

OPEN SESSION: There were 6 members of the public present. 2 wished to address the Committee under Public Participation (see attached notes) and the remainder were interested in a planning application, included on the agenda.

MINUTES OF THE MEETING OF THE PLANNING, TOWN & ENVIRONMENT COMMITTEE

Held on Friday 1st September 2017 at 10.00am

PRESENT: Cllr Christopher Treleaven (Chairman)
Cllr Tim Ward (Vice Chairman)
Cllr Andrew Briers
Cllr Philip Day (until 11:40am)
Cllr Christine Ford
Cllr Jeremy Heron
Cllr Gloria O'Reilly
Cllr Tony Ring
Cllr Angela Wiseman

IN ATTENDANCE: Jo Hurd, Deputy Town Clerk
Nicola Vodden, Meetings Administrator

P/5432 APOLOGIES FOR ABSENCE

All Members were present.

P/5433 DECLARATIONS OF INTEREST

Cllr Day declared a non-pecuniary interest in application 17/11097 and 17/11098 Thatches, as he knows the applicant.

Cllr Ward declared a non-pecuniary interest in application 17/11043 33, Woodstock Lane as he lives in a neighbouring property.

P/5434 MINUTES OF PREVIOUS MEETING

RESOLVED: That the Minutes of the Meeting held on 4th August 2017, having been circulated, be approved and signed as a correct record.

P/5435 PLANNING APPLICATIONS

With the agreement of Members, application 17/11080, Forest Gate Business Park was brought forward on the agenda, for the benefit of those present.

17/11080 Forest Gate Business Park (Premier Inn)- application for a four-storey block, 84 bedroom hotel; parking; landscaping.

Mr Stage, a Christchurch Road resident, shared his concerns in respect of traffic congestion, should the application be successful. He indicated that traffic is at a standstill at 5:30pm currently and if the proper road infrastructure is not put in place the additional traffic generated by an 84 room hotel, would only exacerbate the situation .

Mr Climpson, a representative of the tourism industry in the New Forest, indicated his total opposition to the application for a variety of reasons, which he had made known to NFDC. He felt that the hotel would extract a large amount of money from the local economy and put many bed and breakfasts out of business. He challenged the applicant's view that the economic benefits to the town would outweigh other issues such as roads, scale of the building, etc. and also the comment that Ringwood is 'woefully short of accommodation'. He confirmed that he was working with a number of people to bring a robust case against the proposal.

Mr Rice, proprietor of Moortown Lodge Hotel, was surprised at the lack of knowledge by local people of the proposals and felt that the application should have been publicised more. He believed that most of the guests would stay in the hotel and not add to the local economy by visiting the towns cafes and restaurants, compared to B & B guests, who go into Ringwood, for lunch and dinner. He too challenged the statement that Ringwood is 'woefully short of accommodation' and provided Members with details of the calculations he had made in respect of quantity and availability of accommodation. He concluded that the proposal will have an impact on all small businesses. He also had concerns with the additional traffic generated and suggested that back roads would be used more when the A31 was congested.

The Chairman thanked the members of the public for their comments.

The Deputy Town Clerk detailed the application, explaining that of two vacant plots on the estate, one would be for the hotel and parking and the other was intended as overflow parking for the hotel and for other users of the estate. The applicant had sought pre-application advice, which was not available at the meeting. She was able to confirm, however, that although the plots classification was for light industrial/warehouse/office use (Classes B1, B2 and B8), NFDC Planning Officers had confirmed that use as a hotel would be accepted as a suitable alternative. She was unable to confirm the position regarding contributions, as the officer had made no mention of this, but understood that C1(Hotel) use was exempt from Community Infrastructure Levy and Transport Contributions had been dealt with as part of the initial permissions, for the site as a whole.

It was noted that amended plans had been posted on NFDC planning portal on the day of the meeting (1/9/17).

There followed a lengthy discussion, which included:-

- design and scale of the proposal, 4 storeys would make the hotel the biggest and tallest building on the site, towering over LIDL and COMAX buildings
- its dominance of the skyline and visibility from Christchurch Road and across the New Forest
- the observation that potential economic impacts, underlying a number of public concerns raised, were not 'material considerations' for planning purposes, but that it might be possible to address these through an economic assessment, if NFDC Officers deem this necessary;
- the market that Premier Inn appeals to and how a large hotel may bring more people into the town

- whether Premier Inns customers will leave the hotel if they are catered for with provision of a café, bar or restaurant on-site
- traffic implications of a hotel compared to industrial use
- parking arrangements and designated parking for hotels users complying with Parking Standards; and
- whether a case should be made for the applicant to pay contributions towards improvements to infrastructure.

The Committee agreed to recommend **Refusal (4)** on the following grounds:

1)Visual Impact - The proposal appears too bulky and crammed into the space available, the design and height being considered unsympathetic to the context of its setting. The Ringwood Local Distinctiveness SPD advises against an increase in larger buildings at odds with the town's roofscape and valley landscape, citing that "a continuation of such imposing skylines would inevitably have a dramatic impact on the character of this part of Ringwood." This view is supported by the Council.

2)Parking Provision -The Council does not accept that the proposed provision meets the requirements of the Parking Standards SPD, which states that there should be 1 parking space per bedroom (84). The proposals show only 68 spaces designated for use by hotel guests and employees, with a further 41 being provided on a separate plot for "overflow parking" and "for the use of the wider business park". In order to meet the Standards, there must be 84 spaces designated for Premier Inn use only.

3)Contributions - As the proposed use is different to the uses approved for the site in the outline application (11/97377), it is suggested that there is a case to seek contributions to improve the infrastructure in the surrounding area, as the proposal would have an impact on the wider area, not just the immediate vicinity. Contributions should therefore be sought from the applicant.

It should be noted that some of the statements made in the applicant's Design and Access Statement regarding the availability of other accommodation in the locality are factually incorrect.

The remainder of the applications were considered by the Committee in list order.

17/11043 33, Woodstock Lane - Cllr Ward declared a non-pecuniary interest as he lives in a neighbouring property.

17/11097 and 17/11098 Thatches - Cllr Day declared a non-pecuniary interest as he knows the applicant, however he left the meeting at 11:40 am (following determination of application 17/11074 Unit 6, GP Centre, Yeoman Road), before the application was considered.

Cllr Heron took no part in discussions on the tree works applications, due to a family member working in the industry.

Cllr Briers declared a non-pecuniary interest in CONS/17/0719 West View, as the agent is a client of his.

RESOLVED: That the observations summarised in *Annex A* be submitted.

ACTION Nicola Vodden

P/5436

TRAFFIC MANAGEMENT PROGRAMME

The Deputy Town Clerk requested that the programmed schemes included in NFDC's Interim Traffic Management & Transportation Programme 2017/18 (*Annex B*) be reviewed and assessed for inclusion or removal from the programme, along with new initiatives for consideration.

Programmed Schemes

In respect of The Furlong, Members requested that further information be provided on the location of the proposed loading bay.

Minor Lines and Signing Schemes

No change was requested, although it was noted that Members were not aware of the stated issues in Kingsbury Lane.

Schemes requiring further investigation

Members commented as follows:-

- 1) Parkside – It was suggested that the issue of parking in the turning area was a matter for the landowner, as Members did not believe this was highway land;
- 3) Christchurch Road – The Council does not support the introduction of a residents parking scheme, however the whole area needs to be reviewed; It is considered that on-street parking on the Western side of the road would create a hazard and interrupt traffic flow due to the narrowness of the carriageway and volume of traffic using the road, particularly at rush hour.
- 4) Christchurch Road – It was felt that the refuge island was not required and should be removed from the list;
- 5) Enhanced crossing point near to Fridays Cross – to remain on the list.

Additional items :-

- 1) Formal crossing points between Gateway Square and the Furlong Shopping Centre and Meeting House Lane Shopping Centre be investigated; and
- 2) Junction of Hampshire Hatches Lane with New Road is to be included for review of parking restrictions.

Members also discussed measures that could be taken to deal with perceived speeding on particular roads in the town and the 'rat-run' between the A338 and A31. It was agreed that a request be made to NFDC for a speed indicator device (SID)/speed limit reminder (SLR) to be deployed at Christchurch Road, Northfield Road and Seymour Road locations, as part of its programme.

In respect of an issue with parking on double yellow lines near to the corner of Bickerley Gardens/Bickerley Road, which reduces visibility at the junction, it was agreed that this was an enforcement matter and that a request be made for the area to be monitored by Parking Officers.

RESOLVED: 1) That a response be submitted to NFDC in respect of the Interim Traffic Management & Transportation Programme 2017/18, to include the changes and additions, as detailed above (*Annex B*);

- 2) That NFDC be requested to include Christchurch Road, Northfield Road and Seymour Road as locations for its programme of SID/SLR deployment for 2017/18; and
- 3) That Parking Officers be asked to monitor parking at the junction of Bickerley Gardens and Bickerley Road.

ACTION Jo Hurd

There being no further business, the Chairman closed the meeting at 12.21pm.

RECEIVED
27th September 2017

APPROVED
6th October 2017

TOWN MAYOR

COMMITTEE CHAIRMAN

Note: The text in the Action Boxes above does not form part of these minutes.

Annex A to Planning, Town Environment Committee Minutes 1st September 2017
Ringwood Town Council - Planning Observations - NFDC

Number	Site Address	Proposal	Observation	Comments
17/10680	Keble, 7 Christchurch Road, Kingston, Ringwood. BH24 3AX	Re-Consultation:-Raise ridge height; dormers & rooflights in association with new first floor; juliette balcony; porch	Refusal (4)	The Committee did not wish to change its objection and recommended refusal due to the proposals bulk and height to the rear of the property. It would result in overdevelopment of the site, loss of light to No 8, loss of privacy and create overlooking issues, with the full height first floor bedroom window impacting obtrusively on the neighbours amenity. The proposal would appear out of keeping in this uniform row of bungalows, out of character with the street scene and contrary to the Ringwood Local Distinctiveness SPD.
17/11043	33, Woodstock Lane, Ringwood. BH24 1DT	Single-storey side extension	Permission (1)	
17/11058	Land adjacent Austin Park, Yeoman Road, Forest Gate Business Park, (former Wellworthy Site, Ringwood. BH24 3FG	Three-storey office block (Use Class B1); cycle shelter; bin store; parking; amenity area; landscaping (Detailsof appearance, landscaping, layout and scale, development granted by Outline Permission 11/97377)	Permission (1)	The Committee made the observation that the significant amount of parking, shown in the application, would exacerbate the traffic situation in the area and that serious consideration needs to be given to adequate traffic management measures on Christchurch Road, adjacent to the site.

1 - Recommend Permission, but would accept officer's decision 2 - Recommend Refusal but would accept officer's decision 3 - Recommend Permission 4 - Recommend Refusal 5 - Will accept officer's decision

Number	Site Address	Proposal	Observation	Comments
17/11065	51, Parsonage Barn Lane, Ringwood. BH24 1PT	One & two-storey rear extensions; two-storey side extension; front porch	Refusal (2)	The Committee considered the proposal bulky, overbearing and out of keeping in the area. The front porch was bulky and forward of the building line and it compromised the current parking arrangements, reducing the space available to one.
17/11071	Ringwood School, Parsonage Barn Lane, Ringwood. BH24 1SE	Single-storey extension to chair store	Permission (1)	
17/11074	Unit 6, GP Centre, Yeoman Road, Ringwood. BH24	Installation of mezzanine floor; additional windows	Refusal (2)	The Committee commented on the inadequate parking provision proposed, given the intended use as office space. The Parking Standards require the provision of an additional 4 spaces for the extra 110 sq m of floor space.

1 - Recommend Permission, but would accept officer's decision 2 - Recommend Refusal but would accept officer's decision 3 - Recommend Permission 4 - Recommend Refusal 5 - Will accept officer's decision

Number	Site Address	Proposal	Observation	Comments
17/11080	Forest Gate Business Park, Christchurch Road, (former Wellworthy site), Ringwood. BH24 3FE	Four-storey block, 84 bedroom hotel; parking; landscaping	Refusal (4)	<p>Ringwood Town Council recommends Refusal (4) on the following grounds:</p> <p>1)Visual Impact The proposal appears too bulky and crammed into the space available, the design and height being considered unsympathetic to the context of its setting. The Ringwood Local Distinctiveness SPD advises against an increase in larger buildings at odds with the town's roofscape and valley landscape, citing that "a continuation of such imposing skylines would inevitably have a dramatic impact on the character of this part of Ringwood." This view is supported by the Council.</p> <p>2)Parking Provision The Council does not accept that the proposed provision meets the requirements of the Parking Standards SPD, which states that there should be 1 parking space per bedroom (84). The proposals show only 68 spaces designated for use by hotel guests and employees, with a further 41 being provided on a separate plot for "overflow parking" and "for the use of the wider business park". In order to meet the Standards, there must be 84 spaces designated for Premier Inn use only.</p> <p>3)Contributions As the proposed use is different to the uses approved for the site in the outline</p>

1 - Recommend Permission, but would accept officer's decision 2 - Recommend Refusal but would accept officer's decision 3 - Recommend Permission 4 - Recommend Refusal 5 - Will accept officer's decision

Number	Site Address	Proposal	Observation	Comments
				application (11/97377), it is suggested that there is a case to seek contributions to improve the infrastructure in the surrounding area, as the proposal would have an impact on the wider area, not just the immediate vicinity. Contributions should therefore be sought from the applicant.
				It should be noted that some of the statements made in the applicant's Design and Access Statement regarding the availability of other accommodation in the locality are factually incorrect.
17/11097	Thatches, 2 Kingston Common, Kingston, Ringwood. BH24 3AY	Single-storey rear extension	Permission (1)	The Committee supported the Conservation Officer's comments and hoped that a solution could be agreed with regard to the depth of the roof.
17/11098	Thatches, 2 Kingston Common, Kingston, Ringwood. BH24 3AY	Single-storey rear extension (Application for Listed Building Consent)	Permission (1)	The Committee supported the Conservation Officer's comments and hoped that a solution could be agreed with regard to the depth of the roof.
17/11106	25, Watership Drive, Hightown, Ringwood. BH24 1QY	Side and rear extensions	Permission (1)	
17/11134	81 Christchurch Road, Ringwood. BH24 1DH	Use as residential dwelling (Prior Approval Application)	Permission (1)	

1 - Recommend Permission, but would accept officer's decision 2 - Recommend Refusal but would accept officer's decision 3 - Recommend Permission 4 - Recommend Refusal 5 - Will accept officer's decision

Annex A to Planning, Town Environment Committee Minutes 1st September 2017
Ringwood Town Council - Planning Observations - NFNPA

Number	Site Address	Proposal	Observation	Comments
CONS/17/0646	15, College Road, Ringwood. BH24 1NU	Fell 1 x Leylandii tree	Permission (1)	
CONS/17/0660	Cottage Mews, 27 Christchurch Road, Ringwood. BH24 1DG	Prune 1 x Silver Birch tree	Permission (1)	
CONS/17/0686	Tanglewood, St Aubyns Lane, Hangersley, Ringwood. BH24 3JU	Prune 1 x Birch tree Prune 1 x Oak tree Fell 2 x Oak trees Fell 2 x Birch trees	Permission (1)	
CONS/17/0699	Rosecroft House, St Aubyns Lane, Hangersley, Ringwood. BH24 3JU	Prune 2 x Groups of Oak trees	Permission (1)	
CONS/17/0719	West View, Hangersley Hill, Hangersley, Ringwood. BH24 3JP	Prune 2 x Sycamore tree Prune 1 x Scots Pine tree	Permission (1)	

1 - Recommend Permission, but would accept officer's decision 2 - Recommend Refusal but would accept officer's decision 3 - Recommend Permission 4 - Recommend Refusal 5 - Will accept officer's decision

**REPORT TO PLANNING, TOWN & ENVIRONMENT COMMITTEE
1 SEPTEMBER 2017****NEW FOREST DISTRICT LOCAL TRAFFIC MANAGEMENT PROGRAMME**

1. New Forest District Council (NFDC) works on an agency basis for Hampshire County Council (HCC) in relation to traffic management schemes.
2. In May 2016 Hampshire County Council approved a new policy for such schemes, prioritising investigation where injury accidents are occurring (http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemdocuments.htm?sta=&pref=Y&item_ID=7468&tab=2&co=&confidential=). As a result there has been a significant reduction in funding and the range of functions that can be carried out by NFDC under the agency agreement.
3. In June 2017, NFDC agreed a new process to engage with Members and local councils (<https://democracy.newforest.gov.uk/ieDecisionDetails.aspx?id=467&LLL=0>). Preparation of the annual Traffic Management programme will now follow a 4 stage process, as follows:
 - i) Invite scheme requests from Members and Town/Parish Councils;
 - ii) Officer appraisal and evaluation of bids;
 - iii) Area based meetings with District/County Councillors;
 - iv) Finalisation of programme / Portfolio Holder approval of programme.

4. NFDC is now inviting Town and Parish Councils to submit bids for traffic management schemes by 15 September 2017.
5. Types of schemes that can be considered for inclusion in the Traffic Management programme are:

Waiting restrictions: e.g. Single / Double yellow lines / Parking Places in town centre and surrounding areas, waiting restrictions can be introduced as a traffic management measure. It is unlikely that waiting restrictions to resolve parking issues in residential roads will be introduced.

Minor traffic management schemes – related to parking issues / will have a positive impact to reduce casualties

Traffic management concept design work: preparatory design work for some larger capital schemes in areas of the District where the Council is holding unspent S106 contributions. Due to staffing limitations it is likely that this team's contribution to these schemes would be to prepare illustrative plans for HCC to take forward in their capital programme for implementation.

Other minor works which are prioritised on safety or community grounds:

- sign de-clutter works
- electronic Speed Limit Reminder signs
- minor signs and carriageway lining alterations
- bollards to prevent footway overrun
- informal crossing points for pedestrians

6. All schemes proposed will be assessed on the following criteria:
 - The need for the scheme;

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- The effectiveness and affordability of the measures proposed;
 - Compliance with the HCC agency agreement criteria (with the focus being on parking measures, particularly those with a casualty reduction/prevention benefit)
7. An initial programme for 2016/17 was approved by the NFDC Planning and Transport Portfolio Holder on 23 June 2017 (see link in paragraph 3), and includes schemes for Ringwood as outlined in Appendix 1.
 8. Members are requested to consider whether there are any further schemes to be put forward for the Traffic Management programme.

For further information, please contact:

Mrs Jo Hurd

Deputy Town Clerk

Tel: 01425 484721

Email: jo.hurd@ringwood.gov.uk

Extract from NFDC Traffic Management & Transportation Programme 2017/18 (Interim)

Programmed Schemes

Location	Request	Comment	Project/Task
Ringwood Butlers Lane / Holm Close	Request from RTC <ul style="list-style-type: none"> • Extend the double yellow line along the north side of Butlers Lane from its junction with Gorley Road • Extend double yellow lines at the junction of Butlers Ln and Holm Cl to assist delivery access 	The existing restrictions at this location became operational 18/3/16, following local concerns about access, both for residents and deliveries. They are concentrated at the southern end, aimed really at lorry access to the shopping precinct. There is always the option to introduce more restrictions, but in an area where there are no surrounding restricted roads, there will be a likely displacement into other residential roads, or Gorley Road if the residential restrictions were too extensive, given the continuance of the parking demand for the precinct.	Advertising restrictions for Butlers Lane would assist a reduction of verge erosion. Review the delivery activity to the shops and consider the request for further restrictions in Holm Close.
Ringwood The Furlong	Issues noted by the Parking CEOs with vehicles loading and unloading.	Officer review has concluded that request has merit. Supported by Council's Parking Team and HCC.	Liaise with Parking Office relocation for introduction of a new loading bay.

Minor Lines and Signing Schemes

Location	Request	Comment	Project/Task
Ringwood New Street	Request for double yellow lines in front of the new pumping station and the new cycle route.	The area in front of the pumping station and the shared pedestrian / cycle route needs to be kept clear. New pumping station is adjacent to the new shared footway / cycle way	Proposed access protection markings (APM) to include the access to the cycle route. Advise builder to self-help 'keep clear' signs

<p>Ringwood Kingsburys Lane</p>	<p>A number of residents of Kingsbury lane converted their front gardens to park their vehicles, thus causing an access issue re the limited wait parking bay for permit holders outside their properties.</p>	<p>The parking bay at this location is adjacent to a narrow footway which is flush with the carriageway, i.e. no dropped kerbs.</p>	<p>Review bay markings and introduce access protection markings (APMs)</p> <p>Update Parking Office with which properties have created off road parking</p>
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Schemes requiring further investigation

Location	Request	Comment	Project/Task
<p>Ringwood Parkside</p>	<p>Request for double yellow lines at Parkside Industrial Estate in a turning area.</p>	<p>Parkside is a small industrial estate. The situation would need a site visit before a recommendation could be considered.</p>	<p>Possible junction protection opposite the brewery entrance to protect the nominal turning head once the brewery have widened their entrance.</p>
<p>Ringwood Moorland Gate / Christchurch Rd junction</p>	<p>Review parking restrictions at junction</p>	<p>Possible limited junction protections could be considered.</p>	<p>Consider junction protection markings – i.e. limited double yellow lines.</p>
<p>Ringwood Christchurch Road</p>	<p>Request for a residents parking scheme.</p>	<p>A residents parking scheme was considered in 2012 prior to the introduction of the new parking bays, but was rejected by the majority of residents at the time. It was indicated in 2012 that following the introduction of the new parking bays, should residents request such a scheme again it would be considered.</p>	<p>On road parking would assist speed control in an area where traffic speed concerns have been raised.</p> <p>If preferential parking were created, it would also provide additional short stay daytime parking that could be used by east side residents. Overnight could be resident only, similar to Belmore Lane.</p> <p>Stage 1 Determine the level of support from residents for a residents parking scheme</p>

The following schemes have been identified in the HCC Transport Statement for which illustrative plans could be produced

Location	Project/Task	Comment	Likely implementation cost
Ringwood Christchurch Road	Provide refuge island to assist crossing of Christchurch Road close to roundabout	Links Library Road to Memorial Park/Mansfield Road. Adequate width to upgrade existing side tactiles to include central refuge island, to further assist pedestrians crossing. Prepare illustrative plan	£4,000
Ringwood Christchurch Road	Enhance existing uncontrolled pedestrian crossing point near Friday's Cross	The existing crossing point is not conspicuous to drivers Possible to highlight crossing with environmentally appropriate bollards and tactile paving. Prepare illustrative plan	£2,500

PLANNING, TOWN AND ENVIRONMENT COMMITTEE

1st September 2017 at 10am

OPEN SESSION:

Two members of the public wished to address the Committee.

PATHWAY BETWEEN CROW LANE AND EMBANKMENT WAY

Mr Jonathan Gibson addressed Members with regard to the increasing number of pedestrian and cycle ways in Ringwood. With the development at Crow and further possible development of sites in the future, he highlighted the need for these routes to help with the consequential increase in traffic in the town, in addition to the health and environmental benefits of walking and cycling.

Whilst developers' contributions had been and could be allocated to projects of this nature in the future, he indicated that there was a group of volunteers who wished to undertake the clearing of the overgrown pathway between Crow Lane and Embankment Way. He requested the Council's support in approaching the private landowners, with a view to gaining the required permission.

He also indicated that he would like to make an approach to the relevant landowners with regard to continuing the Castleman Trailway, by re-opening the disused railway south of Barrack Lane, which would provide further access across the forest, but understood that there had been previous approaches.

The Chairman thanked Mr Gibson for his comments.

TRAFFIC MEASURES IN POULNER

Mr Edward Orchard addressed Members regarding traffic concerns in Poulner, with vehicles speeding along Gorley Road/Northfield Road, using these roads as a 'rat-run', between A31 and A338 Salisbury Road.

He noted that measures had been put in place to reduce speed limit in Kingston and Crow Lane and requested the Council consider implementing some restrictions in this area also, as a joined up approach to traffic management in the town. He felt that the problems were being looked at around the perimeter of the town, but that little was being done to address the issue of speeding within the town, which would improve safety for drivers, cyclists and pedestrians between the A31 and A338.

He suggested that the installation of a speed indicator device would make people think. Although one had been located on the Gorley Road, he felt that as it was temporary (for 2 weeks) it had had little impact and if one was installed again, that insufficient data on volume and speed of traffic could be collected over this short amount of time and that something more permanent was needed.

The Chairman thanked Mr Orchard for his comments.

(See also Agenda item – Traffic Management Programme)