

OPEN SESSION: There were 3 members of the public present at the start of the meeting who were interested in items on the agenda.

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

Held on Friday 6th July 2018 at 10.00am at Ringwood Gateway, The Furlong, Ringwood.

PRESENT: Cllr Christopher Treleaven (Chairman)
Cllr Tim Ward (Vice Chairman)
Cllr Andrew Briers
Cllr Philip Day
Cllr Hilary Edge
Cllr Christine Ford (from 10:08 until 12:15pm)
Cllr Gloria O'Reilly
Cllr Tony Ring (until 12 noon)
Cllr Angela Wiseman

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

P/5513 APOLOGIES FOR ABSENCE

There were none.

P/5514 DECLARATIONS OF INTEREST

Cllr Briers declared a non-pecuniary interest in application 18/10790 as he prepared the drawings for the applicant, a neighbour.

Cllr Briers declared a pecuniary interest in application 18/10847 as he acts as agent for the applicant.

Cllr Day declared a pecuniary interest in application 18/10161 as the applicant is a client of his firm and it acted in this matter, at some point.

P/5515 MINUTES OF PREVIOUS MEETING

RESOLVED: That the Minutes of the meetings held on 30th May and 1st June 2018, having been circulated, be approved and signed as a correct record.

P/5516 PLANNING APPLICATIONS

Members considered the planning applications (*Annex A*).

With the agreement of all Members, 18/10161 Police Station, was brought forward as there were members of the public present, who were interested in the application.

18/10161 – Police Station, 155 – 159, Christchurch Road

Cllr Day declared a pecuniary interest as the applicant is a client of his firm and it acted in this matter, at some point. He left the room when the application was considered.

Mr Kenyon, the architect for the scheme, indicated that following discussion with the Planning Officer, several amendments had been made to the plans, particularly to the landscaping and garden space. Concentrating on the Council's previous concerns, he explained how the scheme now sought to address them.

He explained that headroom of 2.6m under the eaves had been achieved, to address the concerns of the poor levels of access to the site and that the existing access from New Street, would alleviate the need for larger vehicles to park on Christchurch Road. He indicated that in respect of refuse, collections at the front and from New Street for the low number of properties, had been considered acceptable.

Cllr Ford joined the meeting at 10.08am.

In respect of emergency vehicles, he indicated that an ambulance could access the site and all plots can be accessed within the distance specified by the Fire Services. He accepted that removal vans would be problematic, however the occurrence would be infrequent and New Street could be considered for this purpose.

The parking provision falls short of the standards by 0.9 spaces, however this has been considered acceptable given the development's proximity to the Town Centre and that the spaces will be unallocated. Hampshire Highways concerns had been addressed and no objection had been received from Fire & Rescue, Environmental Health, Urban Design Officer or the Planning Officer.

Members were still concerned with the limited access to the site and questioned whether an ambulance or delivery vans could clear the undercroft. This would inevitably result in parking on Christchurch Road and cause traffic congestion on a main road, which was a serious concern. They also felt that the access from New Street, although another option, was inappropriate and would create additional congestion/parking problems for residents of New Street.

Members recommended Refusal (2), but would accept the Planning Officer's decision, adding that their concerns remained regarding the limited access to the courtyard, for vehicles higher than 2.4m, and that the resulting need to park on Christchurch Road, would cause traffic congestion. Members required a condition to be attached that the applicant provides a construction method statement for the proposal.

18/10711 – 5-7 Christchurch Road – *This application had been made by the Town Council on behalf of Ringwood Society. Cllr Day declared a pecuniary interest as he had made a personal donation to the project. He did not participate in the debate or vote.*

18/10790 – 19, Hampton Drive - *Cllr Briers declared a non-pecuniary interest in the application, as he prepared the drawings for the applicant, a neighbour. He did not participate in the debate or vote.*

18/10847 – Unit 10, Hightown Industrial Estate - *Cllr Briers declared a pecuniary interest in the application, as he acts as agent for the applicant. He did not participate in the debate or vote.*

Members noted the applications that were determined by the Chairman and Vice-Chairman under delegated powers.

RESOLVED: That the observations summarised in *Annex A* be submitted and decisions made under delegated powers be noted.

ACTION N Vodden

3 additional members of the public, who were interested in the Local Plan Review agenda item, joined the meeting.

P/5517

LOCAL PLAN REVIEW 2016 – 2036, PART ONE: PLANNING STRATEGY

Members were asked to give initial consideration to the draft Local Plan, prior to consideration by Full Council and public forum on 25th July 2018 (*Annex B*). It was hoped that the Committee would be delegated powers to finalise the response to the consultation at its meeting, in August.

The Chairman emphasized that this consultation related to Part One of the Local Plan Review, the strategic sites for housing (of 100 dwellings or more) and employment, and its purpose was to determine whether the Local Plan is sound. He added that any challenge to be made would need to be supported with evidence. The Deputy Town Clerk had condensed the 300 page document into a report which outlined the overall strategy and information relevant to Ringwood (*Annex B*).

An updated Infrastructure Delivery Plan had been published as part of this consultation, but Members had not yet had an opportunity to review this. This document outlines the planned delivery of infrastructure and community facilities and services such as transportation, education, utilities, drainage, telecommunications, community facilities, health care, emergency services, waste and green spaces. This would need to be reviewed prior to the Council's response being agreed.

It was noted that three Supplementary Planning Documents would shortly be issued for consultation, and would need to be considered by the Committee in September. These would address mitigation for recreational impacts, developers' contributions and strategic sites master planning.

Part 2 of the Local Plan Review would follow after completion of Part One and will include smaller sites for development and town centre management plans. A Neighbourhood Plan, should one exist, could be embedded within this part of the plan.

Members of the public were invited to comment at this stage.

A resident and member of Save Ringwood's Green Belt, spoke in relation to Site 13 (north of Moortown Lane), noting the Council's earlier response, indicating that those submissions should still stand. He highlighted the traffic congestion experienced during the recent closure of Christchurch Road, where junctions were badly affected, with frequent tailbacks and there was a disregard by HGV's that the roads were unsuitable. He added that Crow Lane, Moortown Lane, etc. are already a rat run and do not have the capacity for the traffic that will result from the development of Site 13. There were no proposals for medical facilities and flooding/sewage issues were also a major concern.

He indicated that the impact in these factors were not known and should be addressed in advance.

It was noted that the B3347 had been wrongly labelled in the NFDC's consultation document as A338 and the Deputy Town Clerk explained that Members papers were drawn up using the draft document and an additional paragraph had been added to the final version (page 126 (draft) / page 138 (final) – supporting text), in relation to existing properties.

The District Council had assessed Green Belt land to determine its contribution to the Green Belt and graded it accordingly. A major change from the Draft Plan is that the land south of Moortown Lane (part of Site P) has not been put forward for development for housing. However, the north-west corner has been designated as a reserve site for a school, should it become necessary. It is now proposed that only the area north of Moortown Lane be allocated for development (Site 13), with an increased density of housing, minimum capacity of 480.

Members considered that it would be difficult to gather enough evidence to challenge the DC's assessment of the Green Belt land (Site 13), but that development of non-Green Belt land (Site 14) should occur first. This was also thought better strategically as the road structure, with the A31 link, would be in place and cope with the additional traffic generated from both sites. The Local Plan should include measures to protect land, that did contribute to the Green Belt (i.e. land south of Moortown Lane), from erosion.

Members were concerned that the land reserved for possible provision of a new school was currently laid out as football pitches, and noted that the Council was currently working with Ringwood Football Club on improving recreation facilities in this area.

As blocks of land may come forward for development, it was important that the maximum capacity for the whole site be stated, rather than the minimum number of houses (480 for Site 13 and 270 for Site 14) and that the right mix of houses were provided in any future proposals, as the Council had made a case for more smaller, affordable housing.

It was felt that the proposed road network may be an improvement, as it provided the essential link from Christchurch Road to the A31, but there were flaws, for example the inappropriate location of the accesses onto Moortown Lane. A revised Transport Assessment had been prepared by the District Council's consultants. This concluded that the previous study remained robust and that its conclusions were largely unchanged. It did state however that traffic flows around Site 13 would be significantly reduced compared to the previous study and improvements to the junction of Moortown Lane with Christchurch Road may no longer be required. Members expressed their disappointment in this, but noted that a Transport Assessment would need to be submitted with any planning application for the site and appropriate mitigation could be considered at that stage.

Members were concerned that the sewage treatment works, at Hampshire Hatches, was working at its maximum capacity and that it would not be able to cope with the additional requirement created by development of land for housing and that there was no space to physically expand the facility.

It was noted that the proposals for Site 14 (Nouale Lane) incorporated space to the east, so that the National Park boundary was not compromised and also open space to the west, which protected the existing properties in Eastfield Lane. The building line for Site

13 (Moortown Lane), however, was far closer to properties on Christchurch Road and due to the proximity there would be a significant risk of overlooking, exacerbated by the incline in ground level at this point.

There was concern that any development of Site 14 (Nouale Lane) would impact on the natural soak away and flooding would be an issue, although it was noted that a separate strategic flood risk assessment would need to be prepared for each site, as it comes forward for development.

Some Members questioned the amount of employment land allocated and its location, as it could alternatively be considered suitable for housing.

Cllr Ring left the meeting at 12 noon.

RECOMMENDED:

- 1) That Site 14 (Elm Tree/Nouale Lane) should be developed before Site 13 (Moortown Lane), which is designated Green Belt land, but neither site should be developed, without the supporting road structure, in order to alleviate traffic congestion.
- 2) That if Site 14 is developed, it is essential that the new junction from A31 is created first.
- 3) That the maximum number of dwellings for each site needs to be defined.
- 4) That there are measures in place to protect the Green Belt from further erosion and provision be made for suitable alternative land, to compensate for the potential loss of Open Space/sports facilities, with the proposal to reserve the north-west corner of the plot to the south of Moortown Lane, for a school.
- 5) That land currently allocated for employment development as part of RING3 (west of Crow Arch Lane and to the north of Site 13) should be considered for Housing, to take the pressure off Site 13.
- 6) That the area allocated for employment development, on Site 14, adjacent to A31 should also be considered for housing.
- 7) That the building line, on the western boundary of Site 13, be moved to create a buffer of open space and provide a level of protection to existing properties, on Christchurch Road, where there is significant risk of overlooking, due to the proximity. This is unlike Site 14 where the building line is a distance from existing dwellings on Eastfield Lane and shows new housing separated by an area of open space.
- 8) That confirmation is sought from Wessex Water that the sewage treatment works can be expanded (at Hampshire Hatches) to cope with the increased capacity required from the new development proposals.
- 9) That the proposed vehicle accesses to Site 13 from Moortown Lane be reviewed, taking into account proposed development of the recreation facilities to the south, which would require an additional entrance to the east of Long Lane.

ACTION J Hurd

Cllr Ford left the meeting at 12:15 pm.

P/5518

HCC CONSULTATION ON PROPOSALS TO CHANGE STREET LIGHTING, SUPPORTED PASSENGER TRANSPORT SERVICES AND THE CONCESSIONARY TRAVEL SCHEME

Members considered the consultation paper and proposals therein (*Annex C*). This follows Hampshire County Council's, Balancing the Budget consultation, last year, and provides options for delivering the planned savings in respect of these services.

RESOLVED: That the following response to the consultation be submitted:-

Proposal 1 – To switch off street lights for part of the night (two or more hours) on residential streets

- Street lights should be switched off for 3 hours each night, from 01:00 to 04:00.
- Lights should not be switched off on main roads in built up areas, or in town and city centres. In particular, lights should not be switched off along the route of the B3347 through Ringwood.

Proposal 2 – To make operational changes to the current public bus and ferry services which HCC supports

- If a reduction in bus service 125 is required, this service should continue to run on Mondays and Wednesdays.
- The introduction of a 50p charge for single journeys made using an Older Person's Concessionary Bus Pass on public bus services is supported.

Proposal 3 – To replace some supported public bus services with alternative forms of community transport, such as Taxishares and Call and Go

- This proposal is not supported. It would not be acceptable to replace bus service 125 with an alternative form of community transport.

Proposal 4 – to reduce the amount of printed material and make better use of electronic information

- The New Forest Public Transport Guide is a very popular guide and use by customers at Ringwood Gateway is high (approximately 700 were picked up in May/June).
- In our experience, the majority of people using public transport do not have, or wish to have, access to the internet.
- It is suggested that a charge, of say 50p, be introduced for the Public Transport Guide, rather than discontinuing it in paper form.

Proposal 5 – to reduce the amount of support available to organisations that provide, promote or support transport services

- No comment on this proposal.

Proposal 6 – To remove the use of the Older Person's Bus Pass on Taxishares, Dial-a-Ride and Call and Go services

- This proposal is not supported, as these services are used by residents for essential journeys.

ACTION Jo Hurd

P/5519
NEIGHBOURHOOD PLANNING

The Chairman introduced the item, indicating that there was some disagreement between Members and Officers, as to whether this matter should be considered initially by this Committee before it is considered by Full Council. Members agreed that the Committee should consider Neighbourhood Planning at the August meeting, in order to give Full Council a steer on the matter.

The Chairman explained that consultants, who had assisted other Councils through the process, had been present at the Neighbourhood Planning conference, he had attended. It was felt that it would be helpful to hear from a consultant and an invitation be extended to attend a meeting. It was also suggested that the Town Clerk be present, to give an opinion, as he had some experience of Neighbourhood Planning in his previous role.

RESOLVED:

- 1) That this Committee consider whether a Neighbourhood Plan should be prepared for Ringwood, with a subsequent recommendation to Full Council
- 2) That a suitably experienced Planning Consultant be invited to attend and give a short presentation to this Committee or Full Council on what might and might not be achieved by producing a Neighbourhood Plan, and to provide an idea of overall costs and time involved.

ACTION Jo Hurd

P/5520
HIGHWAYS MAINTENANCE ISSUES

The Deputy Town Clerk referred Members to the (*Annex D*).

R/006 and R/009 – Meeting House Lane and Pedal Car Grand Prix 'circuit' - Works had been undertaken, but not to a satisfactory standard and a formal complaint had been made to Hampshire Highways (HH). HH had met with the Deputy Town Clerk on site and agreed that the work was unacceptable. A team would be despatched in advance of the event, to deal with certain areas, but further work was required at a later date and would involve a road closure.

R/005 – Market Place (Human Sundial) –A meeting was to be scheduled with Hampshire Highways and their contractors SKANSKA, to discuss this project and move it forward.

F/003 - Moortown Lane – The flood relief drain which has been surveyed and cleaned, can now be brought back into use. The Deputy Town Clerk will discuss the matter with HH in order for this to be progressed.

It was noted that a road closure will take place at Crow Lane/Crow Arch Lane for the Linden Homes site to be connected to the sewage system.

RESOLVED: That the update on highways maintenance issues (*Annex D*) be received.

ACTION Jo Hurd

**P/5521
PROJECTS**

Members referred to the project progress report (*Annex E*).

A4 – Human Sundial – This item was referred to earlier in the meeting (see *P/5520*).

A6 – Sign Painting at Fridays Cross – The planning application had been submitted and a decision was awaited.

C1 – Pedestrian Crossings on Christchurch Road – The Deputy Town Clerk reported that design work for the southernmost crossing point was proceeding.

However, the proposed location for a refuge, north of the Lidl roundabout, has been deemed unfeasible, as it would not permit abnormally large vehicles to access/exit Stag Business Park. There may be a possibility of re-locating the crossing further north, but it was expected that there would be a large number of underground services to negotiate, which would increase the costs of the project significantly. Members wished this option to be investigated further, provided that it did not delay work progressing on the southern crossing.

C2 – A31 Improvement Scheme – It was noted that ground investigation works were scheduled between 9 July and 3 August and this would involve some lane closures and slip road closures overnight.

RESOLVED: That the update in relation to projects be received.

ACTION Jo Hurd

There being no further business, the Chairman closed the meeting at 12.58pm.

RECEIVED
25th July 2018

APPROVED
3rd August 2018

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 6th July 2018
Ringwood Town Council - Planning Observations - NFDC

Number	Site Address	Proposal	Observation	Comments
18/10161	Police Station, 155-159 Christchurch Road, Ringwood. BH24 3AG	RE-CONSULTATION:-9 dwellings comprised; 1 terrace of 5 houses; 2 pairs semi-detached houses; parking; access & landscaping	Refusal (2)	The Committee remained concerned with limited access to the courtyard for vehicles higher than 2.4m and that the resulting need to park on Christchurch Road would cause traffic congestion. Members required a condition to be attached that the applicant provides a construction method statement for the proposal.
18/10552	Land Of 4 East View Road, Ringwood. BH24 1PP	RE-CONSULTATION:- House; parking	Refusal (2)	Members remained of the same view as the previous consultation. They accepted that a precedent had been set, with regards to the plot of land at 2, East View Road. The proposal would be cramped in the space available and the preference would be for a bungalow, to give a better balance to the street scene.
18/10564	101, Hightown Road, Ringwood. BH24 1NL	Two-storey rear extension; first-floor rear extension; front porch	Permission (1)	
18/10585	30, East View Road, Ringwood. BH24 1PP	Roof alterations and dormers in association with new first floor; one & two-storey rear extension; detached garage	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

Number	Site Address	Proposal	Observation	Comments
18/10653	Brooks Close, Salisbury Road, Blashford, Ringwood. BH24 3PB	Front porch; gates; replacement roof; fenestration alterations	Permission (1)	
18/10672	78, Northfield Road, Ringwood. BH24 1ST	Use garage as studio; fenestration alterations	Permission (1)	
18/10687	Premier Inn, Forest Gate Business Park, Christchurch Road, Ringwood. BH24 3FH	Display 1 illuminated totem sign; 4 illuminated wall-mounted signs; 1 wall-mounted sign; 3 post-mounted signs (Application for Advertisement Consent)	Refusal (2) for the totem and P(1) for all other signs	Members supported the officer's view and agreed that the totem sign proposed was too large for the area. It was noted that the plans provided indicated that the overflow car park was for Premier Inn's use and made no mention that this is a shared provision for the adjacent gym and an overflow car park for other users of the industrial estate.
18/10708	95, Eastfield Lane, Ringwood. BH24 1UW	Raise ridge height; Single-storey front and rear extensions; juliet balcony; flue	Permission (1)	
18/10711	5-7, Christchurch Road, Ringwood. BH24 1DG	Display 1 non illuminated wall painted sign on painted background (Application for Advertisement Consent)	Officer Decision (5)	The Town Council made this application on behalf of Ringwood Society.
18/10716	24, East View Road, Ringwood. BH24 1PP	Single-storey rear extension	Permission (1)	
18/10726	16-18, Southampton Road, Ringwood. BH24 1HY	Use of first floor as two flats in association with existing multi-purpose health clinic (Suis Generis)	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

Number	Site Address	Proposal	Observation	Comments
18/10766	1, Edwina Close, Ringwood. BH24 1SY	Single-storey side extension; single-storey rear extension	Permission (1)	
18/10783	Church Hatch Centre, 22, Market Place, Ringwood. BH24 1AW	Repair & replace rotten window frames, cils & sashes; re-point parapit; repair lead flashing; re-pair & re-point brickwork (Application for Listed Building Consent)	Officer Decision (5)	Members felt that as this was a very technical application and the Officer's were in a better position to make a decision.
18/10784	33, Lakeside, Hightown, Ringwood. BH24 3DX	Single-storey rear and side extension	Permission (1)	
18/10790	19 Hampton Drive, Ringwood. BH24 1SL	Single-storey extension	Permission (1)	
18/10820	216, Southampton Road, Ringwood. BH24 1JG	Dropped kerb	Permission (1)	Members made this recommendation on the basis that the Highways Officer was in agreement that this proposal did not cause a traffic hazard.
18/10847	Unit 10, Hightown Industrial Estate, Ringwood. BH24 1ND	Single-storey rear extension	Permission (1)	
18/10855	2, The Furlong, Ringwood. BH24 1AT	3 new air condensing units to rear elevation	Permission (1)	
18/10872	83, Northfield Road, Ringwood. BH24 1SR	Two-storey front extension; raise ridge height; roof alterations, dormers and rooflights in association with new first floor	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

Ringwood Town Council - Planning Observations - NFNPA

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Number	Site Address	Proposal	Observation	Comments
18/00466	Moorhayes, Crow Hill, Crow, Ringwood. BH24 3DQ	Replacement two storey outbuilding	Permission (1)	On making this recommendation, the Committee made the assumption that the outbuilding would not be permitted for use as living accommodation.
CONS/18/0550	Greyfriars Community Centre, 44 Christchurch Road, Ringwood. BH24 1DW	Prune 1 x Blue Atlas Cedar tree	Permission (1)	
TPO/18/0526	64 Willow Drive, Ringwood. BH24 3BE	Pollard 1 x Willow tree Prune 1 x Willow 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

Applications decided under delegated powers : to be noted

On 6th July 2018 at 10:00 am

Number	Applicant	Site Address	Proposal
CONS/18/0476	Mr Boxer-Missen	Linford Hill Farm, St Aubyns Lane, Hangersley, Ringwood, BH24 3JU	<p>Fell 3 x Oak trees Remove 1 x fallen Oak tree Prune 4 x Oak trees</p> <p>RECOMMENDATION: P(1) - Recommend permission, but would accept the Tree Officer's decision, provided the Tree Officer accepts that tree T8 is indeed not viable.</p>
CONS/18/0497	Mr Eales	The Studio, 58-60 Christchurch Road, Ringwood, BH24 1DR	<p>Prune 1 x Unidentified tree</p> <p>RECOMMENDATION: P(1)- Recommend permission, but would accept the Tree Officer's decision.</p>

**REPORT TO PLANNING, TOWN & ENVIRONMENT COMMITTEE
6 JULY 2018**

LOCAL PLAN REVIEW 2016 – 2036, PART ONE: PLANNING STRATEGY

1. INTRODUCTION

- 1.1 New Forest District Council (NFDC) is reviewing Part One of its Local Plan and will shortly be publishing the document that it intends to submit for public examination to the Secretary of State following a six week consultation period, expected to conclude on 10 August 2018. Any representations made at this stage will be considered at the public examination by an independent Planning Inspector. It is unlikely that the document will be materially amended prior to submission.
- 1.2 At the public examination, the Planning Inspector will assess whether the Local Plan Part One has been prepared in line with the relevant legal requirements and whether it is 'sound'. To be 'sound', the Plan has to be positively prepared, justified, effective and consistent with national policy. It must also be supported by a robust evidence base. Representations should therefore be made on the 'soundness' of the Plan.
- 1.3 **It should be noted that the final consultation document and all supporting documents were not available at the time this report was written.** However, all documents should be available to view from 29 June 2018 on the NFDC website: www.newforest.gov.uk/localplan2016. A copy of the public consultation document will be available to view in the office.
- 1.3 The Local Plan 2016-2036 Part One: Planning Strategy sets out strategic policies, including strategic site allocations capable of accommodating 100 or more homes. The review of Part Two: Sites and Development Management will commence when Part One is complete. This will include allocations for smaller sites and detailed policies on specific localities, such as town centres. Part Two will also include acceptable proposals from Neighbourhood Plans, for areas where these are being prepared.
- 1.4 In September 2016, the Council responded to NFDC's consultation on initial proposals, the main focus of which was potential sites for new housing (*Minute C/5865 – Full Council 7/9/16 refers*). The Council's response is attached as **Appendix 1**.

2. STRATEGIC OBJECTIVES

- 2.1 Chapter 3 outlines the vision, key issues and strategic objectives of the Local Plan, with four main themes: protecting and enhancing the special and unique character and environment of the New Forest area; providing more homes for local people; supporting local businesses to prosper for the benefit of the community; and promoting the safety and wellbeing of people who live and work within the district.

3. SUSTAINABLE DEVELOPMENT – PROPOSED STRATEGIC HOUSING AND EMPLOYMENT SITES

- 3.1 Chapter 4 sets out policies for achieving sustainable development, in line with the overarching objectives of the National Planning Policy Framework (NPPF).

B

- 3.2 Policy 5 (Meeting our housing needs) outlines a target to provide 10,500 additional homes in the Plan Area for the period 2016-2036, and allocates two strategic sites (100 homes or more) within the parish of Ringwood, as follows:

Site SS13	South of Ringwood	Minimum capacity 480	(Previously referred to as site P)
Site SS14	East of Ringwood	Minimum capacity 270	(Previously referred to as site Q)

The previous allocation for these two Ringwood sites was a total of 1150; this has now been reduced to 750.

A further site SS15 is allocated North of Ringwood with a minimum capacity of 100; this site falls with the parish of Ellingham, Harbridge and Ibsley. Previously the Council made no comment on this site.

- 3.3 Site Concept Masterplans demonstrate how the identified minimum number of homes can be accommodated in order to comply with all Local Plan policy requirements and standards, and outline specific site requirements, including new roads and public open space. The concept plans for Ringwood sites SS13 and SS14 are attached as **Appendix 2**.
- 3.4 SS13 is allocated for at least 480 new homes on land to the north of Moortown Lane, with new road links to Forest Gate Business Park, Moortown Lane and Crow Lane, a community hub and natural green space. The land to the south of Moortown Lane is no longer allocated for housing, but land is reserved for a new primary school should the need arise, and for recreational greenspace and playing fields. The Council has commissioned, jointly with Ringwood Football Club, a feasibility study of proposals for the development of recreation facilities at Long Lane. This study will take account of the draft Plan.
- 3.5 SS14 is allocated for at least 270 new homes and around 3 hectares of employment land on land west of Nouale Lane, with a new road link from the A31 Poulner junction to Hightown Road, a community hub and natural green space.
- 3.5 Both sites will require the preparation of a detailed strategic flood risk assessment to demonstrate how development will be made safe and provide improved flood and drainage management in the locality, ensuring that there is no increased flood risk downstream. Both will also require a new connection to the sewage treatments works.
- 3.6 Policy 6 (Sustainable economic growth) allocates around 3 hectares of employment land at Site SS14, adjacent to the A31. In line with this Council's response to previous consultation, this policy encourages a greater presence of higher value, knowledge based businesses and promotes development or programmes that provide skills or vocational training.
- 3.7 Policy 8 sets out the strategy to secure or enable provision of the infrastructure and community service facilities that are needed to meet the current and future needs of residents and businesses, and to ensure planned development can be sustainably accommodated. This includes transportation, education, utilities, drainage, telecommunications, community facilities, health care, emergency services, waste and green spaces. An updated Infrastructure Delivery Plan (IDP), to be published with the Local Plan, will identify the types of infrastructure required. Policy 34 sets out the mechanism for securing appropriate contributions from developers to meet the needs from their developments, or to mitigate its impact on existing infrastructure, facilities and services.

4. TRAFFIC

- 4.1 Due to the reduction in the number of proposed homes in the Plan Area, the Strategic Transport Network Assessment (TA) commissioned by NFDC in 2016 has not been updated. This provides an assessment of the transport implications of additional development, and examines whether it can be delivered without severe residual cumulative transport impacts, in accordance with the NPPF. The conclusion of the TA is that the transport impacts of the planned housing growth are not severe, and any impact can be adequately addressed by specific local measures. For Ringwood, this amounts to numerous small-scale junction improvements, and the already planned improvements to the A31 (increasing the width from two to three lanes on the westbound carriageway between the Ringwood and Verwood junctions).
- 4.2 Although the Council had planned to challenge the findings of the TA, it has been agreed not to pursue this due to the reduction in the number of planned homes and on further advice from NFDC about the meaning of “severe”, which represents complete gridlock. On this basis, it was felt that it would not be possible to produce sufficient evidence to refute the opinion of NFDC’s TA and thereby demonstrate that the draft Local Plan is not sound.
- 4.3 The Council has long supported the need for a relief road between the A31 Poulner junction and Willow Drive off Christchurch Road, which was previously removed from the Local Plan as undeliverable. However, the concept plan for the two new strategic housing sites effectively provides this link, albeit through the middle of new areas of housing. Improvements would be required to existing roads, in particular Crow Lane, to facilitate this strategic link.
- 4.4 When strategic sites come forward for development, each planning application will need to be supported by a Transport Assessment. There will be further opportunity to comment at that stage.

5. ENVIRONMENT

- 5.1 Policy 12 refers to the South West Hampshire Green Belt and the protection it is afforded in line with national policy (see also para. 6.5 relating to affordable housing as possible justified development in the Green Belt).
- 5.2 Policy 13 refers to design quality and local distinctiveness, and will be a key policy in the determination of planning applications for new development, which must be of high quality design that contributes positively to local distinctiveness, quality of life and enhances the character and identify of the locality.

6. HOUSING TYPE

- 6.1 Chapter 6 focuses on housing type, tenure and choice.
- 6.2 Policy 16 outlines the strategy to ensure all residential development addresses the diversity of housing needs of local people at all stages of life by providing a mix and choice of homes by type, size and cost. The indicative need for different sizes of homes, as outlined below, will provide more affordable smaller homes to meet, in particular, the needs of newly forming households and be attractive to downsizers when they no longer need their family home.

B

	1-2 bed	3 bed	4+bed
Affordable rental homes	60-70%	25-30%	5-10%
Affordable home ownership	55-65%	30-35%	5-10%
Market homes	30-40%	40-45%	20-25%

- 6.3 Strategic housing sites must provide a mix of homes in accordance with these figures, and must also provide a diversity of housing types to include at least three of the following types of home: discounted starter homes; plots available for purchase by self-builders; homes for private rent; and homes for downsizing older households.
- 6.4 Policy 17 states that 50% of new homes on new developments of 11 or more dwellings must be affordable housing. 70% of these affordable homes will be available for rent, split equally between social and affordable rent, and 30% for intermediate or affordable home ownership, including shared ownership.
- 6.5 Policy 20 provides for residential development on sites outside the defined settlement boundaries (rural housing exception sites) to meet an identified need for affordable housing for local people. This type of development would need to be led by a qualified community-led housing group. Policy 12 states that the provision of affordable housing, to meet the needs of local people that could not otherwise be provided for, may meet the test for justified development in the Green Belt.
- 6.6 Policy 21 refers to employment land and development. The supporting text notes that permitted development rights allow some commercial, office, light industrial, storage/distribution and agricultural premises to be converted to housing without the need for formal planning permission to establish the change of use.

7. RECOMMENDATION

- 7.1 It is RECOMMENDED that Members give initial consideration to the draft Local Plan, prior to consideration by Full Council on 25 July.

For further information, please contact Mrs Jo Hurd, Deputy Town Clerk
Tel: 01425 484721, Email: jo.hurd@ringwood.gov.uk

RESPONSE FROM RINGWOOD TOWN COUNCIL - SEPTEMBER 2016

- 1) Our Town should not become increasingly a retirement dominated community. Young and working age people should have at least equal access to affordable home ownership here, in order to live and work in an economically and socially thriving community.
- 2) Accordingly, any increase in housing numbers should include at least 50% affordable housing with the remainder for open market housing. The affordable proportion should include significant provision for “starter homes” for those aged under 40, and for those waiting on the Housing Register who have demonstrable local connections.
- 3) It is noted - with considerable dismay - that necessary infrastructure (roads, schools, surgeries, flood prevention measures etc.) will only be determined after the sites have been agreed. This is a vital matter that must be addressed now. This Council continues to maintain that housing development must be planned with matching infrastructure outlined at this planning stage, to demonstrate to the Town that the proposed housing sites will be adequately serviced in all respects before we accept them as viable.
- 4) The most important infrastructure requirement for the proposed sites is that of adequate and safe traffic access from the southern sites – both proposed and existing – to the A31. It is this Council’s view that the NFDC Transport Assessment is inadequate and unrealistic, and the mitigation measures proposed – numerous small scale junction improvements - are insufficient. The Council has maintained that additional development proposed for the south and east of our Town requires a new relief road to access the A31.

It is noted that a previous Planning Inspector rejected site Q (Lynes Farm) for development there, because the existing road system would be unable to cope with the extra traffic. The proposed increased development at site P, and the existing plans for Crow Lane west, will further exacerbate the traffic problem.

Previous proposals for a link road between the A31 Poulner junction and Willow Drive at Christchurch Road were not accepted at the time by Highways England, and, in any event, appear now to be impractical as a result of the recent planning permission for development on the Crow Lane west site. An alternative link road route would require further investigation.

With regards to site Q, it is noted that the 2016 Transport Assessment states that the junction of Southampton Road and the A31 slip road (junction 8) is “in practice ... likely to be upgraded to form one of the access points into the Ringwood East opportunity site.” (para 6.8.1). This junction could then become the start of a new relief link road.

- 5) The Council is aware that if all the costs of the demonstrable infrastructure and affordable housing needs have to be borne by developers of the new sites, it is possible that these sites may become unviable in that residual land values would be insufficiently attractive for existing landowners to sell. This would be a matter for DCLG to resolve as a matter of policy.
- 6) The Town Council is opposed to development on Site P on three grounds - (i) the loss of the Green Belt, (ii) the importance of the agricultural quality of the land and (iii) the inadequacy of the present road capacity to cope with traffic generation from 750 new dwellings.
 - (i) The importance of the Green Belt designations to both the areas north and south of Moortown Lane has been well recognised as preserving the unique setting of our Market Town in its distinctive position within the Avon Valley countryside.

Encroachment by built development into this environmentally sensitive landscape compromises both Town and countryside. Whilst the NFDC Green Belt Study states that the southern side of Moortown Lane “strongly” supports Green Belt purposes (as laid down by National Planning Policy para 82), we do not agree that the northern side only “moderately” supports such purposes. Our Council believes this NFDC paper judgement is a subjective assessment, and we re-emphasise our adopted Ringwood Local Distinctiveness SPD regarding the importance of the existing Green Belt designation. This SPD makes no distinction between each part of site P in “safeguarding the countryside from encroachment and preserving the setting and special characteristics of the historic town” of Ringwood.

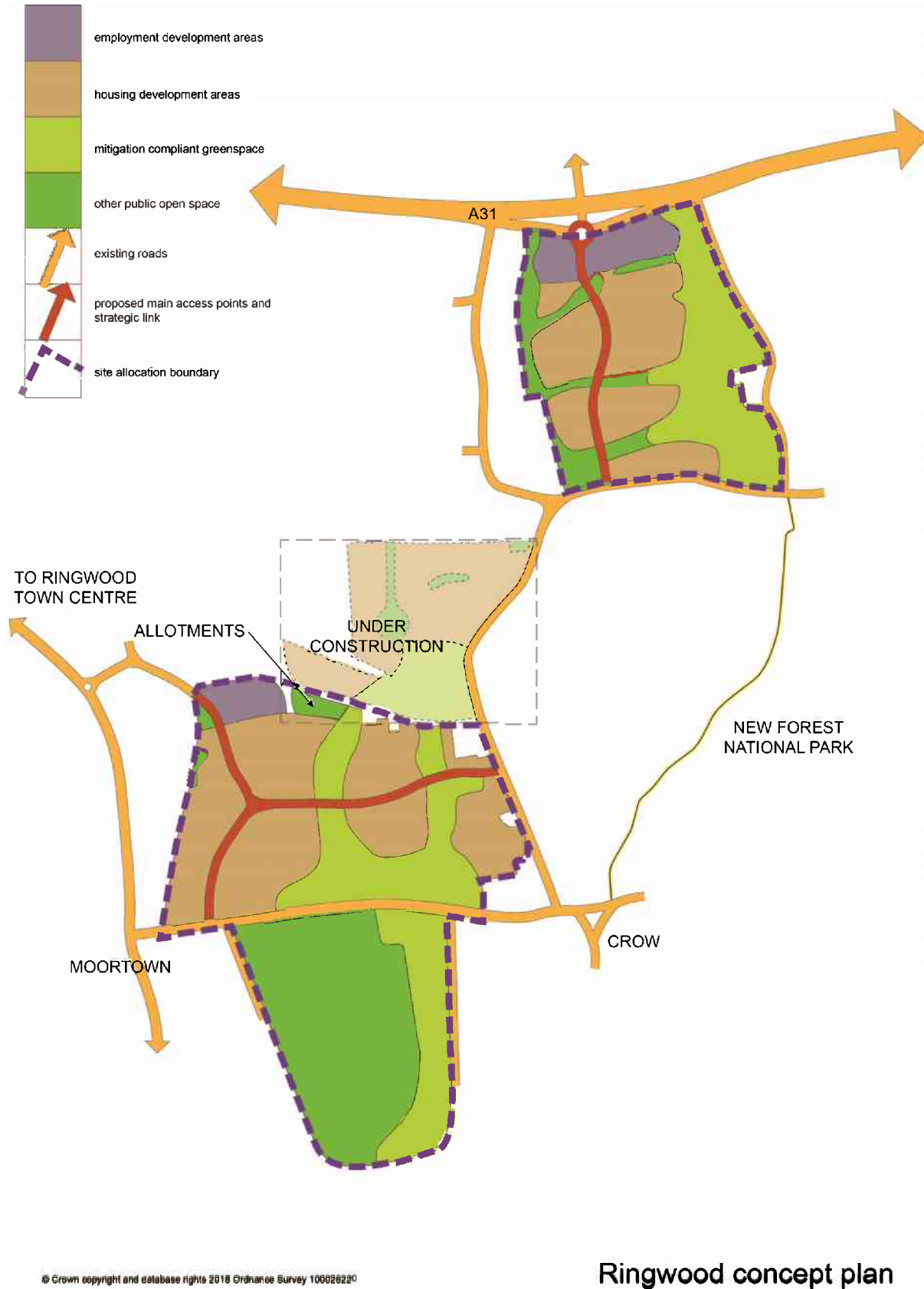
- (ii) According to the maps available to Council, Site P is assessed as valuable High Quality Grade 1 or 2 in the Agricultural Land Classification of Natural England. In accordance with the National Planning Policy Framework (para 112), the economic and other long term benefits of this agricultural land should be taken into account, and other areas of poorer quality land should be used in preference. It is suggested that there is a site in East Dorset, south of the A31 at St Leonards, where there is a large area of very poor agricultural land (reclaimed heathland), which is very poor for agriculture and with little environmental value. Any such substitution would of course require negotiation by NFDC with neighbouring planning authorities.
- (iii) Road capacity for the extra traffic generation. In addition to the overall difficulties referred to above of the inadequacy of the road capacity for new developments, we note that in relation to the junction of Christchurch Road and Moortown Lane (“junction 5”), the NFDC Transport Assessment states that “... any significant changes to the forecast traffic growth rates or development assumptions could take the junction over capacity.” Merely widening the junction at that point would not in our view adequately cope with traffic from 750 new dwellings at peak hours.

In addition, the impact on the spring line across the northern side of Moortown Lane needs to be fully assessed in order to ensure that flooding in the area is not exacerbated.

Rather than allow development on this Green Belt site, the Council recommends that more intensified development take place on the brown- and white-field sites, at least partly identified in the earlier “Call for Sites” consultation to which Council responded in 2015.

- 7) A new Local Plan for Ringwood should give strong emphasis on expanding the provision of learning and vocational skills for both young and those seeking re-training to promote more highly paid employment opportunities within the Town. The economic success of our Town in the 21st century requires high valued added businesses to locate here, which partly depends on a skilled local workforce being available. Local high grade employment opportunities should form part of a new Local Plan, insofar that appropriate sites and infrastructure should be allocated.
- 8) No comment is made on site R as that falls within the boundary of Ellingham, Harbridge and Ibsley Parish, and it is for that Parish Council to put forward its views and those of its residents.
- 9) If the District Council is unable to allocate sufficient sites for its objectively assessed housing needs, it will need to work with neighbouring authorities to ensure those needs are met.

Ringwood Strategic Site Allocations overview



Strategic Site 13: Land at Moortown Lane, Ringwood.

i. Land to the north of Moortown Lane, Ringwood, as shown on the Policies Map is allocated for residential-led development and will comprise the following:

- at least 480 new homes and public open space dependent on the form, size and mix of housing provided.
- Retention of about 2 hectares of allocated employment land⁸⁰ adjoining Crow Arch Lane Industrial Estate in the north west corner of the site.
- Provision of land for a minimum of 15 full size allotment plots⁸¹ within the site in order to provide for local needs arising from the development and in the wider community.

ii. Land in the Green Belt to the south of Moortown Lane, Ringwood as shown on the Policies map is allocated for the following supporting uses to enable allocated land north of Moortown Lane to deliver the minimum number of homes required:

- The provision of natural recreational greenspace and public open space (including outdoor sports facilities).
- Two hectares of land to be reserved for a primary school.

Concept Masterplan



⁸⁰ Previously part of Policy Ring 3 of the Local Plan Part 2 Sites and Development Management (2014).

⁸¹ Ibid

iii. The **Master Planning Objectives** for the site as illustrated in the **Concept Master Plan** and expanded in the **Masterplanning Strategic Sites SPD** are to create a well designed and integrated southern extension of Ringwood by:

- a. Providing natural greenspace corridors that connect the new residential areas to the town and to the countryside, linking the greenspace provision to the north of Crow Arch Lane with the recreational greenspace and playing fields area south of Moortown Lane.
- b. Providing a hierarchy of connected streets that enable the through-movement of local traffic between the A338 Christchurch Road and Crow Lane, including a vehicular connection through Forest Gate Business Park to link though to the town centre area, and a new north-eastern access point from Crow Lane towards the A31.
- c. Providing a community focal point in a prominent location including ground floor premises suitable for community use.
- d. Integrating sustainable drainage features to manage water course and surface water flood risks in the eastern part of the site
- e. Enhancing the character of Moortown Lane with public open space provision and planting so that Moortown Lane is a strongly defined new Green Belt and settlement edge.

iv. **Site Specific Considerations** to be addressed include:

- a. Preparation of a detailed strategic flood risk assessment to demonstrate how proposed development will be made safe and provide improved flood and drainage management in the locality, ensuring that there is no increased flood risk downstream.
- b. Provision of a new connection to the Ringwood sewage treatment works with sufficient capacity to serve this site and to also serve and provide a point of connection for **Strategic Site 14: Land to the north of Hightown Road**.
- c. Assess the need for enhancements to the Moortown Lane junctions with the A338 Christchurch Road and with Crow Lane, and where necessary, to other parts of the local highways, pedestrian and cycle network.

Supporting text

Site capacity and housing mix will be tested in detail at the planning application stage.

Parts of the site are within 400m of the Avon Valley Natura 2000 Site and site of special scientific interest (SSSI) and the site is within the impact risk zone for the SSSI.

Infrastructure

The Infrastructure Delivery Plan should be read in conjunction with this policy as it lists the requirements that will be needed to mitigate the developments impacts on the local infrastructure. The main infrastructure requirements for the site are as follows.

- A dedicated off site connecting sewer or pumped connection to Ringwood Sewage Treatment Works.

Appendix 2

- Land reserve for a primary school unless needs can be met by expansion at Ringwood Infant and Junior schools or Poulner Infant and Junior Schools
- Provision and in-perpetuity maintenance of public open space and natural recreational greenspace for habitat mitigation
- Improvements to the Christchurch Road and Moortown Lane junction
- Measures or contributions to achieve phosphorus neutral development
- Site specific bird surveys will be required to confirm their contribution to in-combination loss of supporting habitat to internationally designated species and to be mitigated as required.

Schools

Based on a capacity of 480 homes, Hampshire County Council preference is for extensions to existing primary schools rather than provision of a new school, subject to technical confirmation that expansion is feasible and deliverable. If a new school is required, then the land and the necessary contributions to help to deliver the school will be sought. If a new school is not required, then developer contributions will be sought to extend or add temporary classrooms at Ringwood Infant and Junior schools or Poulner Infant and Junior Schools.

If a new school is not required, the school reserve site will remain public open space within the Green Belt.

Strategic Flood Risk Assessment (SFRA)

Homes should not be provided on land within flood risk zones 2 and 3 unless these works make the land safe for development without increasing flood risk elsewhere. The SFRA prepared for the Local Plan included 'level two' flood risk assessment, which confirmed in general terms that safe development could be achieved. Informed by advice in the SFRA⁸² the site developer will need to prepare a more detailed, site-specific flood risk assessment to demonstrate that their specific development proposals (including flood risk mitigation and drainage measures) will effectively manage identified flood risks to be safe for future occupiers and for surrounding and downstream properties now and in the future.

SUDs should include measures to reduce the run off silt and diffuse pollutants into the River Avon.

Minerals

The site is within a Minerals Consultation Area. Subject to confirmation of the scale and quality of the resource and safeguarding the amenity of nearby residents, minerals extraction may be appropriate as part of the development.

⁸² <http://www.newforest.gov.uk/article/17031/Local-Plan-Review-supporting-documents-and-evidence-base>

Strategic Site 14: Land to the north of Hightown Road, Ringwood.

i. Land to the north of Hightown Road Ringwood, as shown on the Policies Map is allocated for residential-led mixed use development and will comprise the following:

- Residential development of at least 270 new homes and public open space dependent on the form, size and mix of housing provided
- Around 3 hectares of employment land

Concept Masterplan

ii. The **Master Planning Objectives** for the site as illustrated in the **Concept Master Plan** and expanded in the **Masterplanning Strategic Sites SPD** are to create a new area of Ringwood with a countryside edge that has regard to and respects the landscape sensitivities of the adjoining New Forest National Park by:

- Creating a transition of character from suburban town to rural edge reducing the intensity of development towards the rising land in the east, incorporating a significant area of recreational greenspace along the New Forest National Park boundary; and through the orientation of wedges of greenspace and broad streets in an east – west alignment.
- Creating a north - south greenspace along the site's eastern boundary, providing flood attenuation and drainage features as part of a high quality landscape.
- Creating a new site access spur from the A31 slipway (Southampton Road) roundabout to a main north-south street serving as both the focal point for development and an alternative route for local traffic to the A338 Christchurch Road in conjunction with **Strategic Site 13: Land at Moortown Lane**.

- d. Providing a community focal point in a prominent location including ground floor premises suitable for community use.
- e. Incorporating employment and small business uses on the northern edge of the site with embankments and tree planting to buffer traffic impacts from the A31.

iii. **Site Specific Considerations** to be addressed include:

- a. Preparation of a detailed strategic flood risk assessment to demonstrate how proposed development will be made safe and provide improved flood and drainage management in the locality, ensuring that there is no increased flood risk downstream.
- b. Provision of a new connection to the Ringwood sewage treatment works bypassing the town centre sewer network, to be delivered in conjunction with **Strategic Site 13: Land at Moortown Lane**.
- c. Ensuring that new development preserves the setting of the listed building, the Elm Tree public house.

Supporting text

Site capacity and housing mix will be tested in detail at the planning application stage.

The Infrastructure Delivery Plan should be read in conjunction with this policy as it lists the requirements that will be needed to mitigate the developments impacts on the local infrastructure. The main infrastructure requirements for the site are as follows.

- A dedicated off site connecting sewer or pumped connection to Ringwood Sewage Treatment Works.
- Developer contributions towards expansion of Poulner Infant and Junior schools or Ringwood Infant and Junior schools.
- Provision and in-perpetuity maintenance of public open space and natural recreational greenspace for habitat mitigation
- Southampton Road and A31– conversion roundabout upgrading
- Measures or contributions to achieve phosphorus neutral development

Open space

The precise location of the eastern settlement boundary will be agreed through the planning application process, in a position that retains a clear open space and landscape gap between the development as an extension to Ringwood, and the New Forest National Park boundary.

Strategic Flood Risk Assessment (SFRA)

The SFRA prepared for the Local Plan included 'level two' flood risk assessment of land at north of Hightown Road, parts of which are in Flood Risk zones 2 and 3 and which is at higher risk of groundwater emergence. The SFRA confirmed in general terms that safe development could be achieved. Informed by advice in the SFRA⁸³ the site developer will need to prepare a more detailed, site-specific flood risk assessment to demonstrate that their specific development

⁸³ <http://www.newforest.gov.uk/article/17031/Local-Plan-Review-supporting-documents-and-evidence-base>

proposals (including flood risk mitigation and drainage measures) will effectively manage identified flood risks to be safe for future occupiers and for surrounding and downstream properties now and in the future.

SUDs should include measure to reduce the run off silt and diffuse pollutants into the River Avon.

**REPORT TO PLANNING, TOWN & ENVIRONMENT COMMITTEE
6 JULY 2018**

**HCC CONSULTATION ON PROPOSALS TO CHANGE STREET LIGHTING,
SUPPORTED PASSENGER TRANSPORT SERVICES AND THE CONCESSIONARY
TRAVEL SCHEME**

1. INTRODUCTION

- 1.1 Hampshire County Council (HCC) has launched a public consultation seeking views from residents and stakeholders on proposals to change street lighting, supported passenger transport services and the concessionary travel scheme. This follows the Service Hampshire – Balancing the Budget consultation carried out last year and provides options for delivering the planned savings in respect of these specific services. The deadline for responses is 5 August 2018.
- 1.2 Full details of the consultation can be found on HCC's website:
<https://www.hants.gov.uk/aboutthecouncil/haveyoursay/consultations/publictransportandstreetlighting>

2. STREET LIGHTING

- 2.1 HCC is proposing to save £230,000 per annum by switching off street lights for a minimum of two or more hours per night, every night from April 2019. The preferred option is to switch off street lights for part of the night in primarily residential streets where crime rates are low. It is not proposed to switch off lights before midnight. Other options that could be explored including switching lights off on main roads in built up areas, or in town and city centre areas.
- 2.2 The response form asks respondents to consider how many hours lights should be switch off for (2, 3, 4 or other) and to indicate a preferred switch off time (midnight, 1am, 2am or other). Respondents are also asked to consider to what extent they agree or disagree to lights being switched off in different areas (residential, main roads in built up areas, town and city centres).

3. SUPPORTED PASSENGER TRANSPORT SERVICES

- 3.1 The consultation only includes those bus services which receive financial support from HCC. Locally, this could affect bus service 125, which runs 3 days a week (Mondays, Wednesdays and Fridays) between Ringwood, Bransgore and Christchurch. This service is operated by morebus and is also partly funded by Dorset County Council. The annual cost to HCC for this service is £27,189 and the number of annual passenger journeys is 9,026.
- 3.2 HCC is considering making changes to public bus services, which may mean that some routes run on fewer days or offer fewer journeys. Respondents are invited to consider to what extent they agree or disagree with a reduction in the number of times per day, and the number of days per week, the service runs. It should be noted that when HCC previously consulted on service 125 in April 2016, the Town Council received 18 responses from bus users, most of whom expressed a preference for retaining the service on a Monday and Wednesday, which coincide with market days in Christchurch and Ringwood.
- 3.3 It is also proposed to replace some supported public bus services with alternative forms of community transport, such as Taxishare and Call and Go (see also para. 4).

C

- 3.4 Comments are sought on the introduction of a 50p charge for single journeys made using the Older Person's Concessionary Bus Pass on public bus journeys. This suggestion is subject to a change in law in Parliament, which would allow HCC to charge people with Older and Disabled Person's Passes for off peak travel on bus services, with the additional income (estimated £4 million per annum) helping to fund public bus services in the future. The average cost of a journey undertaken on a public bus service by a bus pass holder is £2.16 per single trip.
- 3.5 Another proposal is to reduce the amount of printed material and make better use of electronic information, meaning that people would need to access transport information online or from local transport operators. HCC currently spends £500,000 per year doing this, of which £70,000 is spent on printed material. HCC produces a New Forest Public Transport Guide, which is a very well used handbook as it contains timetables for local buses, National Express and trains. morebus also produce a booklet of timetables, and this is regularly out of stock due to its popularity with customers.
- 3.6 A final proposal in this category is to reduce the amount of support available to organisations that provide, promote or support transport services. This could mean a reduction in various grant streams, advice and information and training.

4. CONCESSIONARY TRAVEL SCHEME

- 4.1 HCC is proposing to remove the use of the Older Person's Bus Pass on Taxishare, Dial-a-Ride and Call and Go services, which would represent a saving of £240,000 per year. This would mean that Pass holders would no longer be able to travel for free on Taxishare or half fare on Dial-a-Ride and Call and Go.
- 4.2 The New Forest Call and Go currently operates in the Ringwood area on a Wednesday (see <https://www.cfnf.org.uk/call-and-go/> for details).
- 4.3 The Burley 35 Taxishare also operates in the Ringwood area, details of which can be found here: <http://documents.hants.gov.uk/transport/F265Burley35CarsharePublicityLeafletpdf.pdf>. The number of passenger trips per month on this service is approximately 30.

5. RECOMMENDATION

- 5.1 It is RECOMMENDED that Members consider responding to the consultation as follows:

Proposal 1 – To switch off street lights for part of the night (two or more hours) on residential streets

- ¿ To give an opinion on the length of time lights should be switched off and indicate a preferred switch off time.
- ¿ To not support the switching off of lights on main roads in built up areas, or in town and city centres. Members may wish to define particular areas.

Proposal 2 – To make operational changes to the current public bus and ferry services which HCC supports

- ¿ To state that, if a reduction in bus service 125 is required, that the service should continue to run on Mondays and Wednesdays (as previously recommended by this Committee in 2016 – Minute P/5290 06/05/2016 refers).
- ¿ To consider commenting on the introduction of a 50p charge for single journeys made using an Older Person's Concessionary Bus Pass on public bus services.

Proposal 3 – To replace some supported public bus services with alternative forms of community transport, such as Taxishares and Call and Go

- ¿ To give an opinion on whether or not it would be acceptable to replace bus service 125 with an alternative form of community transport.

Proposal 4 – to reduce the amount of printed material and make better use of electronic information

- ¿ To comment that the New Forest Public Transport Guide is a very popular guide and use by customers at Ringwood Gateway is high (approximately 700 were picked up in May/June).
- ¿ To comment that, in our experience, the majority of people using public transport do not have or wish to have access to the internet.
- ¿ To consider suggesting the introduction of a charge for the guide, rather than discontinuing it in paper form.

Proposal 5 – to reduce the amount of support available to organisations that provide, promote or support transport services

- ¿ To consider any views made at the meeting.

Proposal 6 – To remove the use of the Older Person's Bus Pass on Taxishares, Dial-a-Ride and Call and Go services

- ¿ To consider any views made at the meeting.

For further information, please contact:
Mrs Jo Hurd, Deputy Town Clerk
Tel: 01425 484721
Email: jo.hurd@ringwood.gov.uk

Schedule of outstanding HIGHWAYS MAINTENANCE issues raised with Hampshire Highways

Ref. No.	Location in Ringwood	Nature of defect/issue	Additional comments	Comments from HCC
R/003	B3347 Mansfield Rd/Southampton Rd Roundabout	Recurrent damage to turf surface by turning HGVs	Perimeter paving is preferred solution.	Not a high priority given for funding the level of damage to the network currently having to be dealt with. Would the TC consider a contribution?
R/005	Market Place (Human Sundial paved area and surrounds)	Arrangements for implementation of agreed joint works	PRIORITY for RTC Specification of works and topographical drawing supplied by RTC. Agreement on costs and timing awaited from HCC.	Agreement in principle to share road space with HCC works. Timing and phasing yet to be agreed. Meeting to be arranged.
R/006	Town Centre (Pedal Car Grand Prix "circuit")	Sunken ironworks, potholes, loose pavers, etc.	Need to be fixed by 7 th July	Inspection and repairs to be arranged as for previous events. Orders have been raised for some works, but 3 identified recessed manhole covers do not meet intervention levels.
R/008	5/7 Christchurch Road Kerb outside The Cellar (previously YoYo)	Replacement kerb required		Order has been raised.
R/009	Meeting House Lane	Replacement of damaged/missing pavers and repair of dropped ironwork		Works due to be carried out, under road closure, on Sunday 1 st July.
R/010	High Street	Repair/replacement of loose/damaged/missing pavers on pavement and in road.		Not yet programmed; monthly town inspection will pick up any safety defects.





Ref. No.	Location in Ringwood	Nature of defect/issue	Additional comments	Comments from HCC
R/011	The Furlong	Sunken blocks and some replaced with tarmac		Not yet programmed; monthly town inspection will pick up any safety defects.
R/012	Southampton Road bridge over the A31	The surfacing around the expansion joints on the road bridge is breaking up and is in poor condition, with potholes	Logged on Hantsweb 10/5/18 ref. no 21364559	Site inspected. Not considered to be affecting safety so lower priority and works not yet ordered.
R/013	Rod Lane	The road is in very poor condition following its use during the 8 week closure of Moortown Lane in March/April	Originally logged on Hantsweb 3/4/18, ref. no 21353649	Site inspected recently and surface in fair condition. No action required at this time 22/05/18.
R/014	Layby off Christchurch Road, adjacent to Moortown House	The road has several potholes that require repair, and stones are spilling out on to the main carriageway	Hantsweb ref. no 21351722	This is on the schedule for the 'Pothole Busters'.

Schedule of outstanding FLOOD ALLEVIATION issues raised with Hampshire Highways

PLEASE NOTE – THERE ARE NO UPDATES ON THIS LIST SINCE THE LAST COMMITTEE MEETING ON 1 JUNE 2018

Ref. No.	Location in Ringwood	Nature of defect/issue	Additional comments	Comments from HCC
F/001	Rod Lane	Clearance of ditch	Action agreed at Flood Action Working Party on 28/09/2017	Ditch is clear and running but there is an order for it to be trimmed
F/002	Bottom of Crow Hill	Ditch to the east of Crow Crossroads on the south side of the road to be cleared and piped	“	To be re-visited over the coming summer.
F/003	Moortown Lane	Flood Relief Drain to be brought back in to use	“	The drain has been fully surveyed and cleaned and can now be brought back into use. Suggestion is to not fully open valve at first in order to determine effects on system downstream.
F/004	Crow Stream	Roadside verges – sections where there is no verge are dangerous in areas where the road is narrow and when the stream is in flood.	“	Verge markers have been provided and installed by local volunteers. No opportunity exists to widen or realign the road.
F/005	Crow Stream	Raising of deflector wall at confluence of watercourses to SW of Crow Crossroads		Work due to start in w/c 04/06/18.





Item No.	Name	Recent developments	Resource use				Finish in 2018-19?	Notes
			Finance			Staff time		
			Budget	Spent to date	Predicted out-turn			
Projects with budgetary implications (bids included in 2018-19 budget)								
A1	Traffic Assessment	Agreed not to proceed at Full Council 27/06/2018 (C/6167 refers)	£4,000 (Provision)	£0	£0	Minimal	Probable	Budget revised from £7,000
A2	Cycle Stands	Included in plans for Market Place improvements	£500 (Provision)	£0	£500	Minimal	Probable	Awaiting choice/availability of site
A3	Crow Stream	Annual flail, clearance and spraying	£1,020	£0	£1,020	Moderate	Probable	
A4	Human Sundial	Project to repair and restore the Human Sundial and surrounding area in the Market Place Meeting to be arranged with Hampshire Highways to progress	£8,000	£0	£8,000	Moderate	Probable	Project overseen by Town Centre Working Party To be funded by CIL receipts (Agreed by P&F 13/12/18 (F/5518))
A5	Neighbourhood Plan	To be considered in September - see separate item on agenda.	£3,000	£0	£3,000	Moderate	Probable	
A6	Sign Painting at Friday's Cross	Planning application in progress – on agenda for consideration	£400	£0	£400	Minimal	Probable	Ringwood Society project, with contribution and support from RTC
A7	Street-lighting in Kings Arms Lane	Work not carried out as expected as pole disconnected from mains – awaiting details of other options and outline costs from HCC/SSE	£0	£0	£800	Minimal	Possible	To be funded by CIL receipts (Agreed by P&F 19/10/17 (F/5497)) HCC agreed to adopt for maintenance purposes.
Projects with budgetary implications (not included in 2018-19 budget but added since)								
B								

Projects with no budgetary implications



Item No.	Name	Recent developments	Resource use				Finish in 2018-19?	Notes
			Finance			Staff time		
			Budget	Spent to date	Predicted out-turn			
C1	Pedestrian Crossings Christchurch Road	HCC completed feasibility of 2 crossings (north and south of Lidl roundabout) – awaiting approval prior to design and implementation				Minimal	Probable	Pressure to be maintained for additional crossings further south
C2	A31 improvement scheme	HCC allocated resources to carry out feasibility study to inform bid for designated funds				Moderate	Unlikely	Might involve use of developer contributions in addition to contributions from Highways England
C3	Moortown drainage improvements					Minimal	Probable	To be carried out and funded by HCC



Item No.	Name	Brief description & notes (define scope and quality requirements)	Resource requirements						Budget Bid Priority (specify number)
			Finance			Time and attention			
			RTC recurring cost	RTC non-recurring cost	Other source	Members	Staff	Others	
Projects with budgetary implications (for inclusion as bids in 2019-20 budget)									
A									
Projects with budgetary implications (for possible inclusion as bids in later budgets)									
B1	Rear of Southampton Road	To improve the aspect of the rear of buildings in Southampton Road to Meeting House Lane (Ringwood Society)	£0	£?	£?				
B2	Lynes Lane re-paving	Remove street features and re-pave (Town Centre Working Party/ Ringwood Society)	£0	£?	£?				
Projects with no budgetary implications									
C									