

## **MINUTES OF THE EXTRAORDINARY MEETING OF THE PLANNING, TOWN & ENVIRONMENT COMMITTEE**

The meeting took place in a virtual environment using “Zoom” video conferencing technology and members of the public and press were given the opportunity to observe or participate in the meeting.

Held on Friday 20th<sup>h</sup> April 2021 at 7pm

PRESENT: Cllr Philip Day (Chairman)  
Cllr Rae Frederick (Vice Chairman)  
Cllr Andy Briers  
Cllr Gareth Deboos  
Cllr Peter Kelleher  
Cllr Gloria O’Reilly  
Cllr Tony Ring  
Cllr Glenys Turner

IN ATTENDANCE: Jo Hurd, Deputy Town Clerk  
Nicola Vodden, Meetings Administrator  
Cllr John Haywood  
Cllr Jeremy Heron

ABSENT:

*The Chairman welcomed all those in attendance at the extraordinary meeting of the Committee. Also in attendance were NFDC officers, a representative from Taylor Wimpey and St. Congar (land owner of most of SS13 – Moortown Lane site)*

### **P/5829**

#### **PUBLIC PARTICIPATION**

There were approximately 50 members of the public present at the meeting. All were interested in the planning application to be discussed.

### **P/5830**

#### **APOLOGIES FOR ABSENCE**

The Deputy Town Clerk reported that no apologies for absence had been received.

### **P/5831**

#### **DECLARATIONS OF INTEREST**

Cllr Ring indicated, as he is also a District Councillor and a member of NFDC’s Planning Committee, he would protect his position there, by simply observing the meeting and he did not take part in the discussion.

### **P/5832**

#### **STRATEGIC SITE 14 – Land North of Hightown Road**

Members considered making an initial observation in relation to the outline planning application (all matters reserved other than access) 21/10042 land north of Hightown Road for up to 400 dwellings and 3 hectares of employment (Class E and B2), access, open space, landscaping, alternative natural recreational greenspace (ANRG) and drainage attenuation [view online here](#).

### **New Forest Local Plan 2016-2036 and NFDC's preliminary brief relating to the application**

The site is one of the Strategic Site Development sites allocated for development in the recently adopted New Forest Local Plan 2016-2036. The preliminary briefing document provided by NFDC's Planning Officer outlines Policy SS14, which states the land north of Hightown Road Ringwood is allocated for residential-led mixed use development comprising of residential development for at least 270 new homes and public open space (dependant on the form, size and mix of housing provided) and around 3 hectares of employment land.

Further detail is provided on how the objectives for the site (to create a new area of Ringwood with a countryside edge that has regard to and respects the landscape of the adjoining New Forest National Park) are to be achieved, site specific considerations to be addressed and the relevant planning Policies, against which the application will be assessed.

Members had received an earlier briefing from NFDC Planning Officers and the case officer provided an update on the work undertaken since then, highlighting ongoing work on flood management and surface water drainage strategies to mitigate against overtopping of watercourses, alleviate flooding onto the road and surface water issues. Five features are proposed to the east of the site and on the north west corner, which would act as storage areas for surplus water, so that it enters the drainage system at the right rate. Further information is required from the developer in relation to the design and detail of these features, the impact on the usability of ANRG and open space areas, ecological considerations, habitat mitigation, landscaping and how this will work in relation to the proposed west to east footpath.

In addition, NFDC is working with Highways England, HCC Highways and the applicant's highway consultant to assess the impact on the A31 and the local road network, also having regard to timing of the A31 widening works. Modelling will be conducted, as well as assessment of junctions and sustainability of the roads.

Other matters to be explored include connections to other parts of Ringwood (including Crow, Poulner, schools, shops and services, and the Moortown Lane development), safe crossing points, potential to improve existing links to support sustainable development. Access and links will need to be considered before the application goes forward and will determine if they need to be in place before construction or before occupation. The links for pedestrians, cyclists and vehicles are fundamentally important and good strategic planning, for example simplifying the Crow Lane / Hightown Road junction.

In relation to the provision of a new connection to the Ringwood sewage treatment works bypassing the town centre sewer network, this will be considered in conjunction with the Moortown site application. NFDC will be working with Wessex Water to determine a clear outcome as this is important for both sites.

The Chairman highlighted the number of shopping trips generated, school places needed, etc. by 400 new homes and that the proposal does not include any community facility as stipulated in the Local Plan. NFDC's Chief Planning Officer explained that to achieve a sustainable

development, supporting infrastructure must be provided. There are ongoing discussions with the education authority to assess the cumulative impact of the two schemes, so that additional provision needed will meet future educational demand.

**Observations (comments from members of the public and councillors)**

Cllr Deboos shared a presentation (*Annex A*) which analysed over 250 comments submitted in relation to the application and highlighted issues of concern. These were grouped into eight categories detailed below.

At this stage, Members of the public present were invited to add any issues not covered by the categories and these included:-

- Local Plan was adopted pre-pandemic, work habits had changed, would this have an impact on housing density?
- Concerns regarding traffic and town centre parking facilities
- Impact of overprovision of housing on sites (*sites assessed according to whether the surrounding area can cope*)
- Concern regarding schooling, no further ability to expand, leading to increased traffic as local children get turned away from Ringwood schools
- Concern that Flood Management Strategy had been based on historic information and not taken into account future climate change (*it was confirmed that this has been taken into account*)

**The Committee considered its initial recommendation to NFDC and agreed to recommend refusal of the application R(4) at this stage, adding that this decision is vitally important and it would insist the application is heard by the full Planning Committee at NFDC. The limit of the Town Council's power was highlighted, it was stressed that engagement was extremely important and the Council would work with NFDC officers to get the best outcome for Ringwood.**

Cllr Deboos continued with his presentation.

1 - Overdevelopment / out of character

A similar sized area adjacent and to the west of the site has approximately 420 houses, however the site map shows the proposed residential area is about 40-50% of the site, which equates to 170-200 houses, at the equivalent density of the adjacent residential area.

The eastern site boundary is adjacent to the National Park.

The proposed development of 400 houses with commercial areas and minimal greenspace squeezed into this plot is not in accordance with the definition of 'well designed new development', which responds positively to the features of the site itself and the surrounding context beyond the site boundary (Government 'National Design Guide' section C1 (Understand and relate well to the site, its local and wider context)).

Any initial assessments made by statutory consultees in relation to Local Plan Policy SS14 would have been made on the basis of a development of 'at least 270 houses'. This application is for 400 new homes.

NFNPA have reservations about the quantum of development and the amount of greenspace provision, its opinion being that the area for residential build should be significantly reduced.

## 2 - Adverse impact on environment

Wildlife and Ecological Assessment from RPS states there are several species of importance that are in decline at the site. Other species are mentioned by representees (buzzards, pine martins, owls and jays) which may have been found during the surveys, but not reported on specifically as they are not 'species of principle importance'.

ANRG area of development to be established first, consideration of extending hedging at the east and west side of the north border hedge, prior to building starting, to allow species to easily migrate away from the roundabout area. Hedge and tree removal work should be carried out outside of the nesting season. Installation of bat boxes in tree locations adjacent to the site to facilitate migration of Bechstein bats, before any development takes place.

Extensive footpaths across ANRG area are likely to see ground nesting species disappear and there is some concern with the proposed 'soft building lines' compromising the ANRG area.

Mitigation in relation to phosphates (which relates to pollution of the Avon river, a Ramsar/SSSI protected site) to be in place before commencement of development.

Concerns with air and noise pollution.

Concerns regarding climate change and the need to drive down carbon emissions. New builds should be built to be carbon neutral and using renewable energy sources.

The developer should integrate on-site renewables such as photovoltaic (PV) panels. The developer to publicly report emission figures for any development on this site. HCC have declared a climate emergency, so it could suggest NFDC require TW to not install gas supplies.

## 3 - Insufficient community infrastructure

Lack of provision of school places, medical facilities, etc. to meet future demand. Belief that currently local schools are at or near capacity. Increasing capacity at Poulner Infant and Junior schools does not address the problem, particularly with development of the other strategic site at Moortown. Either the proposed site needs to provide school provision or a financial contribution is secured to assist in the building of a new school (the HCC owned site north of Moortown Lane considered suitable).

The developers transport consultant has conducted an assessment, but this relies on out of date guidance from 2000. However, it does note the infrastructure is not adequate to deal with significant extra demand from development of the site.

Examining walking, riding and cycling routes is related to the joint (HCC/NFDC/NFNPA) New Forest wide LCWIP project RTC is involved with and as a consequence a small group with local knowledge has been looking at current walking and cycling infrastructure in the town and this work could be supported.

Current routes from the proposed site to Poulner Schools need to be improved, along with the proposed cycle track access from the site to Eastfield Lane, etc. and funded by the developer.

#### 4 - Road safety / poor transport options

Concerns connectivity is not deliverable.

Inadequacy of the road network in the vicinity of the proposed development and safety issues for pedestrians, cyclists and equestrians, resulting from an increase in traffic volume.

Ringwood residential travel plan measures – could be provided and included in the mitigation plan.

Transport data provided by the developer was carried out during lockdown (2020) and should be considered in that context. More up to date data should be requested, particularly now that West Street has been permanently closed. The Transport Assessment uses data from 2013 to 2018 with regard to collisions. More recent data should be obtained.

Residential Travel Plan provided by TW is insufficient and lacks detail. It should address residents' need for access to a full range of facilities and activities; reduce the traffic generated by the development; encourage good design principles and support the local community. An alternative outline plan can be offered as a mitigation measure but would need to be monitored by TW and if not successful the developer should be obliged to implement infrastructure. This plan also contains some elements related to the Framework Employment Travel Plan document (*Annex A page 21*).

Suggestion that a Travel Plan Steering Group is set up with representative from RTC

Await HCC Highways and Highways England views on the proposal.

Issues with air quality and that the extra traffic will lead to an increase in NO<sub>x</sub>, particulates and noise pollution. Some wish 50 mph speed limit on the A31 to be reconsidered.

#### 5 - Flood / waste water concerns

Winter flooding is already an issue in the Hightown area adjacent to the proposed development site and some have expressed concerns about infiltration test failures. Increases in rainfall in future due to greenhouse gas induced climate change, flood mitigation measures must be future proofed. The developer should be responsible for maintenance for at least 10 years and if the measures prove inadequate, then the developer is responsible for any remedy required. This should include flooding of neighbouring areas off site where this is due to a failure of the measures.

Concerns about the sewage treatment works as it is already over capacity. The utilities statement submitted by the developer states a capacity check has not been undertaken. Further information is required from NFDC/Wessex Water.

#### 6 - Proximity to New Forest National Park

Government guidance on construction near protected areas and wildlife makes it clear developers are responsible for finding out if their development is likely to affect a protected area or site. It is expected that these issues and concerns about the transition boundary will be raised by NFNPA.

Concerns in respect of visual intrusion and light pollution.

7 - 'Affordable housing' not affordable

Not to be considered at the outline stage, research is required to ascertain need so that decisions are taken on an evidential base. Requirement for a greater proportion of smaller cheaper private housing, which people can afford to buy.

The developer be required to provide the requirement of 50% of new homes to be affordable housing (TW state 'up to 50%').

8 - Crime/ policing concerns

Response from the Designing Out Crime Officer submitted

All Members of the Committee supported the concerns highlighted in the presentation.

It was noted that there would be further opportunities to comment. All of these aspects (and other issues that arise, which are not necessarily included here) can be revisited/included at a later stage, particularly with regard to the level of detail. Additional information will be assessed and updates will be provided by NFDC.

The Chairman thanked Cllr Deboos for preparing the presentation. It was extremely helpful in summarising the views submitted. He also thanked NFDC officers for their attendance at the meeting.

The representative from Taylor Wimpey welcomed the feedback and engagement. TW was liaising with NFDC on the technical issues. Further work was being undertaken and information would be forthcoming when it was available.

**RESOLVED:** That an initial observation be submitted to NFDC in respect of application 21/10042 Land north of Hightown Road recommending that the application be refused R(4), on the grounds outlined in the presentation.

<b>ACTION</b> Jo Hurd
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There being no further business, the Chairman closed the meeting at 9pm.

RECEIVED  
5<sup>th</sup> May 2021

APPROVED  
7<sup>th</sup> May 2021

TOWN MAYOR

COMMITTEE CHAIRMAN

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

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Chairman's initials

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# 21/10042 – Land north of Hightown Road

Analysis of the REPRESENTEES data on the NFDC portal, 15<sup>th</sup> April 2021



This report describes the analysis of the REPRESENTEES submissions on the NFDC portal related to 21/10042. I have also endeavoured to include submissions made to our Deputy Clerk from people intending to Zoom in tonight.

The purpose of this presentation is to inform the members of RTC PT&E committee of the findings of the analysis and to consider the consequences.

## 21/10042 – Land north of Hightown Road

Analysis of the REPRESENTees data on the NFDC portal, 15<sup>th</sup> April 2021



Criteria against which the submissions were reviewed:

The proposed development:

- Is a **good idea**;
- Is **overdevelopment** and/or **out of character** with area;
- Would have an adverse impact on the **environment**;
- Will require a big increase in **community infrastructure**;
- Will lead to **road safety** issues, including congestion;
- Will add to the existing issues of **flooding and waste water**;
- Is too close to the New Forest **National Park**;
- Has 'affordable housing' that **isn't affordable** to local people;
- Gives concerns related to **crime and policing**.

Over 250 submissions from local people were reviewed and grouped according to the categories shown here.

Is the proposed development a good idea?

Is it viewed as overdevelopment and/or out of character with the area? If it is, then that would be adequate justification for this committee to recommend a Refusal of the planning application.

Will the development be detrimental to the environment, be it wildlife, biodiversity, phosphates, carbon emissions, etc.

Will it require infrastructure improvement? This is not infrastructure on the site as described or related to the site, like the roundabout. This relates to things like schools, doctors surgeries, transport infrastructure, etc.

Are there anticipated to be road safety issues? Obviously this relates to an increase in risk of accidents due to more cars being on the local road network, particularly the narrow roads to the south of the development, but also includes pollution increase due to more cars using Hightown Hill, for example, and traffic density leading to standing traffic pollution like particulates and NOx.

Will the existing flooding and waste water issues be made worse? We already know that flooding in the area is an issue and, for example, the waste treatment plant at Hampshire Hatches is over capacity.

Did people think that the proximity of the development to the New Forest National Park

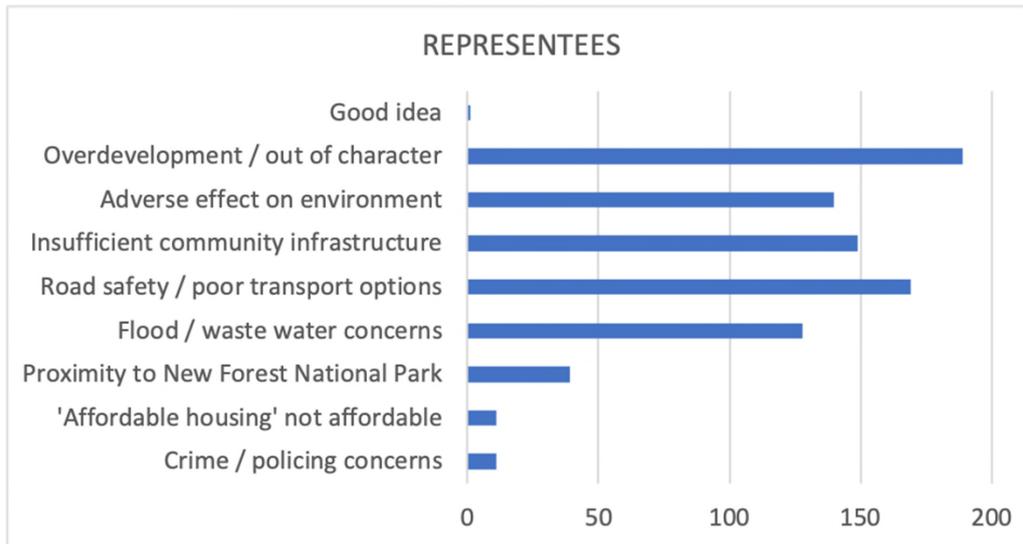
would lead to a degradation of that national asset? Clearly there is an overlap with the more general adverse effect on the environment – this is more specific.

Are people concerned that the official definition of ‘affordable housing’ doesn’t correspond to housing that, for example, young people in Ringwood can actually afford? Were they concerned about crime and policing levels? At least one parishioner Zooming in here thinks that it is time Ringwood had its police station back.

For brevity, some other items aren’t covered here, for example archaeological surveys, where just one or two comments have been made. The proximity to listed buildings. Etc.

# 21/10042 – Land north of Hightown Road

Analysis of the REPRESENTEEES data on the NFDC portal, 15<sup>th</sup> April 2021



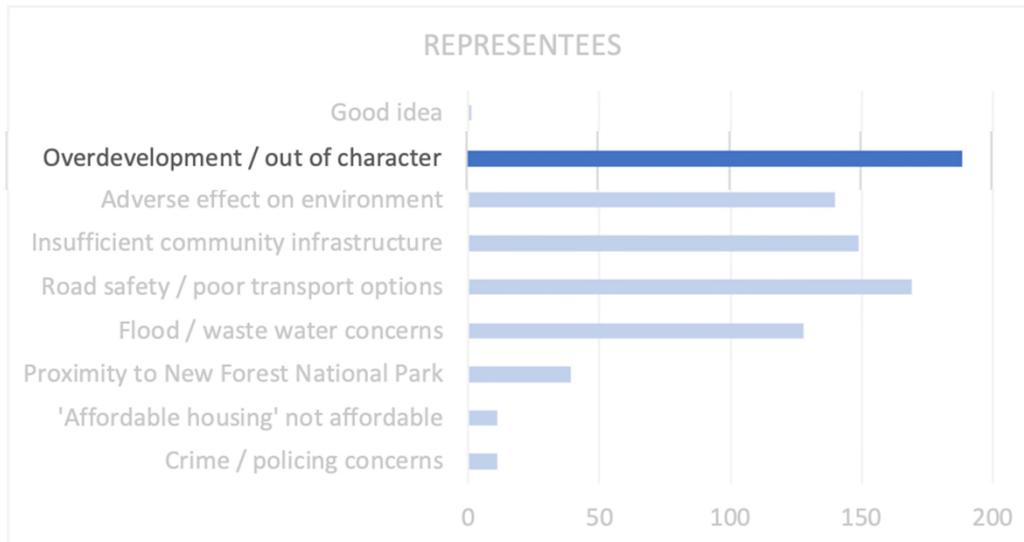
This is what the data shows.

One person thought the scheme was a good idea.

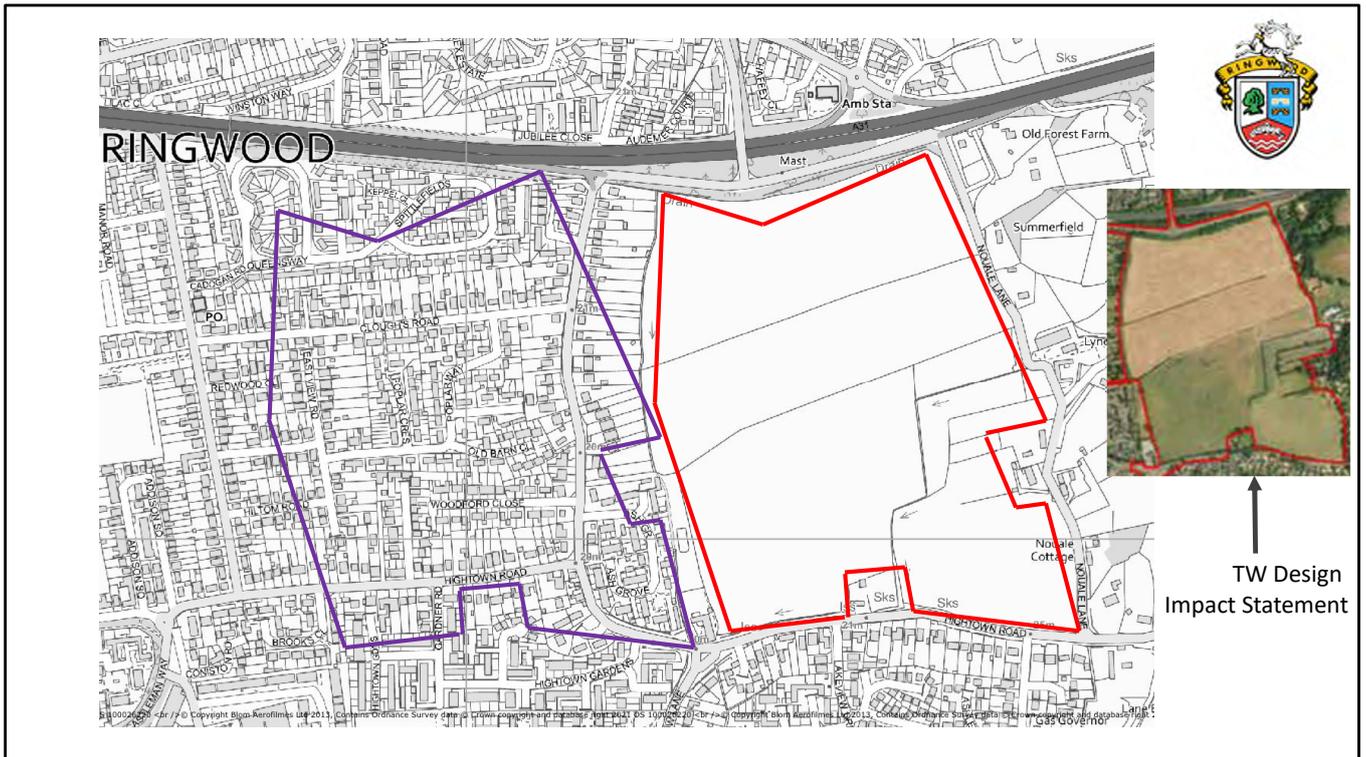
Let's look at the data a little closer though.

# 21/10042 – Land north of Hightown Road

Analysis of the REPRESENTEES data on the NFDC portal, 15<sup>th</sup> April 2021



Is the proposal really overdevelopment? Is it out of character?



What this map shows is the perimeter of the proposed development site and superimposed this on the residential area right next to the site. There is a kind of similar map in the Taylor Wimpey 'Statement of Community Involvement' document labelled 'Illustrative Density Plan', although it is small and doesn't give housing density comparisons.

Anyway, I counted the households in the purple bordered area. There are 420 households. However...



This map shows that the proposed residential area is about 40-50% of the site, so about 170 to 200 households at the density of housing in the adjacent residential area. As the land is sandwiched between existing residential land and the National Park, it would seem that the Government 'National Design Guide' might help to guide us where it states in section C1 (Understand and relate well to the site, its local and wider context) which states:

Well-designed new development responds positively to the features of the site itself and the surrounding context beyond the site boundary. It enhances positive qualities and improves negative ones. Some features are physical, including: the existing built development, including layout, form, scale, appearance, details, and materials; local heritage...and local character...; landform, topography, geography and ground conditions; landscape character, waterways, drainage and flood risk, biodiversity and ecology; access, movement and accessibility; environment – including landscape and visual impact, microclimate, orientation, flood risk, noise, air and water quality; views inwards and outwards; the pattern of uses and activities, including community facilities and local services; and how it functions.

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/962113/National\\_design\\_guide.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/962113/National_design_guide.pdf)

It is extremely difficult to see how a proposed development of 400 houses with commercial areas and minimal greenspace squeezed in to this plot is in accord with this definition of 'Well designed new development'.

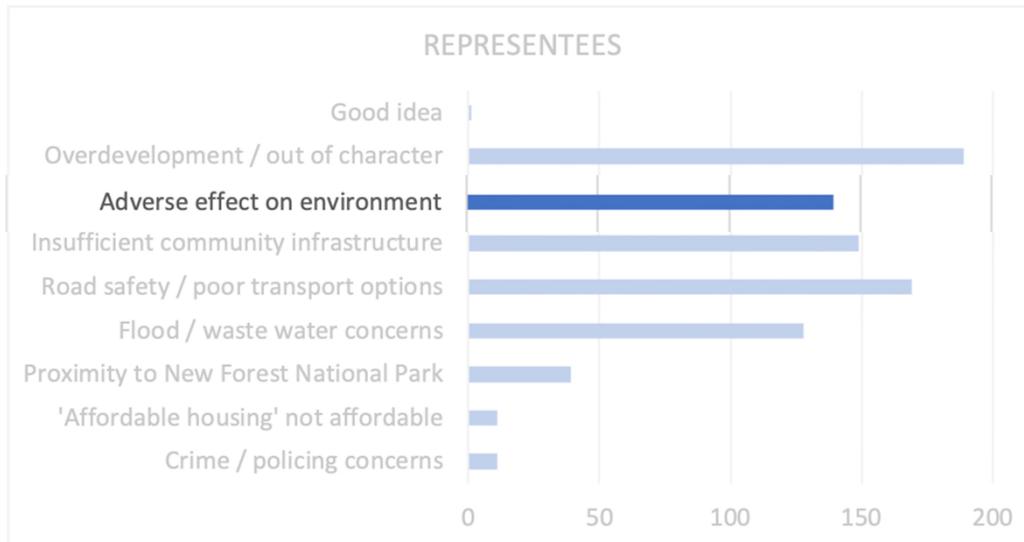
All the previous interactions with third parties related to the Local Plan Policy SS14 were carried out on the basis of a development of "at least 270". The quantum of development in this application is significantly higher than 270 at 400. Any initial assessments made by, for example, the New Forest National Parks Authority, a body with a clear interest in the development, RTC or indeed NFDC would have been made on the basis of there being 270 or so properties at this site. If someone wants to buy your car and you tell them that it will cost at least 270 pounds, the potential buyer is not expecting the price to actually be 400. I would suggest that the NFNPA, RTC and others based any preliminary judgements on a 270-300 house basis.

As I am mentioning the NFNPA, they have shared clear reservations about the quantum of development and the amount of greenspace provision (21/10042 Land north of Hightown Road, pages 30 to 32). If their opinion is correct, then the area available for residential build should be significantly reduced with a lower quantum of development being the only sensible outcome.

Overall then, in my view, yes, this is 'Overdevelopment'.

# 21/10042 – Land north of Hightown Road

Analysis of the REPRESENTEES data on the NFDC portal, 15<sup>th</sup> April 2021

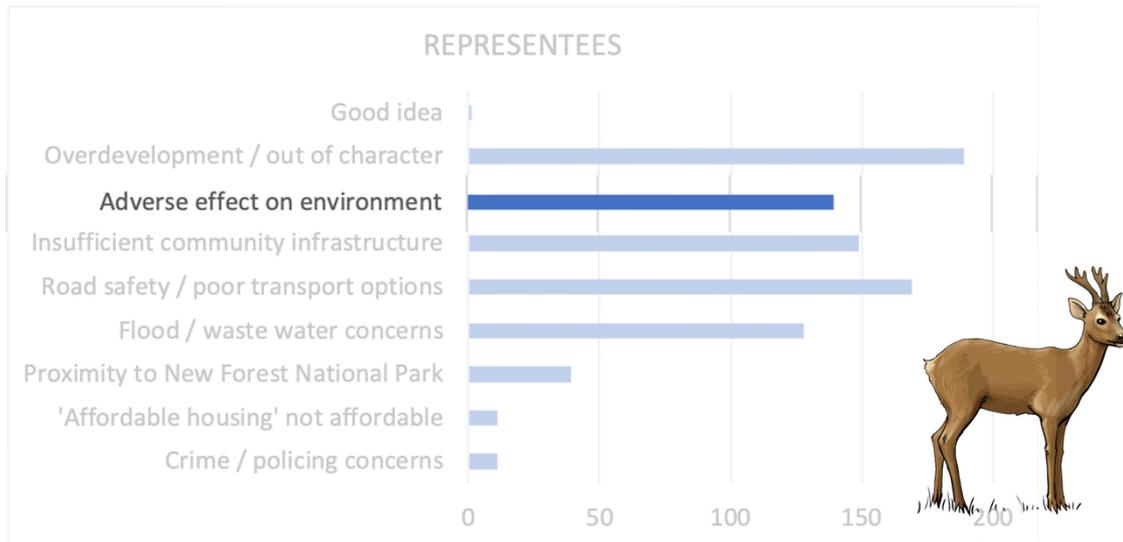


Would the proposed development have an adverse effect on the environment?

Let's start with wildlife and the Ecological Assessment from RPS on the portal.

## 21/10042 – Land north of Hightown Road

Analysis of the REPRESENTEEES data on the NFDC portal, 15<sup>th</sup> April 2021



According to this report, there are several species of importance that are in decline at the site, although there are others mentioned by Representees. This includes the buzzards that anyone local to the area will know are there, as well as pine martens, owls and jays. These may have been found during the surveys, but aren't specifically reported as they are not 'species of principle importance'.

The recommendation in the report is that disruption to wildlife is kept to a minimum, particularly for species inhabiting hedgerows and trees, such as badgers and bats, so it recommends that the ANRG area of any development is established first. I think consideration should be given to including extension of hedging at the east and west side of the north border hedge prior to building starting, to allow species to easily migrate away from the roundabout area. In addition, hedge and tree removal work should be carried out outside of the nesting season.

Some species will not be happy to relocate or will lose their feeding grounds. One Representee noted the extensive footpaths across the ANRG area which are mapped out in the curiously titled 'Indicative ANRG Principles' document. Ground nesting species will likely disappear from the site.

Of particular concern to many are the Bechstein bats. The best that can be hoped for is that they migrate to elsewhere. For sure, none of the Representees that mention them

believe that the installation of bat boxes on any new homes will keep them on site, but it may encourage resettling in the future. It might be better to consider installation of bat boxes in appropriate local trees adjacent to the site to facilitate migration before any development takes place.

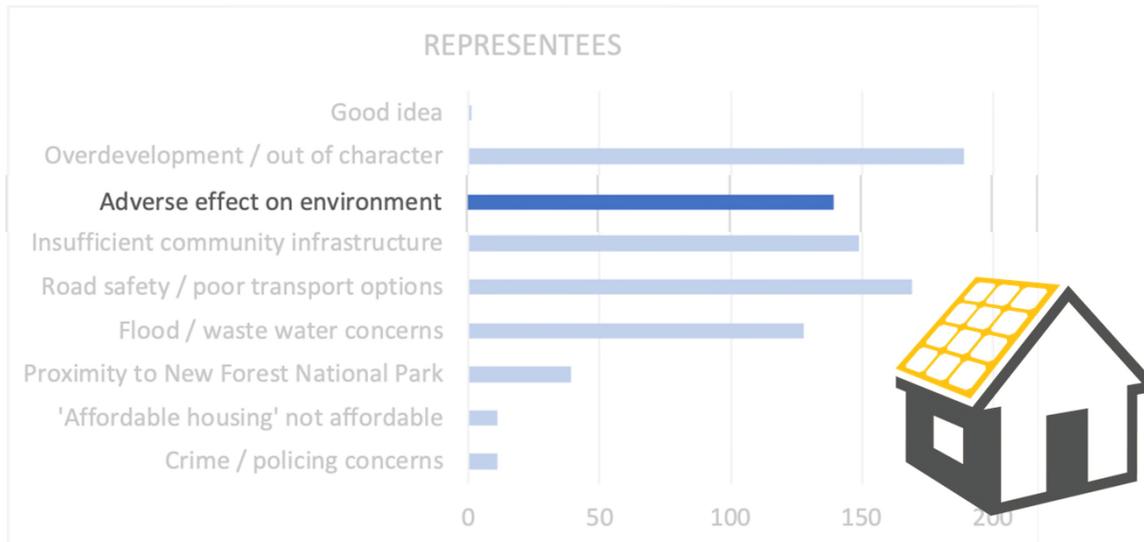
Some Representees have expressed concern about the proposed 'soft building lines' compromising the ANRG area.

Another area of concern raised by Representees is phosphate mitigation (which relates to pollution of the Avon river, a Ramsar/SSSI protected site), where the developers propose to provide a lump sum in lieu of mitigation. NFDC have launched some initiatives to find suitable land for phosphate mitigation. It would seem prudent for any mitigation to be in place before the commencement of the development rather than have a period of time where the Avon is receiving high levels of phosphate until the mitigation measures kick in.

A further area of concern is air and noise pollution, which I will mention again later.

## 21/10042 – Land north of Hightown Road

Analysis of the REPRESENTEEES data on the NFDC portal, 15<sup>th</sup> April 2021



Let's go on to another aspect of the 'Environment' category – climate change and the need to drive down carbon emissions. Anyone wanting references, see me afterwards. As one Representee stated "Any housing built in the area should be built to be carbon neutral and using renewable energy sources".

Having reviewed their 2020 Sustainability Report, Taylor Wimpey are not the most progressive of developers in this area. They are still happy to install gas boilers for example, so the concerns of Representees are well founded. I am sure that some would want to see a whole load of detailed requirements related to Passivhaus standards, etc. but I don't believe it is the role of RTC or NFDC to tell a developer how to achieve something. Rather, it is for us to suggest guidance on what needs to be done and, as the regulator, for NFDC to insist it is and take enforcement action if it is not. So I offer this. The Sustainability Report proudly mentions that they have built houses with, quote, "energy-efficient walls and windows; insulated loft spaces; 100% low energy light fittings and LED recessed downlights; and appliances that are at least A-rated for energy efficiency". So built to the legal requirements under building regulations and little more than that. They are not alone here. The EPC certificates of the Linden Homes Beaumont Park estate housing are generally rated B (85), whereas they have the potential to be A (95) if only the homes were built with solar energy systems on their roofs. Taylor Wimpey do also say that, quote, "Around 14% of our homes also

integrate on-site renewables such as photovoltaic (PV) panel” and I believe RTC and NFDC should be pushing for this higher standard.

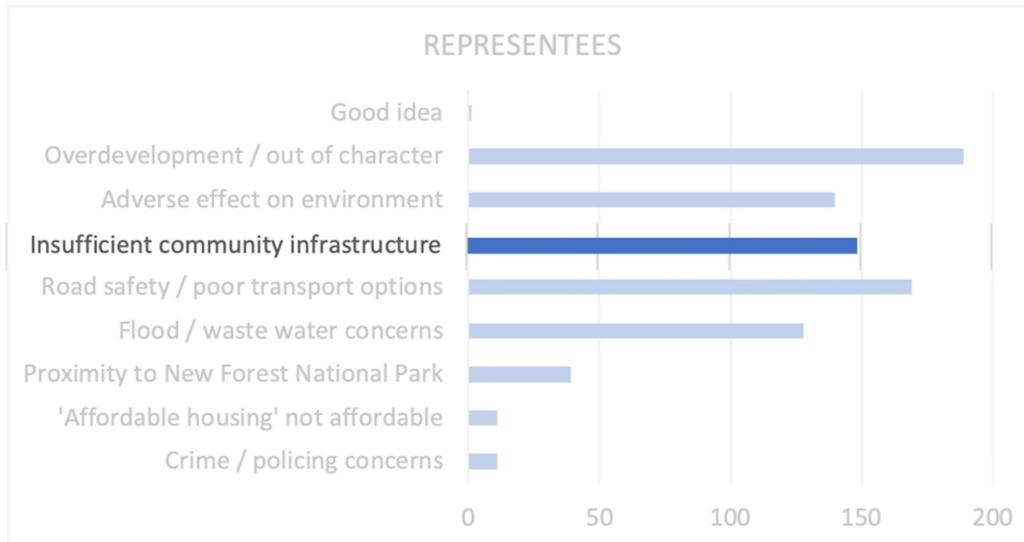
Taylor Wimpey reported in 2019 that each 100m<sup>2</sup> floor area of housing generated over 250 tonnes of CO<sub>2</sub>e in Scope 1, 2 and 3 emissions. It would be good if the developer could be persuaded to publicly report their emissions figures for any development on this site.

It is also worth mentioning that there is planned legislation associated with the Future Homes Standard, but an implementation date of 2023 for preventing gas boiler installation was withdrawn and no alternative has been offered as yet and that, like the UK Parliament, HCC have declared a climate emergency, so it could suggested that NFDC require Taylor Wimpey to not install gas supplies.

A parting comment relating to this section from a parishioner that lives on the Linden Homes Beaumont Park estate. Quote “In Dorset, Linden build homes with solar panels and electric car charging points as standard. I don’t know why they didn’t do that here”.

## 21/10042 – Land north of Hightown Road

Analysis of the REPRESENTEEES data on the NFDC portal, 15<sup>th</sup> April 2021

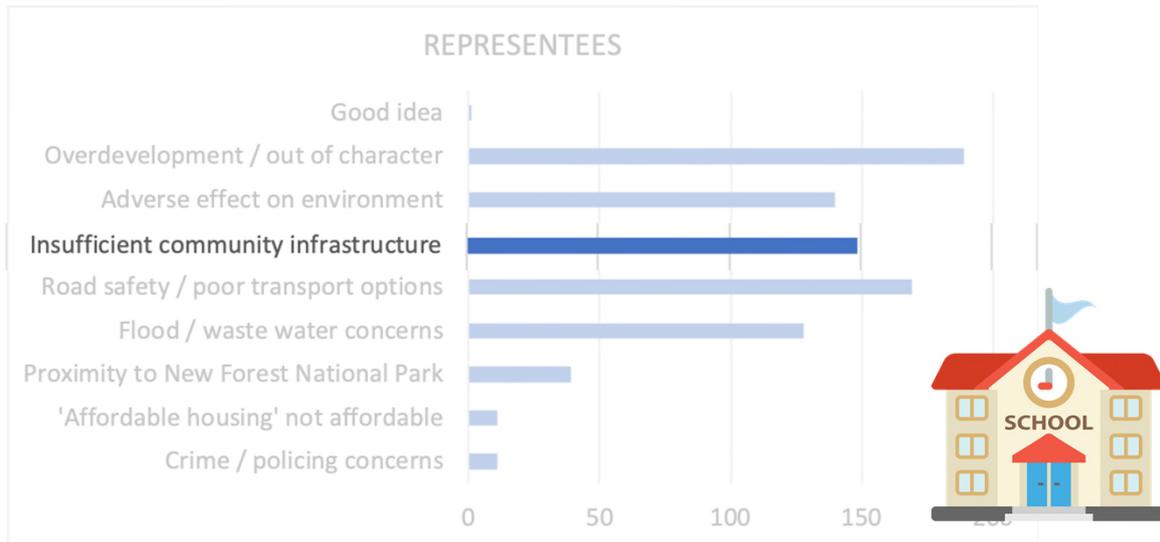


Community Infrastructure. The common issues were lack of medical facilities, schools and the like. This is in line with the data in the 'Statement of Community Involvement' generated for Taylor Wimpey, where the top facility needed in the view of the participants was Schools followed by GP's and then dentists. I may have missed something, but I don't think that improved medical facility provision is included in the Taylor Wimpey plans.

For brevity, I'll only address schools in more detail.

## 21/10042 – Land north of Hightown Road

Analysis of the REPRESENTEEES data on the NFDC portal, 15<sup>th</sup> April 2021



One Representee states that they are new to Ringwood and have not been able to find a school within the town that can take their child. We believe that the schools are at or near capacity. We could confirm this by contacting the school heads.

I believe that Hampshire County Council have a duty to provide adequate school capacity and the suggestion appears to be that increased capacity can be generated at Poulner Infants and Junior schools.

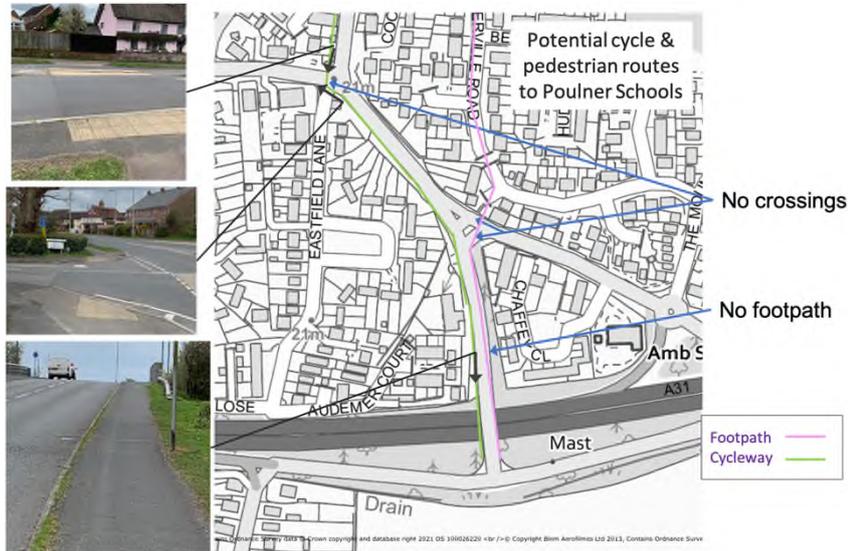
In my view, this doesn't address the problem if and when there will be another strategic site development at Moortown Lane. For me, either the proposed site needs to provide school provision or a financial contribution is secured to assist in the building of a new school. The HCC site north of the Moortown Lane site adjacent to Wellworthy Way would seem to me to be a candidate site for a new school.

Walking and cycling routes could sit within the Road safety/transport category, but I will deal with it here. It is recognised that the developers contractor, PFA, has carried out a Transport Assessment and this will be mentioned again later. Examining walking, riding and cycling routes is related to the joint HCC/NFDC/NFNPA New Forest wide LCWIP project and RTC is involved with this. One consequence is that a small team has been

looking at current walking and cycling infrastructure in the town.

## 21/10042 – Land north of Hightown Road

Analysis of the REPRESENTees data on the NFDC portal, 15<sup>th</sup> April 2021



This is the sort of thing the team are looking at and is in accord with the information in the 'Statement of Community Involvement' on the portal, where support for an upgrade to existing cycling and walking infrastructure was strongly supported.

In my view, the current routes from the proposed site to the Poulner Schools would need to be improved for pedestrians and cyclists, which could or should be paid for by the developers. The same would apply for the proposed cycle track access from the site to Eastfield Lane, etc. etc.

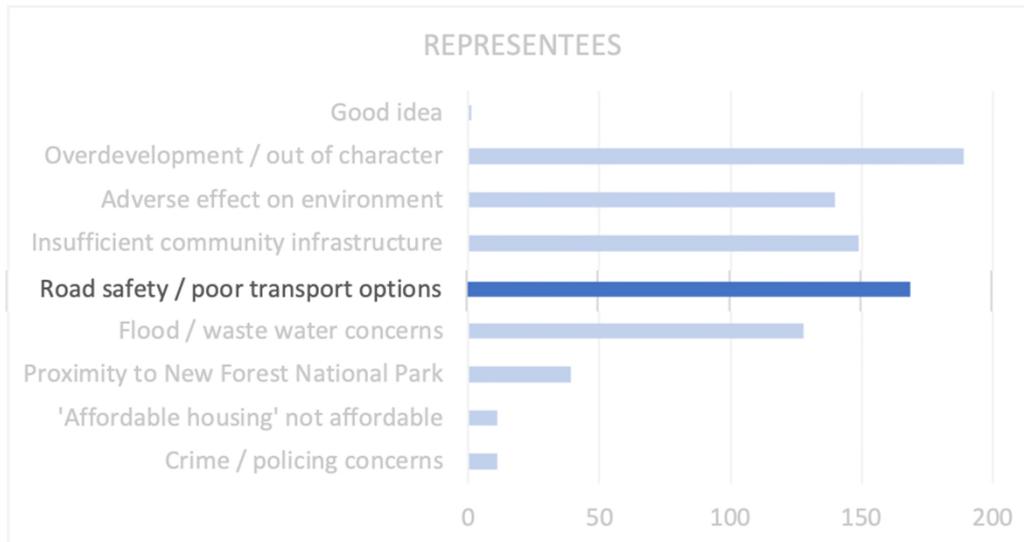
I should point out here that the Taylor Wimpey funded 'Transport Assessment' document relies on Institute of Highways and Transport 'Guidelines for Travelling on Foot' guidance from 2000 which, in my opinion, is woefully out of date. Many more recent guidance documents have been published by, for example, the Government, such as the Department of Transport 'LCWIP (Local Cycling and Walking Infrastructure Plans)' first published in 2017 and 'Gear change: a bold vision for cycling and walking' published in July 2020. Despite this, the report does note that the infrastructure is not adequate to deal with significant extra demand from development of the site. Page 39 refers to schools access, for example.

I think we should offer to help NFDC with our local knowledge and 'boots on the ground' to identify these sort of issues, including suggestions for improvement which could or

should be funded by the developers.

## 21/10042 – Land north of Hightown Road

Analysis of the REPRESENTEEES data on the NFDC portal, 15<sup>th</sup> April 2021



A lot of comments were made by Representees about the inadequacy of the road network in the vicinity of the proposed development and how dangerous an increase in traffic volume would be, mostly to pedestrians and cyclists, but also equestrians.

One Representee suggested that the transport data provided by Taylor Wimpey was carried out in 2020, during lockdown. The previously referred to 'Transport Assessment' document from their consultant appears to use data from 2020 and so it would seem wise for NFDC to consider the data in that context and maybe request more up to date data, especially now that the A31 access from West Street has been closed. I am reminded of a comment made to the Deputy Clerk by a parishioner (that may be in attendance now) that there had been an accident, and I quote, "at Crow a couple of years ago resulting in the horse having to be destroyed due to its injuries and serious injuries to its rider". This would seem to be inconsistent with the 'Transport Assessment' that states "No collisions within this study area involved pedestrians, horse riders or other users", except that the 'Transport Assessment' is using data from 2013 to 2018. One might have thought more recent data could have been obtained and one might wonder why it wasn't. As the development is adjacent to popular equestrian routes, increased risk to riders and their horses seems likely or is the intention that, like the bats, it won't be a concern because they will simply migrate elsewhere?

Taylor Wimpey have also had a consultancy produce a Residential Travel Plan which is available on the portal. In my view, this plan is insufficient in a number of ways and what it does say, lacks detail. For example, how many hours a week will the Travel Plan Coordinator be employed for? Will they be based at the development or be a Ringwood resource? Will the Travel Plan Coordinator role be provided by a consultant based outside Ringwood?

There is some guidance on these plans on the HCC website, where it states: 'The main objectives of a residential travel plan are to: address residents' need for access to a full range of facilities and activities; reduce the traffic generated by the development; encourage good design principles and support the local community.'

Rather than simply criticise the Taylor Wimpey funded document, an alternative outline plan can be offered and has been circulated to members of this committee. This outline plan also contains some elements related to the Framework Employment Travel Plan document also on the NFDC portal. Members may wish this report to be sent to NFDC officers.

#### Ringwood Town Council Residential Travel Plan Measures

This proposal by Ringwood Town Council is aimed at providing Highways England and NFDC Planning Officers with suggested measures that could be negotiated into any future residential travel plans that may be required as part of the Traffic Impact Assessment to minimise traffic for significant (>50 home) residential developments within Ringwood. It should be read along with the document on the NFDC portal from PFA, a consultant organisation to Taylor-Wimpey.

##### Public Transport – The developers will:

- Fund new covered bus stops with real time displays, one for each hundred (or part of) homes;
- Engage with bus operators to ensure that the Ringwood town bus services (such as the Ringo 1 and Ringo 2) so that either existing service routes are modified to service the development or new services are provided to enable parishioners living in the new development to access commercial and service centres in the Ringwood area. These services will operate from the occupation of the first dwelling;
- Fund free travel for 10 years for all journeys commencing or finishing at the developments bus stops for journeys within the Ringwood Parish boundary;
- Fund the purchase of a year's bus network card per dwelling for bus travel for one of the following locations, Bournemouth, Southampton, Salisbury, Fordingbridge and Verwood from the Ringwood bus interchange.

##### Car Club – The developers will:

- Establish, promote and sustain a car club for a period from the first dwelling being occupied to twelve months after the last dwelling has been occupied;
- Recognise that the car club need not be limited to the development boundary, but will include the wider community if in doing so makes it commercially viable.

##### Electric vehicle charging points for each dwelling – The developers will:

- Provide one externally mounted electric vehicle charging unit and one e-bike charging unit per dwelling.

##### Cycle storage – The developers will:

- Offer house buyers the option to purchase a cycle storage solution that would then be erected in a garage for a bicycle or a secure cycle storage solution for erection outside of a garage;
- Ensure that there is adequate cycle storage provision associated with all commercial units on the development.

##### Safe Cycle and walking routes – The developer will:

- Build segregated cycleways and footpaths within the development in accord with DoT Gear Change recommendations that will allow facile travel to the nearest appropriate primary and secondary schools.

##### Sustainable Transport Promotion – The developer will:

- Promote sustainable transport alternatives other than by fossil fuelled vehicles as part of the dwellings marketing plan, ensuring that a sustainable transport awareness pack is provided per dwelling sold upon exchange and again within 5 days of move in;
- In addition to the above sustainable transport promotional material shall be available within the sales office for residents.

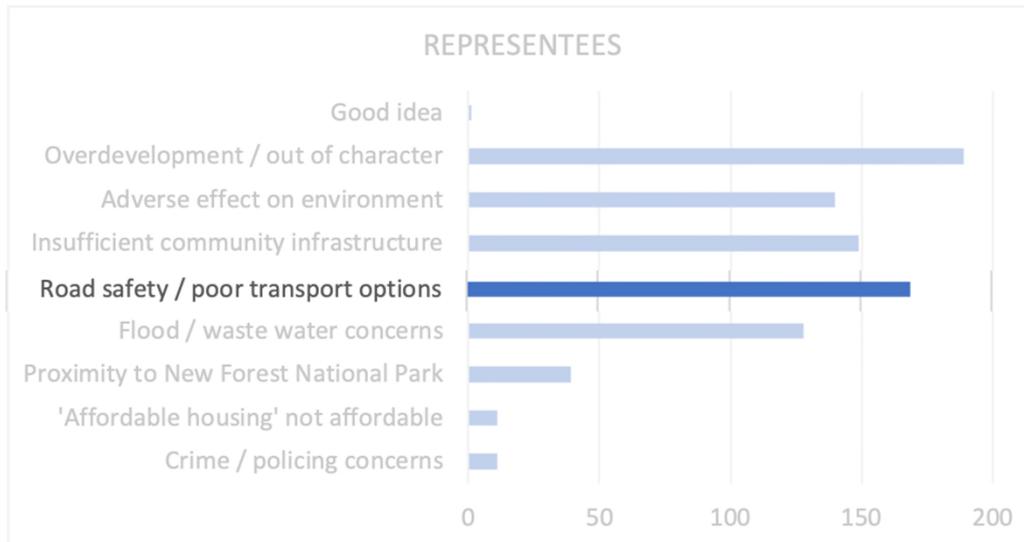
##### Travel Plan Monitoring – The developer will:

- Carry out a residential travel plan survey / personalised travel planner visit per property at six, twelve and eighteen months after first occupation of the dwelling and share the results with RTC and NFDC;
- Monitor traffic flow at the entrance / exits to the housing development using traffic classifier counters. If the projected traffic volumes exceed TA forecasted figures it will trigger draw down of payment for greater infrastructure measures agreed at the time of negotiations with the developer.

For those that haven't seen the document, this is it.

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It should be noted that the implementation of a Residential Travel Plan is a mitigation measure offered so that the developer doesn't have to design, implement and fund more expensive infrastructure. If the plan does not achieve the agreed traffic assessments objectives to mitigate the need for physical infrastructure then that should trigger the implementation of infrastructure measures. This means that even if our proposed travel plan is embraced by Taylor Wimpey, monitoring will be required, such as traffic counters at the entrance to the development / key junctions. If mitigation isn't successful, I believe that Taylor Wimpey should be obliged to implement mitigation measures.

I would also suggest that a Travel Plan Steering Group should be set up and include RTC representatives and hope that this is supported by this Committee.

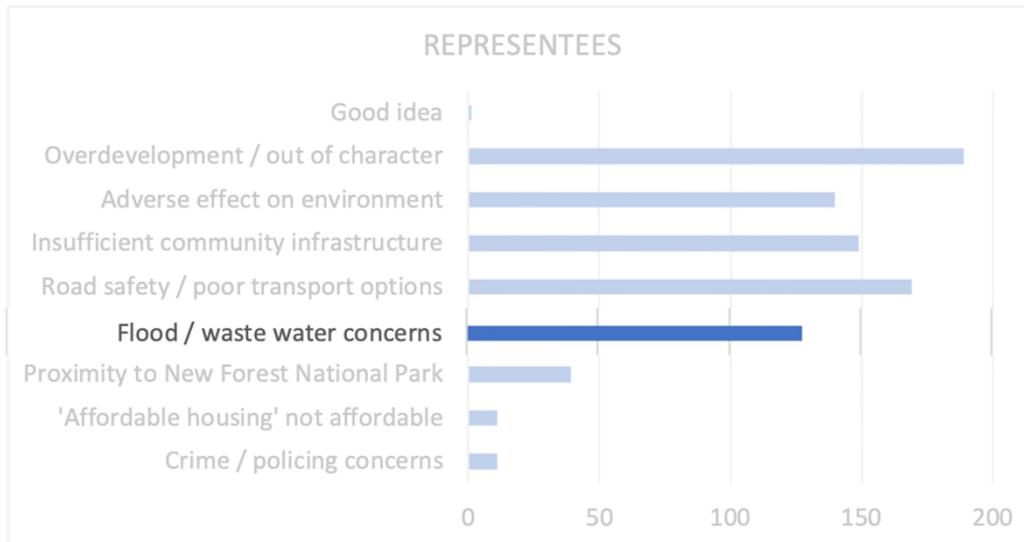
It is expected that other road safety issues will be handled by Highways England and other appropriate agencies in conjunction with NFDC.

Intimately linked to transport is the issue of air quality. Some Representees are concerned about the extra traffic leading to an increase in NO<sub>x</sub>, particulates and noise pollution. Some want to see a 50mph zone on the A31 by Ringwood. We

could spend an hour talking about this, but I want to make progress.

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Winter flooding is already an issue in the Hightown Road area adjacent to the proposed development site and some Representees have expressed concern (but not surprise) about 'infiltration test failures'. One Representee stated that, and I quote, "Two separate models built by different consultants covering differing parts of the site and different drainage/flood mitigation measures".

It is predicted that there will be an increase in winter rainfall in the future due to greenhouse gas induced climate change. As NFDC is doubtless aware that the proposed development will encounter rain events that might have been considered 'exceptional' historically, it would be wise to ensure that the flood mitigation measures are 'future proofed'. It would also seem prudent to ensure that the developer is responsible for their maintenance for at least 10 years and that if the measures prove to be inadequate, then the developer is responsible for any required remedy. This should include flooding of neighbouring areas off site where this is due to a failure of the mitigation measures.

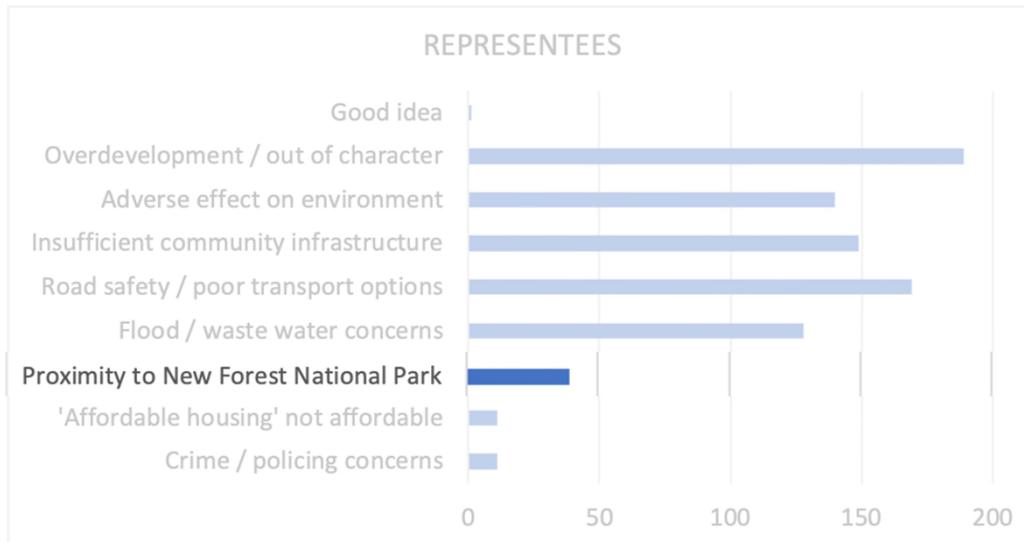
Concern about waste water is justified. The treatment works at Hampshire Hatches is already over capacity. But NFDC already know this and doubtless there is a plan to address the issue with Wessex Water and other bodies before any

unpleasant sewage related events occur anywhere in the Ringwood area.

Another quote now from someone that is likely Zooming in now: “The ‘Utilities Statement’ included with the application states that a capacity check has not been undertaken (but liaison with service providers will be carried out to establish how supplied would be provided) – how is the application valid without knowing if existing utilities/infrastructure can cope with new development?”

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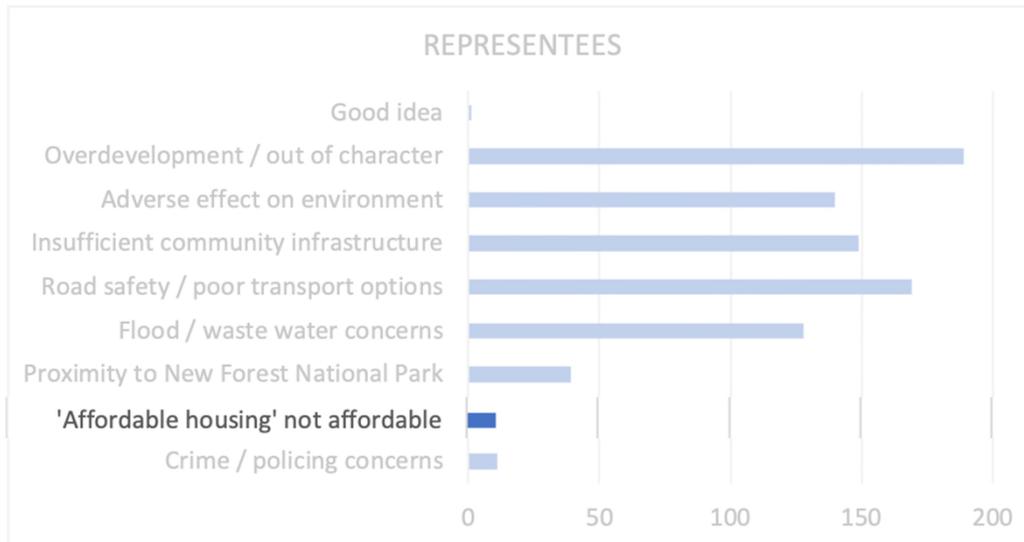
Proximity to the National Park was not raised as much as I would have expected. However, Government Guidance on Construction near protected areas and wildlife makes it clear that developers are responsible for finding out if their development is likely to affect a protected area or site. These issues and other concerns about the transition boundary from outside to inside the park will doubtless have been raised by NFNPA with NFDC.

<https://www.gov.uk/guidance/construction-near-protected-areas-and-wildlife>

Representees comments did highlight issues such as 'visual intrusion' and 'light pollution'.

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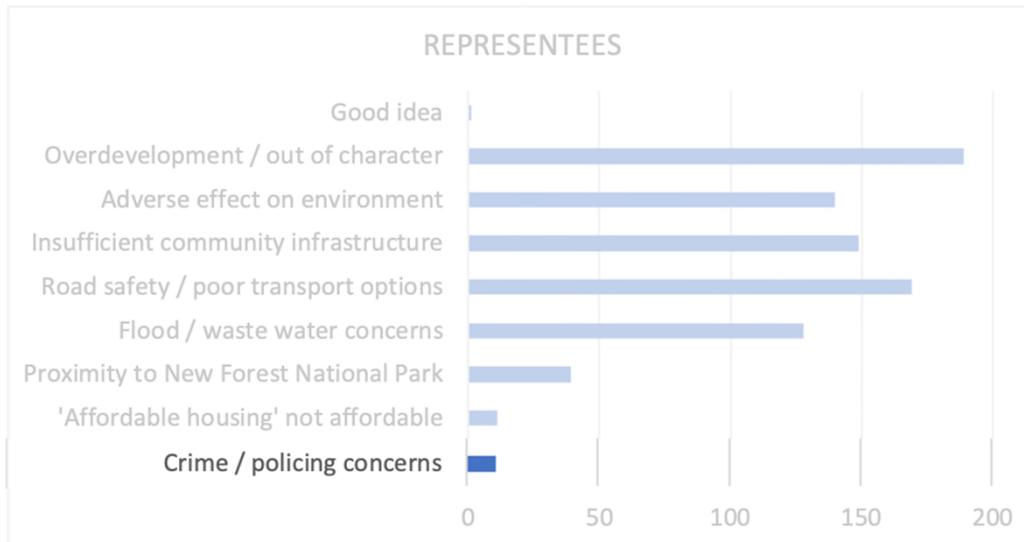


Again, I was surprised that more Representatives didn't raise this. Certainly there is a need for truly affordable housing in Ringwood and that the 'Statement of Community Involvement' document (from Taylor Wimpey based on their neighbourhood survey) suggested strong support for starter homes and affordable housing. We in this committee know that many of the smaller homes in the area have been extended into larger properties, often by small local developers, which removes stock of smaller, more affordable housing.

I'm also drawn to the statement in the 'Statement of Community Involvement' where it states that up to 50% of the homes that Taylor Wimpey are seeking to build will be 'affordable homes' in the planning sense of the expression. Remember the maths earlier where at least 270 houses ends up at over 400? By doing the same maths here, the 'up to 50%' could end up at 5%. It would be easy to offer a range, say 45-55% so that everyone knows the boundaries. At least this would sit more comfortably with the NFDC Local Plan where, and I quote, 'the requirement is for 50% of new homes to be affordable housing.'

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I note that there is a document on the portal from the Designing Out Crime Officer.

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That's it apart from a parting comment from one of the Representees, and I quote, "I would like to add my agreement and support to all the objections raised by this application. Sadly I feel it will make no difference to the outcome". Well I'd like to believe that that isn't true and I ask that this committee supports efforts to engage with NFDC to improve development outcomes in Ringwood, be they at this site or elsewhere.