designated as a Conservation Area to date.

7.2 The Department of Local Government and the Environment has a duty to determine which areas of the Island are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance, under the provisions of the 1991 Town and Country Planning Act. The Department shall by order designate such areas as Conservation Areas. It is judged that the following areas are also worthy of consideration for Conservation Area status:

1. an area centred around Port Jack, Royal Avenue and Royal Avenue West
2. an area which focuses on the substantial period villas abutting Strathallan Road and
3. an area embracing the Groudle Glen Hotel, Tram Station and adjacent buildings and the small water wheel/pump house in the Glen itself.

These areas all differ from one another, as well as being in contrast to the existing Conservation Area. It should be noted that the Onchan Commissioners would strongly support the study of the village with respect to the expansion of the existing or designation of a new Conservation Area.

7.3 There are a number of Registered Buildings within the study area:

Kate's Cottage, Mountain Road	RB 117
St. Peter's Church Hall, Royal Avenue	RB 118
St. Peter's Church, Church Road	RB 119
St. Catherine's House, Avondale Road	RB 121
Welch House, Church Road	RB 122
Braeside, King Edward Road	RB 123
Leafield, King Edward Road	RB 124
17, 19, 21, 23, 25, Governor's Road	RBs 125-129 inc.
Woodlands Towers, Ashley Road	RB 133

7.4 It should be noted that the Majestic Hotel, King Edward Road was placed on the Registered Buildings List (**RB 175**) but was subsequently de-registered in

September, 1998. This decision was confirmed at Appeal by the Minister of the Department of Local Government and the Environment in March 1999.

7.5 Other buildings within the study area which have been suggested for consideration for Registration are as follows:

1. Ballacreech Farmhouse
2. Ballakilmartin Farm
3. Ballig Farm
4. Chimney at Clucas' Laundry
5. Entrance Gate to former Pinfold at Hillberry
6. Glenville Farmhouse and associated cottages
7. Government House
8. Hague Farm House, Summerhill Road
9. Isle of Man Bank building
10. Manx Arms Hotel
11. Molly Carrooin's Cottage
12. Royal Buildings, junction of Main Road and Royal Avenue
13. Strathallan Cliff, Strathallan Road
14. Groudle Hotel
15. Water Wheel in Groudle Glen.

7.6 It is considered that the following policies and proposals are applied to Onchan in respect of Conservation Areas and Registered Buildings:

O/CARB/P/1

7.7 WHERE DEVELOPMENT IS PROPOSED FOR ANY BUILDING WHICH IS IDENTIFIED AS WITHIN AN EXISTING OR PROPOSED CONSERVATION AREA OR WHERE THE BUILDING IS REGISTERED OR ON THE LIST OF BUILDINGS WHICH ARE CONSIDERED WORTHY OF CONSIDERATION FOR POSSIBLE REGISTRATION, SPECIAL ATTENTION WILL BE PAID TO THE DETAIL OF SUCH A PROPOSAL AND NO DEVELOPMENT WILL BE PERMITTED WHERE THIS IS DETRIMENTAL TO THE CHARACTER OR APPEARANCE OF THE BUILDING OR, IN THE CASE OF BUILDINGS WITHIN AN EXISTING OR PROPOSED CONSERVATION AREA, THE CHARACTER OR APPEARANCE OF THE AREA AS A WHOLE.

O/CARB/PR/1

7.8 THE DEPARTMENT OF LOCAL GOVERNMENT AND THE ENVIRONMENT SHOULD PROGRESS CONSIDERATION OF THE BUILDINGS LISTED IN PARAGRAPH 7.5 IN TERMS OF THEIR REGISTRATION.

O/CARB/PR/2

7.9 THE DEPARTMENT OF LOCAL GOVERNMENT AND THE ENVIRONMENT SHOULD PROGRESS THE CONSIDERATION OF THE AREAS IDENTIFIED IN PARAGRAPH 7.2 FOR DESIGNATION AS CONSERVATION AREAS.

EDUCATION

- 8.1 There are two primary schools located within the study area - Onchan Primary School and Ashley Hill. The assessed permanent capacity of Onchan School is 430 pupils with 392 pupils on the school roll in 1998. Ashley Hill has an assessed permanent capacity of 371 pupils with 333 pupils attending the school in 1998. There is clearly not a great deal of additional capacity for the accommodation of further pupils brought about by inter alia, an increase in the amount of land which is zoned for residential development. In addition to this, any increase in the numbers of primary school pupils will have a knock-on effect on the number of secondary school pupils: the majority of Onchan children currently attend St. Ninian's, Park Road and Ballakermeen Schools for their secondary level of education. The Department of Education has identified a site at the Cooil Road as suitable for a new secondary school if this is deemed necessary.
- 8.2 The land currently identified for educational purposes within Onchan lies in three places - Onchan and Ashley Hill Schools and a large piece of land between Government House and Heywood Park. The zone of education land use around Onchan Primary School comprises not only the current land used by the School but also an area which lies between the top of Sandringham Drive and School Road - an area roughly the size of two pairs of semi-detached properties one fronting onto Sandringham Drive and the other onto School Road. This piece of land has clearly once been intended for residential development of a form similar to that which has already been built further down both streets, but has subsequently been considered suitable for retention for educational purposes should Onchan Primary School ever need to expand as there is no opportunity for expansion on any of the school's other boundaries. Despite having been zoned for educational purposes since 1989 - a point noted by the Inspector - and the school having been extended within its existing curtilage, the area below the school has not been the subject of any proposals for use in connection with Onchan Primary School. However the Department considers it appropriate that the land should remain designated for educational purposes in order that Onchan Primary School should not become completely unable to expand or improve its facilities.
- 8.3 The piece of land between Heywood Park and Government House (**Area 11**) is substantial in size (around 25 acres) and far exceeds the amount of land which would be required for the development of a new primary school on its own. However, the site represents an important boundary between Douglas and Onchan and represents an area which should remain substantially free from development if the two settlements are to be prevented from merging at this point (some coalescence has already taken place between Birch Hill and Governors' Hill where development has taken place more or less right up to the TT course on both sides of the road).
- 8.4 The Department is confident that with careful design and an emphasis on open space and tree and shrub planting a new primary school could be provided on this site without this resulting in development occurring right up to the road and such that the open aspect and some space can be retained within the

site thus separating Douglas and Onchan. The Department also feels that a small amount of appropriate residential development and recreational provision could be accommodated at the northern end of the site without the open appearance of the site being compromised (see paragraphs 3.16, 4.21, 4.22, 4.52, 9.2 and 9.5).

- 8.5 The Department is aware that there are from time to time problems with the accommodation of unexpected and often temporary rises in the school's population and the Department of Education is often forced to consider the installation of mobile classrooms within the school's curtilage. This has been the case at Ashley Hill in recent years (although all but one of these have now been removed) whereas the opportunity has been available for the extension of Onchan School when the situation arose there. Whilst the Department of Local Government and the Environment understands the situation in which the Department of Education finds itself in these circumstances, it is also aware that mobile classrooms seldom enhance the setting and appearance of the school with which they are associated and sometimes, depending upon their location, they cause offence to people living close by. As such, the Department would encourage the Department to avoid the use of mobile classrooms where at all possible and where these are essential, the Department would urge the sensitive location of such structures where such are not likely to cause nuisance to adjacent residents.
- 8.6 The Department of Education has advised that the additional capacity of both schools currently operating in the local plan area is not significant and that additional new development should be carefully controlled to ensure that such does not place additional pressure upon the schools. In this respect it is essential that new development is phased such that the existing facilities can expand in line with increasing pupil numbers and so that pupils can be accommodated satisfactorily.

Conclusions

- 8.7 In light of the above the following policies and recommendation are considered appropriate for Onchan:

O/E/P/1

- 8.8 DEVELOPMENT WHICH IS NOT ASSOCIATED WITH THE PROVISION OF EDUCATIONAL FACILITIES OTHER THAN DEVELOPMENT REFERRED TO IN PARAGRAPHS 3.16, 4.21, 4.22, 4.52, 9.2 AND 9.5 WILL NOT BE PERMITTED ON LAND WHICH IS DESIGNATED FOR EDUCATIONAL PURPOSES IN THE SCHEME ORDER.**

O/E/P/2

8.9 NOTWITHSTANDING THE PROVISIONS FOR RESIDENTIAL DEVELOPMENT WITHIN THE STUDY AREA, DEVELOPMENT WILL NOT GENERALLY BE PERMITTED IF THE EXISTING SCHOOLS ARE NOT LIKELY TO BE ABLE TO ACCOMMODATE THE INCREASED SCHOOL POPULATION PRODUCED AS A RESULT OF THE DEVELOPMENT, UNTIL SUCH TIMES AS THE REQUIRED ACCOMMODATION IS AVAILABLE.

O/E/P/3 - SANDRINGHAM DRIVE/SCHOOL ROAD SITE - Area 17

8.10 THE SITE WILL CONTINUE TO BE RESERVED FOR EDUCATIONAL USE.

O/E/R/1

8.11 THE USE OF MOBILE CLASSROOMS TO PROVIDE ADDITIONAL ACCOMMODATION FOR EXISTING SCHOOLS WITHIN THE LOCAL PLAN AREA SHOULD BE AVOIDED. WHERE THIS CANNOT BE AVOIDED SUCH SHOULD BE LOCATED SUCH THAT THEY DO NOT CAUSE NUISANCE OR ADVERSE IMPACT ON ADJACENT PROPERTY.

HEALTH SERVICES

- 9.1 There are a number of health related facilities within the area, mostly within the built-up part of the village. There are four elderly persons homes - Thie my Chree Community Home, Meadow View Elderly Persons' Home, Springfield Court and Heathercliffe Private Residential Home. In addition, there are doctors' and dentists' practices in Avondale Court and the Village Walk, a pharmacy on Main Road (that in the Village Walk having closed in relatively recent times) and a chiroprapist's also in the Village Walk.
- 9.2 It has been suggested that the village would benefit from the provision of more sheltered accommodation and in this respect the following sites were proposed as being suitable for such development the Nursery Hotel site and land alongside Heywood Park, the latter for specialist housing and facilities for disabled persons (see paragraphs 4.21, 4.22 and 4.52).
- 9.3 Onchan Commissioners suggested that there may be a demand for further residential or nursing homes within the area and noted that these may be created through the conversion of larger properties within the area. Whilst this is often acceptable, it is suggested that a preferable solution would be the erection of purpose-designed new units. In this respect it was also suggested that the village may benefit from the provision of a purpose-built and designed medical centre rather than a proliferation of smaller individual practices.

Conclusions

- 9.4 In light of the above, the following policies are considered appropriate for the study area:

O/HS/P/1

- 9.5 SHELTERED HOUSING AND NURSING AND RESIDENTIAL CARE HOMES AND FACILITIES WILL BE CONSIDERED AN ACCEPTABLE FORM OF LAND USE ON THE NURSERY HOTEL SITE AND ON LAND IMMEDIATELY ABUTTING HEYWOOD PARK (IN THE NORTHERN PART OF THE LAND BEHIND GOVERNMENT HOUSE - AREA 11) PROVIDED THAT AS PART OF THE DEVELOPMENT OF THE LATTER SITE, CHILDREN'S PLAY FACILITIES ARE PROVIDED: A FOOTPATH LINK WITH HEYWOOD PARK MUST BE INCORPORATED.**

O/HS/P/2

- 9.6 A MEDICAL CENTRE WILL ALSO BE CONSIDERED A SUITABLE FORM OF DEVELOPMENT ON THE NURSERY HOTEL SITE.**

O/HS/P/3

9.7 THE PROVISION OF HEALTH-RELATED FACILITIES (INCLUDING SHELTERED HOUSING, RESIDENTIAL OR NURSING HOMES) WILL BE CONSIDERED AN ACCEPTABLE FORM OF USE WITHIN AREAS DESIGNATED FOR MIXED USE OR RESIDENTIAL USE WHERE APPROPRIATE LEVELS OF CAR PARKING ARE AVAILABLE AND WHERE THIS WOULD NOT HAVE AN ADVERSE IMPACT UPON ADJACENT PROPERTY.

OPEN SPACE AND NATURE CONSERVATION

Open Space

10.1 Onchan District has a significant amount of open space within its boundaries as most of the district comprises open countryside. Even within the built-up part of the district there are significant areas of open space which can be enjoyed either in the form of recreational facilities usable by the public or by green areas which, whilst sometimes in private ownership represent breaks in development which are visually appreciated by many or simply the few who live alongside. Areas of open space also have considerable value for nature conservation.

10.2 The main areas of open space within the built-up part of the district are as follows:-

- Onchan Park
- Howstrake Golf Course
- the coastline between Summerland and Sea Cliff Road
- the coastline between "Far End" and Sea Lion Rocks (although the Howstrake Holiday Camp site remains unimproved and visually intrusive)
- the open fields alongside Blackberry Lane
- Port Jack Glen
- Molly Quirk's Glen
- Groudle Glen
- play areas at Lakeside, Birch Hill and "the Rec" (School Road)
- the wetlands off Church Road
- the land behind 114-118 Royal Avenue
- the land between Lakeside and Groudle Glen (**Area 6**)
- the open fields between Government House and Heywood Park
- land opposite Ridgeway Road (**Area 9**)
- Faaie Chiondroghad (the village green in Church Road).

The last four areas have been dealt with previously in the local plan (see **Section 4 - Residential**) and already have specific policies applied to them. Also, a small part of the coastal zone has been identified as suitable for residential development (**Area 12** - see paragraphs 4.23 and 4.53). The remainder are considered important elements of the local plan area and require specific policies applied to them to protect them from development.

10.3 In addition, the area which forms the rural backdrop to the village - Little Mill, Glen Dhoo, Ballachrink, Howstrake, Bibaloe Moar and Ballakilmartin are also just as important in terms of their need for protection from inappropriate development. Whilst some or most of these areas may warrant absolute protection from **any** development, others may justify some development due to the nature of the prevailing land use. For example, Glen

Dhoo accommodates a successful camp site and further structures may be required to further this aim: similarly there are many farm holdings which delineate the boundary of the built-up area and some of these may require some development in order to remain viable or in the interests of good agricultural practice. In the case of agricultural need, the Department would not generally oppose proposals for new structures although these must not be detrimental to the amenities of the area, for example, in terms of visual impact, pollution of adjacent land or water courses or loss of wildlife habitat.

- 10.4 As well as being attractive in visual terms, much of the open space within the local plan area is valuable in terms of nature conservation.

Nature Conservation

- 10.5 The Government's general policy on nature conservation is set out in the Wildlife Act 1990. This Act empowers the Department of Agriculture, Fisheries and Forestry to designate Areas of Special Scientific Interest (ASSI's), Areas of Special Protection for birds and Areas of Special Protection for animals and plants.

a. Species Protection.

- 10.6 The Wildlife Act 1990 places restrictions on the killing, taking, keeping and sale of wild birds and their eggs and of other animals and plants listed in the Schedules to the Act. In addition, the Isle of Man is signatory to the Agreement on the Conservation of Bats in Europe which seeks to protect habitats, including feeding grounds. Bat roost sites and sites which they use for shelter and protection are specifically protected under Schedule 5 of the Wildlife Act. In compliance with legislative requirements, consultation must be undertaken with the Department of Agriculture, Fisheries and Forestry on all proposals to alter buildings and other sites which bats are known to use as roost sites. In this respect it is important to note that the Tromode Dam and associated area is possibly the most important site on the Island for bats and that all six of the species known to be on the Island have been recorded here which in itself is relatively rare.
- 10.7 The local plan will seek to protect sites containing plants specifically protected under Schedule 7 of the Wildlife Act. Within the local plan area there are likely to be orchids. In addition the following notable species of flora and fauna are present in the local plan area:

- the common frog
- a number of protected birds and
- the common lizard

b. Site Protection.

10.8 The Department of Agriculture, Fisheries and Forestry has undertaken an ecological habitat survey of the whole Island including the area covered in this local plan. The Phase I Habitat Survey undertaken 1991-4 produced a number of target notes for areas of ecological interest within the local plan area. There is also an area of ecological interest identified on the 1982 Development Plan at Groudle.

10.9 The following have been identified as areas of interest within the area:

- the coast
- the valley of the Groudle River
- the Ballacreech area
- the River Glass area
- the Howstrake Golf course much of which is characterised by dry dwarf shrub heath and is the largest of such areas close to the Douglas/Onchan built up area
- the nature reserve at Lakeside Gardens (Curragh Kionedroghad)
- Tromode Mill Dam
- Sir George's Bridge
- Ennemona Plantation
- Injaign Plantation
- Slieu Lhost
- Clypse and Kerrowdhoo Reservoirs,
- the woodland at the Baldwin valley,
- heathland and bogland at Slieau Ree and Slieau Meayll,
- the habitat associated with the Ballacottier River and the Sulby River and its tributaries,
- wetland east of Ballaskelly (near Brandish Corner),
- semi-natural habitat associated with the Groudle River above the Clypse and Kerrowdhoo Reservoirs and
- the semi-natural habitat north of Ballakaighen.

It should be noted that Injaign and Ennemona plantations were originally intended by Department of Agriculture, Fisheries and Forestry as woodland grown for commercial purposes and certainly in the case of Injaign Plantation, is likely to be harvested at some time in the future. Ennemona Plantation has recently been replanted as broadleaved amenity woodland.

10.10 The Manx Wildlife Trust has convened a steering group which comprises a number of conservation parties including Government Departments and which is developing a system of Wildlife Site designation. These are sites which may not qualify for designation under the Wildlife Act but nevertheless have an intrinsic ecological interest. It is hoped that landowners will continue to voluntarily conserve and sympathetically manage these once they are notified of the value of the site in their possession. The above sites are identified in the local plan as potential Wildlife Sites in addition to any statutory designation that any of the sites may have in the future.

10.11 In addition to the above it is important that "green" or "wildlife" corridors are

afforded protection in the local plan. These are defined as linear features of semi-natural vegetation and provide an important resource for wildlife allowing the movement of flora and fauna and providing important educational and recreational resources.

c. Habitat Protection.

10.12 The Isle of Man is signatory to the Ramsar Convention on Wetlands of International importance especially as Waterfowl Habitat. This requires the Government to conserve wetlands generally and sites designated under the Convention ("Ramsar Sites") in particular. Whilst there are no wetlands of international importance in Onchan, there are wetlands of local importance and provision should be made for their protection. No development should be permitted in the vicinity of the Clypse or Kerrowdhoo Reservoirs with the exception of facilities associated with nature conservation such as bird hides, interpretation boards etc. No development will be permitted which would adversely affect the existing water courses within the area.

d. Encouraging Management.

10.13 Section 30 of the Wildlife Act 1990 permits the Department of Agriculture, Fisheries and Forestry to enter into management agreements for the purpose of conserving or enhancing the natural beauty of any land, conserving the flora or geological or physiographic features, or to promote its enjoyment by the public.

e. Woodland Protection.

10.14 The Tree Preservation Act 1993 makes provision for the protection of trees, facilitates the Registration of specific trees and makes it an offence to fell, uproot or intentionally destroy a tree without a licence granted by the Department of Agriculture, Fisheries and Forestry. There are groups of trees identified as Woodland in the 1982 Development Plan and this designation automatically affords Registered status to trees contained within each zone. This also applies to areas designated in the 1982 Development Plan Order as Low Density Housing in Parkland and Public Open Space. The areas of Woodland shown on the Scheme Order (Proposals Map) reflects the trees which are in existence at the time of the preparation of the map and may not coincide with those areas identified on the 1982 Development Plan Order. The Department of Agriculture, Fisheries and Forestry may in due course decide to Register some of those trees which are presently not Registered and any queries in respect of whether certain trees are protected should be directed to the Department of Agriculture, Fisheries and Forestry, Forestry Division.

Summary

10.15 Nature conservation is considered an important element in the preservation of the rural qualities of Onchan and in light of the above, that the following policies and recommendation are considered appropriate for the study area.

POLICY: O/NC/P/1

10.16 CONSULTATION MUST BE UNDERTAKEN WITH THE DEPARTMENT OF AGRICULTURE, FISHERIES AND FORESTRY ON ALL PROPOSALS TO ALTER BUILDINGS WITHIN THE LOCAL PLAN AREA WHICH BATS ARE KNOWN TO USE AS ROOST SITES.

POLICY: O/NC/P/2

10.17 IN ORDER TO PRESERVE THE AREAS OF INTEREST FOR NATURE CONSERVATION WITHIN THE STUDY AREA, THERE WILL BE A GENERAL PRESUMPTION AGAINST ANY DEVELOPMENT WHICH WOULD HAVE AN ADVERSE IMPACT OR EFFECT ON ANY AREA OF ECOLOGICAL INTEREST INCLUDING BOTH THOSE IDENTIFIED IN THIS DOCUMENT AND OTHERS WHICH MAY SUBSEQUENTLY BE IDENTIFIED AS OF INTEREST OR VALUE TO NATURE CONSERVATION.

POLICY: O/NC/P/3

10.18 NO DEVELOPMENT WILL BE PERMITTED WHICH WOULD HAVE AN ADVERSE IMPACT ON THE "GREEN" AND "WILDLIFE" CORRIDORS THROUGHOUT THE STUDY AREA.

POLICY: O/NC/P/4

10.19 NO DEVELOPMENT WILL BE PERMITTED WHICH WOULD HAVE AN ADVERSE IMPACT ON ANY OF THE WETLAND SITES IDENTIFIED IN THE LOCAL PLAN.

POLICY: O/NC/P/5

10.20 WITH THE EXCEPTION OF THE FELLING OF TREES PLANTED FOR COMMERCIAL PURPOSES, THERE WILL BE A GENERAL PRESUMPTION AGAINST THE REMOVAL OF TREES WITHIN THE STUDY AREA WHERE THIS IS PROPOSED IN ORDER TO FACILITATE DEVELOPMENT.

ONCHAN LOCAL PLAN

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