

The Ryde Plan Consultation Draft

Consultation Draft

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1 Introduction

What will the Ryde Plan do?

- 1.1 Under the planning system all councils are required to produce a local plan that sets out policies to guide new developments over a 15-20 year period. The Island Plan Core Strategy, which was adopted in March 2012, set out the broad vision of how the Island will develop and identified three key regeneration areas, where investment would be focussed.
- 1.2 The Ryde area is one of those key regeneration areas. It has been identified that the area has the capacity to accommodate growth and this Area Action Plan (AAP), known as the Ryde Plan, will form part of the council's local plan, known locally as the Island Plan and will set out a framework for how growth should be co-ordinated to secure a sustainable pattern of development and maximum community gains. It sets out a comprehensive approach to growth in the Ryde area, along with supporting infrastructure and community facilities.
- 1.3 Once adopted the Ryde Plan will be a statutory development plan document (DPD) used to determine planning applications in the area. It compliments and should be read alongside the Isle of Wight Core Strategy (including waste and minerals and development management) DPD and the National Planning Policy Framework (NPPF).
- 1.4 The Ryde Plan will support the core strategy, which runs until 2026/27. The NPPF sets out that an appropriate time scale for a plan is preferably fifteen years. It is anticipated therefore that the Ryde Plan will run through until 2030/31.
- 1.5 The proposed policies in this document are supported by an evidence base, which the council will publish in full to support the formal stages of consultation. A draft Sustainability Appraisal and draft Habitats Regulations Assessment has been published to accompany the draft plan as part of this consultation.
- 1.6 Since 2012, when the core strategy was adopted, the local context for plan-making has changed, in that the combination of a change in the priority of issues for an AAP area together with reduced resources available to the council have led to some issues originally identified as being addressed through the AAPs no longer being given consideration to the extent of a dedicated policy.
- 1.7 Similarly, some issues not originally covered by the AAP policies, now due to their significance to the plan area, do require a specific policy approach (the drainage and flooding issues associated with Monkton Mead Brook are a good example of this). This has had an impact on the way that the council delivers its services and where its priorities lie. The proposed policies in this document therefore reflect this and do not cover all the issues identified in policy AAP2 of the core strategy to the extent of provision of a dedicated policy per issue.
- 1.8 The following table sets out the requirements of AAP2 and where and how the council considers they are being, or how they will be, addressed.

AAP2 requirements	How addressed
1. Identify appropriate development sites, within or immediately adjacent to the settlement boundaries within the Area Action Plan boundary, for the majority of the 2,100 dwellings allocated for the area.	Through policies RH1 Housing Growth, RH2 Harcourt Sands, RH3 Upton Road, RH4 Land to the rear of St Mary's Convent and RGT1 Gypsy and traveller provision
2. Demonstrate that the allocated sites, either individually or in combination, will have no adverse effects on the integrity of European sites.	Through the HRA of the Island Plan Core Strategy and the draft HRA (and Scoping Report) that accompanies this draft plan.
3. Provide for the target of 35% of affordable housing, but consider whether levels of affordable housing higher than that set out in DM4 can be achieved on land owned by affordable housing providers.	Through policies RSD1 Presumption in favour of sustainable development, RH1 Housing Growth, RH2 Harcourt Sands, RH3 Upton Road and RH4 Land to the rear of St Mary's Convent.
4. Revise the settlement boundaries within the AAP boundary as required.	Following consideration of the issues involved the council does not consider it necessary to significantly amend the settlement boundaries through the Ryde Plan. A number of minor amendments to the settlement boundaries are proposed and these are set out in Section 16.
5. Identify and allocate suitable sites for Gypsies, Travellers and Travelling Showpeople, in line with the provisions of DM6.	Understanding of need has been identified through updated evidence base, which recommended a site of up to 6 pitches located centrally on the Island within the Medina Valley. However, in light of proposed changes to the way the council is required to provide for Gypsies, Travellers and Travelling Showpeople the council is taking legal advice on how best to proceed. In light of this the council has not proposed any allocations in this document at this point. If any applications for a Gypsies, Travellers and Travelling Showpeople site is received it can be determined against adopted local policy and be informed by the council's evidence base.
6. Determine whether economic development land is required to be allocated to contribute to the delivery of SP3.	The council's evidence does not suggest that further retail allocations are required, but policies support further provision coming forward.
7. Establish whether there is the need for retail allocations in this general location.	The council's evidence does not suggest that further retail allocations are required, but locally set thresholds for retail impact assessments are set out in MVR1 Local threshold for retail impact assessment.
8. Review the Town Centre Boundaries and Primary Retail Frontages.	An amendment to the Town Centre Boundary is proposed and this set out in Section 16.
9. Define and ensure that the areas which separate Ryde and the surrounding settlements are appropriately protected to prevent settlement coalescence.	The council considers that the policies of the NPPF, core strategy and this draft plan are sufficient protection to preventing unacceptable levels of settlement coalescence.
10. Identify the precise type and location of waste facilities to serve development to significantly contribute to the waste target set	The council's updated evidence base on both the need for waste management facilities and then the options for the location of waste sites has led to a number of

out in SP8.	sites being identified as preferred options for allocation as waste management sites.
11. Establish the nature and level of renewable energy that will be brought forward through the proposed development, although the use of Combined Heat and Power (CHP) and/or District Heating schemes will be expected.	The council considers that an appropriate policy context is already in place through policy DM1 Sustainable Build Criteria for New Development, and where the criteria is met it will be applied and considered on a case-by-case basis.
12. Determine how the identified deficiency in Green Infrastructure can be addressed.	The council considers that there is sufficient policy context (core strategy policy DM13) and supporting information (Green Infrastructure Mapping Study and the Open Space, Sport and Recreation Audit) for deficiencies to be identified and be addressed, wherever possible, on a case-by-case basis.
13. Develop a clear and distinctive high quality tourism offer for Ryde.	This is not an issue that can solely be addressed through land-use planning and by the local planning authority. The council considers that a range of organisations (such as the Town Council, local businesses, IWCCTI and VisitIOW) will need to work together to achieve this.
14. Prepare a masterplan for the seafront and interchange area.	Work has been undertaken by IWCCTI to begin this process, and RT1 Tourism Opportunity Zones incorporates this into policy.
15. Understand whether improvements to the seafront/ interchange area can be delivered to achieve a transport hub for Ryde.	This aspiration is not an issue that the council has been able to address through this draft plan. Opportunities may arise through the IWCCTI masterplanning work, and the council will continue liaising with relevant organisations over what opportunities exist and may be taken.
16. Establish whether a plan-led, viable and deliverable solution can be identified to address the capacity issues at Fishbourne ferry terminal.	The council considers that the improvements already put in place to streamline vehicle marshalling (and the improvements being sought) will enable the terminal to cater for existing and planned use over the plan period. Therefore a plan-led approach is not currently required.
17. Establish whether further infrastructure provisions will be required to support the level of growth proposed.	Through policies RT11 Highways Infrastructure and RT12 Rail Infrastructure

1.9 This draft has been published for consultation. It is not the final version of the plan, but articulates the council's emerging policy approach and the reasons for it. It has been prepared based on evidence available to the council at time of writing and emerging information. The evidence base, as well as the draft plan itself, will evolve and be improved through the process.

1.10 The council had originally intended to include a Fishbourne chapter within the Ryde Plan. However, with the adoption of the community-led Fishbourne Parish supplementary planning document (SPD) the council does not now consider it necessary to replicate the SPD within the draft Ryde Plan.

Environmental Assessment

- 1.11 Strategic Environmental Assessment (SEA) is required by the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA regulations) which in turn is derived from the European Directive 2001/42/EC¹ (known as the SEA Directive). The SEA Regulations require the assessment of plans and programmes which are likely to have significant environmental effects. DPDs, such as this plan, are considered to have significant environmental effects, and therefore require SEA.
- 1.12 The Planning and Compulsory Purchase Act 2004² requires SA for DPDs. This requires the assessment of the sustainability of the proposals and policies in the document in question. Thus, the policies that make up the Island Plan Bay Area Action Plan DPD requires SA.

Approach to the SA incorporating SEA

- 1.13 Whilst the requirements to produce SA and SEA are distinct, as outlined above, UK Government guidance³ considers that it is possible to satisfy the two requirements through a single integrated approach. This approach is proposed for the AAPs. Throughout this document, where reference is made to SA, it denotes SA incorporating the requirements of the SEA Directive.
- 1.14 SAs are an effective way to ensure that sustainable development principles are taken into account during the plan making process. By assessing plan policies against a broad range of SA objectives, the appraisal process exposes strengths and weaknesses of a policy, which can help to develop recommendations for its improvement. As well as helping to enhance the policy, the appraisal process also provides a basis for discussion between stakeholders around a shared set of objectives.

Approach to integrating Sustainability Appraisal and other environmental assessments

- 1.15 There is a close relationship between the SA and other assessments undertaken by the council namely Strategic Flood Risk Assessment (SFRA) and Habitats Regulations Assessment (HRA). The Government's National Planning Policy Framework emphasises the links between the SFRA and Sustainable Development, "*Local Plans should be supported by Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources...*" (NPPF paragraph 100). The SFRA will be used to directly inform the SA process.
- 1.16 In addition the Council will undertake a Habitats Regulations Assessment (HRA) of the AAPs. The draft government guidance Planning for the Protection of European Sites: Appropriate Assessment states that:

"...AA should be undertaken in conjunction with the SA. It would be best practice to maximise the relevant evidence gathered in the SA and to use it to inform the AA and vice versa."

¹ European Parliament (2001) Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment

² The Planning and Compulsory Purchase Act 2004

³ ODPM (2005) Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents

- 1.17 The SA and HRA of the AAPs will be published separately to the AAPs and the recommendations from them, along with consultation responses, will be incorporated into the next iteration of the plan and accompanying assessments.

Consultation

- 1.18 The draft Ryde Plan is the result of extensive and inclusive public consultation. Initial engagement in the form of an informal discussion document for each AAP area was undertaken between 23 May and 7 July 2014. This informed the consideration of options and the production of this document.
- 1.19 This draft version of the plan will be consulted upon for six weeks, from **Friday 6 November** until **midday Monday 21 December 2015**.
- 1.20 Comments can be submitted via email to policy.consultation@iow.gov.uk or in writing to the following address: Planning Policy, Seaclose Offices, Fairlee Road, Newport, Isle of Wight, PO30 2QS.
- 1.21 Copies of the draft consultation Ryde Plan and supporting draft environmental assessments can be viewed online at www.iwight.com/aap and paper copies are available to view during advertised opening hours at the following locations:
- Reception, Seaclose Offices, Fairlee Road, Newport, Isle of Wight, PO30 2QS
 - Customer Services, County Hall, High Street, Newport, Isle of Wight, PO30 1UD
 - Ryde Library, 101 George Street, Ryde, Isle of Wight, PO33 2JE
- 1.22 Following consultation the council will analyse all comments received during the consultation period and will amend the draft Ryde Plan as appropriate to form the pre-submission document.
- 1.23 The Ryde Plan will gain planning weight and status as it passes through each of the regulatory steps on the way to eventual adoption.

2 Key Issues

- 2.1 Through a combination of the consultations undertaken to date, research undertaken to inform the environmental assessments and existing local knowledge the council has identified a number of key issues for the Ryde Plan.
- Historic level of housing supply
 - Identified need (SHMA 2014)
 - Monkton Mead & flooding issues
 - Tourism & masterplan
- 2.2 Over the last decade or so the wider Ryde area has seen investment in cross-Solent terminals, large-scale out-of-town retail facilities, a successful Townscape Heritage Initiative project, a strongly performing high street and further provision for employment uses. However, there has not been a history of strong housing delivery.
- 2.3 Since 2011/12 there has been a noticeably lower level of residential development permitted within the Ryde area, which has had a knock-on impact on completions. This is considered in part to be due to a lack of willingness of the market to bring forward potential development sites in the recent economic climate.
- 2.4 With an outline planning permission being granted for land at Pennyfeathers for 600-904 dwellings, this picture is beginning to change. Whilst this development will contribute in part to the council's Five Year Land Supply and meeting an un-met local need for affordable housing, it does not meet the local need in full.
- 2.5 Flooding occurrences at Monkton Mead Brook are well documented and evidenced by local experiences. The most recent documented occurrence was in December 2013 and this is likely to increase in both occurrence and severity as a result of climate change. In light of this the council acknowledges the need for its planning policies to help contribute to reducing the problems experienced within the Monkton Mead catchment.
- 2.6 Whilst Ryde has many strengths it is fair to say that there is a widespread agreement it could do better in some areas. In light of this the Isle of Wight Chamber of Commerce has led on work building up an 'appreciation' of Ryde as it currently is and has, in conjunction with local businesses and the community, started preparing a masterplan for the area.
- 2.7 The council is keen to see that these issues are addressed, although it considers that it will not necessarily be the lead organisation in delivery. What it can do, through its role as local planning authority, is to develop a locally distinctive plan to ensure that land use and planning policies provide an appropriate framework to allow others to achieve the aspirations for the area.

3 Vision and Objectives

Vision

- 3.1 The vision for how the Ryde area will develop in the period to 2027, and beyond, has been established through public consultation (undertaken by the council), the adopted planning policy approach for the area (as set out in the core strategy) and community planning work (undertaken by organisations other than the council). The overarching vision that the policies of this plan will contribute towards meeting is:

“To see the wider Ryde area as a vibrant gateway to the Island where the needs of residents and visitors are met to the highest possible standard”

Objectives

- 3.2 To achieve the vision a number of more detailed objectives have been developed for the area, and the basis of these were endorsed through the core strategy process. Meeting these will be an underlying theme that will help shape the policies in the plan and that future development should seek to accord with⁴.

- 1) **Housing** - *A level of residential growth, in the most sustainable locations it can facilitate, that meets the needs and demands of current and future residents.*
- 2) **Economy** - *An increase in the number of jobs available, by supporting the growth of small-scale businesses and promoting clusters in knowledge driven and high technology industries, and through developing Ryde’s own distinct tourism offer.*
- 3) **Environment** - *Development will be located in the most sustainable locations and managed to ensure that any negative impacts on the area’s environment are avoided. Where necessary, appropriate mitigation measures will be required.*

Improvement of the natural environment of Ryde and the surrounding area and accessibility to it increased. The built environment of Ryde will also improve, particularly on the esplanade and interchange area, to offer a higher quality experience.

- 4) **Tourism** - *To expand and improve the tourism offer and experience in Ryde and to make best use of existing tourism-related sites.*
- 5) **Travel** - *The transport infrastructure and network at Ryde is maintained and fit for purpose to serve the area’s residents and visitors, and opportunities for improvements have been explored.*
- 6) **Waste** - *Waste facilities, that treat waste close to its source and as high up the waste hierarchy as possible, will be well-designed to serve existing and new development and integrate with their surrounding uses.*
- 7) **Monkton Mead Catchment** – *ensure development within the catchment contributes to an improvement in flood risk through improved management of surface water.*

⁴ The objectives have been amended slightly to reflect the housing figures as set out in the most recently published SP2 review documentation and to reflect the whole plan area.

4 Strategy for the Ryde area

- 4.1 The policies of this document have been prepared to deliver the following strategy for the Ryde area. The strategy is based on national planning policy and guidance, consultation responses and the overarching approach set out in the core strategy.

Ryde will experience sustainable development, which contributes to regeneration within the Ryde Plan area.

Previously developed and greenfield land will be used for residential and mixed-use development, to contribute to meeting the housing requirements of the area. To significantly boost the delivery of housing within the key regeneration area housing proposals on windfall sites, where they are policy compliant, will be supported.

Allocated residential sites will be reasonably small in scale, with no more than 130 dwellings on any site. Their location will be spread, to seek to minimise impact, and taking into account the location of existing permissions.

Growth in the economy will be supported by facilitating small and medium-sized affordable units, particularly for knowledge-driven and high technology industries that contribute to increasing the average wage in the area. The local workforce will be supported and upskilled wherever possible through the planning system through local employment and training plans for development. There will also be a protectionist approach towards existing employment sites, beyond that already set out in the Island Plan Core Strategy.

The local retail offer and experience will be supported and improvements facilitated, particularly on the High Street. A local threshold will be introduced to enable decision-makers to better understand the likely impacts on the town centre of retail proposals.

Improvements to the tourism offer will be facilitated and, wherever possible, supported. This will initially be focussed around the Esplanade and beach area, and will link into regeneration through improvements in the retail experience and by developing the tourism offer of Ryde.

The development planned for in the area will need to be supported by the required infrastructure improvements, with the importance of the existing railway infrastructure being recognised.

The impacts of flooding from new development will be minimised within the Monkton Mead catchment area, and wherever possible opportunities to improve surface water management and resilience to incidences of flooding will be taken.

- 4.2 Every local authority is required to plan for the housing needs identified in their area, and the Isle of Wight Council is doing this by allocating land for residential development in the three Area Action Plans it is currently preparing.

- 4.3 For the Ryde area the approach taken towards residential development, and indeed the whole strategy, has been to take into account the level of development permitted at Pennyfeathers.

- 4.4 A guiding principle of development has been to utilise previously development land (PDL) in the first instance, hence the proposed allocations at Harcourt Sands and land to the rear of St Mary's convent. Whilst a small number of other PDL sites were available, they were not considered suitable for allocation either due to their likely capacity and/or due to potential issues surrounding their ability to quickly deliver dwellings on the ground.
- 4.5 The majority of these PDL sites are within the settlement boundary and as such already have in principle support for development to occur on them, subject to any development management issues being addressed.
- 4.6 Residential development at Pennyfeathers is permitted for up to 904 dwellings, and development of this scale will take a considerable time period to deliver. Because of this the LPA, through the proposed allocations, is seeking to boost the supply and therefore the delivery of residential dwellings in the shorter and medium term. There are a couple of characteristics of the proposed allocated sites that will contribute to achieving this.
- 4.7 Firstly there is the scale of the allocations. The proposed allocations, in the order that they feature in the plan, account for a maximum number of 70, 130 and 25 dwellings. It is therefore expected that these allocations can be built out within the first five years of the Ryde Plan being adopted.
- 4.8 Secondly there is the availability of the three sites proposed for allocation. The council considers that they are available for development and has engaged with developers for the sites over a number of years. Whilst planning permission would still be required for the detailed proposals, the council anticipates that high quality proposals for the sites could be submitted reasonably soon.
- 4.9 There is also a spatial rationale behind the residential allocations proposed. They are all connected with the town of Ryde (rather than say Fishbourne or Binstead, which are both within the plan boundary) and take into account development at Pennyfeathers. Whilst the allocation at land to the rear of St Mary's Convent is within Ryde town, the other two sites are on the edge. These two sites, along with Pennyfeathers, create a spread of development sites from the south to the east of Ryde.
- 4.10 A further spatial consideration is that of the Monkton Mead catchment area, and the potential for development to increase flooding issues up stream. Two of the proposed allocations are outside of the catchment area, and the other (Land at Upton Road) is on the western edge and therefore, particularly coupled with the specific policy requirements for development within the catchment, is likely to have a minimal impact.
- 4.11 The residential allocations proposed, coupled with development commitments, cover the level of development that the SHMA indicates is required to meet need within the Ryde housing sub-market. However, in order to significantly boost supply and to ensure that the housing aspirations for as many people as possible are met, the LPA will also permit residential development in accordance with the relevant policies of the development plan.

5 Presumption in favour of sustainable development

Introduction

- 5.1 In accordance with the National Planning Policy Framework, making a positive contribution towards sustainable development will be an underlying theme to how we treat development proposals. Policy RSD1 sets out some broad principles that we will apply when working with developers and landowners.

Policy RSD1: Presumption in favour of sustainable development

When considering development proposals the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work proactively with applicants to jointly find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in the core strategy, this plan (and where relevant with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, the council will grant permission unless material considerations indicate otherwise, taking into account whether:

- (a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or**
- (b) Specific policies in the National Planning Policy Framework indicate that development should be restricted.**

- 5.2 Within this section a series of topic based policies have been produced. These focus on issues specific to the Ryde area. Generic issues common throughout the Island, such as sustainable construction, are already dealt with comprehensively in the core strategy and the development management policies contained within it, so will not be duplicated in this document. For this reason it is important that the Ryde Plan is not read in isolation.
- 5.3 The policies contained within this plan are intended to support sustainable development, and not place undue burdens on developers. Viability will be a key consideration as schemes come forward, but must be balanced against social, economic and environmental goals. Where proposals do not strictly comply with policy for reasons of viability, very clear justification will be required and the council will need to be satisfied that the proposals would not undermine the delivery of the plan. Such an approach is in line with national policy and guidance, and the adopted approach set out in policy DM22 (Developer Contributions) of the core strategy.
- 5.4 The council expects any proposal to contribute to the delivery of the overall strategy for the Ryde area and all Objectives identified in section 3 of this document.

6 Housing

Introduction

- 6.1 The core strategy sets out that around 2100 new homes are expected in the area by 2027. The emerging SP2 (Housing) policy review suggests that this figure should be lower, with a figure of 1400 most recently consulted upon. For the reasons given in the SP2 review consultation documents the council considers that the 1400 figure is more realistic and deliverable. 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.
- 6.2 The core strategy already establishes that *'it is the Council's intention that these figures [SP2] should not be regarded as annual targets and are intended to be used in monitoring progress towards achievement of plan objectives and to inform management of housing supply'* (paragraph 5.35). It then also goes on to state in paragraph 5.36 *'the Council considers that meeting the annual provision of 520 dwellings or housing trajectory number will not in itself be a reason for rejecting a planning application. Decisions will be taken on their merit and local circumstances, including longer term housing needs and affordability in an area'*.
- 6.3 Historic levels of permissions in the Ryde area have been low, when considered against other areas of the Island. Whilst this has been taken into account in the SP2 review process, it also highlights the responsibility on the council to plan for meeting the need as much as is possible in the area.
- 6.4 It is important that new developments are integrated through appropriate densities that respect the existing built fabric whilst simultaneously making efficient use of land. A range of housing types and tenures will also be needed so that mixed and balanced communities can be created.

Policy RH1: Housing Growth

As a Key Regeneration Area the council will seek to deliver housing within the Ryde area in accordance with the Island Plan Core Strategy. The sites allocated in the Ryde Plan for residential development will contribute to meeting the housing requirements of the area over the plan period.

Proposals for residential development on windfall sites that are acceptable in all other respects and result in an increased housing supply will be supported.

To ensure that the housing requirements of the Ryde area are being met proposals for housing development should, by using the most up-to-date information available, demonstrate that they are providing an appropriate mix of housing types and sizes.

- 6.5 The council considers that it is important that every effort is made to encourage the use of under-utilised land within the Ryde area as this will have the capacity to accommodate some of the growth planned within the area. The April 2015 Strategic Housing Land Availability Assessment (SHLAA) shows that the vast majority of potential development sites (that are

- over 0.5 hectares in size, or could accommodate more than five dwellings) in the Ryde area that the council is aware of, are greenfield sites on the edge of the settlement boundary or beyond. The council considers it unlikely that this situation will change greatly over the plan period (when considering the scale of historic delivery in the Ryde area on previously developed land, and the limited opportunities for such sites to come forward).
- 6.6 The Strategic Housing Market Assessment (SHMA) estimates that there is likely to be a shortage of one bedroom properties within the Ryde housing market area⁵. It also highlights an affordability issue across the Island, but particularly in the Ryde area where the house price / income ratio is high. There is also the wider community aspiration to deliver 'family homes' to support key higher-end employment sectors. A key objective of the AAP is therefore to provide housing to meet the requirements of community within the Ryde area.
- 6.7 Every effort has been made to liaise with landowners and understand their future plans and aspirations in the development of this document. However, unforeseen circumstances can emerge in the Ryde Plan's lifetime, meaning previously unavailable sites may come forward for redevelopment. Such opportunities may bring regeneration benefits and as such should be treated positively where they comply with the aspirations of this AAP and the Island Plan Core Strategy. Meeting our headline target of 1400 new dwellings in the area is not dependent upon such windfall sites coming forward.
- 6.8 In September 2015 the council permitted up to 904 dwellings at land known as Pennyfeathers (P/01456/14). Whilst the permission was outline, it established the principle of 600–904 dwellings on the site. This figure considerably contributes to the overall level of residential development planned for in Ryde over the plan period, and reduces the amount that is needed to be allocated within this plan.
- 6.9 Annual monitoring of the core strategy indicates that in the period 1 April 2011 to 30 September 2015, there have been 1002 permissions granted in the Ryde Plan area⁶ and 142 dwellings have been completed. Through this document a further 225 dwellings are allocated. These extant permissions, completions since the core strategy and the future provision made through allocations in this document, along with the built-in flexibility of an extra 304 dwellings at Pennyfeathers all combine to provide for a level slightly higher than the 1400 dwellings suggested through the SP2 review process.
- 6.10 As well as planning for this figure, the council is building in flexibility in how the new dwellings are delivered by supporting proposals for windfall sites that are acceptable in all other respects and result in an increased housing supply. It is expected that such sites will be available to come forward, should there be delays or difficulties with any of the sites allocated for residential development or that development at Pennyfeathers is limited to the lower end of the permission.
- 6.11 The sites that the council is proposing to allocate for residential development are likely to be capable of being built out early in the plan period. This will complement the expected build out rate at Pennyfeathers, where the council does not anticipate dwellings being completed until 2018/19.

⁵ Tables 51 and 52 of the SHMA

⁶ This figure includes the council's resolution to grant permission for a range of 600 - 904 dwellings at the site known as Pennyfeathers. The lower figure, of 600, has been used, to ensure that the council has a 'worst case' development pipeline.

- 6.12 The council considers that such an approach is the best solution towards ensuring that the housing that is required to meet the need and demand within the Ryde area is delivered within the plan period. This approach will contribute to the delivery of the overall strategy for the Ryde area, and specifically Objective 1 – Housing.

Policy RH2: Harcourt Sands

The land known as Harcourt Sands (as shown on the Proposals Map) is allocated for a mixed use scheme comprising residential and tourism development. The allocation will be expected to provide:

- (a) Up to 130 dwellings, with the exact number, type and tenure to be determined that will contribute to meeting local housing requirements.**
- (b) An appropriate level, type and tenure of affordable housing, to be established in agreement with the council that recognises the wider regeneration aspirations for the site.**
- (c) An appropriate amount of land reserved for the use of tourism accommodation.**
- (d) The efficient use of this previously developed site whilst respecting the opportunities and constraints of the site created by topography, ecology, arboriculture and setting of designated assets.**
- (e) Consideration of building scale, massing and heights in relation to adjoining buildings, views and the wider seascape.**
- (f) Permeability within the site layout to allow connection between the site to Appley and Puckpool parks and seafront.**
- (g) Appropriate measures to mitigate the likely impacts of recreational pressures arising from residential development on the SPA and SAC designations.**
- (h) Financial contributions towards education provision, to be calculated in accordance with the Children’s Services Facilities Contributions SPD.**
- (i) A financial contribution towards improvements to the existing community / recreation facilities within Appley and Puckpool parks.**
- (j) Provision of necessary off-site highway improvements within the immediate area to increase connectivity and sustainability.**

- 6.13 The council considers that the allocated site can accommodate up to 130 dwellings, and that these will contribute to meeting housing requirements within the Ryde area whilst contributing to the area’s wider regeneration. The site is locally well-known as a former holiday camp, which is now derelict. Because of this former use there is a significant proportion of the site that is previously developed land. The development of such land is high on the government’s agenda and is enshrined in national policy and guidance.
- 6.14 To encourage the re-use of the site the council will consider a provision of affordable housing lower than that set out in policy DM4 of the core strategy. Should a reduced level, or alternative model of delivery, be proposed the council will expect sufficient information, in the form of an open book viability assessment, to support it.
- 6.15 By bringing the site back into viable use with residential development, the council also expects an element of tourism use to be provided. In order for the development to be viable this provision is likely to be made in the form of land being reserved for tourism accommodation. The council does not wish to be prescriptive, or restrictive, over the type of

tourism accommodation that could come forward on the site, but anticipates that it would be higher-end accommodation possibly a hotel.

- 6.16 Within the site there are a range of factors that will shape specific proposals for the site. These will include topography, ecology, arboriculture and the setting of designated assets. Whilst these may be seen as constraints, the council considers they offer a positive opportunity to shape high quality design and create a sense of place for the new development.

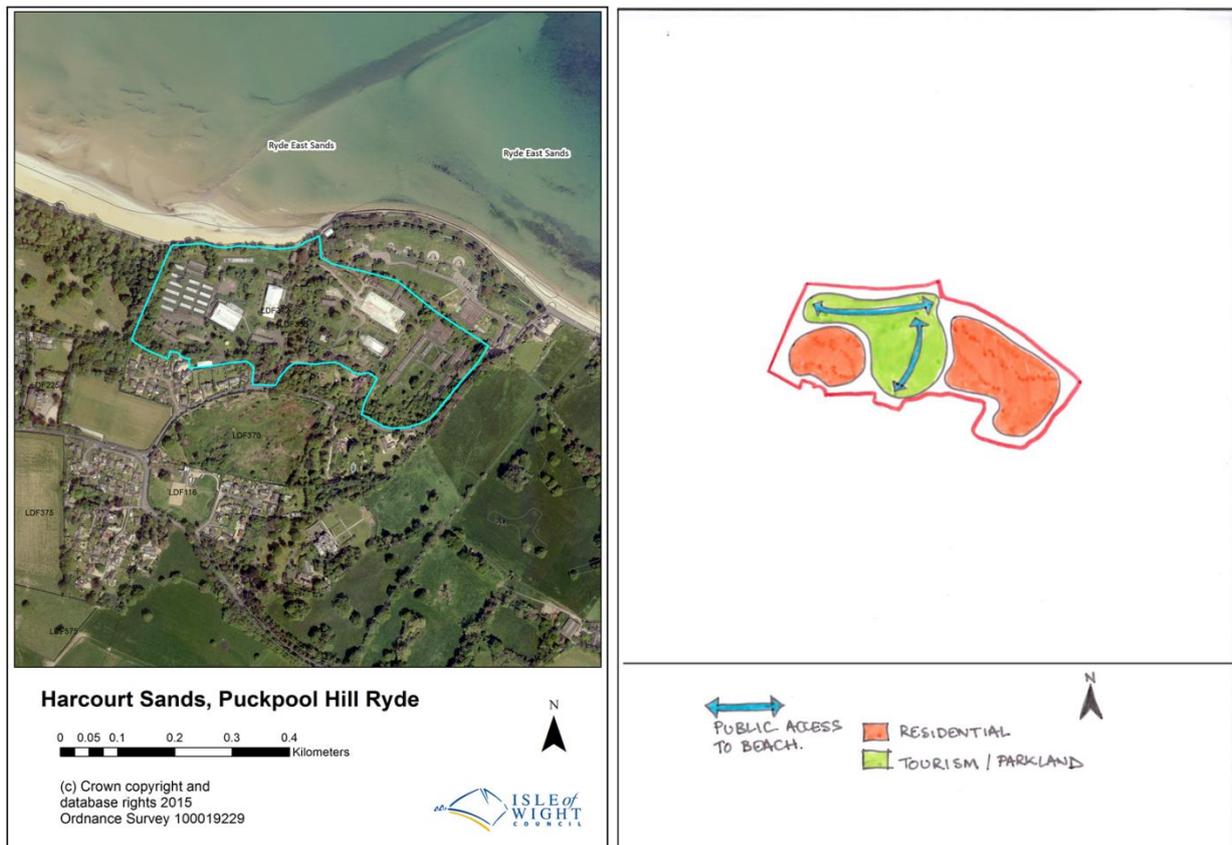


Figure 5.1: Aerial view of site and indicative conceptual diagram of RH2 Harcourt Sands

- 6.17 Due to the topography and visual prominence of the site, it will be particularly important for detailed site development proposals to demonstrate how the building scale, massing and heights have been established. The council will therefore expect information to be submitted explaining how this has been taken into account in the design process.
- 6.18 A key element of the proposal will be to ensure that there is sufficient opportunity, particularly for those on foot, to move about both within the site and from the site to the surrounding parks and seafront.
- 6.19 In line with the core strategy and the council's Solent Special Protection Areas supplementary planning document, the development is required to provide measures to mitigate the likely impacts of recreational pressures arising from residential development on the SPA and SAC designations. This is of particular significance due to the immediate proximity of the site to the designations.

- 6.20 In line with the council's Children's Services Facilities Contributions supplementary planning document, the applicant, following discussions with the council as the education authority, will need to demonstrate whether there is a requirement for financial contributions towards education facilities or not.
- 6.21 Due to the likely impact on surrounding community and recreation facilities within Appley and Puckpool parks that would arise from the development, the council will negotiate a developer contribution towards improving the facilities.
- 6.22 The council expects access to the site to be provided through the former camp site's entrance, and has no evidence to indicate that an appropriate and safe access cannot be provided. Where impacts arising from the level of development proposed for the site will impact on the road network immediately surrounding the site.
- 6.23 The council expects the allocation to contribute to the delivery of the overall strategy for the Ryde area, and specifically Objectives 1 – Housing, 2 – Economy, 3 – Environment, and 4 – Tourism.

Policy RH3: Upton Road

Land adjacent Upton Road (as shown as RH3 on the Proposals Map and an indicative masterplan below) is allocated for residential development. The allocation is expected to provide:

- (a) Up to 70 dwellings, of which 35% will be affordable and the exact number, type and tenure will contribute to meeting local housing requirements.**
- (b) Access to the site primarily from Upton Road, with a secondary access to Oakwood Road for emergency vehicles, pedestrians and cyclists.**
- (c) Safe pedestrian access to the site, linking it to the existing footway network and Haylands recreation ground.**
- (d) Appropriate measures to mitigate the likely impacts of recreational pressures arising from residential development on the SPA and SAC designations.**
- (e) An appropriate level of open space within the site.**
- (f) Appropriate levels of protection to existing hedgerows and trees of significant amenity value.**
- (g) On-site sustainable drainage measures.**
- (h) A suitable archaeological assessment and a demonstration of how the findings have been taken into account.**
- (i) Financial contributions towards education provision, to be calculated in accordance with the Children's Services Facilities Contributions SPD.**

- 6.24 The council considers that the site can accommodate up to 70 dwellings. In line with the policy requirements of the core strategy the site is expected to provide 35% affordable housing. The council expects that development proposals will demonstrate how the final number, type and tenure have been informed by the latest evidence and contribute to meeting the housing requirements of the Ryde area.
- 6.25 As shown on the indicative masterplan below, the vehicular access to and from the site should be provided onto Upton Road. A secondary access onto Oakwood Road is expected, although to ensure that 'rat-running' is avoided this should be for emergency vehicles,

pedestrians and cyclists only. Development proposals should not increase traffic on Oakwood Road, Mitchells Road and the surrounding residential road network.

- 6.26 In order to support sustainable links to and from the site the council expects it to be safely connected to the existing pavement on the western side of Upton Road.

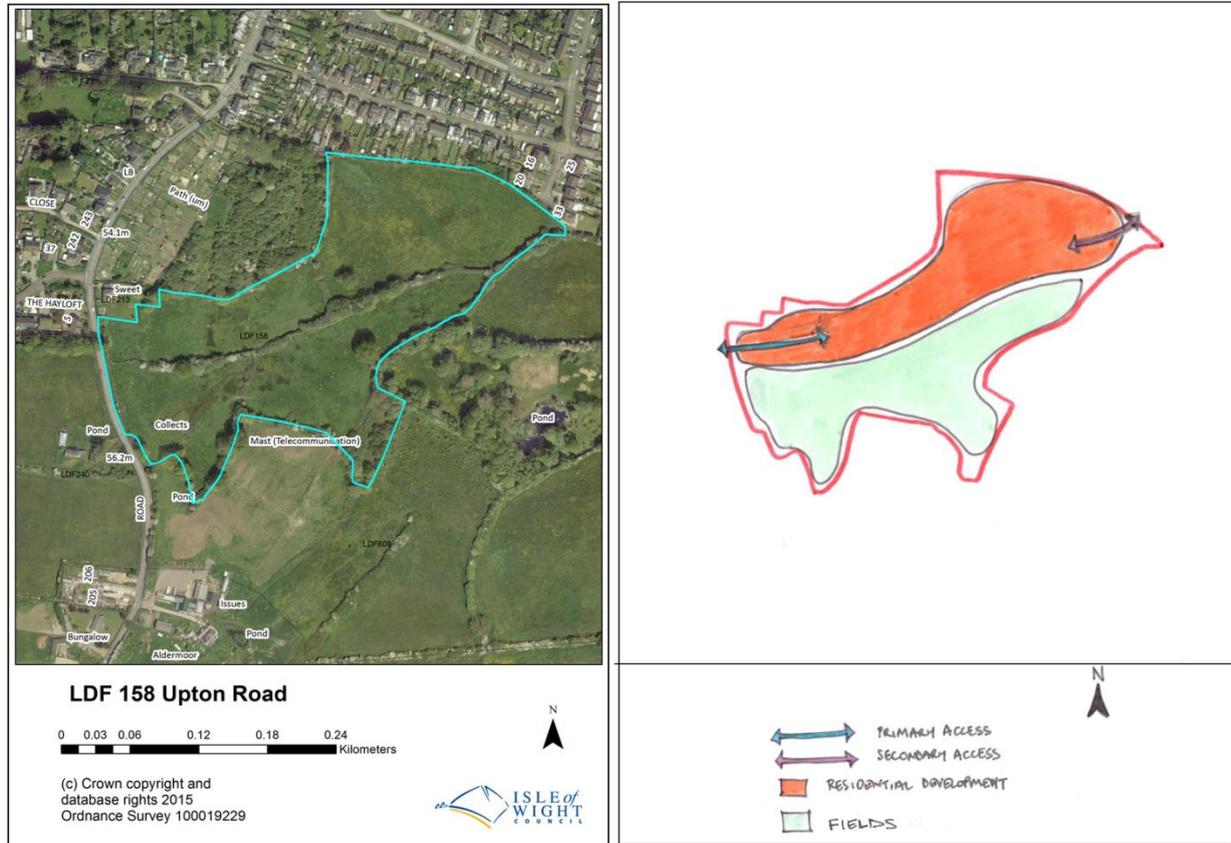


Figure 5.2: Aerial view of site and indicative conceptual diagram of RH3 Upton Road

- 6.27 In line with the core strategy and the council's Solent Special Protection Areas Supplementary Planning Document (SPD), the development is required to provide measures to mitigate the likely impacts of recreational pressures arising from residential development on the SPA and SAC designations.
- 6.28 Within the allocation an appropriate level of open space is expected. Whilst possible areas are show on the indicative masterplan, the council does not wish to be overly prescriptive at this stage over the level or location of such provision, or indeed its purpose (based on the principles of multi-functional open space). The applicant will be expected to demonstrate, in line with the relevant development plan policies, what level of provision is appropriate.
- 6.29 Within the site, and forming its boundaries, there are well-established existing hedgerows. The council expects these to be retained, and where their loss is considered necessary for the loss to be justified.
- 6.30 There are also group or tree preservation orders on the southern boundary and central part of the site. These, and non-designated trees, have and can add high amenity value, character and identity to future development. In light of this the council expects such trees to be retained, and where their loss is considered necessary for the loss to be justified.

- 6.31 As the site falls within the catchment of the Monkton Mead watercourse (as defined by the Proposals Map) any proposal will be expected to demonstrate how it complies with the requirements set out in policy RMM1 of this plan. Such solutions should be integrated with the development proposal and where feasible multiple benefits should be sort from any SuDS proposal (such as provision of open space and areas of benefit to wildlife, such as habitats and corridors).
- 6.32 The site is assessed as having a medium/high potential to contain significant archaeological deposits which, if present, will be a material consideration within the planning process. The potential rating is based upon the proximity to a Bronze Age Cremation cemetery (HER 1086), landscape features and absence of previous development. Further investigation will be required prior to any development proposal coming forward.
- 6.33 In line with the council's Children's Services Facilities Contributions supplementary planning document, the applicant, following discussions with the council as the education authority, will need to demonstrate whether there is a requirement for financial contributions towards education facilities or not.
- 6.34 The council expects the allocation to contribute to the delivery of the overall strategy for the Ryde area, and specifically Objectives 1 – Housing, 2 – Economy, 3 – Environment, 5 – Travel, and 7 – Monkton Mead Catchment.

Policy RH4: Land to the rear of St Mary's Convent

Land to the rear of St Mary's Convent (as shown as RH4 on the Policies Map) is allocated for residential development. The allocation is expected to provide:

- (a) Up to 25 dwellings, of which 35% will be affordable and the exact number, type and tenure will contribute to meeting local housing requirements.**
- (b) Primarily 1 and 2 bedroom flats.**
- (c) A demonstration of how the Ryde Conservation Area designation and surrounding listed buildings have been taken into account.**
- (d) Integration between existing buildings and structures where possible and viable, although where justified the demolition of non-designated heritage assets will be accepted.**
- (e) Consideration of building scale, massing and heights in relation to adjoining buildings, views and townscape.**
- (f) Positive utilisation of the topography of the site.**
- (g) An active street frontage onto Warwick Place and Warwick Street.**
- (h) An appropriate level of on-site parking.**
- (i) Mitigation against the likely impacts of recreational pressures arising from residential development on the SPA and SAC designations.**
- (j) Financial contributions towards education provision, to be calculated in accordance with the Children's Services Facilities Contributions SPD.**

- 6.35 The proposed allocation site is well located close to the town centre and a range of facilities. It is also previously developed land, and due to its location and nature the site lends itself to providing an element of flatted development. Such provision will contribute to meeting an identified need in the area for such properties.

6.36 The council considers that the site can accommodate up to 25 dwellings. In line with the policy requirements of the core strategy the site is expected to provide 35% affordable housing. The council expects that development proposals will demonstrate how the final number, type and tenure have been informed by the latest evidence and contribute to meeting the housing requirements of the Ryde area.

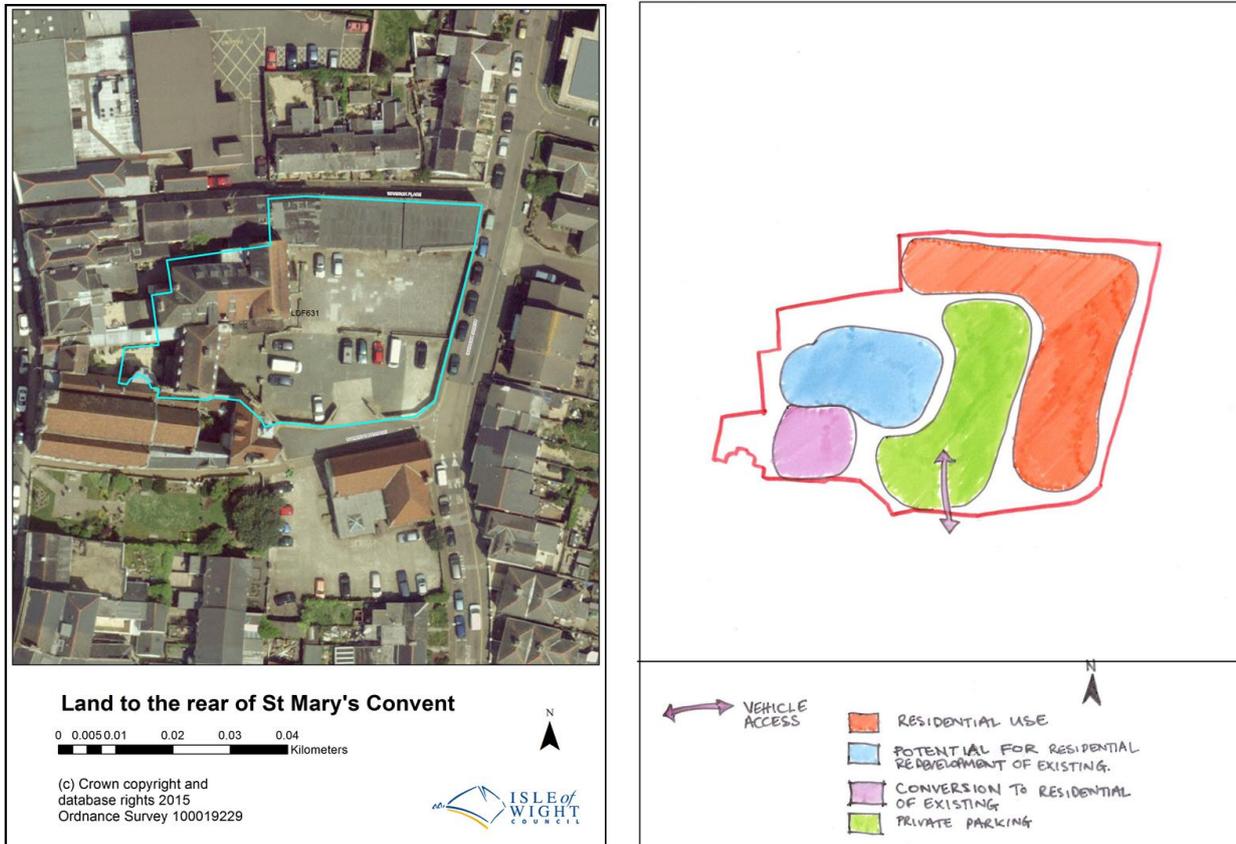


Figure 5.3: Aerial view of site and indicative conceptual diagram of RH4 Land to the rear of St Mary's Convent

6.37 The SHMA indicates the likely housing size (number of bedrooms) requirements for both affordable and market properties over the plan period for each housing market sub-area⁷. Within the Ryde sub-area the greatest requirements for market housing are 2 bed (48%), and for affordable properties its 1 bed (41.9%) and 2 bed (38.3%)

6.38 The majority of the site is located within the Ryde Conservation Area, and is in proximity to listed buildings. Therefore the design and layout of the site will be particularly important, and will need to demonstrate how these designations have been taken into account in preparing a proposal for the site.

6.39 As part of the design process the council expects that existing buildings and structures on site are kept and integrated. However, it accepts that it may be necessary for a limited amount of development to occur and the council would expect this to be fully justified. Whilst the principle of demolishing a listed building on the site was previously established⁸,

⁷ Tables 51 and 52

⁸ Permission was granted (P.00471/08) on the site where the demolition of a historic asset was considered acceptable in the context of the overall public benefit of developing the site. However, it is noted that at the time of the permission being granted the development plan was significantly different.

- in line with policy DM11 of the core strategy the council is unlikely to support such an approach.
- 6.40 Notwithstanding this the council considers that it could be appropriate to demolish the single storey 1960's school buildings along the site's northern boundary, directly adjacent to Warwick Place.
- 6.41 Through the design process, the proposal's scale, massing and heights in relation to adjoining buildings, views and townscape should be rigorously tested to ensure a high quality design, and that the proposed development reinforces a sense of place. The sloping topography of the site is expected to influence the final design.
- 6.42 Due to the relationship of the site with the existing pattern of development and primary points of accessing the site, the council considers that development proposals should provide an active street frontage onto Warwick Place and Warwick Street.
- 6.43 The site is sustainably located near good public transport links, with vehicle access being gained off St Mary's Passage. There is currently on-street parking on Warwick Street, and to avoid creating further demand for, and therefore pressure on, on-street parking, the development should provide an appropriate level of onsite parking.
- 6.44 In line with the core strategy and the council's Solent Special Protection Areas supplementary planning document, the development is required to provide measures to mitigate the likely impacts of recreational pressures arising from residential development on the SPA and SAC designations.
- 6.45 To accord with the council's Children's Services Facilities Contributions supplementary planning document, the applicant, following discussions with the council as the education authority, will need to demonstrate whether there is a requirement for financial contributions towards education facilities or not.
- 6.46 The council expects the allocation to contribute to the delivery of the overall strategy for the Ryde area, and specifically Objectives 1 – Housing, 2 – Economy, 3 – Environment, and 5 - Travel.

7 Design and context

Introduction

- 7.1 The importance of well-designed new buildings for current and future residents is highlighted in the NPPF. Whilst the council already has strong policies relating to design and context in the core strategy (policies DM2 Design Quality for New Development and DM12 Landscape, Seascape, Biodiversity and Geodiversity), these are Island-wide strategic policies.
- 7.2 In order to better understand the context for, and shape, future design in the Ryde area the council has undertaken a characterisation appraisal. The appraisal broadly defines the structure and character of the area and identifies general character areas (where there is some degree of local distinctiveness). It also identifies strategically important views and the key characteristics of the townscape and architectural character.
- 7.3 The appraisal also analyses the identified local character areas and assess their sensitivity to change (primarily in the form of new development). Finally, it provides an overview of the plan area and gives area-based recommendations.

Policy RD1: Ryde Area Characterisation Appraisal

The council will expect all proposals to demonstrate, at a level commensurate to the proposal, how the Ryde Area Characterisation Appraisal has been taken into account and how they are reflecting the sensitivity of each local character area and contributing to achieving the recommendations.

- 7.4 It is important to recognise that respecting local character does not mean that development either cannot occur or if it does that it must mimic existing buildings exactly. The council does not want to prescribe hard and fast rules on the design of new development. The belief underlining the characterisation work is that the right approach for any site is to be found in examining the context for the proposed development in great detail and relate the new development to its surroundings through informed character appraisal. This approach is set out in policy DM2 of the Island Plan Core Strategy.
- 7.5 In some cases the character area appraisal may not exactly fit the aspirations of all stakeholders, but this should in no way be a hindrance to the management of change and in all cases it is hoped that this better understanding of the area will lead to the development management decision-making process bring better informed.
- 7.6 The council is aware that the threat of settlement coalescence is a locally important issue. However, the council considers that the existing policies and approaches set out in the core strategy provide a suitable policy framework to protect against inappropriate development that would result in settlement coalescence.
- 7.7 Since the adoption of the core strategy an [East Wight Landscape Assessment](#) has been prepared by the East Wight Landscape Partnership. This provides a very useful tool that helps us understand the landscape in and around the Ryde Plan area, and should be used to inform any development proposals and decisions. Through policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) there is already the requirement for development

proposals to be informed by 'any further relevant landscape assessment'. Therefore, the council expects development proposals, where relevant, to demonstrate how they have taken the East Wight Landscape Assessment into account.

- 7.8 The council expects the allocation to contribute to the delivery of the overall strategy for the Ryde area, and specifically Objectives 1 – Housing, 2 – Economy, 3 – Environment, and 4 - Tourism.

Consultation Draft

8 Employment

Introduction

- 8.1 The Isle of Wight functional economic market area is particularly contained, which means that the majority of people live and work on the Island. However, there are clear 'employment hotspots' across the Island. Whilst there is, in the context of the Isle of Wight, notable employment provision within the Ryde area, there are major commuter flows from the area to Newport.
- 8.2 The employment function of the Ryde area is an important one and needs to be supported alongside our aspirations of encouraging people to live and spend time in the area. As traditional industries decline the area needs to adapt to meet the needs of modern businesses that are more compatible with other uses, e.g. residential. The competing needs of business and residential communities should be balanced to secure a sustainable pattern of growth.
- 8.3 There is already a strong core strategy policy approach towards facilitating employment provision within the Ryde area, set out in SP3 (Economy) and DM8 (Economic Development). These policies set out the council's support for economic development, allocate land for employment uses at Nicholson Road and support the development of clusters in knowledge-driven and high technology industries focussed within the Ryde key regeneration areas.
- 8.4 Through its planning policies the council can set out its intentions, from a land-use perspective, for employment. However, this is just one piece of the jigsaw of seeing employment facilities being delivered on the ground. By allocating land, or putting policies in place, the council cannot make employers, whose decisions are market-driven and dependent on a range of variables, take up the opportunities that are being provided.
- 8.5 The council is aware that generally speaking the rental values are such in the Ryde area, that any new build development of industrial floorspace is not currently viable.
- 8.6 Notwithstanding this the council will continue to provide approaches and planning policies that support the retention of existing employment provision and facilitate appropriate future provision, and by doing so contributing to increasing the skilled workforce and therefore raising the average wages in the area.
- 8.7 Through the recent planning permission granted for Pennyfeathers the council anticipates a net increase of 374m² of B2 and a further 3,123m² of B1 employment floorspace split equally between a, b and c uses. This significant local provision in effect is a 'windfall' provision that improves the committed supply of employment land identified in the Employment Land Study and contributes to meeting the identified under-provision within the Ryde area.

Policy RE1: Employment Growth

To reflect the key role of the Ryde area in providing employment opportunities the council will support and give substantial weight to proposals that:

- (a) Provide small and medium sized employment units.**
- (b) Maximise existing employment sites, through either extending the existing site, the subdivision and/or extension of existing units or the reconfiguration of the wider site.**
- (c) Provide affordable and/or flexible employment floorspace.**
- (d) Provide office floorspace to meet local demand.**
- (e) Secure employment and/or training of local people within new developments and during their construction, through local labour agreements, jobs brokerage initiatives or financial contributions towards wider employment and training initiatives.**

- 8.8 Through its role as local planning authority, the council wishes to support employment growth in the Ryde Plan area. To help achieve this policy RE1 establishes that the council will give substantial weight to specific considerations when it comes to determining proposals relating to economic development and employment growth.
- 8.9 The council's evidence (primarily the [Employment Land Study 2015](#)) shows that there is a need for small and medium sized employment units within the Ryde area. For the purposes of applying the policy, the council considers that small employment units will generally be between 46-93m² (500-1000ft²), although this could rise up to 279m² (3000ft²) or higher if demonstrated to be appropriate by the applicant.
- 8.10 The council is supportive of intensifying the use of existing employment sites. In essence this is likely to be achieved in one of three ways. Where there is the opportunity to do so, the council will support the extension of existing employment sites.
- 8.11 By the nature of their design and layout, a number of existing sites also provide the opportunity for on-site intensification through internal alterations and/or extensions to existing structures. Where planning permission is required for such work, the principle of the development is accepted.
- 8.12 Furthermore, it is considered that the intensification of an employment site could be achieved through its reconfiguration. This could range from the provision of new or relocated structures through to a redesigned road network.
- 8.13 The council, through its evidence and ongoing discussions with industry bodies, is aware that there are affordability issues where businesses in some sectors are not able to afford market rents. The policy provision is intended by the council to particularly support existing businesses on the Island, to enable them to move into suitable and affordable accommodation. It is also particularly intended to support smaller and medium sized businesses that are looking at relocating to the Island.
- 8.14 It is anticipated that the affordability of proposed floorspace can be demonstrated through a range of ways. The council is keen not to be prescriptive or unduly onerous over what evidence it would expect to receive, but needless to say the level of evidence should be commensurate to the proposal. Where affordable floorspace is being proposed the council

would anticipate the applicants entering into a legal agreement to provide the floorspace at an agreed affordable rate.

- 8.15 The council will also give substantial weight to proposals that provide flexible floorspace. Again, the council does not wish to be prescriptive over what this might entail, but considers flexibility could be provided through measures such as flexible floor plates or minimal supporting columns. By providing such flexibility there is then greater opportunity for businesses to grow and flourish while staying in their current accommodation.
- 8.16 The Employment Land Study identified a demand for office accommodation in Ryde. Like the 'B-use' employment provision, the demand focussed on smaller-scale and lower-cost. Through policy RE1 the council wishes to take the support already given for such accommodation in the core strategy further. Whilst there is a level of provision proposed for office accommodation as part of the development permitted at Pennyfeathers, there is still capacity for further provision.
- 8.17 The council considers that the current core strategy policy (DM8 Economic Development) coupled with the substantial weight given to proposals for office accommodation in the above policy provides a suitable framework for such proposals to come forward. Proposals that include office accommodation as part of a mixed-use scheme will be welcomed.
- 8.18 Worklessness is an issue within the area. A commitment to both the training and employment of local residents can be secured through conditions to planning permissions. This provides a key mechanism for addressing worklessness through new developments. Where training is provided during the construction phase, this could include valuable skills such as the installation of renewable technologies and critical construction skills.
- 8.19 The council expects the policy to contribute to the delivery of the overall strategy for the Ryde area, and specifically Objectives 2 – Economy and 3 – Environment.

Policy RE2: Nicholson Road Employment Allocation

The council will support the delivery of employment floorspace within the Ryde Plan area by considering mixed-use development at the Nicholson Road employment allocation, to facilitate as a minimum the provision of infrastructure to access and serve plots for

- 8.20 Through allocating the site at Nicholson Road for employment in the core strategy⁹, the council recognised the importance of ensuring a supply of suitable employment land in the Ryde area. However, the council's evidence suggests that the amount of land allocated is greater than the level required.
- 8.21 The allocation has been in place for three years, and whilst there has been interest in the site, it has not come forward, either in terms of a planning application being submitted or end users being signed-up.
- 8.22 Recognising the difficulties on the Island of bringing forward employment land, particularly outside of Newport, but wanting to bring forward such land in Ryde, the council will consider a mixed-use scheme for the allocated employment site.

⁹ Policies SP3 Economy and SP3(d) South of Nicholson Road

- 8.23 Bringing forward a mixed-use scheme on the site will help finance infrastructure to be provided, thereby reducing risks to investors and making development more attractive and viable. Further work will be undertaken to establish the cost of infrastructure provision and the level of residential development appropriate to the site.
- 8.24 Should a mixed-use scheme be proposed for the site the council would anticipate the employment provision to be located on land adjacent the existing provision and next to the railway line, and that the principles set out in core strategy policy SP3(d) South of Nicholson Road.
- 8.25 As the site falls within the catchment of the Monkton Mead watercourse (as defined by the Proposals Map) any proposal will be expected to demonstrate how it complies with the requirements set out in policy RMM1 of this plan. Such solutions should be integrated with the development proposal and where feasible multiple benefits should be sort from any SuDS proposal (such as provision of open space and areas of benefit to wildlife, such as habitats and corridors).
- 8.26 The council expects the allocation to contribute to the delivery of the overall strategy for the Ryde area, and specifically Objectives 1 – Housing, 2 – Economy, and 3 – Environment.

Policy RE3: Protection of existing employment sites

To ensure that employment sites are retained within the Ryde area, the council will resist the loss of employment floorspace in the following locations (as shown on the Proposals Map):

- (a) Cothey Way**
- (b) Ryde Business Park**
- (c) Rink Road Industrial Estate**
- (d) Fishbourne Quay**

The council will resist the loss of B-use employment floorspace within the locations identified above, unless it can be demonstrated that such a loss will not have a negative impact on the supply of such floorspace in terms of both the AAP area and the Island as a whole.

- 8.27 Over the lifetime of the plan it is likely that there will be pressure for loss of employment space to more profitable uses. The Island Plan Core Strategy policy SP3 addresses this issue at a strategic level by offering protection to sites over one hectare in size. Through the council's evidence it is identified that a more localised level of protection could be introduced. Further, localised protection can help to reduce the detrimental loss of further employment space, which would in turn impact on the vitality and economic prosperity of the area and also to discourage intentional neglect of sites to realise hope value.
- 8.28 Through its evidence base the council is aware of the need to protect a number of key employment sites within the Ryde area, both in terms of protecting the overall site(s) and ensuring that wherever possible B-uses are maintained¹⁰.

¹⁰ The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as '[Use Classes](#)'. This Order is periodically amended, the most recent amendment comprising The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015.

- 8.29 The council is mindful that there has been an increase of *sui generis*, trade counters and other non-B class employment generating uses locating on them. Whilst such changes were considered to maintain employment provision and therefore acceptable, this approach has in effect diluted the B-class floorspace both at a local and Island-wide scale. Therefore, to prevent further loss the council considers that the policy approach set out in RE3 is appropriate.
- 8.30 However, the council recognises that under the General Use Class Order changes are permitted away from B1 uses to other uses including state funded schools and nurseries, shops, financial and professional services and in some instances dwelling houses. Whilst such changes may undermine the focus of B-uses in 'employment' areas, the council notes that the permitted changes are currently limited to a single continuous period of up to two years. In light of this time limitation the council considers that such a policy approach is still worthwhile.
- 8.31 In terms of evidence that the land is no longer required for B-uses, prominent advertising through a range of media should be used. This should include the use of constant marketing boards at the site and commercial property listing publications.
- 8.32 Furthermore the terms of conditions of any lease (including the length of lease) and price for which the site is available will also have a major impact on the likelihood of finding willing occupiers.
- 8.33 Where evidence has been provided that there is no prospect of attracting future occupiers to the existing site, redevelopment should seek to incorporate new high quality B1 as part of any scheme. This will help support the continued business function of the area. We will seek to maximise the provision of new B1 space in such schemes. Open book assessments will be needed to support any claims that such space cannot be provided on viability grounds.
- 8.34 In addition every effort will be made to ensure existing jobs are retained in the area. This can be through protecting existing businesses that sit comfortable alongside residential or assisting displaced businesses to find alternative sites.
- 8.35 As the sites fall within the catchment of the Monkton Mead watercourse (as defined by the Proposals Map) any proposal will be expected to demonstrate how it complies with the requirements set out in policy RMM1 of this plan. Such solutions should be integrated with the development proposal and where feasible multiple benefits should be sort from any SuDS proposal (such as provision of open space and areas of benefit to wildlife, such as habitats and corridors).
- 8.36 The council expects the policy to contribute to the delivery of the overall strategy for the Ryde area, and specifically Objective 2 – Economy.
-

9 Retail and Town Centre

Introduction

- 9.1 The key towns on the Island provide different retail offers and experiences. Rather than necessarily competing against each other, the council considers that each town centre should strengthen its offer and complement the other town centres on the Island.
- 9.2 Ryde is the second largest town on the Island measured by the number of retail outlets in the centre and this is reflected in the range of small and independent retailers. There is significant potential for additional floorspace to be provided in both sectors.
- 9.3 The 2014 Island Wide Retail Assessment identifies that there are, however, challenges facing the town centre. These include the role of Newport as the primary and dominant town centre on the Island and the length and topography of the High Street.
- 9.4 Following on from consultation responses, and in light of its evidence base, the council proposes to contract the Town Centre Boundary to strengthen the High Street and to focus its offer. This will mean that the boundary will not extend past the junction of the High Street, Green Street and St. John's Road and the policy provisions of DM9 of the core strategy will not apply. The current and proposed boundaries are shown in Section 16, with the proposed boundaries only being shown on the Proposals Map.

Policy RR1: Primary Retail Frontage

To sustain the High Street and improve the shopping experience, proposals for A3 and A4 uses within the primary retail frontage (as shown on the Proposals Map) will only be supported where it can be demonstrated that it will not negatively impact on the primacy of the retail function.

- 9.5 Following the consultation responses and the information in the 2014 Island Wide Retail Assessment, the council proposes to contract the Ryde town centre boundary to the junction of the High Street and Green Street. This proposed amendment is shown on the draft Policies Map.
- 9.6 Such an approach is designed to support the retail function of the High Street, by rationalising the town centre boundary (in planning terms) and improving the shopping experience on the High Street by supporting complimentary uses such as restaurants, cafés and coffee shops.
- 9.7 The council expects the policy to contribute to the delivery of the overall strategy for the Ryde area, and specifically Objectives 2 – Economy and 4 - Tourism.

Policy RR2: Local Threshold for Retail Impact Assessment

Proposals for retail uses outside the town centre where the gross retail floorspace exceeds 500m² will need to assess their impact on:

- (a) Existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and**
- (b) Town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.**

Where an application fails to satisfy the sequential test (as set out in the NPPF) or is likely to have significant adverse impact on one or more of the above factors, it will be refused.

- 9.8 National planning policy sets out that when assessing applications for retail development outside of the identified town centre boundary, the local planning authority should require an impact assessment if the development is over a default threshold of 2,500m². However, it also allows for council's to set their own proportionate floorspace threshold.
- 9.9 The council's evidence suggests that due to the unique nature of retail patterns on the Island and the different functions, hierarchy and catchment areas of the Island's main towns, a locally set threshold lower than 2,500m² would be appropriate. The council therefore proposes to introduce a locally set threshold of 500m² to ensure that the impacts of larger scale retail proposals on Ryde town centre are fully assessed and understood.
- 9.10 The catchment area referred to in the policy will depend upon the scale and type of retail being proposed, and will be determined on a case by case basis.
- 9.11 It must be emphasised that this does not mean that planning permission would be refused for development over these thresholds. Rather, that for any proposal that is not in a town centre or allocated for development, a full impact assessment will be required.
- 9.12 The council expects the policy to contribute to the delivery of the overall strategy for the Ryde area, and specifically Objectives 2 – Economy and 4 - Tourism.

10 Tourism

Introduction

- 10.1 Work has been undertaken, involving the local community, which identified issues and opportunities in Ryde by starting a masterplanning exercise. Parts of this work have also been identified to be developed further, in the successful Ryde coastal community team area bid¹¹, to regenerate the seafront and boost leisure and tourism.

Policy RT1: Tourism Opportunity Zones

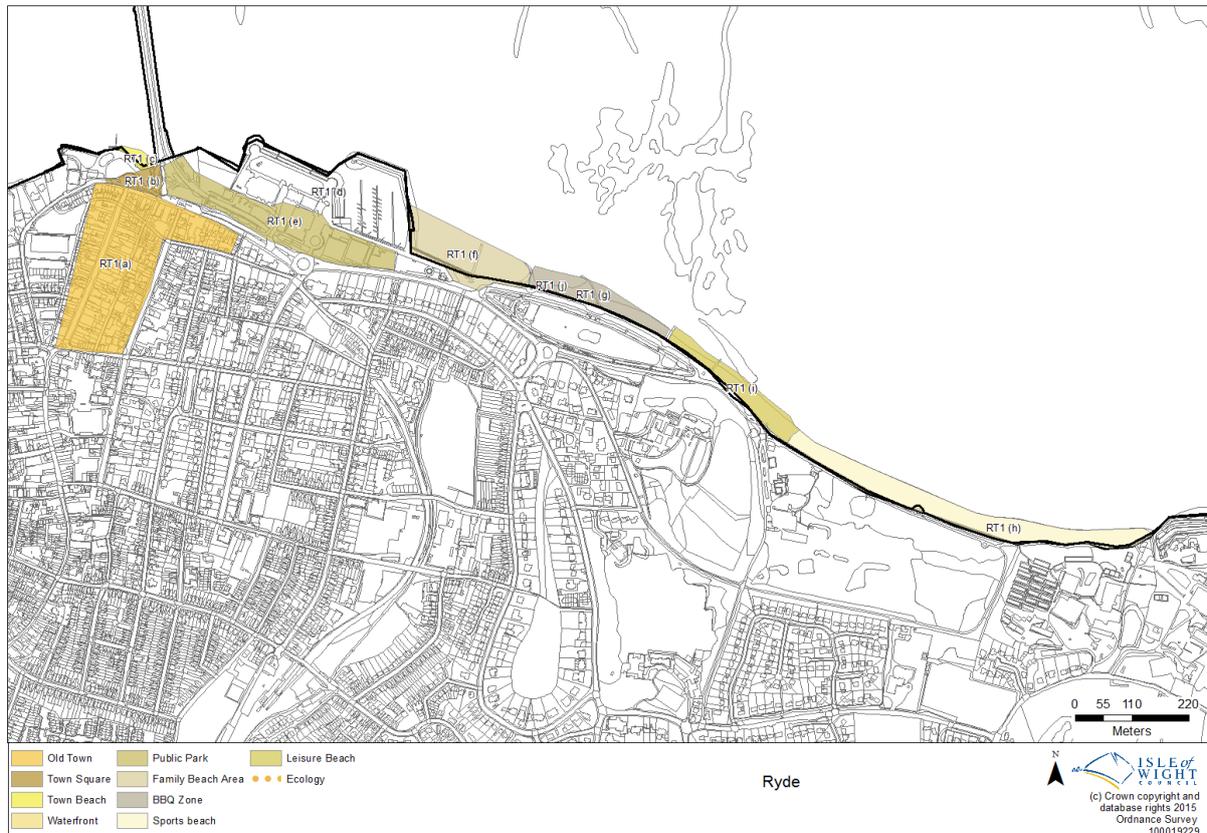
The council supports the principle of development where it can be demonstrated that it contributes to achieving the aspirations outlined in the supporting text for each of the zones listed below and shown on the Proposals Map:

- (a) Old Town
- (b) Town Square
- (c) Town Beach
- (d) Waterfront
- (e) Gardens
- (f) Family Beach
- (g) BBQ Zone
- (h) Sports Beach
- (i) Leisure Beach
- (j) Ecology

- 10.2 The council does not intend to be prescriptive over the kind of development that could improve the opportunity zones. Specific proposals could come forward individually, or as part of a wider scheme. However, in order to guide any development proposals the general aspirations for each of the zones are set out below. The different zones identified in the policy are shown on the diagram below and the Proposals Map. Whilst the term development is used, it is not necessarily expected that this will be in the form of large scale buildings but it could be small-scale improvements that are standalone and self (or community) funded projects.
- 10.3 Ryde Old Town (area RT1(1)) is an area where there are improvements made to the shopping and visitor experience. Improvements could be made in a range of different ways, but are likely to involve enhancing the existing heritage assets of the town and the existing public realm. It is also likely that the introduction of new public realm would contribute to meeting local aspirations. It is not necessarily expected the proposals and schemes would need to be grandiose or extensive in nature, and could focus on discreet areas or serve to link separate sections of the area.
- 10.4 RT1(2) is the Town Square, where there is the aspiration for it to become an increasingly important focal point for the community. Improvements here could be, or be linked to, improvements in facilities that would benefit residents and visitors. It is considered that the area would also benefit from co-ordinated improvements in the public realm, where a clear

¹¹ <http://www.rydetowncouncil.org.uk/the-town-council/planning-applications/coastal-communities-team-programme/>

and distinctive palate of materials could be used drawing on the town’s heritage. A link from this area to Eastern Gardens and the Esplanade beyond, the Pier and Union Street is also an aspiration.



- 10.5 The Town Beach (RT1(3) on the Proposals Map) is an area where the community-led aspiration is for it to be restored to its former use and glory. By doing so it is expected that the beach would provide a ‘short-visit’ facility where visitors benefit from being in close proximity to improved links to the town’s retail offer.
- 10.6 RT1(4) is known as the Waterfront, which broadly includes the current harbour area along with car parking and the ice rink. The aspiration for the area is to see it develop a mix of tourism, leisure and retail offers. Key to the success of such an area will be the maximisation of its visual outlook, both to and from the area.
- 10.7 Within the Gardens area (RT1(5)) there is the aspiration to create a vibrant and attractive environment that, through a green corridor, links the Western and Eastern Gardens and beyond, the town to the beach. It is envisaged that achieving this will offer a higher end visitor experience.
- 10.8 The beach area, which is split into several zones, is a significant asset to the town that could be utilised even more to the benefit of the town. It is the aspirate that each zone of the beach could be dedicated to specific uses or users covering a Family Beach (RT1(6)), a BBQ Zone (RT1(7)), a Sports Beach (RT1(8)) and a Leisure Beach (RT1(9)). It is not anticipated that all improvements that could contribute to achieving this aspiration will need planning permission, and as already outlined that not all proposals will be ‘big’ schemes requiring significant levels of development.

- 10.9 The final area is identified as Ecology (RT1(10)), which reflects Ryde Sand's international designations and importance for overwintering birds. A key aspiration in this area is to manage the interface between humans and wildlife and to ensure that recreational impacts are avoided, and where required mitigated. Part of the approach will be raising the awareness of the significance of the area and the important role it plays.
- 10.10 The council expects the policy to contribute to the delivery of the overall strategy for the Ryde area, and specifically Objectives 2 – Economy, 3 – Environment, and 4 - Tourism.

11 Transport

Introduction

- 11.1 The transport infrastructure (Fishbourne ferry terminal, the railway line and cross-Solent links with the mainland) within the Ryde Plan area is of Island-wide significance. Ryde is often referred to as a 'gateway to the Island', and it is important to residents and visitors alike that new development does not negatively impact upon the existing transport infrastructure. Indeed, where it is appropriate to do so, every opportunity should be taken by new development to improve the existing transport infrastructure.
- 11.2 In broad terms the council's approach to transport through the planning system is based on the approaches set out in national policy and guidance, the core strategy and the council's Local (Island) Transport Plan.
- 11.3 Individual planning applications for development are considered on their merits, and are often accompanied by site-specific highways assessments (based on the scale of the proposal). Such information is required to determine specific planning applications, but doesn't necessarily paint a bigger picture.
- 11.4 In order to understand the bigger picture of likely impacts of the highway network arising from new development, the council has undertaken a number of transport models. The most recent of these was undertaken by Solent Transport, using the sub-regional transport model and this was [published](#) in May 2015.
- 11.5 The council is developing a Transport Development Plan, which draws together the information sources referred to above to identify and prioritise¹² a list of larger scale and more expensive transport schemes, for which additional funding support is likely to be required.
- 11.6 The junctions identified in the Transport Development Plan will have schemes to improve their capacity drawn up and fully costed. This will enable the council to be clear about what will be required and what level of contribution will be required.
- 11.7 The modelling work looked at peak AM and PM hours and modelled two scenarios; do minimum (DM), which was based on the level of development with extant permission in 2013, and do something (DS), which was based on the DM information plus the level of development planned for in the core strategy to 2027. The methodology of the modelling is set out in the [Isle of Wight – 2027 Local Plan Transport Impacts](#) document.

¹² Based on methodology used in the ITP and endorsed by Department for Transport

Policy RTI1: Highway Infrastructure

Development proposals should not negatively impact on the surrounding highway infrastructure. Where a negative impact is identified, it should be addressed by providing on-site solutions and/or off-site solutions and/or financial contributions towards off-site improvements.

Within the Ryde Plan area the council has identified that the following key junctions are at, or near, capacity and will require improvements to support the level of development planned for:

- (a) Queens Road / West Street
- (b) Argyll Street / West Street
- (c) Binstead Road / Pellhurst Road
- (d) Quarr Hill / Newnham Road
- (e) Marlborough Road / Great Preston Road

- 11.8 The modelling identified capacity hotspots, which were defined in terms of the link Volume to Capacity ratio (V/C). For the V/C plots the performance of the link were identified as being either >80% or >100%. If the V/C is near, or in excess of 90%, then the junction will be subject to queuing and delays; a value of 90% is taken as the practical value for design purposes. A value of >100% means that the link is over capacity and significant queues and delay could occur.

Queens Road / West Street

- 11.9 Whilst the AM peak was not identified as a problem, the junction is modelled as currently being over capacity, from Queens Road, in the PM peak with a V/C score of 101% in the DM scenario. This confirms the anecdotal evidence that the link is over capacity and significant queues and delay occur. Whilst the issue eases slightly when the DS scenario is modelled, it still scores particularly highly at 97%V/C.

Argyll Street / West Street

- 11.10 This junction is shown to not be approaching capacity in the AM in either scenario. However, Argyll Street is identified as approaching capacity in the PM for both scenarios (85% V/C for DM and 84% V/C for DS).

Binstead Road / Pellhurst Road

- 11.11 The modelling did not identify this junction as operating at under capacity in the AM peak, but highlighted that the junction (particularly Binstead Road) is subject to queuing and delays, with V/C scores of 86% and 85% for the DM and DS scenarios respectively.

Quarr Hill / Newnham Road

- 11.12 Again there was no capacity issue identified through the modelling for this junction in the AM peak. However, it was modelled as currently operating near capacity (88% V/C) and experiencing queuing and delays in the PM peak period. This is modelled to increase in the

DS scenario, with its V/C score rising to 97% suggesting that further significant queues and delays.

Marlborough Road / Great Preston Road

- 11.13 This junction is modelled as approaching capacity to essentially the same level in the AM peak in both the DM (80% V/C) and DS (10% V/C) scenarios. In the PM peak, there was significantly greater pressure on Great Preston Road taking it much closer to capacity in both scenarios, although there would be a greater impact in the DS scenario (94% V/C as opposed to 90% for the DM scenario).
- 11.14 Improvements to this particular junction have been agreed as part of the permission for development at Pennyfeathers, which will contribute to ensuring the junction does not reach capacity.
- 11.15 The fact that only one of the junctions listed above was identified as approaching capacity in the AM peak seems to suggest that the main issue is commuter traffic returning to Ryde, and that the road network structure more easily allows people to leave the town rather than to get into it.
- 11.16 The council expects the policy to contribute to the delivery of the overall strategy for the Ryde area, and specifically Objectives 1 – Housing, 2 – Economy, 3 – Environment, 4 – Tourism, and 5 – Travel.
- 11.17 The council recognises that the eight mile Island Line rail line provides a reliable and timetabled link between the cross-Solent connections at Ryde Pier Head, and Ryde Esplanade, and stations at Ryde St Johns, Brading, Sandown, Lake and Shanklin.
- 11.18 Converted in the late 1960s to electrified 3rd rail technology, the line currently operates 1938 London Underground Ltd (LUL) underground rolling stock. The route is predominantly single track with a passing loop at Sandown station and a double track section between Ryde and Smallbrook Junction where passengers can cross to the Isle of Wight Steam Railway. The location of the passing loop means that it is possible to run trains at 20 minute intervals, but the additional expense and rolling stock required means that it normally operates at 20 and 40 minute intervals.
- 11.19 The Island Line offers significantly faster journey times than travelling by bus and importantly provides direct access to Ryde Pier Head, which otherwise can only be accessed on foot or by light vehicles. The operating franchise is due for renewal in 2017 and discussions with government have highlighted the need to identify a longer term strategy for the railway that will help maintain and improve its operation and use whilst seeking to reduce operating costs.

Policy RT12: Rail Infrastructure

Recognising the importance of the existing railway infrastructure, and the potential benefits further improvements could bring to residents and visitors, the Council will support proposals that contribute to:

- (a) Maintaining and/or improving the timetabled link between Ryde Pier Head and Shanklin.**
- (b) Improving connections with and access to and from, existing settlements and as part of development proposals.**
- (c) Providing a safe, convenient service which is accessible to all other users including those with mobility issues.**
- (d) Promoting and encouraging the use of the route.**
- (e) Improving real time transport information for users, locally at stations and via other means.**
- (f) Improving the connections and timetable flexibility by providing an appropriately located passing loop or other improvements.**
- (g) Improve connections with the Isle of Wight Steam Railway and maximise the opportunity to achieve steam-hauled access into Ryde.**
- (h) Retain current and former railway routes for future sustainable transport purposes where this would allow for the future extension of the line or support the development of other**

- 11.20 The Council recognises that a number of factors will help secure and improve Island Line and that not all of these will require planning permission. Whilst it is recognised that some hard infrastructure measures may require approval, there are a range of other non-land use initiatives which could help boost numbers, such as improvements to rolling stock, promotion and advertising as well as improved travel information and other “hearts and minds” initiatives.
- 11.21 The predominately single line configuration and location of the passing loop at Sandown means that it is only possible to run trains at 20 minute intervals, with the result that connections with Wightlink Catamaran at the Pier Head are not always ideal for users. The council will therefore support moves which will see the creation of a passing loop at Brading (although it is accepted that this is geographically located outside of the AAP’s boundary. This however would allow trains to pass nearer the middle of the line which would allow the operation of “clock face” (30 minute) frequency.
- 11.22 The council recognises the benefits of working closely with the Isle of Wight Steam Railway and, if possible, physically connecting the two lines at Smallbrook junction. Such a connection would help support efforts to get steam trains back into Ryde, thereby extending this popular tourist attraction into the town. It is clear however that a considerable amount of work and expense would be required to get steam back to Ryde Esplanade, including lowering the track in the tunnel. A more straight forward and possibly cheaper option would be to modify the track layout and station infrastructure at Ryde St Johns Station; this would negate works to the tunnel and would provide a stop in the town within walking distance of the Isle of Wight Bus Museum.
- 11.23 It is considered that the opportunity may exist to extend the line beyond the current alignment in the future and the council will resist the loss of current and disused railway land where this could prejudice the best use of or extension to the line.

- 11.24 The council expects the allocation to contribute to the delivery of the overall strategy for the Ryde area, and specifically Objectives 1 – Housing, 2 – Economy, 3 – Environment, 4 – Tourism and 5 – Travel.

12 Monkton Mead

Introduction

- 12.1 The core strategy sets out that development proposals will be expected to reduce the overall and local risk of flooding on the Island. A Preliminary Flood risk Assessment (PFRA) of the Island (carried out in November 2011) determined there was significant flood risk within the Ryde area, with a history of flooding from ordinary watercourses and overloaded combined drainage system. Appendix N *Ryde*, of the council's Strategic Flood Risk Assessment also recognises historic incidences of flooding in Ryde;

"Flood Risk in Ryde is dominated by the threat of tidal flooding and fluvial flooding from Monkton Mead Brook and has historically been a problem with the most significant recent events taking place in the winter of 1993, winter 1999 and autumn 2000. It was stated in the Monkton Mead Brook Flood Risk Mapping Report (2005) that the coincidence of high tidal events, failure of pumps, debris in the channel and inadequate surface drainage exacerbated the flooding in these recent events."

Policy RMM1: Monkton Mead Catchment Area

Planning permission will be granted for developments within the Monkton Mead Catchment Area (as identified on the Proposals Map) that can demonstrate how post development runoff has been reduced by the greatest percentage rates and volumes that are possible in the context of cost, technical feasibility and viability. Extensions to existing houses and change of use are exempt from the requirements of this policy.

Planning permission will be granted for developments within the Monkton Mead Catchment of greater than 1 hectare and in Flood Zones 2 and 3 that are supported by on-site sustainable drainage systems. Such development proposals should reduce the risk of sewer flooding and wherever possible ensure priority habitat creation is integrated as part of the proposal.

New developments that fall within the Monkton Mead Catchment and have an impact on flood risk within the catchment boundary may be required to make a financial contribution towards the preferred management solution for the catchment identified by the Environment Agency through the Monkton Mead Flood Alleviation Scheme and any other plan or action identified as relevant by the Environment Agency.

Within the Monkton Mead catchment area development proposals will be expected to demonstrate;

- (a) The measures taken to disconnect large areas traditionally associated with runoff (including car parking and other impermeable surfaces associated with major applications such as roofs) from direct discharge into the catchment;
- (b) How any watercourses are deculverted;
- (c) How any watercourses and drainage channels are maintained above ground;
- (d) How the SuDS management train has been applied, with justification for why the approach within the SuDS management hierarchy has been taken.

Where these measures are not reasonably practical to implement the council will require justification supported by evidence, proportionate to the proposal.

- 12.2 In light of the history of flooding within the Monkton Mead catchment and ongoing capacity issues with draining the catchment, the council have determined that it is now necessary to understand and take account of the drainage impact of any changes to impermeable areas within proposals for development. This policy seeks to implement the recommendations of the Strategic Flood Risk Assessment¹³, the Ryde Surface Water Management Plan¹⁴, and the Monkton Mead Ryde Flood Risk Management Plan.
- 12.3 The following are measures identified in the Ryde Surface Water Management Plan specific to spatial planning which could offer benefit to flood risk management in the longer term and are therefore supported by this policy:
- a) restrict runoff from brownfield sites
 - b) presumption against culverting
 - c) raise awareness and enforcement of paving front gardens
 - d) drainage of new developments/SuDS
- 12.4 Objectives 3 and 4 of the Monkton Mead Ryde Flood Risk Management Plan, that this policy is also seeking to implement are:
- Objective 3:* To ensure WFD outcomes and priority habitat creation are integrated...; and,
Objective 4: To assist in the reduction of sewer flooding to properties in Ryde.
- 12.5 Surface water runoff describes flooding from sewers, drains, groundwater, and runoff from land, small water courses and ditches that occurs as a result of heavy rainfall. Development proposals seeking to comply with this policy should be in line with [sustainable drainage principles](#) (SuDS) and follow the SuDS Management Train (prevention, source control, site control and regional control) to reduce pressure on the existing drainage regime and aim to improve the existing standard of protection.
- 12.6 Culverting (piping) a watercourse is not advised unless there is no alternative. The resulting reduction in storage volume, flow capacity and habitat potential would be unacceptable. Culverted watercourses are also more difficult to maintain due to the limited accessibility.
- 12.7 Planning applications for new development should therefore demonstrate how post development runoff has been reduced and will be managed. This evidence should be set out in a drainage and/or flood risk statement, where the development is of less than 1 hectare. This statement should be proportionate in scale and detail to the planning application and should also demonstrate that the development does not have a negative effect on the watercourse, groundwater and/or sewerage.
- 12.8 Planning applications for development of 1 hectare or more and those in Flood Zones 2 and 3 should be supported by a flood risk assessment incorporating a drainage strategy, which should in addition demonstrate how the sustainable drainage system will operate on-site and will reduce the existing greenfield and brownfield runoff rates and volumes.
- 12.9 Further details on the information required for an assessment of flood risk is contained in the government publication called Technical Guidance to the National Planning Policy Framework (NPPF).

¹³Isle of Wight Strategic Flood Risk Assessment, June 2010, Entec for the Isle of Wight Council

¹⁴Ryde Surface Water Management Plan Final Report, May 2015, JBA Consulting for the Isle of Wight Council

SuDS guidance overview

- 12.10 There are a range of design manuals to help ensure that designs are suitable and that the SuDS management train principles are applied appropriately (see *Evidence and sources of information* below). The SuDS Manual (CIRIA publication C697) provides a guide through the design process and may be referred to by the council when checking designs and calculations to ensure that sustainable drainage principles have been applied.
- 12.11 Water as a resource on the Island is scarce and SuDS can make a significant contribution to addressing the water demands associated with a development. For example, implementing sustainable supply measures for external potable water consumption by providing a system to collect rain water for use in external irrigation/watering, will help reduce water demands.
- 12.12 When designing and delivering SuDS, consideration will need to be demonstrated on their long term management and maintenance so that no undue burden is placed on future users/occupants of the development, the council or the statutory wastewater undertaker.

Permitted Development Rights

- 12.13 In October 2008 Permitted Development Rights were introduced for householders wishing to pave over their front gardens. This enforces that if the surface to be covered is more than 5m², planning permission will be needed for laying traditional, impermeable driveways that do not control rainwater running off onto roads. Planning permission is not needed if a new driveway uses permeable (or porous) surfacing, which allows water to drain through, such as gravel, permeable concrete block paving or porous asphalt, or if the rainwater is directed to a lawn or border to drain naturally.

Building Regulations

- 12.14 Part H of the Building Regulations covers the requirements for drainage and waste disposal and came into effect in 2002. Sustainable drainage is the preferred option for dealing with rainwater from the roof of the buildings and paved areas around a building.

Works affecting the flow of water in a watercourse

- 12.15 Land drainage consent must be sought from the lead local flood authority prior to starting any works (temporary or permanent) that affect the flow of water in the watercourse. Such works may include culverting, channel diversion and the installation of trash screens.
- 12.16 The council expects the policy to contribute to the delivery of the overall strategy for the Ryde area, and specifically Objectives 1 – Housing, 2 – Economy, 3 – Environment, 4 – Tourism, and 7 – Monkton Mead Catchment.

13 Local Green Space

Introduction

- 13.1 The National Planning Policy Framework (NPPF) introduced the concept of a Local Green Space designation. This is a discretionary designation that can be made within a local development plan or neighbourhood development plan.
- 13.2 The local green space designation is an opportunity for green spaces that are demonstrably special to a local community and holds a particular local significance to be identified. Such a designation rules out new development, other than in very special circumstances.
- 13.3 By drawing on consultation responses from the public and representative bodies on other planning documents the council was able to identify a long list of potential sites for a local green space designation. Part of the rationale behind the designation is that they hold particular importance to the community, and as such shouldn't necessarily be identified by the local planning authority.
- 13.4 The council assessed three potential local green space sites against the criteria set out in the NPPF, and considers that there are three sites suitable for such a designation.

Policy RLGS1: Local Green Space

The following sites, as shown on the Policies Map, are designated as local green space:

- (a) Swanmore Meadow adjacent to the railway line, Ryde**
- (b) Lower Green, Fishbourne**
- (c) Oak Tree Green, Fishbourne**

Development should not take place in these locations, other than in very special circumstances.

- 13.5 Swanmore Meadow is adjacent to the railway line north of Rosemary Lane. There is good evidence from the site visit that this is a demonstrably special greenspace. It has a public right of way running through it that is well used by the local community. The site contributes to landscape character of the area and sense of place and feels as though it is part of the local area. Although this site is a large greenspace it is not considered to be an extensive tract of land.
- 13.6 The Lower Green site is adjacent to the Wightlink ferry terminal and a small shingle beach, and is used for community events by boat owners and local residents. There is good evidence from the site visit and information submitted by Fishbourne Parish Council that this is a demonstrably special amenity space. The site contributes to the character of the settlement and sense of place and makes an important contribution to its physical form and layout.
- 13.7 Situated in Fishbourne, Oak Tree Green is an attractive circular green with an ancient oak in the centre surrounded by a cast iron tree seat. There is good evidence from the site visit and information submitted by Fishbourne Parish Council that this is a demonstrably special

greenspace that is used for community gatherings. The site contributes to the character of the settlement and makes an important contribution to its physical form and layout.

- 13.8 A local green space designation gives the same level of protection given in national policy to green belt land. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the local green space. 'Very special circumstances' will not exist unless the potential harm to the local green space by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
- 13.9 The council expects the policy to contribute to the delivery of the overall strategy for the Ryde area, and specifically Objectives 1 – Housing, 2 – Economy, 3 – Environment, and 4 - Tourism.

14 Waste

Introduction

- 14.1 The AAP policy requirement for the provision of waste management facilities as set out in core strategy policy AAP1 is to *'Identify the precise type and location of waste facilities to serve development to significantly contribute to the waste target set out in SP8'*.
- 14.2 This has informed the Area Action Plan Objectives, leading to the following waste objective; *'Waste – Waste facilities, that treat waste close to its source and as high up the waste hierarchy as possible, will be well-designed to serve existing and new development and integrate with their surrounding uses'*.
- 14.3 The updated modelling¹⁵ provides the evidence base for the need for additional waste facilities to be built on the Island to meet targets. Since the core strategy was adopted, the council has undertaken a procurement exercise to appoint a new waste management contractor to manage Municipal Waste on the Island. The contract with Amey was signed in September 2015¹⁶ and will run for 25 years until 2039/40. The facilities to be used in the new contract were taken into account in this updated modelling.
- 14.4 The latest available Environment Agency data from the year 2012/13 was used to estimate the amount of Commercial and Industrial (C&I) waste and Construction and Demolition (C&D) waste arising on the Island. As the data did not distinguish the various waste types adequately, the arisings were calculated by reviewing the facilities where the waste was recorded as being managed and considering the tonnage of known MSW for that year, thereby deducing the tonnage of other wastes managed.
- 14.5 Various growth rates were applied to the waste tonnages to provide a range of scenarios, and future recovery and recycling targets were applied to each waste stream. Existing and planned facilities were summarised against waste type and management type.

¹⁵ Isle of Wight Council Evidence Base Update – Review and Update of Waste Need Modelling, October 2015, Amec Foster Wheeler Environment & Infrastructure UK Ltd.

¹⁶ <http://www.letsrecycle.com/news/latest-news/amey-signs-25-year-isle-of-wight-deal/>

Policy RW1: Waste Management Facilities

The council considers that the land at Ryde Business Park and the Nicholson Road employment allocation (as shown on the Proposals Map) has the potential to support the provision of waste management facilities.

If proposals do not come forward in this location the council will consider alternative proposals, but these should be supported with sequential evidence as to their preference over the area identified above.

The council will expect any proposal to demonstrate full consideration of the waste policy requirements set out in core strategy policy SP8 waste and how they have met the location criteria for waste management facilities as set out in core strategy policy DM19 Waste.

14.6 The results of the modelling showed that the recommendations in the core strategy are sound, although fewer and smaller facilities are now required, as summarised below.

Facility type	Maximum Capacity required in 2026/27	Approximate land-take (hectares)	Core Strategy Requirements (Tonnes)
Organic Waste Treatment	8,600 (+5,000 tonnes for MSW food waste)	1	63,300 (includes MSW)
Residual Treatment (likely to be mechanical sorting, with onwards treatment in merchant thermal facility)	3,400 ¹⁷	1	35,500 (includes MSW)
Optional WTS	8,600	1	n/a
Optional C&D processing facility	116,400	3	130,400

Table 14.1: Summary of facility requirements in 2026/27

14.7 The council has carried out an exercise¹⁸ to update the existing baseline and complete an updated assessment of potential waste sites for the Island. This was done to establish whether the process completed for the previous report in 2009 was still a robust methodology in the context of an up to date review of waste planning policy. A full policy review was carried out that considered:

- Key objectives that are relevant to the waste policies in the adopted core strategy, emerging AAPs and the Local Development Framework;
- The key targets and indicators relevant to the adopted core strategy, emerging AAPs and the Local Development Framework; and
- The status of the policy in relation to adopted core strategy, emerging AAPs and the Local Development Framework.

¹⁷ In earlier years there will be more residual waste that can be sent to landfill. Building large facilities early on may result in spare capacity not being used in later years.

¹⁸ Isle of Wight Council, Assessment of Options for Waste Sites, October 2015, Amec Foster Wheeler Environment & Infrastructure UK Limited.

- 14.8 The review of policy has indicated that the site assessment methodology employed in 2009 remains in conformity with national guidance, especially the National Planning Waste Policy (2014) and therefore has been taken forward as the basis for the revised assessment that supports the AAPs waste policies and allocations.
- 14.9 While this policy sets out the preferred spatial approach to the delivery of waste management sites within the plan area, any proposal will still need to consider the waste policy criteria set out in both national policy and core strategy strategic waste policy SP8, in addition to the locational policy requirements of core strategy Development Management waste policy DM19 Waste.
- 14.10 The council expects the policy to contribute to the delivery of the overall strategy for the Ryde area, and specifically Objective 6 – Waste.

15 Implementation

- 15.1 To ensure regeneration and opportunity sites secure major benefits for both existing and new communities, developments will be expected to contribute to the wider objectives of the AAP through planning obligations as set out in policy DM22 (Developer Contributions) of the core strategy.
- 15.2 Funding for transport improvements can be achieved through a number of mechanisms and these are currently considered to be:
- Integrated Transport Block (ITB) - capital funding from DfT calculated on a formulaic basis for spending on sustainable transport initiatives – walking, cycling, public transport, road safety and minor highway improvement measures;
 - Council funding;
 - Existing developer contributions;
 - Emerging developer contributions which must be directly relatable to the development proposed; and
 - Other potential sources including funding from the councils capital programme and Solent Local Enterprise Partnership (SLEP).
- 15.3 The council will explore opportunities for external funding towards infrastructure and will continue to collect appropriate financial contributions where justifiable from new development. The following table sets out the specific infrastructure requirements set out in this plan, the responsible organisation, funding sources and target timescales.
- 15.4 An important part of creating sustainable communities is ensuring that the necessary supporting infrastructure is provided, for example, transport, open space, schools, utilities and health and leisure services.
- 15.5 The infrastructure plan is based on the best available information at the time of publication. However the need for infrastructure and the ways of delivering it are constantly being reviewed by infrastructure providers and the council. Details of infrastructure deficits, standards, and investment programmes are therefore likely to change over time and each section of the infrastructure delivery plan will be updated accordingly as required.

Infrastructure item	Responsible organisation	Funding sources	Target timescale
Minor junction improvements Queens Road / West Street	IWC/Developers	Developer contributions, public funding, s38 agreements	Ongoing
Minor junction improvements Argyll Street / West Street	IWC/Developers	Developer contributions, public funding, s38 agreements	Ongoing
Minor junction improvements Binstead Road / Pellhurst Road	IWC/Developers	Developer contributions, public funding, s38 agreements	Ongoing
Minor junction improvements Quarr Hill / Newnham Road	IWC/Developers	Developer contributions, public funding, s38 agreements	Ongoing
Minor junction improvements Marlborough Road / Great Preston Road	IWC/Developers	Developer contributions, public funding, s38 agreements	Ongoing
Maintaining and/or improving the rail infrastructure	Rail franchise holder	Rail franchise holder/Developer	On-going
Preferred management solution for the Monkton Mead Catchment as identified by the Environment Agency through the Monkton Mead Flood Alleviation Scheme and any other plan or action identified as relevant by the Environment Agency.	EA/Developers	Developer contributions	On-going
Provision of waste management facilities on land at Ryde Business Park and the Nicholson Road employment allocation.	IWC/Developer	Developer/waste operator	Ongoing
Education provision	IWC/Developers	Developer contributions to be calculated in accordance with the Children's Services Facilities Contribution SPD	Ongoing – SPD adopted

16 Monitoring

Introduction

- 16.1 Following a plan-monitor-manage approach, the council has a monitoring framework in place to measure the effectiveness and delivery of the core strategy. These existing monitoring arrangements will provide the basis of monitoring the Ryde Plan. This will include identifying any (evidenced) unintended and unforeseen consequences. The council will explain why any objectives, policies and targets are not being met/delivered and where feasible will recommend action to rectify the situation.
- 16.2 This information will be published as part of the monitoring report (MR) that already records information annually relating to the core strategy. The council aims to publish its monitoring report in December for the preceding financial year. Recent changes to the requirements for monitoring under the Localism Act have allowed local authorities to shape their own MRs. The council can determine what to include in the MR.
- 16.3 Where necessary new indicators will be created and obsolete ones will be deleted to meet changing circumstances, reasons for change could include:
- Lack of data has made some indicators unmeasurable;
 - Consultation responses suggest different indicators;
 - Changes to national policies and council priorities; and
 - New studies/sustainability appraisals suggest improved targets and indicators.
- 16.4 The successful implementation of the Ryde Plan, particularly in relation to individual sites, relies on the work of a number of parties. Whilst it is important to report on progress on these in the MR, the objectives of this document form the key policy direction and are therefore the main focus for monitoring; as set out in the table below. Where possible targets have been drawn from the core strategy, however due to the nature of the document, some additional indicators have also been included.

Monitoring Framework

Objective	Policy	Target	Indicator
1 - Housing	RH1: Housing Growth	To significantly contribute to meeting the identified housing requirements of the plan area.	-No. of dwellings permitted within the plan boundary p/a -No. of dwellings completed within the plan boundary p/a -No. of windfall sites permitted within the plan boundary p/a
1 – Housing 2 – Economy 3 – Environment 4 – Tourism	RH2: Harcourt Sands	To meet the specific requirements of the policy	-No. of dwellings completed within the allocation p/a -No. of affordable dwellings completed within the allocation p/a -No. of tourist accommodation completed within the allocation p/a
1 – Housing	RH3: Upton Road	To meet the specific	-No. of dwellings completed

Objective	Policy	Target	Indicator
2 – Economy 3 – Environment 5 – Travel 7 – Monkton Mead		requirements of the policy	within the allocation p/a -No. of affordable dwellings completed within the allocation p/a
1 – Housing 2 – Economy 3 – Environment 5 – Travel	RH4: Land to the rear of Mary's Convent	To meet the specific requirements of the policy	-No. of dwellings completed within the allocation p/a -No. of affordable dwellings completed within the allocation p/a -No. of 1 & 2 bed dwellings completed within the allocation p/a
1 – Housing 3 – Environment	RGT1: Gypsy and Traveller provision	To provide 12 pitches	-No. of pitches provided within the allocation p/a
1 – Housing 2 – Economy 3 – Environment 4 – Tourism	RD1: Ryde Area Characterisation Appraisal	To positively influence the design and character of new development	-No. of applications refused on design grounds within the plan boundary
2 – Economy 3 – Environment	RE1: Employment Growth	To meet the specific requirements of the policy	-No. of small & medium units permitted p/a -M ² of affordable and/or flexible floorspace permitted p/a -M ² of office floorspace permitted p/a
1 – Housing 2 – Economy 3 – Environment	RE2: Nicholson Road Employment Allocation	To contribute to facilitating the delivery of employment floorspace on the site	-No. of units / M ² of employment floorspace permitted p/a -Level of infrastructure provided -No. of dwellings permitted within the allocation p/a
2 – Economy	RE3: Protection of existing employment sites	To resist the loss of employment floorspace	-No. of applications for loss of floorspace in identified sites -Permitted M ² of employment floorspace lost
2 – Economy 4 – Tourism	RR1: Primary Retail Frontage	To sustain the High Street and improve the shopping experience	-No. of A3 & A4 units permitted within the PRF
2 – Economy 4 – Tourism	RR2: Local Threshold for Retail Impact Assessment	To ensure that the impacts of retail proposals on town centres are properly understood	-No. of applications for gross retail floorspace greater than 500M ² -No. of applications for gross retail floorspace greater than 500M ² permitted/refused
2 – Economy 3 – Environment 4 – Tourism	RT1: Tourism Opportunity Zones	To contribute to meeting the aspirations for the specific areas identified in the policy	-No. of applications within the specific areas identified in the policy

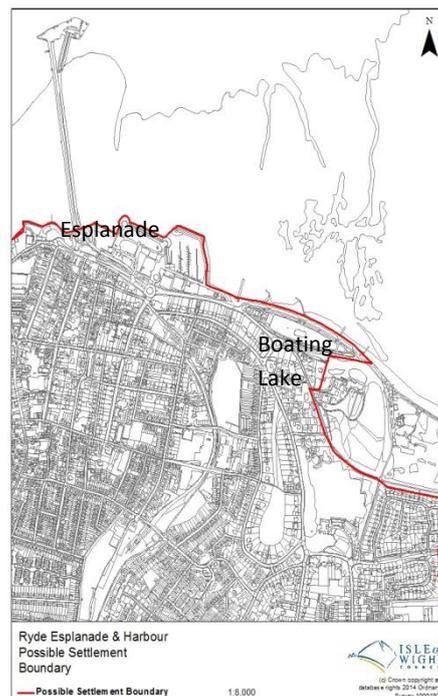
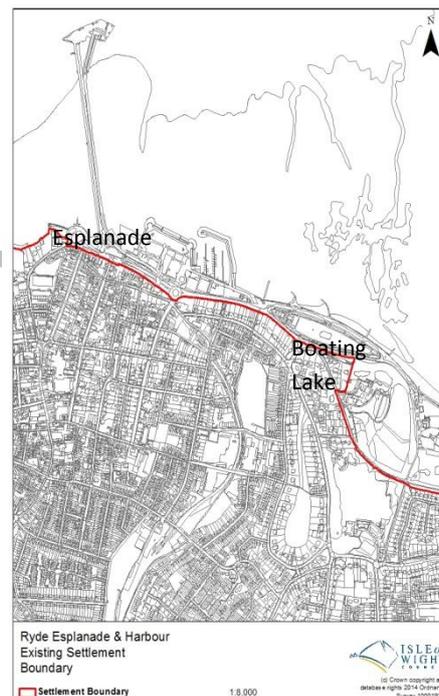
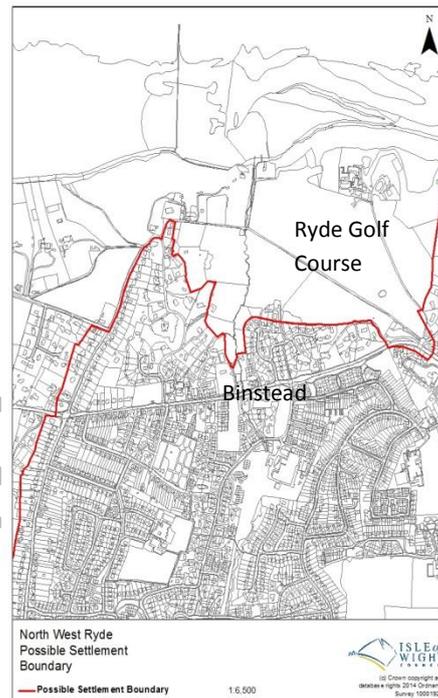
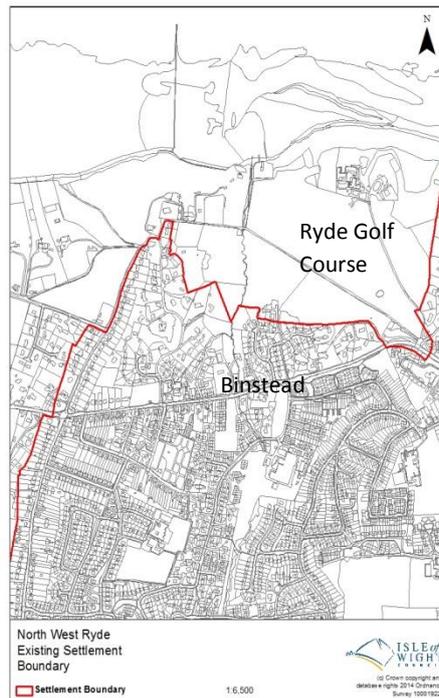
Objective	Policy	Target	Indicator
1 – Housing 2 – Economy 3 – Environment 4 – Tourism 5 – Travel	RTI1: Highway Infrastructure	To improve the identified key junctions	-No. of improvements made -Amount collected in financial contributions towards identified junction improvements
1 – Housing 2 – Economy 3 – Environment 4 – Tourism 5 – Travel	RTI2: Rail Infrastructure	To meet the specific requirements of the policy	-No. of applications relating to rail uses -No. of applications on land identified as rail infrastructure
1 – Housing 2 – Economy 3 – Environment 4 – Tourism 7 – Monkton Mead	RMM1: Monkton Mead Catchment Areas	Net decrease of run-off rates within the Monkton Mead catchment.	Percentage of total number of permissions consented with measures that will reduce run-off rates from pre-development rates.
1 – Housing 2 – Economy 3 – Environment 4 – Tourism	RLGS1: Local Green Space	To protect areas that are demonstrably special to the local community	-No. of applications within the specific areas identified in the policy -No. of applications permitted /refused
6 – Waste	RW1: Waste Facilities	To deliver waste management facilities	-M ² of waste management facility floorspace permitted p/a

Consultation

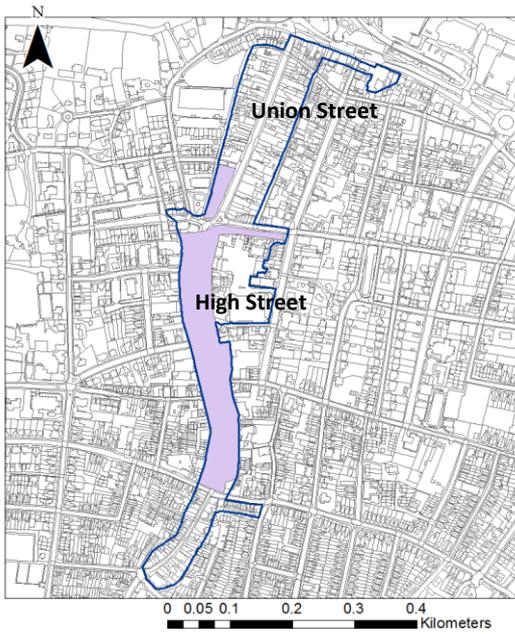
17 Proposed changes to the Proposals Map

- 17.1 Through the Ryde Plan the council is introducing new policy allocations and designations and amending some existing ones. Where amendments to the existing Proposals Map are proposed they are set out in more detail below, by showing the adopted Proposals Map and the proposed change.
- 17.2 The Proposals Map in the following section only shows the policies of this draft plan and changes to existing boundaries, it does not include the adopted policies of the core strategy.

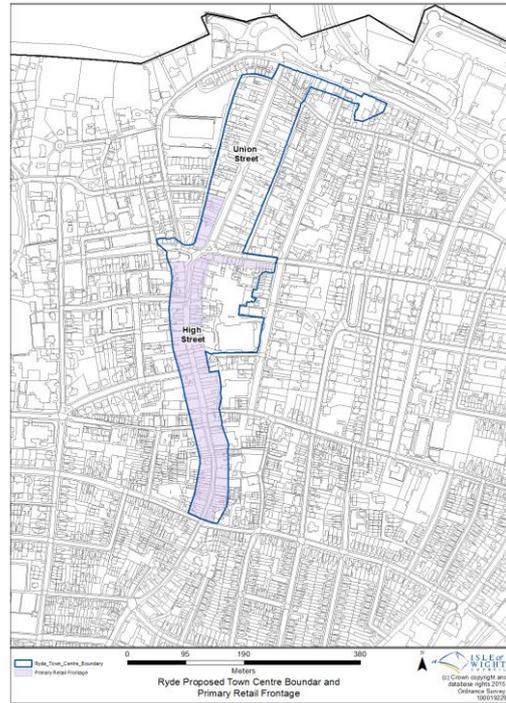
Settlement Boundaries



Town Centre Boundary



Ryde Adopted Town Centre Boundary and Primary Retail Frontage
Legend
Town Centre Boundary
Primary Retail Frontage
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ISLE of WIGHT COUNCIL



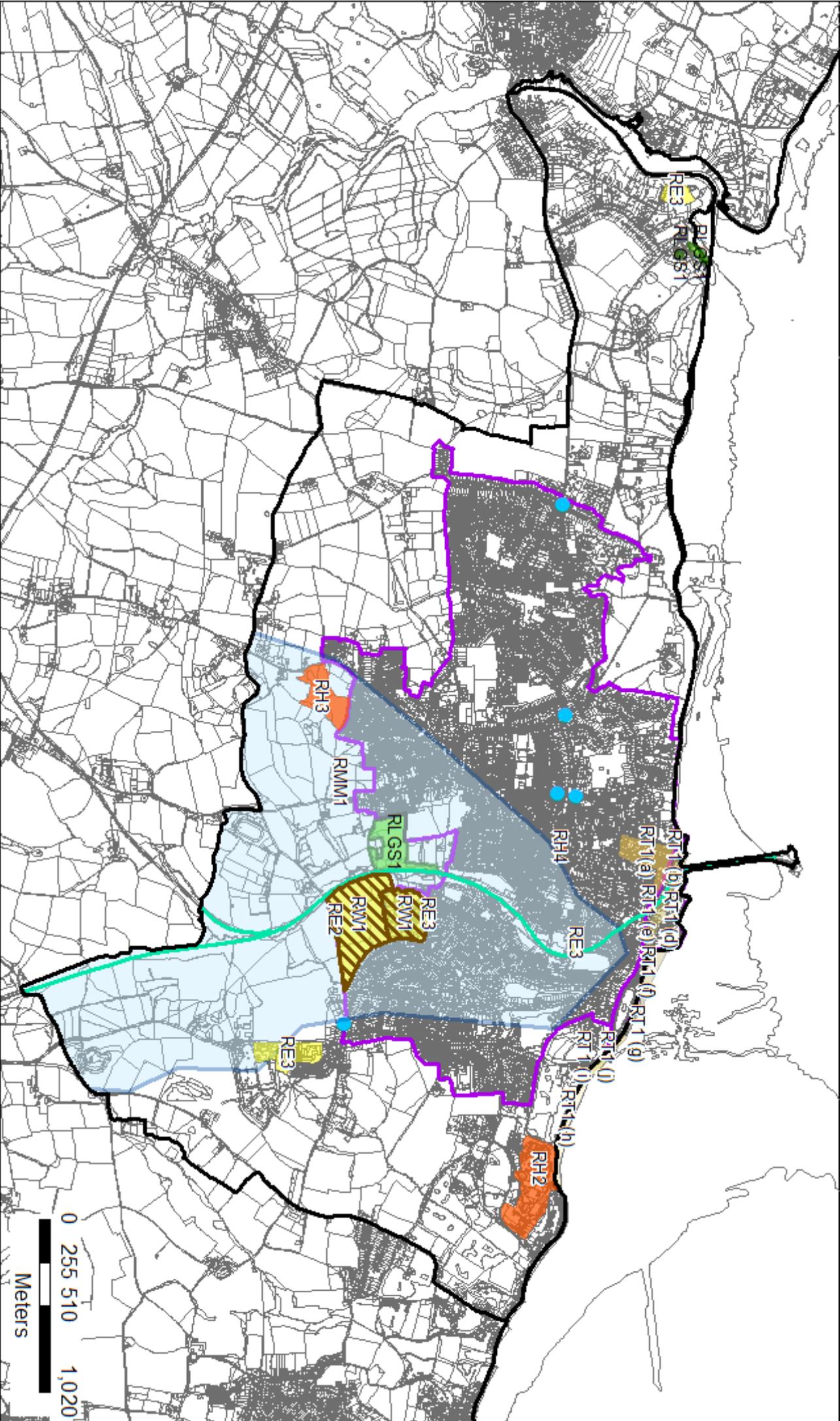
Ryde Proposed Town Centre Boundary and Primary Retail Frontage
Legend
Ryde_Town_Centre_Boundary
Primary Retail Frontage
0 95 190 300 Meters
ISLE of WIGHT COUNCIL
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Consultation

18 Proposed Policy Map

18.1 An electronic version of the map is available on the council's website.

Consultation Draft



- Housing Allocations
- Employment Allocations
- Settlement Boundary

- ### Tourism Opportunity Area
- Old Town
 - Town Square
 - Waterfront
 - Public Park
 - Family Beach Area
 - BBQ Zone
 - Sports beach
 - Leisure Beach
 - Ecology

- Transport Improvement
- Rail Infrastructure
- Monktonmead Catchment
- Local Green Space
- Waste Management Facilities

Ryde



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