



**MINUTES OF RYDE TOWN COUNCIL'S  
EXTRAORDINARY COMMUNITY PLANNING COMMITTEE MEETING  
HELD ON WEDNESDAY, 27 AUGUST 2025 AT 7.00PM  
IN THE FOYER, 11 ST THOMAS'S SQUARE, RYDE.**

Members Present: Cllr Malcolm Ross (Chair), Cllr Diana Conyers, Cllr Edward Day, Cllr Jess Higgins, Cllr Alex Lewington and Cllr Lou Temel.

Also in Attendance: Jon Baker (Committees Coordinator), and Chris Turvey (RTC Planning Officer).

Members of public in attendance: 3

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**76/25 APOLOGIES**

Apologies were received from Cllr Pippa Hayward and Cllr Karen Lucioni.

**77/25 DECLARATIONS OF INTEREST**

None declared.

**78/25 REQUESTS FOR DISPENSATIONS**

None requested.

**79/25 MINUTES TO THE PREVIOUS MEETING**

The minutes to the meeting held on 15 July 2025 were reviewed. After a proposer, seconder and a vote via a show of hands, the following was:

**RESOLVED:**

**THAT the minutes to the meeting held on 15 July 2025 be agreed.**

**80/25 PLANNING APPLICATIONS**

The following planning application was considered by the Committee:

Application No: [25/01012/FUL](#)

Parish(es): Nettlestone & Seaview Ward(s): Nettlestone & Seaview

Location: Neutrik UK Ltd, Cothey Way, Ryde, PO33 1QT

Proposal: Demolition of existing building; Proposed new food retail unit – (Class E (a) ) Aldi to include formation of vehicular access and egress to Brading Road, 12 EV vehicle charging stations, associated parking, landscaping and infrastructure work.

Members noted that the application did not fall within Ryde Town Councils boundary but under the periphery of Nettlestone and Seaview Parish Council. However, given its significance to the residents of Ryde, its effect on traffic within both the Ryde Appley and Elmfield ward and Ryde South East ward, it was agreed with the Committee Chair to hold an extraordinary meeting of the committee to discuss the application and decide on Ryde Town Councils response.

The application proposed to demolish the former Neutrik factory and distribution site at Westridge Business Park, Cothey Way and replace it with a modern energy efficient Aldi supermarket. It would include a system of underfloor heating powered by the stores refrigeration units as well as photo voltaic solar roof panels. Energy efficient LED lighting would also be fitted throughout the store. The Economic Impact Assessment states that there would be approximately 40 jobs generated in the store with additional people employed in the construction of the site.

A Sustainable Drainage System (SuDS) drainage network consisting of lined permeable paving areas and traditional pipe networks of manhole chambers, pipes and gullies was proposed as part of the application which would slow water flow from the current concrete and tarmac surfaces. The flow would be restricted by orifice/vortex flow controls and storage for excess water would be provided in the form of permeable paving sub-bases and a geocellular storage tank. The foul drainage would discharge into the public sewer network via the existing manhole. Foul flow would be reduced as a result of the development. Storm water which falls on impermeable areas such as the car park access road, would drain to permeable paved areas which would distribute the water below ground to the system of pipes, manholes and catchpits.

A new site entrance from Brading Road would be created to accommodate all HGV access and manoeuvring, ensuring the site is suitable for large vehicles. A 'no right turn' approach would also be put in place for vehicles travelling in a northerly direction. The existing turning into Cothey Way would be retained providing an additional access to the site. Accessibility for pedestrians and cyclists would also be enhanced. The Traffic Assessment (page 20 para3.2.1) states:

*The Site will be accessed by all vehicles, cycles, and pedestrians from the proposed A3055 Brading Road / Site Access left-in / left-out priority junction and the existing access to Cothey Way.*

However, this would mean that all traffic entering the site from Ryde in a southerly direction would be able to use the new site entrance by turning left as well as the existing entrance (turning left into Cothey Way). All traffic coming from the south traveling north (from Brading) could only use the existing right turn into Cothey Way. It was feared that this could pose an issue of increased congestion of traffic traveling north as vehicles wait for a break in the traffic flow to turn right into the Cothey Way junction.

There would be parking spaces on site for 114 cars including 6 disabled and 10 parent and child bays were proposed. There would also be secure places for up to 8 bicycles as well as 12 electric vehicle (EV) charging points, with plans for a total of 26 EV charging points in the future.

Whilst the proposed allocated parking spaces exceeds the minimum numbers which is legally required for the proposed floor area by some 18 spaces, it was felt that this may still be insufficient owing to the stores popularity and pose additional problems of congested traffic as drivers wait for an available parking space should the car park become full.

A suggestion was made at the internal meeting of Ryde Town Councils Development Strategy Sub Committee, where a representative of the applicant attended to advise on the then upcoming application, on locating a bus stop nearer to the store. The nearest at present was located opposite the Busy Bee Garden Centre and may be too far away for those with mobility issues. Such a stop should be recessed away from the main highway to maximise safety and minimise creating further traffic problems.

As of midday on 26 August 2025, there had been in excess of 200 members of the public submitting comments on the application. Nine had objected, one was neutral (although they cited concerns around traffic problems) with the remaining in support. Members were advised however that a great many of those in support had submitted the same/similar comments, after being encouraged via email to comment by the applicant.

Those against the application cited increased traffic on the narrow Cothey Way road owing to it being used as a short cut from Bullen Road, safety hazards for pedestrians as well as additional noise, congestion, and blocked access. They feared all of these issues would have a negative impact on the quality of life in the surrounding area.

Another concern was more focussed on the additional burden that would be put on the highway with one comment stating *“the impact of additional traffic for an area that is already struggling to cope with the existing traffic generated by the local commercial units, especially McDonalds, at peak and popular times of the day and week”*.

Other objections raised were around the potential increase in light and noise pollution

Those submitting comments in support of the application all welcomed the arrival of a cheaper alternative to Tesco with those on lower incomes struggling to feed their families benefiting and welcoming the creation of much needed employment.

Supporters of the application also believed that it offered healthy competition to Tesco as it was the only main supermarket serving the Ryde area and it would mean not having to drive to Lake or Newport in order to shop at an Aldi or similar store.

On 12 August 2025 Island Roads submitted their report and concluded that they could not support the application in its current form. The reasons for this were in summary as follows:

- i. Island Roads are unable to support the application in its current form owing to a lack of information in order to determine whether the impact on the highway network will be significant.
- ii. The proposed development is likely to have a significant impact at the Cothey Way internal junction due to the effect of the right turn ban at the proposed junction off Brading Road and the resulting significant distribution of development traffic onto the existing Brading Road / Cothey Way junction (and the Cothey Way / Mulberry Way junction).

- iii. The amount of cycle spaces is insufficient and does not meet the required standard.
- iv. Insufficient information has been submitted to enable Island Roads to determine whether mitigation measures or offsite highway improvement works are required.

Island Roads concluded that due to the lack of information regarding the impact of the proposed development on the Brading Road / Great Preston Road junction and the non-compliance with CD123 - Geometric design of at-grade priority and signal-controlled junctions of the Design Manual for Roads and Bridges at the proposed site access, the proposals envisaged in this application may have implications affecting the highway network and therefore this office raises an objection based on the following grounds:

### **DM2 (Design Quality for New Development)**

On the concerns around the proposed store creating light and noise pollution, members were advised that if the application was refused, another applicant could come forward with plans for a factory or similar planned works, which would require no planning application as it would not be seen as a change of use, but could still create the same concerns as the current application.

The committee was also advised that the existing permissions which were attached to the site would allow for operations within the existing class to be carried out without any controls or permissions. The site would still be able to expel storm drainage as it currently exists, so the benefits of the proposed new SuDS scheme would be lost with regard to flooding. Additionally, site operations could also require the use of large HGV lorries to attend regularly and with a large work force with high numbers of car journeys in the morning and evenings when the road is already very busy. Aldi, however, would be required to adhere to acceptable road traffic management. An occupier that stayed within the existing use class would not be subject to such conditions.

Members agreed that given the concerns raised by Island Roads and various members of the public around traffic congestion, highway safety and junction problems needed to be addressed, and it was suggested that Section 106 monies could be made available to help resolve these issues.

Whilst Ryde Town Council would very much welcome and support the arrival of an Aldi store in Ryde, providing residents with a wider choice in which to shop and offering assistance for those who struggle financially, as well as much needed employment opportunities, the committee felt that owing to the lack of information and concerns as outlined in the Island Roads Report, that they were unable to support the application until all the issues raised were addressed in full.

After a proposal, seconder and a vote via a show of hands, the following was:

### **RESOLVED:**

**THAT Whilst welcoming the proposal for an Aldi Store in Ryde, providing residents a wider choice in which to shop and a cost effective option for those on low incomes, as well as much needed employment opportunities, Ryde Town Council cannot support this application in its current form. The reasons for this are:**

Island Roads have raised several concerns in their report which have led them to conclude that they object to the application owing to a lack of information regarding the impact of the proposed development on the Brading Road / Great Preston Road junction and the non-compliance with CD123 - Geometric design of at-grade priority and signal-controlled junctions (Planning Policy DM2 - Design Quality for New Development).

Ryde Town Council would want to see all the concerns and conditions raised by Island Roads in their report addressed to their satisfaction before they could support the application.

Additionally, Ryde Town Council would also request the following:

- a) A full Traffic Management/Infrastructure Plan for this area of Ryde is produced by the IW Council with measures put in place to mitigate the concerns raised around the increase in highway traffic and road / pedestrian safety which also takes into account the developments that are being proposed in the surrounding areas such as the next phase of the West Acre Park Housing Estate, Nicholson Road Business Park, Rosemary Vineyard Housing Estate and the Pennyfeathers Development.
- b) That Section 106 monies are included by the applicant towards improving highway safety and junction improvements as identified in the Island Roads report.
- c) That a further pedestrian crossing is created to allow safe access for pedestrians crossing the main Brading Road.
- d) That all HGV vehicles where possible use all available main A roads only when making deliveries to the store.
- e) That a traffic regulation order (TRO) is created and put in force to prohibit any vehicle from turning right when exiting from both the Aldi store and the current McDonalds restaurant.
- f) A recessed bus stop is situated as near to the store as possible which would assist those with mobility issues.
- g) A system is put in place by Aldi which notifies drivers visiting the store when the car park is full, helping to mitigate any increase in traffic queues along the approach from both sides of Brading Road. This could be achieved with the installation of a "Car Park Full" sign put in place.
- h) If the car park does have continual issues of being at maximum capacity, causing problems with congestion on the main highway, then the provision of additional car parking spaces should be considered, possibly to the rear of the Store.

#### 81/25 DATE AND TIME OF NEXT MEETING

The next scheduled meeting would be on Tuesday, 16 September 2025 at 7.00pm.