



MINUTES OF RYDE TOWN COUNCIL'S EXTRA-ORDINARY MEETING OF THE PLANNING, ENVIRONMENT AND REGENERATION COMMITTEE HELD ON WEDNESDAY, 13 JANUARY 2021 AT 2.00PM VIA THE ZOOM VIDEO CONFERENCE MEETING FACILITY AND STREAMED LIVE VIA YOUTUBE

Members Present: Cllr Diana Conyers (Chair), Cllr Henry Adams, Cllr Adrian Axford, Cllr Charles Chapman, Cllr Michael Lilley, Cllr Phil Jordan and Cllr Malcolm Ross

Also in Attendance: Jon Baker (Committees Coordinator), Sally Thompson (HSHAZ Project Manager), Chris Turvey (Planning Clerk)

1/21 APOLOGIES

Apologies were received from Cllr Ian Stephens

2/21 DECLARATIONS OF INTEREST

None declared.

3/21 REQUESTS FOR DISPENSATIONS

None requested.

4/21 PLANNING APPLICATIONS

The following two associated Planning Applications were considered by the committee:

- i. Application No: [20/02093/FUL](#)
Parish(es): Ryde Ward(s): Ryde North West
Location: 16 Cross Street, Ryde, PO33 2AD
Proposal: Proposed change of use of ground floor office (Class E, financial and professional services) to form a self- contained flat
- ii. Application No: [20/02094/LBC](#)
Parish(es): Ryde Ward(s): Ryde North West
Location: 16 Cross Street, Ryde, PO33 2AD
Proposal: Listed Building Consent for alterations in connection with proposed change of use of ground floor office (Class E, financial and professional services) to form a self-contained flat

Members were concerned that the applications to change the use of the ground floor of the building from a commercial to a residential use within the town centre would have a detrimental effect on the town's commercial and retail hub and should it be approved by the Planning Authority, create a precedent for other such applications where ground level commercial properties would be converted into private living accommodation within the Town Centre Boundary.

Whilst members agreed there was a need to address the issues of affordable homes for residents within Ryde, there were other areas of the town that would be better suited for such purposes, such as the upper High Street which no longer had such a strong commercial presence.

There was also concern that should the application be granted, it could be seen as being pre-emptive ahead of the government's proposal to reform the planning regulation around the extension of permitted development rights to support housing delivery and public service infrastructure, which the government was consulting on at the time of the application being made and considered.

Members also agreed that any such proposal would be contrary to the aspirations and commitments outlined within Ryde Town Council's Position Statement and the Ryde Place Plan as well as being contrary to current Isle of Wight Council planning policy DM9 regarding change of use to non-retail at ground level within town centre boundaries.

The committee was also of the opinion that the application did not give any indication that it would avoid creating a significant adverse effect on the town centres retail function, design, character, vitality and viability

RESOLVED:

THAT Ryde Town Council objects to the application on the following grounds:

- i. Whilst Ryde Town Council supports the need for affordable homes within Ryde, it is of the opinion that the granting of such an application would be inappropriate within a ground level commercial location. It would set a precedent for the change of use class in the Town Centre Boundary area and have a detrimental effect on the town's retail and commercial centre.**
- ii. The granting of the application to convert to residential use from commercial use would be prior to the outcome of the Government Consultation on Extension of Permitted Development Rights to Support Housing Delivery and Public Service Infrastructure and would therefore pre-empt any decision on government policy.**
- iii. The proposal is contrary to Ryde Town Council's Position Statement and the Ryde Place Plan. In addition it is contrary to current Isle of Wight Council Planning Policy DM9 regarding change of use to non-retail at ground level within town centre boundaries. The application has not demonstrated that it would not have a significant adverse effect on the retail function, design, character, vitality and viability of the town centre.**

5/21 PUBLIC REALM FUNDING APPLICATION - BINSTEAD PLACE PLAN (PHASE 1)

Members were requested to consider a public realm application specifically for a ward Place Plan for Ryde's neighbouring village, Binstead.

Initial discussions had taken place between Binstead ward councillor, the Planning Clerk, the Ryde Place Plan consultant and some residents from the area. A walkabout around the village had taken place on 29 December 2020, involving the Ward Member, Place Plan Consultant, and a local resident who is a geography lecturer from Southampton University and had indicated that she was willing to help on a voluntary basis. As a result of the walkabout, the consultant had produced some preliminary notes and maps, outlining possible future projects. It was noted that the Hampshire and IW Wildlife Trust (HIWWT), who had selected Binstead as one of three areas for their IW Green Spaces project, might also wish to be involved.

Funding from the 2020-21 Public Realm budget for the first phase was requested which involved an initial documentary study. Funding for the second phase, involving a full public consultation (Covid 19 permitting) would be sought from the 2021-22 Planning Consultancy budget. The initial request was for £900 to fund the Place Plan Consultant for 2.5 days of time.

Whilst members supported the principle of a place plan for Binstead, there was a feeling that the other surrounding suburbs and areas should also be given similar attention owing to the many issues each area had.

It was therefore proposed and agreed that the Place Plan Consultant be asked to attend the next meeting on 19 January 2021 in order to discuss wider options around reviewing the Place Plan as a whole with a view to including all surrounding areas.

The application for public realm funding was therefore deferred to a future meeting when more information was available in order to assist with deciding on such a request.

RESOLVED

THAT the Ryde Place Plan consultant be invited to attend the Planning, Regeneration and Environment Committee on 19 January 2021 and that the application for public realm funding be resubmitted at a future meeting of the committee.

6/21 HIGH STREET PEDESTRIANISATION ZONE – TRAFFIC BARRIER

Members were concerned around the escalating problem of vehicles continuing to illegally drive through the Lower High Street Pedestrianisation Zone since the traffic order to prohibit driving through the Zone had been implemented.

There was therefore an urgent need to apply measures in order to prevent this practice from continuing and a control barrier either fully or semi-automated was considered to be the best option.

In order to initiate the process of acquiring any barrier, Ryde Town Council would need to submit a formal letter to the Isle of Wight Council's Highways and Transport Client Manager applying for and specifying what barrier was required.

A semi-automatic electronic rising barrier with a code operated system, which emergency services and some delivery drivers would be able to access when the barrier was closed, would be cheaper and technologically more feasible. However, Ryde Town Council's staff would be responsible, either directly or as part of an existing service contract, for ensuring the barrier was lowered in place at the required time, It was suggested that this would have adverse implications for the Council's staff and budget and that the additional costs of a fully automated barrier would be offset by the reduced operational costs.

Either option would require a statutory legal agreement between the Town Council and the Isle of Wight Council, although this could be incorporated into the proposed Memorandum of Understanding that was being drafted by Ryde Town Council.

The costs for a semi-automatic barrier would be covered by the High Street Heritage Action Zone (HSHAZ) budget and not from the Town Council's current or future financial plans, although should a more expensive fully automatic barrier be available, Ryde Town Council may need to make some financial contribution towards it.

Once the right barrier had been agreed then then the letter should be sent to the Isle of Wight Council who would then liaise with Island Roads in order to procure the barrier and would be paid via the HSHAZ Budget. Ryde Town Council would then either provide the required daily resource for an automated barrier or additional funding for a fully automatic one (subject to council approval).

It was noted that there were further problems with vehicles accessing Anglesea Street via the mid High Street and also vice versa. It was therefore suggested that a permanent bollard be installed at the entrance to Anglesea Street from the High Street in order to resolve this problem and again the costs would be covered by the HSHAZ budget. This would also need to be included within the letter to the Isle of Wight Council.

After discussion it was:

RESOLVED:

- i. **THAT a letter be sent to the Isle of Wight Council's Highways and Transport Client Manager requesting that a fully automatic barrier be acquired and installed at the entrance to the Lower High Street Pedestrian Zone near Garfield Road as a preference, but should this not be viable, then a semi-automatic option be acquired and installed as a second preference.**

The letter should also state that costings would be met by the HSHAZ Budget (or possibly in part by Ryde Town Council should a fully automatic option be available) and that any manpower required to manage the barrier would be met by Ryde Town Council, possibly through one of its contracted service providers.

- ii. **THAT the letter also requests that a permanent traffic bollard be installed at the entrance to Anglesea Street from the High Street in order to prevent the access and egress of traffic to and from the pedestrian zone.**