



**RYDE TOWN COUNCIL**  
**OUTLINE POSITION STATEMENT**

*DRAFT: 18092018*

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## **Introduction and Purpose**

- 1.1 This outline paper sets out both the position of Ryde Town Council in relation to the proposals set out by the Isle of Wight Council in the Draft Regeneration Strategy and will also offer a robust and effective contribution to the Isle of Wight Council at a key stage in the development of the new Island Planning Strategy. In preparing this Position Statement the Town Council will closely listen to the concerns that are being raised by the local community about the draft Regeneration Strategy and will take account of the objections that have been raised by the community over the past few years in relation to future development within the parish.
- 1.2 The findings and recommendations that arise as a result of the development of the Outline Position Statement will be formally submitted to the Isle of Wight Council prior to its publication of the new Island Planning Strategy and following consultation with the community. It is hoped that the Isle of Wight Council will use these findings to inform longer term decision making about development and regeneration of the Island's largest town and one of its key gateways. Following submission to the Isle of Wight Council this Outline Position Statement will be subject to ongoing development and consultation to ensure that the views of the Town Council and the Ryde community continue to be heard.

## **2. Background**

- 2.1 Ryde Town Council (RTC) is a Statutory Consultee in the Planning Process. This means that there is a requirement by the local Planning Authority, the Isle of Wight Council (IWC), to consult with the Town Council on planning applications and strategic planning proposals, such as the Island Plan. The Town Council has delegated responsibility for the consideration of both planning and highways related matters to a dedicated Planning Committee. The Committee comprises eight town councillors from across the parish and meets regularly throughout the year. In addition, since the Town Council was established in 2008 the Town Council has either led or been closely involved with a number of recent plans, policies and consultation exercises about the town. These have, where appropriate, been re-examined as part of the development of this Outline Position Statement and a brief outline of each of these is set out below in 2.2.

## 2.2

- (i) The *Atkins Ryde Public Realm Strategy 2004* was commissioned by the Isle of Wight Partnership and Ryde Development Trust in 2000 and funded by the South East England Development Agency. This predated the establishment of Ryde Town Council in 2008 but was a key initiative within the Ryde 2000 regeneration programme, which was developed to ensure that Single Regeneration Budget funding awarded to Ryde was used to deliver sustainable and appropriate public realm solutions in the town, underpinned by quality of design, local distinctiveness and respect for historic character.
- (ii) The *Entec Isle of Wight Strategic Flood Risk Assessment* was Commissioned by the IWC in June 2010. This provided the IWC with an evidence base when determining flood risk, drainage and other classifications used to attribute each potential development sites.
- (iii) The *Halcrow Isle of Wight Green Infrastructure Mapping Study* was commissioned by IWC and adopted in July 2010. The report included reference to IWC's Planning Policy Guidance (PPG17) 'Open Space, Sport and Recreation Study'. This assessed the quality, value, quantity and accessibility of all publicly accessible open space and determined what local needs were in relation to open space provision on the Island. It also included a mapping study of all Green Infrastructure assets for the Island, from a strategic level to a local level.
- (iv) The *Ryde Conservation Area Appraisal*, which was adopted by IWC in April 2011. This appraisal was produced using information contained within Historic Environment Records, the Historic Landscape Characterisation, the Historic Environment Action Plan, and the Isle of Wight Records Office.
- (v) The 2011/12 community-led "*Ryde at a Crossroads*" work, which represented findings of a community led group forums looking specifically at 'health, community and wellbeing', 'arts, heritage and the environment' and the 'economy, business, tourism and transport'.
- (vi) *Stage 1 of the Ryde Masterplan – A Ryde Town Centre Vision* was commissioned in 2012 by the IWC from the Isle of Wight Chamber of Commerce. This primarily assessed the town's urban environment and looked at a range of issues facing Ryde including flood risk and transport.
- (vii) The *Island Plan Core Strategy* was adopted by the IWC in 2012. This is the overall term for a number of separate documents known as Local Development Documents and sets out in spatial planning terms the IWC's vision of how the Island will develop up to 2027. As explained below the IWC is in the processing of replacing the Island Plan Core Strategy with a new Island Planning Strategy.

- (viii) *Stage 2 of the Ryde Masterplan* was produced by the Isle of Wight Chamber of Commerce in 2015. This built on Stage 1 by identifying a range of fundamental issues facing Ryde and outlined a new innovative and far reaching Ryde Town Centre Vision. RTC supported the findings of the Stage 2 Masterplan.
- (ix) The *Draft Ryde Area Action Plan (AAP)* was produced as a consultation document by the IWC in November 2015. It was intended to provide detailed policy guidance for the Ryde area as one of three key regeneration areas identified by the IWC set out in the Island Plan Core Strategy. The draft Ryde AAP was never formally adopted by the IWC. The contents of the draft Ryde AAP had been consulted on and recommended for adoption by RTC prior to the decision by IWC to produce the new Island Planning Strategy.
- (x) Inner Circle Consulting's *Regeneration Programme for the Island* was commissioned by IWC, with support from the Local Government Association, in August 2016 and focused on the three key regeneration areas of Newport, Ryde and The Bay.
- (xi) The *Affordable Housing Contributions Supplementary Planning Document (SPD)* prepared by IWC to regulate the provision of affordable housing and adopted by the IWC in March 2017.
- (xii) The *National Planning Policy Framework* stipulates that local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements. The IWC prepared the Five Year Land Supply Update 2017 to comply with this requirement.
- (xiii) The IWC has recently published an updated *Housing Needs Assessment*. This takes into account recent housing related data and uses a standardised approach to determine objectively assessed housing need. It covers issues such as affordable housing, tenure mix and the type and size of any newly built housing units.

### **3. New Island Planning Strategy and Draft Regeneration Strategy**

- 3.1 The IWC is currently undertaking a review of the Island Plan Core Strategy, which will include looking both at the adopted Core Strategy referred to above and at the draft AAP for Ryde. The outcome of this review will be a new local plan called the Island Planning Strategy and whilst the IWC has indicated that the work undertaken to date on the Ryde draft AAP will be used to inform the new Island Planning Strategy because it did not go through a formal process of examination by an independent planning inspector it is not clear whether the AAP will now carry any evidential weight at all in the review process. The IWC

has indicated that it will publish a consultation draft of the new Island Planning Strategy in early October. The Island Plan Core Strategy remains the development plan for Ryde until the new Island Planning Strategy has been through the inspection process and formally adopted. The Town Council is aiming to submit this Outline Position Statement before the IWC's deadline in order to more fully influence the development of the Island Planning Strategy.

- 3.2 The new Island Planning Strategy will also be a key document in the IWC's delivery of its proposed Regeneration Strategy in which the IWC will set out the regeneration-led aspirations that it aims to deliver up to 2030. The IWC undertook a number of consultation meetings in Ryde throughout the Spring and Summer of 2018 in order to identify key priorities and for the Ryde section of the Regeneration Strategy prior to its formal publication. From these meetings the IWC identified three key areas that seemed to be important to the Ryde community, namely 'bringing back large empty buildings into use', 'greening Ryde' and 'youth provision in Ryde'. Ryde Town Councillors attended these consultation meetings in order to independently observe, to hear the views of residents and to understand how the proposed Regeneration Strategy could affect the town.
- 3.3 During the IWC's early consultation process the Town Council was made aware by the IWC that the IWC was considering including proposals for housing development on amenity land along Ryde Esplanade in the draft Regeneration Strategy. Both the Town Council and the Ryde community, including the newly formed Ryde Society, were strongly opposed to these proposals and made a number of urgent representations to the IWC both about the decision making that had been undertaken to develop these and about their inappropriateness as valid aspirations for Ryde. RTC also began the decision making process outlined in section 4 in order to ensure that the Town Council, on behalf of the community, could robustly influence the key decisions that would be being made by the IWC about the town.
- 3.4 The Draft Regeneration Strategy was finally published by the IWC in August 2018. This now identifies two key regeneration areas in Ryde, namely the Nicholson Road Business Park and, in passing, the Ryde Gateway. An outline planning application for the Nicholson Road Business park is due shortly but there are no plans at present for the 'Ryde Gateway'. The proposals referred for Ryde Esplanade referred to above appear to have been withdrawn. The IWC is now continuing to undertake consultation meetings with the Ryde community about regeneration in Ryde and the Town Council will continue to attend these and ensure that the views expressed there are reflected in the ongoing development of this Outline Position Statement.

## 4. Scope and methodology

4.1 Having carefully considered a range of options through which it could seek to influence the Draft Regeneration Strategy and the new Island Planning Strategy the Town Council decided at a meeting on 2 July 2018 to take forward the development of this Outline Position Statement. Given the tight timescales and the need to submit the Position Statement to the Isle of Wight Council before the publication of the new Island Planning Strategy in October 2018 the Planning Committee established a Working Party that would meet weekly to oversee the ongoing development of the Outline Position Statement. The Working Party adopted a Terms of Reference for this work, which is attached as Appendix 1.

4.2 The Working Party agreed that the Outline Position Statement would analyse and apply credible data and evidence extrapolated from many of the plans and policies outlined in paragraph 2.2 above. It would also draw on the framework of national planning policies in order to influence longer-term decisions by the IWC about development and investment in Ryde to 2034. This would include, but not be limited to,

- Recognising the value of Ryde's distinct heritage and history
- Ensuring a sound economic future for the town and employment opportunities for residents
- Considering potential strategic locations for and the overall distribution of new housing, employment and services in order to create attractive and successful places, and to promote sustainable travel patterns.
- Seeking to protect Ryde's important habitats and natural environment and improve green infrastructure within the area.
- Promoting the coordination of new investment in infrastructure, including in transport, utilities and green infrastructure/ recreation with new development, in order to deliver sustainable development.
- Understanding the unique role that the Esplanade area plays in underpinning all of the above.

4.3 The development of the Position Statement has also been guided by the Town Council's Vision for Ryde, which is:

*"To support and enhance the health, well-being and economy of Ryde to the benefit of residents, local businesses and visitors within a culture that makes best use of our heritage and the beauty of Ryde"*

(The full Vision for Ryde paper is attached as Appendix 2 .)

4.4 The Town Council has received a number of submissions from the community about this Outline Position Statement and these are reflected in the findings and recommendations that are set out throughout the document. The Town

Council will, through its Planning Committee, publish the early findings of the Outline Position Statement prior to the submission of the Statement to the Isle of Wight Council and will continue to seek views on its content from special interest groups in Ryde as well as from the community as a whole. These views will contribute to the ongoing development of the Outline Position Statement.

## 5 Heritage

### (a) History of Ryde

- 5.1 Ryde is one of the main gateways to the Isle of Wight and its largest town. In the late 18<sup>th</sup> Century the town developed from the two small communities of Lower and Upper Ryde into a fashionable resort for sea bathing and walking. After Queen Victoria adopted nearby Osborne as a summer residence so Ryde grew with the building of a number of key landmark buildings and the pier and railway adding to the architecture of the town. The 20<sup>th</sup> Century saw the further enhancement of the town with an emphasis continuing to be on a strong retail and tourism offer. Changes in the patterns of tourism and a gradual economic stagnation in the town since the 1960s have, however, led to a loss of economic prosperity. This has had a consequential impact on the quality of building maintenance, the loss of traditional urban features and the longer-term vitality of the town as a whole. (See appendix 3, timeline of important buildings in Ryde)

### (b) Conservation Areas and Listed Buildings

- 5.2 Local Planning Authorities have a duty under The Planning (Listed Buildings and Conservation Areas) Act 1990 to designate as conservation areas any areas considered to be of special architectural or historic interest. The Ryde Conservation Area was first designated by the IWC on 15 December 1969, was re-evaluated and amended on 7 December 1999, and again on 27 April 2011. The Ryde St John's Conservation Area was first designated by the IWC on 6 December 1988 and was re-evaluated and amended on 27 April 2011.
- 5.3 Following the re-evaluation of both areas in 2011 Conservation Area Appraisals for both were then adopted which set out the IWC's definitions of the special interest of the Ryde Conservation Area and the Ryde St. John's Conversation Area. These are used by the IWC as a basis for planning decisions, appeal statements and conservation advice. The Appraisals "*recognise that a quality built environment is an essential element in creating distinctive, enjoyable and successful places in which to live and work. The IWC's own ..... Island Plan Core Strategy recognises that our historic environment assets attract investment and tourism, can provide a focus for successful regeneration and are highly valued by local communities.*"<sup>1</sup>

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<sup>1</sup> Ryde Conservation Area Appraisal p1



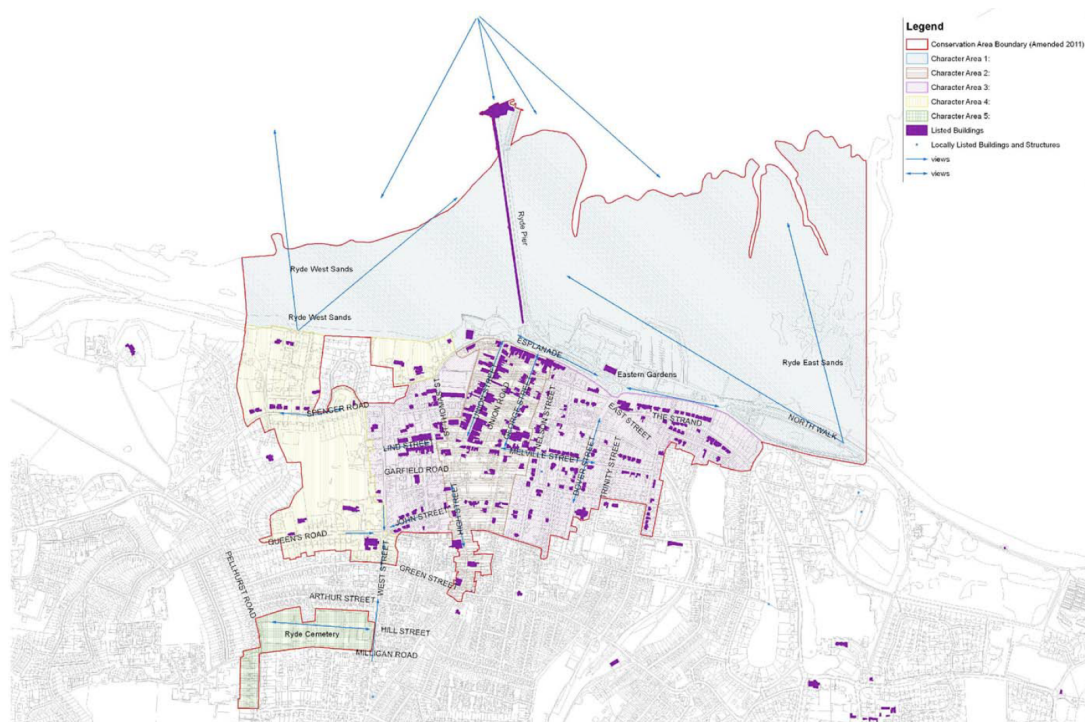
5.4 The special interest of the Ryde Conservation Area can be summarised as follows:

*“It encompasses a large proportion of the town’s built environment and a mile (1.6 km) of coastline: the sea, sands and foreshore are together designated a Site of Special Scientific Interest. The area includes the historic core and commercial centre of Ryde which grew to prominence in the early 19th century and the residential areas east and west of this historic core, a collection of Regency and Victorian architecture which help to give Ryde a distinctive sense of place. Also included in the conservation area is Ryde Cemetery to the south west of the town.”*<sup>2</sup> The 5 character areas in the Appraisal are:

- Area 1: Esplanade, Pier and Seafront
- Area 2: Historic core and commercial centre
- Area 3: Regency and Victorian Housing
- Area 4: Pelhamfield, Ryde School & All Saints Church
- Area 5: Ryde Cemetery

The Ryde Conservation Area Appraisal described the above character areas in depth and these descriptions are attached as Appendix 4.

Map 1



Source: Ryde Conservation character Appraisal<sup>3</sup>

<sup>2</sup> Ryde Conservation Area Appraisal, p1

<sup>3</sup> Map showing Ryde conservation areas and listed buildings taken from the Ryde Conservation Character Appraisal 2011

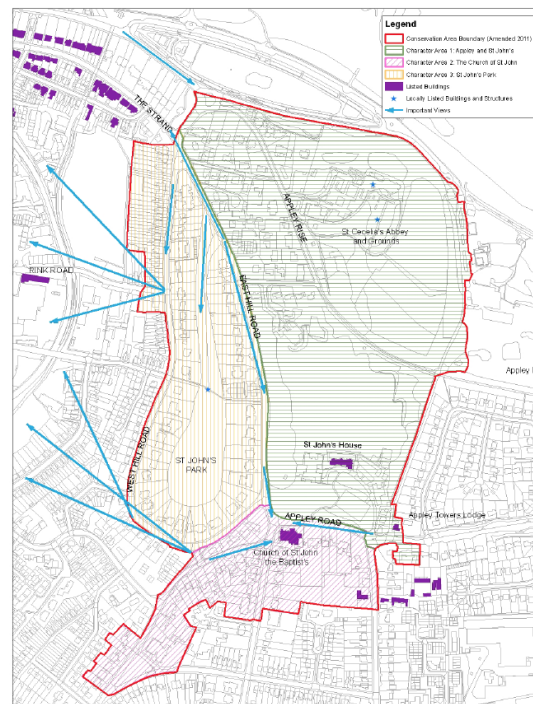
5.5 The special interest of the Ryde St John’s Conservation Area Appraisal can be summarised as follows:

*“The special interest of the Ryde, St John’s Conservation Area can be summarised as follows: it incorporates a large part of the area’s 19th century architecture, mainly grand villas, Italianate in style, situated within generously sized gardens. Although St John’s is formerly part of St Helen’s, it is closely linked to the outward suburban expansion of Ryde. The conservation area also includes historic landscaping associated with St John’s House, the Abbey of St Cecilia and the mid-Victorian Church of St John the Baptist.”*<sup>4</sup> The 3 character areas in the appraisal are:

- Area 1: Appley and St John’s
- Area 2: The Church of St John the Baptist
- Area 3: St John’s Park

The Ryde St John’s Conservation Area Appraisal described the above character areas in depth and these descriptions are attached as Appendix 5

Map 2



Source: Ryde Conservation character Appraisal

5.6 Later in 2011 the IWC invoked Article 4 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended 2010) in order to protect the special quality of, and extend, the Ryde conservation areas of Ryde and Ryde St. Johns. This was intended by the IWC to act to control and deter the cumulative changes which can adversely affect the special character of a conservation area by removing permitted development rights.

4 Ryde St John’s Conservation Area Appraisal, p1

- 5.7 Designation does not mean, however, that development cannot take place within a conservation area. Planning Authorities are able to consider applications with a conservation area to ensure that any application that proposes demolition is justified and that any proposed schemes (which are acceptable on all other planning grounds) are of a suitable design, are of high quality and appropriate to the special character. Both Ryde Conservation Area Appraisals note that *“this additional level of consideration allows the Planning Authority to insist upon the best possible standards of design within a conservation area, and equally to refuse development proposals on the grounds of poor design or quality.”*<sup>5</sup>
- 5.8 Ryde Town Council has made many representations to the IWC over recent years about neglected, dilapidated and empty buildings within in the town’s conservation areas. In addition RTC made £10,000 available to the IWC for planning enforcement measures in respect of these buildings. RTC finds it deeply regrettable that the IWC has not utilised its own statutory powers and duties to properly and effectively address these issues nor has it taken advantage of the funding offered for this purpose by RTC.
- 5.9 The ‘Ryde at a Crossroads’ findings from 2011/12 found that the community felt there should be a focus on the historical importance of conservation areas and enforcement of conservation rules. RTC’s Public Realm Strategy also recognises the existing high quality architectural and townscape settings in the town and commits the Town Council to reflect this in any project that seeks to enhance the public realm. New public realm projects are needed to enhance the town and these should, in RTC’s view, be underpinned by quality of design, local distinctiveness and respect for historic character.
- 5.10 RTC’s Public Realm Strategy splits the Pubic Realm into 2 zones which roughly equates to above Cross Street and below Cross Street. Above Cross Street the agreed and previously adopted theme is stainless steel street furniture and below Cross Street the agreed and previously adopted theme is a ‘heritage’ approach. The splitting of these 2 zones was based been on a number of previous decisions by IWC to install new stainless steel street furniture at 2 sites in the High Street. The Town Council feels that the Isle of Wight Council should also now apply a consistent approach going forward to improvements to the public realm in both zones in order to avoid a repeat of the previous haphazard decision making that the town has experienced in recent years.

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<sup>5</sup> Ryde and Ryde St John’s Conservation Area Appraisals, p1

- 5.11 Ryde Town Council considers that enhancing the town's public realm should be key priority in any proposed regeneration projects and that these should consider the town's unique character and history.
- 5.12 Ryde Town Council asks that the Isle of Wight Council now applies a consistent approach to any future public realm development based on RTC's zoning principal.
- 5.13 Ryde Town Council believes that the designated Conservation Areas are a key contributing factor in the town's unique sense of place and its heritage and as such the Isle of Wight Council must limit development of any kind in the Conservation Areas.
- 5.14 Ryde Town Council believes that the Isle of Wight Council must actively and appropriately maintain the public realm in the Conservation Areas.
- 5.15 Ryde Town Council urges the Isle of Wight Council to re-establish and fully resource a conservation and enforcement team to ensure that the Council actively delivers its statutory duties in these areas.
- 5.16 Ryde Town Council confirms that it will continue to support and provide funding towards any action taken by the Isle of Wight Council to protect listed buildings and to protect the character of the designated conservation areas either with written evidence and opinion or a financial contribution.

## **6 Economy**

### **(a) Retail and Tourism**

- 6.1 Ryde is a long established and popular seaside town that continues to offer a wide and varied number of traditional attractions for visitors, such as bowling, a cinema and an open air swimming pool. Whilst visitor numbers started to decline in the 1980s recent years have seen a number of businesses introduce new innovative experiences that widen and diversify the town's tourism offer, such as the Borobike and Goodleaf tree climbing at Appley. Ryde Town Council has, since its inception in 2008 developed a number of marketing projects aimed at both at attracting visitors to the town and to extending the traditional summer season to make Ryde a year round destination. These projects included a town map that highlights attractions and events, an events poster, a Ryde promotional film and a range of Visit Ryde adverts in all key tourism publications. The Town Council would welcome more partnership working with Visit Isle of Wight in order to continue to improve the marketing of Ryde's tourism offer.

- 6.2 Ryde Town has both a number of high street chains as well as a diverse range of small retail outlets. These stretch from the Esplanade to the Upper High Street and include Lind Street, Cross Street and Monkton Street. Many of these shops concentrate, either totally or partially, on fulfilling the needs of the Ryde tourist market and can rely heavily on their custom throughout the traditional tourist season. Ryde has seen relatively low numbers of empty shops in recent years and continues to retain its reputation for a diverse retail offer.
- 6.3 These retail outlets, at present, benefit from free parking albeit time restricted. For these retail outlets to continue to thrive parking restriction must remain at a minimalist level as there is strong out of town commercial challenge which provides free parking.
- 6.4 Ryde also boasts three distinct town centre squares – St Thomas’s Square, Town Square and Minghella Square. These are underutilised at present and their appearance and use could be enhanced in order to contribute to the economic health of the town’s retail centre. These enhancements could be most effectively undertaken by transferring management of these areas to the local community.
- 6.5 The proposed introduction of a pedestrianisation scheme to a section of the High Street by Island Roads will give Ryde the opportunity to use the Town Council’s own Public Realm Strategy to make a positive impact on the retail experience for visitors and residents alike by funding improvements to seating, planters etc. The Town Council believes that these initiatives will enhance the shopping experience and attract new businesses to any empty properties.
- 6.6 Ryde Beach is accessible, safe and a key part of its tourism offer to visitors. There is potential for a wide range of seaside activities including traditional beach pursuits and the modern-day activities for visitor and Island resident alike. The Beach Soccer on Appley Beach is a good example of what can be achieved to make our beaches so much more interesting and attractive.
- 6.7 The Esplanade area is outside the settlement boundary and, at present, it’s use is predominately leisure and recreation. Throughout the IWC’s consultation on the Regeneration Strategy and Programme the community has shown itself to be resistant to any proposals to change the use of any part of this area.
- 6.8 Although outside the RTC parish boundaries, the proposals for the Harcourt Sands site which includes either a 63 bed hotel or 15 holiday homes, when delivered, should contribute both to the economy of the locality and to tourism in Ryde. In addition, it will bring a derelict site which is in a prominent position on the seafront back into use thus enhancing the area.

6.9 The 2013 Ryde Masterplan suggested zoning the Esplanade area for specific types of development and activities encouraging the creation of small businesses along the way to Appley – this could include water and beach sports activity units as well as deck chairs and loungers. Forms of visitor engagement and activity which will both enhance the tourist offer and help to make Ryde a place of destination rather than a gateway to elsewhere will be actively encouraged. The Masterplan also identified Union Street in particular as a unique retail destination.

6.10 Ryde Town Council will support and fund public realm improvements which enhance and compliment the retail and tourism offer in Ryde.

6.11 Ryde Town Council supports Island Roads' proposed pedestrianisation scheme for the High Street as a key part of the Ryde's future regeneration and commits to funding the public realm improvements associated with that scheme.

6.12 Ryde Town Council asks that the Isle of Wight Council consider the transfer of management responsibility for the town squares to the local community.

#### **(b) Employment and Economy**

6.13 Ryde has a range of employment opportunities in light industrial, high technology, tourism and retail industries. The Island Plan Core Strategy allocated the Nicholson Road site for employment via mixed use development and a commitment to providing flexible, smaller scale and lower cost units.

6.14 The 'Ryde at a Crossroads' findings in 2011 indicated that contributors felt that Ryde needs more highly paid and skilled job opportunities. This could be delivered by providing the new opportunities for mid-size companies to base themselves in the town. Ryde Town Council continues to support this goal.

6.15 The Nicholson Road site was identified in both the Draft AAP as having the capacity to offer high tech industries with first class internet links as well as access to the heart of London within 2 hours. The site will need to be well promoted by the IWC to encourage inward investment to the advantage of local people and the Island economy as a whole.

6.16 The Draft AAP (RE3) also established that the following employment sites loss of employment floorspace in the following Ryde locations should be resisted:

- (a) Cothey Way
- (b) Ryde Business Park
- (c) Rink Road Industrial Estate

6.17 The Draft Regeneration Strategy has continued to identify Nicholson Road as a key site that will be developed to create jobs and that the proposals for this site could be taken to full business case by the IWC.

6.18 Ryde Town Council recommends that the employment sites identified in the Draft Ryde AAP are included in the new Island Planning Strategy.

6.19 Ryde Town Council supports the proposals for the Nicholson Road Site as outlined in the Regeneration Strategy.

6.20 Ryde Town Council believes, however, that the proposals for Nicholson Road are contingent on improvements to the transport infrastructure that are referred to later in the Position Statement.

### **(c) Ryde Harbour and Ryde Arena**

6.21 Ryde Harbour is a drying Harbour and provides low cost moorings for permanent berth holders and visitors. Access is High Water +/- 2 hours for a boat drawing 1.5m. There is a lack of, what is considered today, essential marina facilities. There is no electricity supply or internet available for the use of berth holders although there is a water supply and shower facilities which are both in need of modernisation. Although the berthing fees are low, car parking and showers are at extra cost. At other more expensive marinas they are included and this can add a considerable amount to the cost of berthing at Ryde and make it an unattractive offer.

6.22 Ryde Town Council would consider supporting any viable plans by the Isle of Wight Council for investment in Ryde Harbour that recognise the Harbour as an important leisure and recreational amenity that is integral to Ryde Esplanade's offer.

6.23 Ryde Town Council believes that the future of Ryde Harbour should be considered as part of the Regeneration Strategy.

6.24 Ryde Arena remains closed. This closure and the lack of any regeneration plans for this building is having a detrimental effect on tourism and employment.

6.25 Ryde Town Council would support any plans from the Isle of Wight Council to either reopen Ryde Arena as a leisure facility or to include the site as a key development area for recreation and leisure in the Regeneration Strategy.

## 7. Housing

### (a) Housing Need

- 7.1 The GL Hearne Housing Needs Assessment (HNA) April 2018 commissioned by the IWC states that the Objectively Assessed Need (OAN) for the whole Island is 641 new homes per annum. For the Ryde, area as defined in the HNA, the OAN is 152 per annum. This is equivalent to 2736 new homes in Ryde over the assessment period from 2016 to 2034. This is set out in the table below:

Table 1

	Households 2016	Households 2034	OAN (2016-34)	OAN (per annum)	% of OAN
Bay	17,518	20,828	3,615	201	31.3%
Medina Valley	22,460	26,078	3,950	219	34.3%
Medina Valley – East	8,074	9,341	1,384	77	12.0%
Medina Valley – West	14,387	16,736	2,566	143	22.2%
Ryde	15,789	18,297	2,740	152	23.8%
West Wight	7,249	8,373	1,228	68	10.6%
<b>Total</b>	<b>63,016</b>	<b>73,576</b>	<b>11,533</b>	<b>641</b>	<b>100.0%</b>

Source: GL Hearne Housing Needs Assessment, Isle of Wight, April 2018

- 7.2 The GL Hearne assessment indicates that, across the Island, there is a need to provide new housing as the population is growing, people are living longer and typically living in ever smaller households. Over the past 13 years, the strongest population growth has been in the 60+ age groups.<sup>6</sup> The data in the HNA shows that between 2016 to 2034 population growth across the Isle of Wight is projected to grow by around 12,000. This is an 8.5% increase.<sup>7</sup>
- 7.3 The level of homes planned for will form a key element of the regeneration proposals for the Ryde area, helping to address housing need and demand, upgrading the quality of the physical environment and supporting local services and the viability of new developments.
- 7.4 An assessment of affordable housing need has been undertaken by the IWC as part of the HNA. This is compliant with Government guidance and will be used by the IWC to identify whether there is a shortfall or surplus of affordable housing on the Isle of Wight. The affordable housing requirement for the Isle of Wight has been evaluated at 242 units per annum<sup>8</sup> when the assessment of household growth is based on the OAN of 641 per annum.
- 7.5 The identified affordable housing need of 242 units per annum comprises around 38% of the 641 per annum need resulting from the OAN. This is slightly higher than the current IWC policy and provides justification to the IWC continuing to seek the maximum level of affordable housing contribution where it is viable to do so.

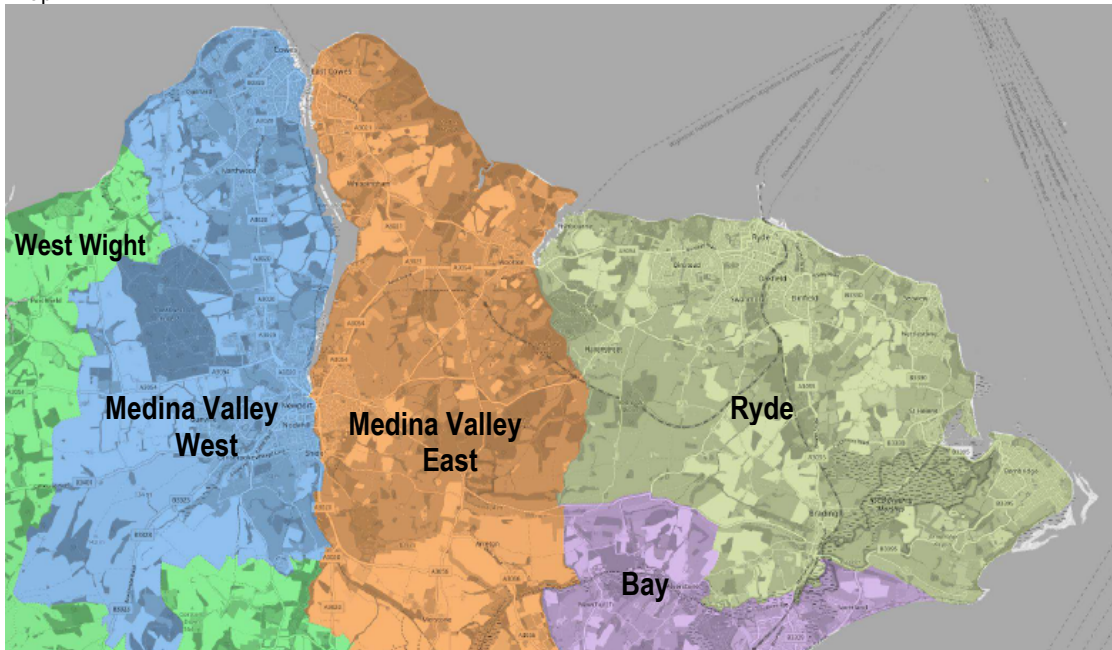
<sup>6</sup> and <sup>3</sup> GL Hearne HNA 2018

<sup>8</sup> GL Hearne HNA 2018 section 4 table 7



- 7.6 The Ryde area as defined in the GL Hearne HNA includes other Parishes which are outside the Ryde parish boundary. Amongst the Parishes included within the Ryde area in the assessment are Bembridge, Brading, St. Helens, Nettlestone and Seaview, Fishbourne and part of Havenstreet and Ashey. See map below.

Map 1



Areas as defined in the Housing Needs Assessment 2018

- 7.7 Table 1 above confirms the housing need for the Ryde area as defined in figure 1. This area is significantly larger in area than the Ryde parish boundary. There is no data contained within the latest GL Hearne HNA which would enable housing need figures for Ryde town alone to be extrapolated or estimated. A credible option would be to consider the populations in the ward areas and extrapolate the housing need for Ryde town as a percentage of the population figure for the whole HNA area.
- 7.8 The population within the Ryde town boundaries, provided by the Office of National Statistics, is 18,901 and the population of the parishes included in the HNA Ryde Plan area is 35,373.<sup>9</sup> This means that Ryde town contains  $(18,901 / 35,373 \times 100 = 53.43)$  or 54% of the population resides in the RTC area.
- 7.9 If the figures in the HNA for population are taken as the main indicator of housing need, the housing need figure derived from the calculation above gives a housing need for RTC of  $(152 / 100 \times 54 = 82)$ . This equates to 82 homes required to meet the housing need in the RTC area. During the assessment period 2016 – 2034 the housing need for RTC will be  $82 \times 18 = 1,476$  new homes.

<sup>9</sup> Source: Office of National Statistics (ONS) mid-year 2016

## (b) Existing Planning Consents and Possible Deliverable Sites

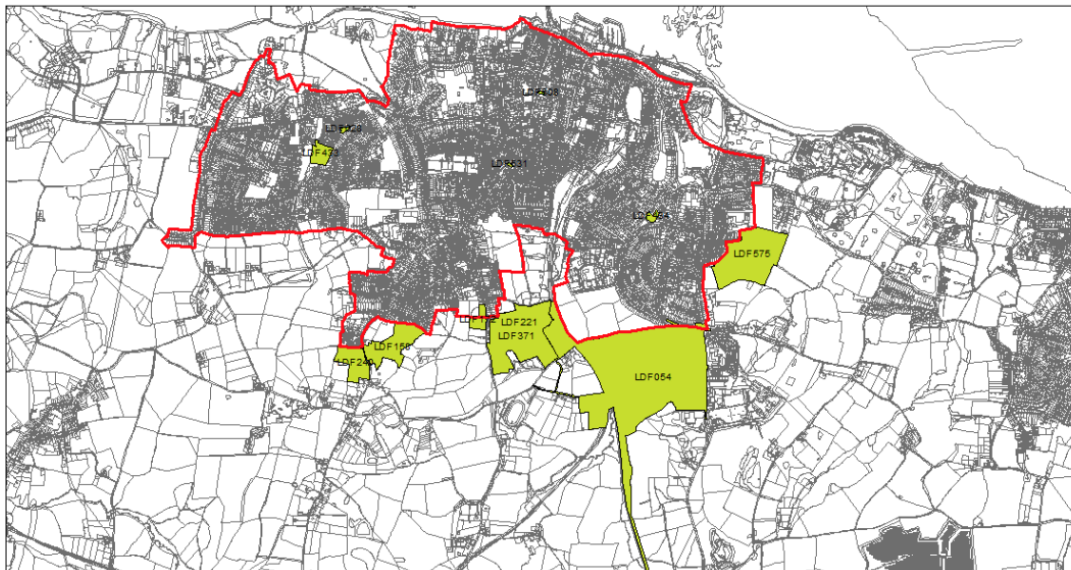
7.10 There are a number of existing planning approvals in the RTC area which should, in the Town Council's view, count towards this housing needs figure. They include the 905 homes in the Pennyfeathers development, the 80 homes at Westridge Farm, 70 at Upton Road and 181 at Ashley Road (Ryde Village). The Pennyfeathers proposals incorporate a road scheme which alleviates capacity problems with the existing Westridge Junction. This road works scheme is essential to various other perfectly acceptable developments as they are being refused due to insufficient capacity at this junction and are referred to in more details later on in this Outline Position Statement.

Development Type	2016-2034 SHNA	Planning Approved	Planning Outstanding	Planning Total	Difference
Large Site	N/A	1236	140	1376	
Small Site	N/A	Approx. 70	Approx. 10	80	
Total	1476	1286	150	1466	-10

Note: This table does not include any future development from now to 2034

7.11 The latest available Strategic Housing Land Availability Assessment <sup>10</sup> shows a likely yield of new homes from deliverable sites in the RTC area to be approximately 3,000. Of these 1,227 new home applications already have planning approval and a further 181 homes are in the planning process at present. The following map shows these deliverable sites:

Map 2



Deliverable sites in Ryde from the Strategic Housing Land Availability Assessment (SHLAA) and Five Year Land Supply April 2015 update

<sup>10</sup> Strategic housing Land Availability Assessment (SHLAA).

7.12 The existing planning approvals together with the already commenced and completed new housing schemes currently meet the HNA for the RTC area. These figures do not include the small development of 1 or 2 homes in the existing urban areas of Ryde town. The Town Council supports the commitment shown by the IWC in the Draft Regeneration Strategy to investing in housing stock across the Island.

7.13 Ryde Town Council considers that due to the number of existing completions and planning approvals no further development in the town is now required to meet housing need.

7.14 Ryde Town Council considers that the Isle of Wight Council should therefore now focus on delivering high quality homes of the appropriate tenure and on providing the necessary supporting infrastructure in the town.

### **(c) Affordable Housing**

7.15 The National Planning Policy Framework published in July 2018 defines affordable housing as the following: <sup>11</sup>

*Affordable housing: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:*

- a) *Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).*
- b) *Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.*

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<sup>11</sup> Island Plan. Affordable Housing SPD section 3.1

- c) *Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.*
- d) *Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.”<sup>12</sup>*

7.16 The IWC’s current policy, as included in the Affordable Housing Contributions Supplementary Planning Document Adopted March 2017, states the following:

*“In accordance with Policy DM4 of the adopted Island Plan Core Strategy the IWC will seek to deliver affordable housing over the plan period with all C3 Use Class development proposals and conversions from an alternate Use Class to C3 that result in a net increase in dwellings being required to:*

- *provide 35% of the development as on-site affordable housing, based on developments of 15+ units in Key Regeneration Areas and 10+ elsewhere;*
- *provide financial contributions towards affordable housing for developments of 1-14 units in Key Regeneration Areas and 1-9 units in Smaller Regeneration Areas and rural areas; and*
- *deliver a target mix of 70% affordable housing to be affordable/social rented and 30% for intermediate tenures.”*

7.17 In its Affordable Housing Contributions Supplementary Planning Document the IWC formally recognised that ‘*the need for affordable housing is 58% of the overall housing required.*’<sup>13</sup> However, the IWC also notes in the same Planning Document that “*guidance in the National Planning Policy Framework establishes that the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development*

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<sup>12</sup> National Planning Policy Framework July 2018

<sup>13</sup> Affordable Housing Contributions Supplementary Planning Document, p12

*and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable”.*<sup>14</sup>

- 7.18 The IWC’s record in ensuring the provision of affordable housing is poor. The lack of delivery of affordable housing has become a significant issue for the Island as a whole. As table 2 below shows, there has been a significant decrease in the number of affordable housing completions up to 2016.

Table 2

Year	Affordable Housing Comps	Total Comps	% of Comps Affordable Housing	Affordable Housing Need (SHMA)	Comps / Need Diff
15/16	35	417	8.4%	284	-249
14/15	150	396	37.8%	284	-134
13/14	112	410	28.3%	180	-68
12/13	141	409	34.5%	180	-39
11/12	196	418	46.9%	180	+16

Source: Island Plan Affordable Housing SPD 2014

- 7.19 Ryde Town Council considers that the current delivery of affordable housing (as defined in the NPPF) for the Ryde parish is unacceptable and as a result the threshold at which developers should be required to provide affordable housing in key regeneration areas should be reduced to 10+ units and 5+ units in rural areas to increase the overall stock of affordable housing.

#### **(d) Section 106/Community Infrastructure Levy payments**

- 7.20 Section 106 (S106) Agreements are legal agreements between Local Authorities and developers. These are linked to planning permissions and can also be known as planning obligations. None of the receipts from section 106 agreements needs to be passed to the Parish or Town Councils and the money can be spent in areas as the Local Authority wishes.
- 7.21 Community Infrastructure Levy (CIL) payments can be used to fund a wide range of infrastructure, including transport, flood defences, schools, hospitals, and other health and social care facilities. The levy to be used to fund a very broad range of facilities such as play areas, parks and green spaces, cultural and sports facilities, academies and free schools, district heating schemes and police stations and other community safety facilities. Fifteen per cent of CIL charging authority receipts are passed directly to those parish and town councils where development has taken place. Where chargeable development takes place within the local council area, up to £100 per existing council tax

<sup>14</sup> Affordable Housing Contributions Supplementary Planning Document, p12

dwelling can be passed to the parish or town council to be spent on local priorities.

7.22 The IWC decided in 2015 that Section 106 legal agreements would be the adopted method of collecting revenue for contributions by developers towards infrastructure improvements and as a contribution to affordable housing (when the 35% allocation has been replaced by contribution). Section 106 was chosen over the CIL payment scheme.

7.23 Ryde Town Council considers that any funds raised from developers in lieu of the required provision of affordable housing should then be utilised in the Ryde area for providing additional affordable housing on other sites.

7.24 Ryde Town Council considers that any funds raised by the Isle of Wight Council, either via Section 106 agreements or CIL payments, should be utilised for projects in the Ryde parish area to provide infrastructure improvements.

#### **(e) Settlement Boundary**

7.25 The Draft Ryde AAP included a key proposal to change the Settlement Boundary around Ryde Esplanade<sup>15</sup>. This proposal was included by the IWC in order to allow for the proposals in the Ryde Masterplan to be taken forward if agreed. RTC no longer agrees with this proposal as would give a green light to developers for undesirable development on Ryde Esplanade.

7.26 Ryde Town Council believes that the Settlement Boundary changes proposed for Ryde Esplanade in the Draft Ryde AAP should not be taken forward in the new Island Planning Strategy.

## **8 Infrastructure**

### **(a) Transport, Seafront and Roads**

8.1 Ryde is a gateway to the Island from the mainland with a car ferry terminal close by at Fishbourne, a passenger hovercraft terminal and a passenger ferry terminal in Ryde itself along with rail links from Ryde through to the South East of the Island terminating in Shanklin and a busy bus terminus located on Ryde Esplanade serving all the main Island bus routes.

8.2 The transport interchange has been the focus of a number of previous regeneration initiatives most recent being the Ryde Masterplan. These have assessed various schemes and all recommended improving Ryde Esplanade

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<sup>15</sup> Ryde AAP page 50, (17.2)

train station and reducing the size of the bus terminus. Ryde Town Council would also support any plans by rail authorities to improve the rail station and believes that an innovation solution should be found to reduce the current footprint and usage of the bus station.

- 8.3 The IWC's approach to parking in Ryde has been ad hoc. The introduction of Residents' Parking Schemes to alleviate the issue of commuters parking in residential streets has often shifted parking problems elsewhere in the town. The limits to parking in the, or close to, the retail town centre has been cited by local businesses as a factor in struggling to attract customers.
- 8.4 RTC has actively supported the use of a park and ride scheme at Ryde St. John's railway station. In addition, RTC believes that pressures on town centre parking could be further relieved by the introduction of an additional park and ride scheme based at Smallbrook, with perhaps onwards connectivity to the railway. This echoes the findings of the Masterplan referred to below.
- 8.5 Along Ryde Esplanade towards Seaview there is a cycle way which allows cycling all along the seafront. RTC supports any IWC initiative that supports cycling and walking in Ryde.
- 8.6 The main road transport routes around Ryde are congested and crowded with heavy goods vehicles (HGV). Many of the roads used by these HGV's are unsuitable and not fit for purpose. Furthermore they have a negative effect, in terms of noise and air pollution on the residential areas which they pass through. RTC would therefore support any road scheme by IWC which seeks to bypass Ryde and remove HGV's from the town.
- 8.7 The 2013 Ryde Masterplan included proposals for the reorganisation of transport routes both into and through the town. These included the suggested semi-pedestrianisation of the western section of the Esplanade by means of a lane reduction in order to improve connectivity between the beaches and the town centre along with suggestions for enhanced park and ride facilities.<sup>16</sup>
- 8.8 Objections to recent large planning applications have also seen concerns expressed by Ryde residents and the Town Council about the impact of these on traffic flows within the parish. Approvals given to large scale housing development schemes such as Pennyfeathers have recognised that some road realignment and new roundabouts will be needed to deal with the increase in traffic numbers.

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<sup>16</sup> Transport Strategy element of Ryde Masterplan, p17

8.9 In addition, particular deficiencies at Westridge Cross and adjacent junctions have been identified by Island Roads in their comments outlining the reasons for recommending refusal of the proposed development at Rosemary Vineyard, Smallbrook Lane. In their recommendation for refusal Island Roads commented that *“due to the scale and nature of the development there was a need to evaluate the impact of the proposal on the immediate and wider network within the vicinity of the site in the AM / PM peaks, taking into consideration permitted development, (in particular the site of Penny Feathers) and seasonal network growth.”*<sup>17</sup> Furthermore the following junctions were also highlighted by Island Roads as needing to be assessed given the size of this proposal which initially contained an application for 197 new homes:

- Smallbrook Lane / Great Preston Road
- Smallbrook Roundabout DCPA/AMW/01
- Westridge Cross signalised junction
- Upton Cross
- Ashley Road / Upton Road
- West Street Five Ways Signalised Junction

It was also highlighted in that same recommendation that as a result of previous evaluation the followings junctions had been identified to be subject to capacity and design issues:

- Smallbrook Lane / Great Preston Road
- Westridge Cross signalised junction
- West Street Five Ways Signalised Junction
- Smallbrook Roundabout – this junction is subject to a high level of RTI

8.10 RTC notes that Policy RTI1 in the Ryde AAP states that *“Within the Ryde Town area the IWC has identified that the following additional key junctions are at, or near, capacity and will require improvements to support the level of development planned for:*

- *Queens Road / West Street*
- *Argyll Street / West Street*
- *Binstead Road / Pellhurst Road*
- *Quarr Hill / Newnham Road*
- *Marlborough Road / Great Preston Road”*

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<sup>17</sup> Planning application P/01218/16



- 8.15 Ryde Town Council considers that the transport interchange should be a key part of the Regeneration Strategy.
- 8.16 Ryde Town Council supports the development of a second park and ride scheme at Smallbrook.
- 8.17 Ryde Town Council considers that the Isle of Wight Council should undertake a feasibility study to look at developing a bypass route around Ryde to alleviate town centre traffic.
- 8.18 Ryde Town Council strongly believes that, to ensure that the town's roads network is not overwhelmed as a result of large scale development, the IWC should undertake the necessary works to increase network capacity prior to the commencement of any building works.
- 8.19 Ryde Town Council considers that the road improvement works included in the Pennyfeathers scheme should be carried out immediately by IWC and funded by the developer via an appropriate legal mechanism.
- 8.20 Ryde Town Council recommends that Policy RTI1 from the draft Ryde AAP should be adopted by the IWC in their new Island Planning Strategy.

#### **(b) Schools, Health and Community Services**

- 8.21 The adequate provision of key community services such as schools and GP surgeries has long been cited as an essential element of the town's future development by both residents and the Town Council. Opposition to large scale planning proposals such as Pennyfeathers has concentrated on these issues with the community feeling that the current provision will not meet the needs of any population increase that is generated by an increase in new housing. The Town Council believes that innovative approaches to ensuring adequate community provision should be looked at such as satellite GP surgeries.
- 8.22 The Partnership for Urban South Hampshire (PUSH) published a key Spatial Position Statement in June 2016. This attempted to address a range of issues relating to the distribution of future development across South Hampshire, including the IOW, and considered the key infrastructure requirements, such as health and education facilities, that will be needed to support sustainable growth. The Isle of Wight Council is a member of PUSH.

8.23 The PUSH Spatial Position Statement noted that:

*“It is critically important that a range of wider infrastructure is delivered alongside new development. This includes:*

**Social Infrastructure** – including health, education and community facilities;

**Green Infrastructure** – including public open space, sport and recreational facilities;

**Utilities Infrastructure** – water supply, waste water, energy infrastructure;

**Telecommunications Infrastructure** – including broadband provision.

*Detailed infrastructure requirements associated with individual development schemes/ proposals will be assessed as part of the development and review of local plans, and through planning applications. In particular social infrastructure provision and local green infrastructure can be dealt with through individual local plan processes and are not considered to be of sub-regional significance.*

*It is however important that the Position Statement considers the aggregate impact of development on utilities infrastructure; and promotes coordinated investment in delivering wider infrastructure.*

*The National Planning Policy Framework requires local authorities to liaise with other bodies to assess the quality and capacity of infrastructure, and the ability to meet forecast demands. There is also the requirement to consider the need for strategic infrastructure”<sup>18</sup>*

8.24 IWC has now commissioned Troy Planning and Design to develop the IWC’s first Infrastructure delivery Plan (IDP) and are, at present consulting with the community regarding this. It is anticipated that the IDP will include physical, social and green infrastructure issues and its findings will be fed into the new IPS.

8.25 Ryde Town Council recommends that infrastructure needs for Ryde should comply with the PUSH statement in paragraph 8.23 above and be included in the new Island Planning Strategy.

8.26 Ryde Town Council considers that the health and community services required by new large scale development should be identified and in place prior to the occupation of the housing units.

8.27 Ryde Town Council recommends that the existing surgeries such as those at Ryde Esplanade and Argyll Street should be retained with satellite surgeries in large scale developments carrying out many of the duties of a main surgery.

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<sup>18</sup> PUSH Spatial Position Statement June 2016

## 9 Environment

### (a) Designated Ecology sites

- 9.1 Ryde has a range of habitats and species of conservation interest across the parish. However, the only national and international nature conservation designations within Ryde occur along the coast and cover the entirety of Ryde's shoreline and intertidal area.
- 9.2 The diversity of habitats and species in the Solent make Ryde an internationally important wildlife resource. The Ryde shoreline is a nationally designated Site of Special Scientific Interest, Special Area of Conservation and Special Protection Area. The sands area also has the internationally important Ramsar designation for the protection of overwintering birds.
- 9.3 The Isle of Wight Council has obligations under The Conservation of Habitats and Species Regulations 2010 (the Habitats Regulations) to achieve favourable conservation status for these designated sites. This obligation has become challenging given the effects of increasing development and recreational pressures and the implications of climate change and sea level rise.
- 9.4 The Habitats Regulations require a precautionary principle to be applied to planning zones such as place plans, Neighbourhood plans, key regeneration plans or other local plans so that only projects ascertained to have no adverse impact on the integrity of the European site may be permitted.
- 9.5 Both Natural England and IWC are therefore constantly assessing the potential impact of new recreational pressures, stemming from proposed development, on the Ryde Sands protected sites.
- 9.6 The Solent Recreation Mitigation Partnership is made up of 19 organisations with interests around the Solent. The Partnership has developed the Solent Recreation Mitigation Strategy which *"aims to prevent bird disturbance from recreational activities. It seeks to do this through a series of management measures which actively encourage all coastal visitors to enjoy their visits in a responsible manner rather than restricting access to the coast or preventing activities that take place there"*. The Strategy also proposes:
- *"A team of 5-7 coastal rangers to advise people on how to avoid bird disturbance, liaise with landowners, host school visits, etc.*
  - *Communications, marketing and education initiatives and an officer to implement them.*
  - *Initiatives to encourage responsible dog walking and an officer to implement them.*

- *Preparation of codes of conduct for a variety of coastal activities;*
- *Site-specific projects to better manage visitors and provide secure habitats for the birds.*
- *Providing new/enhanced greenspaces as an alternative to visiting the coast.*
- *A partnership manager to coordinate and manage all the above.*<sup>19</sup>

9.7 Implementation of these measures and monitoring of their effectiveness, will be funded by developer contributions equivalent to an average of £564 per dwelling. This applies to new homes built within 5.6 kilometres of the SPAs. RTC supports the findings and recommendations of the Strategy.

9.8 Ryde Town Council supports the implementation of the Solent Recreation Mitigation Strategy.

### **(b) Countryside, Green and Amenity Spaces**

9.9 Ryde has a range of countryside, green and amenity spaces, including a number of historic community gardens. These are listed in Appendix 5. These green spaces are enjoyed all year round by residents and visitors and contribute to Ryde's unique sense of place.

9.10 Ryde includes some significant areas of ancient woodland. Guidance indicates that planning permission should be refused for developments that adversely affect ancient woodland unless the need for, and benefits of, the development in that location clearly outweigh the loss or deterioration of the woodland. Ryde has a golf club which occupies an area to the North West of the town, to the north of the golf club is an area of woodland which is designated as ancient woodland. Other ancient woodland areas include Appley Park, Little Appley, Quarr Road, Smallbrook roundabout, Swanpond Copse, Angels Copse, Prestwood Butt, Pennyfeathers and land at Slade Road.

9.11 Guidance from the National Planning Policy Framework 2018 states that *"The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them. Designating land as Local Green Space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services.*

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<sup>19</sup> Solent Recreation Mitigation Strategy, p4

*Local Green Spaces should only be designated when a plan is prepared or updated and be capable of enduring beyond the end of the plan period.” Furthermore, “the Local Green Space designation should only be used where the green space is:*

- a) in reasonably close proximity to the community it serves;*
- b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and*
- c) local in character and is not an extensive tract of land.”<sup>20</sup>*

9.12 In 2010 the IWC commissioned a Green Infrastructure Mapping Study. This examined all the landscape assets across the Island to assess what exists, where it lies, what level of designation and quality of provision it provides. It also aimed to establish any deficiencies and what potential might exist.

9.13 The Study identified *“a number of issues in the Ryde area, in particular the deficiencies in the quantity of provision of parks and gardens and natural green space, which are well below their proposed quantity standards. However, a number of small sites do satisfy accessibility distance thresholds within the area. Links to the wider countryside are also relatively limited within Ryde”*.<sup>21</sup>

9.14 Despite the range of green spaces in the town the Study also noted that *“Public open space is limited in Ryde. The promenade has always been, and remains, the most significant public open space in the town, both socially and as a place of recreation. Over the years, the Esplanade has been extended through to Appley Park and Puckpool Battery, which has also been developed as a park.”*<sup>22</sup> The Halcrow report recommends that this should continue.

9.15 ‘Ryde at a Crossroads’ found that the community was significantly concerned about the perceived loss of green spaces and playing fields within the town. It was felt by contributors that a dedicated Ryde Environmental Strategy was needed along with a register of green spaces. RTC has recognised the value of the town’s green and amenity spaces through its support for both – with funding provided for essential countryside sites within the parish boundaries such as Pig Leg Lane, and top up funding provided for maintaining and enhancing amenity sites, community gardens and principal parks.

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20 National Planning Policy Framework 2018, p29

21 Green Infrastructure Mapping Study, 2010, p10

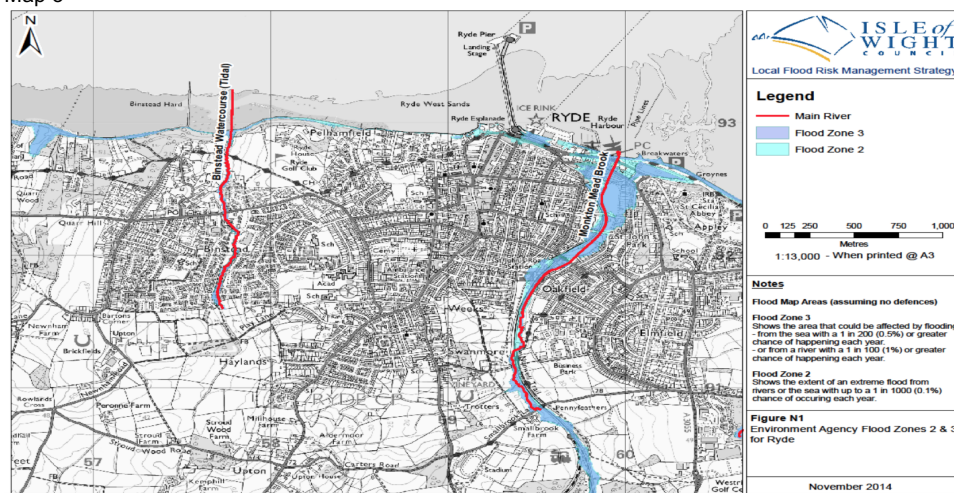
22 Green Infrastructure Mapping Study, 2010,

- 9.16 Consultation undertaken to inform the 2013 Ryde Masterplan showed that participants valued the town's parks (and beaches) and that these needed to be key elements of Ryde's offer to residents, visitors and businesses.<sup>23</sup>
- 9.17 The Ryde Masterplan recognised the value to the community of the town's green spaces and in addition recommended that all of Ryde's community gardens, such as Ashley Gardens and Coronation Gardens, should be included in a Green Infrastructure Plan for Ryde.
- 9.18 The Town Council welcomes the recent discussion around the feasibility of a 'green corridor' route for pedestrians and cyclists to travel from Simeon Street Rec to Smallbrook Lane, following the line of the Monktonmead Brook, and avoiding roads.
- 9.19 Ryde Town Council recommends that the IWC produce a Green Infrastructure Plan for Ryde which includes the areas identified in Appendix 6.
- 9.20 Ryde Town Council agrees that development should not take place in the areas identified in Appendix 5.
- 9.21 Ryde Town Council agrees that permission should be refused for projects and developments that adversely affect ancient woodland unless the need for, and the benefits of, the development in that location clearly outweigh the loss or deterioration of ancient woodland.

### (c) Flooding

- 9.18 The IWC produced a *Strategic Flood Risk Assessment* in June 2010 aimed at identifying key areas of flood risk around the Island and developing region-specific strategies in accordance with the national frameworks.
- 9.19 The following map shows the main rivers within in the Ryde town boundary and the areas most at threat from flooding at the time of this report.

Map 3



<sup>23</sup> Page 7-9, of Stage 2 Section of Masterplan

- 9.20 There are two significant fluvial sub-catchments in the Ryde settlement boundary defined in their lower reaches by the Environment Agency as main rivers, namely the Binstead Watercourse and the Monktonmead Brook.
- 9.21 The Monktonmead Brook has, in the past, been responsible for frequent flood events in the Simeon Street and Strand area of Ryde and still has areas which could be susceptible to flooding. This has led to a flood alleviation scheme for the area which is, at present, under construction.
- 9.22 Flooding from the Binstead Watercourse is far less extensive, and there have been few, if any, confirmed events of flooding occurring directly from this watercourse. There are known surface water issues in Binstead, particularly around the Binstead Cemetery. This is also shown in the surface water modelling for the area which shows flow routes following the highways down to this area and beyond. The most notable flow route from the modelling in the Binstead area originates from rural land to the south, along Greenway and Sandpath to the area around the Cemetery at Cemetery Road and Binstead Hill before finding its way back into the Binstead Watercourse further to the north.<sup>24</sup>

9.23 Ryde Town Council considers that all future development within the flood zones as identified above should adhere to the Flood Risk Management Guidance set out in the IWC's Strategic Flood Risk Assessment.

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<sup>24</sup> Local Flood Risk Management Strategy Appendix N: Ryde July 2016

Ryde Town Council

**Draft Island Planning Strategy Working Group Terms of Reference**

Ryde Town Council's Planning Committee resolved ( minute number 396/18 ) to appoint a working group to oversee the development of a Position Statement that acts to collate all the work undertaken, and evidence gathered by the Town Council and others, in relation to a range of planning policies including an assessment of the contents of the draft Ryde AAP and the Ryde Masterplan.

Councillors Diana Conyers, Tim Wakeley, Malcolm Ross, Jim Moody and Nancy Farrell were duly appointed to the working group.

The Town Council is clear that it needs to make effective use of its role as a statutory consultee in the planning process and to act to represent the views of the local community. The Position Statement will enable the Town Council to comment on the draft proposals in the Island Planning Strategy and the Regeneration Strategy when they are published.

In a comprehensive review of planning and other policies, Ryde Town Council will collate relevant information from various sources, prepare a draft Position Statement and carry out consultation prior to submission to The Isle of Wight Council for consideration. This will be a key document to influence the content for Ryde in the Island Planning Strategy.

Information sources which will feed into this Position Statement include

- The existing Draft Ryde Area Action Plan
- The existing Ryde Masterplan and Vision carried out by the Chamber of Commerce
- Information from the existing Island Planning Core Strategy
- Information collected from various public consultations
- Input from local groups
- Information from surveys carried out by local groups and Ryde Town Council
- Input from the IW Regeneration Team and the IW Planning Policy Team
- The Infrastructure Delivery Plan prepared by IW Council.
- Relevant Environmental Impact Assessments and associated studies
- Input from the Environment Agency on the Monkton Mead and Binstead catchments
- Input from other interested bodies
- Pedestrianisation proposals and consultation outcomes



## Methodology

1. The IPS Working Group will help prepare the submission, present at consultation events, disseminate and collate information collected at these events from surveys carried out locally and make recommendations to RTC Planning Committee. The working group will also attend meetings set up by the IW Regeneration Team, IW Planning Policy Team and meetings arranged by local groups.
2. Information contained in the draft Ryde AAP and associated documents such as the comments on the AAP agreed by RTC in December 2015 (see minute no. P/224/15) will be re-examined to test for soundness and relevance given the proposed changes in the Island Planning Strategy.
3. Information contained in the Ryde Masterplan and the Vision Statement prepared by the Chamber of Commerce will be used to inform the Position Statement and presented at consultation events hosted by RTC.
4. The IPS Working Party will task ward members with collecting specific information from their ward for inclusion in the position Statement.
5. The IPS Working Party will draw up a list of policy issues, zones and projects for consideration in the Position Statement.
6. The IPS Working Party will draw up a list of areas which they feel should be protected from development.

### **Vision for Ryde Paper – adopted by Ryde Town Council on 9 April 2018**

At an informal meeting that took place on 13 March 2018 called by Cllr Tim Wakeley to discuss the 'Vision for Ryde' and attended by 8 members, the following services and assets were identified as priorities for the Town Council to explore going forward.

- 1) Beaches
- 2) The Harbour
- 3) Ryde Theatre / Ryde Town Hall
- 4) Car Parking
- 5) Appley and other principal parks (together with grounds maintenance) and including commercial activities especially but not limited to car parking and beach huts
- 6) Ryde Theatre

Members also agreed that when assessing the viability of the Town Council agreeing to deliver the above services or take on responsibility for the above assets the following criteria should be used.

Agreed criteria to assess and determine priorities: -

- Income Generation capacity / cost
- Quick wins – should be achievable and realistic
- To promote a social benefit /good
- To be visible
- To support tourism/ job development
- To be entrepreneurial
- To have as broad an impact as possible

Members agreed that the above should be undertaken as flexibly as possible and agreed to meet at short notice and therefore establishing a working party with the following terms of reference would be the best way forward.

- Membership - Mayor and Deputy Mayor, Chair and Vice Chair of the Planning and Finance Committees and Youth and Community Representative.
- All members to be invited and to receive all papers - in order to involve the whole Council and draw on relevant expertise and interest of members in order to best assist with the progression of the priorities agreed above.

(Post meeting note – The General Purposes Working Party already has this Terms of Reference)

**History of Ryde**

- 1780/81** *Union St was set out by William Player, eventually to be named Union Street after the Act of Union joining Britain and Ireland.*
- 1782** *On 29th August, the sinking of the Royal George at Spithead resulted in the drowning of almost all her crew; the dead were buried on the sandbanks in an area that was later to become the Strand.*
- 1811** *The population of Ryde was 1,601. Ryde's building boom continued until the 1850's.*
- 1812** *The first meeting of the Ryde Pier Company was held on 30 July, and the foundation stone of the pier was laid on 29 June 1813. The pier, designed by John Kent of Southampton, cost £12,000. It was one of the first piers in the country, and it set Ryde up as a popular seaside resort and the principle entry point to the Island.*
- 1814** *The nearly completed pier opened on 26th July 1814, and was, as it still is, a timber-planked promenade. The original structure was originally almost wholly timber, and measured 527m/1740 feet.*
- 1817** *First steamboats operated between Ryde and Portsmouth for only four weeks.*
- 1821** *The population of Ryde was 2363.*
- 1825** *The steam boat service started in earnest and never looked back.*
- 1827** *St Thomas Church was built by George Player to replace the previous chapel of ease, at a cost of £3,500.*
- 1827** *St James Church was built in Lind Street.*
- 1833** *Extensions to the pier took the overall length to 681m/2250 feet.*
- 1836** *The Royal Victoria Arcade was opened, named after Princess Victoria, later to become Queen Victoria. Her coat of arms can be seen over the entrance – a rare occurrence of the arms of a princess.*
- 1841** *The population of Ryde was 5840.*
- 1843** *The British Schools were built in St Johns Rd.*
- 1845/46** *St Mary's Roman Catholic church was built to a design by Joseph Hansom, who also designed the coach named after him.*
- 1846** *Prince Albert laid the corner stone of the Royal Victoria Yacht Club.*
- 1851** *The population of Ryde was 7,147.*
- 1855** *In January, a plan of the proposed Esplanade was submitted to the Lords of the Admiralty for approval. The construction of the section between the George Street Slipway and the Cornwall Street Slipway was carried out 1855/6/7, by the reclamation of some 20 acres from the sea, and at a cost of £5,000.*
- 1861** *The foundation stone was laid for the church of St Michael and All Angels in Swanmore. It was opened in 1862.*
- 1861** *The Population of Ryde was 9,269*
- 1864** *The Pier was lengthened several times and was a great success. So many people used it that a tramway service was proposed in 1861 and a second pier was built next to the first, opening 29 August 1864. This allowed trams to take passengers from the Pier Head to Ryde Esplanade. It opened for passenger traffic with horse drawn vehicles, having made an unsuccessful trial with a locomotive in March of that year.*
- 1868** *On the 23rd July, by Royal Charter, the Borough of Ryde was incorporated within the boundaries of the Town of Ryde as constituted by the Ryde Improvement Act of 1854. It is possible that Queen Victoria's affection for the town following her many visits during her stay at Osborne may have influenced her decision to grant Borough status on such a small town.*

- 1868** *The negotiations for the development of the railway from St John's Station to the Esplanade were long and protracted, commencing in December, and continuing until July 1900, when the line was opened. The original proposals of the Railway Company included the laying of a double line along the Esplanade (at ground level), through Cornwall Street and across the Strand and Simeon Street and part of Monkton Street. The Council strongly opposed any running of locomotives along these roads, and much litigation ensued opposing the several Bills in Parliament in which these proposals were contained.*
- 1869** *The construction of the parish church of All Saints was commenced to a design of Sir G. G. Scott, at a cost of £20,000, the corner-stone being laid by Princess Christian of Schleswig-Holstein (Helene, daughter of Queen Victoria) on behalf of Queen Victoria on the 4th August 1869; the consecration of the Church being performed by Bishop Wilberforce in January 1872.*
- 1870** *On 8 September, the Empress Eugene, wife of Napoleon III, Emperor of France, and a longtime friend of Queen Victoria, landed at Ryde Pier from Sir John Burgoyne' yacht "The Gazelle" after her flight from Paris. The boat had left France to escape the riots in Paris where the citizens were up in arms demanding a Republic. She spent a night in the York Hotel in George Street – later to be known as the Royal York Hotel. The Empress was apparently in such a disheveled state when she landed at Ryde, that she was refused entrance to the grander Pier Hotel!*
- 1870** *Appley Tower built by Sir William Hutt who owned the Appley Estate.*
- 1871** *The Theatre Royal was built on the site of an older theatre in St Thomas's Square.*
- 1876** *In September, a plan and estimate for the extension of the Esplanade to Seaview was approved and application made to the Local Government Board for sanction to borrow the money for the work. However, a public meeting held at Seaview (which area was then not within the Borough boundary) resolved that the project was not one that the district was prepared to fall in with, and requested a remodeling of the scheme. A roller skating rink was developed close to West Hill Road giving the name Rink Road. Apparently, a rail station was developed there for a short time.*
- 1877** *The first proposal for development of the foreshore west of the Ryde Pier was contained in a resolution on the 24th July, "That the necessary steps be taken to form an Esplanade West of the Pier to Binstead, and that application be made to the owners of that portion of Pier Terrace facing Union Street asking on what terms they will be willing to sell the property to make an approach to the proposed Esplanade".*
- 1878** *A plan of the proposed extension of the Esplanade from the Sluice at Cornwall Street to the Eastern Borough boundary at Appley Slipway was approved. This work, together with the construction of the Canoe Lake, was completed in the year 1880.*
- 1881** *The population of Ryde stood at 11,461.*
- 1880** *The Canoe Lake was opened.*
- 1880** *On 12th July a third pier was opened, alongside the first two, providing a direct steam railway link to the pier-head from St John's Station.*
- 1891** *The population was reported to be 17,984.*
- 1895** *A concert pavilion was constructed at the pier-head and over the next sixteen years the original wooden piles were replaced in cast iron.*
- 1901** *The census showed the population of the town to be 18,167.*
- 1903** *Electricity was switched on in Ryde by the Mayor, Mr A Millward, on 1st October at the local works of the IW Electric Light Company in Benett Street.*
- 1922** *In August, it was proposed that plans should be prepared for the erection of a permanent Pavilion. Its location was decided following a referendum of the ratepayers; the Eastern Esplanade was selected, and sketch plans drawn up by Messrs. Vincent and West. Final decisions were not made until September 1925, when it was resolved that the Council take immediate steps for the erection of the Pavilion. In January 1926, the Council unanimously approved that application be made for sanction to borrow £10,025.*
- 1926** *A further improvement to the Western Esplanade in the form of a new Bandstand and Enclosure was carried out by the Council.*
- 1929** *Following a fatal accident when a bus turned over at the bottom of Union Street, the decision was made to widen the road leading to the Pier (Pier Street, as it then was called, was bounded on the North side by the Pier Hotel and other properties, which had to be demolished. The final scheme, which included improvements to the western Esplanade, was approved in 1931.*
- 1932** *In January the demolition of the Pier Hotel was completed, and on the 26th March the new concrete carriageway was opened to traffic.*

- 1936**      *The Commodore Cinema was opened – the largest cinema on the Island.*
- 1945**      *The Galleon Café opened in Union Street – this and Beti’s café (now Hursts) were the gossip centres for the town.*
- 1945/50**    *The town gradually returned to normal following the war. Bomb damage was repaired, and the first new houses to be built where bombs had destroyed the Victorian villas, were on each side of the road at the West Street end of Arthur Street. Prefabs were built on Great Preston Road and Arundell Road.*
- 1961**      *The population of Ryde was 22,500.*
- 1961**      *In May, the Theatre Royal in St Thomas’ Square burned down and was demolished.*
- 1966/67**    *The Westminster Bank was built on the site of the old Theatre Royal.*
- 1989**      *Ryde Harbour was built.*
- 2006**      *In April the renovation of St Thomas Square was completed.<sup>25</sup>*

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<sup>25</sup> Source: Town Centre Vision 2012

## The Ryde Conservation Area Characteristics

### ***Esplanade, Pier and Seafront***

This is very much the face of Ryde, easily read from the seaward approach, in particular from the pier, as buildings rise up from the foreshore, prominent elevations tilted towards the sea. Views of the Pier, the Solent and the mainland are a permanent backdrop when viewed from the town. Along the Esplanade, the town's origin as a traditional seaside resort and transport interchange is inherent in its architecture and landscaping. Here open space, public gardens, sandy beaches and seaside stalls meet the hustle and bustle of the transport interchange and merge to create a distinctive coastal resort.

### ***Historic core and commercial centre***

This is the historic core of Ryde. The main streets are the backbone of the town and contain vestiges of two historic settlements. There is unity in the architecture. Regency sits comfortably beside Victorian, creating a pleasing irregular skyline. The commercial centre with its historic shopfronts, merge at St Thomas's Square, the area's most notable public space. Glimpses of the sea are a constant reminder of its location as a seaside town.

### ***Regency and Victorian Housing***

This area incorporates an eclectic mix of finely proportioned Regency and Victorian housing, mainly two or three storey in height, mainly constructed in stone or buff coloured brick or rendered in stucco. Classically fronted Regency terraces sit beside Italianate style facades, sited within generous gardens which contribute to the overall feeling of openness. The unifying linear street pattern enables clear views across Ryde with occasional glimpses of the sea.

### ***Pelhamfield, Ryde School & All Saints Church.***

This is a pleasant, quiet area, with some fine examples of early to mid 19th century detached villas, set within spacious gardens facing the sea. The style of architecture is mixed: white painted stucco is common but local stone and brick is also present. The original street pattern remains and through traffic is restricted, giving the area an almost semi-rural feel, assisted by the presence of stone boundary walls and hedges.

### ***Ryde Cemetery***

Within the confines of Ryde Cemetery a wealth of social history is contained within the memorials of the people that lived and worked in Ryde. This reserved space, once open pastureland, is now home to a wide variety of flora and fauna, an enclosed and intimate environment that benefits the wider surroundings and the current inhabitants of the town.<sup>26</sup>

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26 Ryde Conservation Character Appraisal 2011

## The Ryde St John's Conservation Area Characteristics

### ***Character Area 1: Appley and St John's***

This is a pleasant, quiet area, diverse in use, the original settlement pattern of which is clearly displayed in its boundaries. There is a mix of 19th and 20th century architecture; elegant 19<sup>th</sup> century villas, some of it Italianate in style, sit beside 20th suburban housing. Remnants of 18<sup>th</sup> and 19th century parkland have a significant visual impact and some areas, semi-contained and semi-concealed by trees, feel shadowy, secluded and enclosed although overall the area is spacious and green reflecting its suburban nature.

### ***Character Area 2: The Church of St John the Baptist***

This is primarily a peaceful residential area which radiates southwards from the church, a church which sits prominently and comfortably at the junction of several roads. At times the area is awash with the chatter of children travelling to and from school, a pleasant contrast to the background murmur of constant traffic. 19th century villas sit beside 20th suburban housing, essentially linear ribbon development, situated within generously proportioned gardens.

### ***Character Area 3: St John's Park***

Climbing gently from the seafront, St John's Park is a fine example of 19th century residential planning on a grand scale: these 19th century residences retain many of the characteristic decorative features of Italianate architecture, the richness of which matches the area's elevated position dominating views across Ryde, a dominance assisted by the thickly wooded parkland at its core. The woodland and gardens contribute significantly to the spaciousness of the area. Towards the north-west is a distinctive row of Victorian and Edwardian houses which retain many original features.<sup>27</sup>

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<sup>27</sup> Ryde St Johns Conservation Character Appraisal 2011

## Countryside, Green and Amenity Spaces in Ryde

### Isle of Wight Council owned and managed sites

Appley Park  
Ryde Esplanade, including Eastern Gardens and Western Gardens  
Ashley Gardens  
Royal George Gardens  
Coronation Gardens  
Simeon Street Recreation Ground  
Salters Road Recreation Ground  
Binstead Recreation Ground  
Ratcliffe Avenue  
Oakfield Football Club  
Gassiots Green  
Binstead Park (Coniston Avenue)  
Pell Lane

### Cemeteries

Ryde Cemetery  
Ashey Cemetery  
Binstead Cemetery

### Gift to Nature managed (on behalf of Isle of Wight Council)

Pig Leg Lane  
Upton Road Park  
Binstead Woods

### Allotment sites (Ryde Town Council owned and managed)

Quarry Road  
Marlborough Road  
Upton Road  
Alfred Street  
Mayfield Road

### Other (where public access is allowed)

Play Lane Millennium Green  
Ryde Golf Club/Ladies Walk  
Land north of Hillrise Avenue  
St Johns Wood  
Dame Anthony's Common



Ancient Woodland

Adjacent to Ryde Golf Club

Appley Park

Little Appley

Quarr Road

Land South of Quarr Hill

Smallbrook roundabout

Swanpond Copse

Angels Copse

Prestwood Butt

Pennyfeathers

Land at Slade Road