

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

Held on Friday 1<sup>st</sup> November 2024 at 10.00am at Ringwood Gateway, The Furlong, Ringwood.

**PRESENT:** Cllr Philip Day (Chairman)  
Cllr Glenys Turner (Vice Chairman)  
Cllr Luke Dadford  
Cllr Gareth DeBoos  
Cllr Mary DeBoos  
Cllr Janet Georgiou  
Cllr James Swyer

**IN ATTENDANCE:** Mrs Jo Hurd, Deputy Town Clerk  
Nicola Vodden, Office Manager

**ABSENT:** Cllr Rae Frederick  
Cllr Peter Kelleher  
Cllr Becci Windsor

### **P/6356 PUBLIC PARTICIPATION**

There was one member of the public present interested in agenda items.

### **P/6357 APOLOGIES FOR ABSENCE**

Apologies for absence had been received from Cllrs Frederick and Kelleher.

### **P/6358 DECLARATIONS OF INTEREST**

There were none.

### **P/6359 MINUTES OF PREVIOUS MEETING**

**RESOLVED:** That the minutes of the meeting held on 4<sup>th</sup> October 2024, having been circulated, be approved and signed as a correct record.

### **P/6360 LAND OFF MOORTOWN LANE 21/11723 and 23/10707**

Members received a verbal report on a second meeting with NFDC Head of Development Management and the applicant on 30<sup>th</sup> October 2024. A further response had been drafted by the Task & Finish Group and was considered by Members. The applicants' letter and outcome of the meeting indicated very little movement on their part to address the objections raised and the application would proceed to determination with only minor amendments.

In response to the point raised about emergency access, given the site only has one entrance / exit, the applicant intends that the cycle / pedestrian access on to Moortown Lane can be used for this purpose, by using a removable bollard.

The applicant had proposed a change to the housing mix in Phase 2, with an additional 19 2-bed houses offered, however there was no guarantee this would happen. The Planning Officer had indicated this could be secured in the Section 106 agreement, which would impose a legal obligation, but this could be varied at a later stage.

At the meeting the applicant suggested 2- bedroom houses on the open market might be offered for sale to local people for 3 months, however this would be contrary to policy and 'local' in this context would mean New Forest area and not Ringwood. The definition would be difficult to determine and this did not relate to affordable housing.

In relation to study rooms not being counted as bedrooms, sight of the applicant's legal advice had been requested. This has not been provided and, in its absence, the Working Party remain of the view they should be counted. Inclusion of study rooms is inconsistent across this application and other sites.

The applicant still intends to install boilers in the first houses delivered in Phase 1 and had provided no evidence to demonstrate why it was not feasible to provide air source heat pumps. They had agreed to work with the Planning Officer to see if RNP Policy R10 could be satisfied by way of condition.

The applicant made it clear that, should NFDC refuse the application, the decision would be appealed.

Access (vehicular, walking and cycling), First Homes, Housing mix and study rooms, sustainability design and layout and ANGR remain concerns. These points are detailed in the draft response, (*Annex B*), which also states how the application is contrary to 11 policies. In summary, 'the sheer number and scale of the deviations from policy are such that the weighted balance must tip in favour of refusal'.

Members agreed the final amendments to be made by the Task & Finish Group for submission to NFDC Planning Committee in readiness for the meeting on 13<sup>th</sup> November 2024.

**RESOLVED:** 1) That the verbal update of the meeting on 30<sup>th</sup> October 2024 be received; and  
2) That the Task & Finish Group (Cllrs Day, G DeBoos, M DeBoos and Chris Treleaven) finalise the response to be submitted to NFDC for the Planning Committee meeting on 13<sup>th</sup> November 2024.

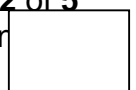
<b>ACTION</b> Jo Hurd
-----------------------

**NOTE:** *Annex A* attached to these minutes is the final version of the response and it was submitted to NFDC (with appendices) on 4<sup>th</sup> November 2024.

P/6361

## PLANNING APPLICATIONS

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



**P/6362  
STRATEGIC SITES**

Land off Crow Lane / Crow Arch Lane (Beaumont Park) –  
There was no update to report.

Land north of Hightown Road (21/10042)

The Deputy Town Clerk reported that a new technical note dealing with flood risk matters had been added to the planning portal, prepared in response to Cllr Georgiou’s report. This is dated August 2024 so before RTC commented on revised plans. It states that the content of “the report would not alter the conclusion of the Flood Risk Assessment, as the information provided is consistent with the outputs of the flood modelling, the Level 2 SFRA, the FRA and supporting documents.” and “The implementation of the proposed flood mitigation measures and SuDS features would result in a net positive for the area as flows are captured, stored and released at a slower rate.”

It was not clear when this application would be considered by NFDC Planning Committee, but it was expected soon as an extension had been given to finalise the s106 agreement by the end of the year. An objection had been submitted in relation to the recent amended plans (increase in height, change of layout and making of the RNP), but it might be necessary to prepare a further representation. It was agreed a Task & Finish Group be formed with delegated authority to prepare and submit written representations.

Land off Moortown Lane (21/11723 and 23/10707)

NFDC Planning Committee deferred both applications on 11<sup>th</sup> September (see separate agenda item - *P/6360 refers*), which will be re-considered at its meeting on 13<sup>th</sup> November 2024. Cllr M DeBoos will be registered to speak.

2 Market Place and Meeting House Lane (23/11255)

No details had been received on the application, but it was noted that application 24/10527 11-13 Meeting House Lane for the erection of x1no. dwelling with associated landscaping and car parking; external alterations to existing had been granted subject to conditions.

Land at Snails Lane – There was no update.

- RESOLVED:** 1) That the update on Strategic Sites be noted;  
2) That a Task & Finish Group be formed and given delegated authority to prepare written submissions for the Hightown Road application (21/10042); and  
3) That Cllrs Day, G DeBoos, M DeBoos and Georgiou be appointed to the Task & Finish Group.

**P/6363  
FLOOD MITIGATION**

**RESOLVED:** That the notes of the meeting with Environment Agency on 3<sup>rd</sup> October 2024 (Annex C) be received.

**P/6364  
NEW FOREST LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)**

Members considered the Deputy Town Clerk's report (*Annex D*). She thanked Cllrs G DeBoos and Swyer for their help in drafting the response to the consultation. It was understood the flooding issue with the A31 underpass had been resolved and this sentence would be altered to reflect this.

**RESOLVED:** That the draft response be approved for submission to HCC subject to the change highlighted.

**ACTION Jo Hurd**

**P/6365**

**APPLICATIONS FOR PREMISES LICENSES**

The Committee noted the following applications (*Annex E*).

- i) TAP Bar & Restaurant, Star Lane
- ii) Ringwood Community Hub, Long Lane
- iii) Market Stall outside 14 Market Place (sales of alcohol every Wednesday between 09:00 and 16:00)

**RESOLVED:** That the premises license applications be noted.

**P/6366**

**COMMITTEE BUDGET**

Members considered the Finance Manager's report on 2024/25 revised budget and 2025/26 draft budget (*Annex F*).

Following determination of planning applications in respect of Land off Moortown Lane (21/11723 and 23/10707), by NFDC Planning Committee on 13<sup>th</sup> November, Members may wish to consider a challenge to the decision, if it is approved. It was agreed to make a recommendation to the Policy and Finance Committee that £500 be set aside in this years' budget for incidental costs in seeking initial advice as to whether this is a possibility. Any subsequent decision whether to proceed would be considered by the Full Council.

**RECOMMENDATION TO POLICY AND FINANCE COMMITTEE:**

That £500 be set aside for incidental expenses in seeking initial advice as to whether a challenge to NFDC's decision (if the Moortown Lane applications are approved) would be possible.

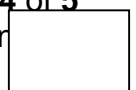
**RESOLVED:** That, save for the above recommendation, the budgets and proposals in Appendices A and B be approved.

**ACTION R Fitzgerald / Jo Hurd**

**P/6367**

**PROJECTS (current and proposed)**

Bus shelters – The Deputy Town Clerk reported that she had comprehensive details of the shelters, work which needed to be done and had obtained initial quotes. HCC are looking at requests on an ad-hoc basis and have indicated there may possibly be some funding available at



the end of the financial year The cost of replacing one shelter would cost around £8,000. A full report would be brought before the next meeting for consideration, with a view to drawing up a wish list, priorities to be delivered and then consider sources of funding. Cllr Turner would look at work which can be organised in the interim.

Railway Corner

The trees would be planted on 7<sup>th</sup> November.

Memorial bench for MLW

It was unlikely that the bench would be installed in time for the Christmas event.

**RESOLVED:** That the update in relation to projects (*Annex G*) be noted.

**P/6368**

**NFDC/NFNPA PLANNING COMMITTEE**

The next NFDC Planning Committee is 13<sup>th</sup> November 2024. Lane off Moortown Lane (21/11723 and 23/10707) would be included on the agenda, and it was possible that land north of Hightown Road (21/10042) might also be included.

There being no further business, the Chairman closed the meeting at 11:24am.

RECEIVED  
27<sup>th</sup> November 2024

APPROVED  
6<sup>th</sup> December 2024

TOWN MAYOR

COMMITTEE CHAIRMAN

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

**MOORTOWN LANE APPLICATIONS  
(including land adjacent to Crow Lane)  
21/11723 and 23/10707**

**DETERMINATION BY NFDC PLANNING COMMITTEE ON 13<sup>th</sup> NOVEMBER 2024**

**FURTHER RESPONSE – RINGWOOD TOWN COUNCIL (4<sup>th</sup> November 2024)**

**Introduction**

When these applications were last considered by the Planning Committee, a proposal was made to refuse the applications. Although initially seconded, that was withdrawn following advice from Officers that the proposal to refuse had not set out appropriate reasons to do so.

The decision was then made to defer these applications so that further discussions could take place between the Applicant, officers and Ringwood Town Council (RTC). We (RTC) are grateful for that and have sought to engage further with the Applicants and officers.

We are pleased to report that an initial meeting took place on 24<sup>th</sup> September when the RTC representatives were “listened to and heard” and a further meeting took place on 30<sup>th</sup> October.

Sadly however, whilst the majority of the concerns that RTC had expressed in our earlier representations might have been “heard”, they have not been addressed. The applicant has offered more smaller, open market homes in Phase 2 of the build and is working with the planning officer to understand how they might comply with RNP Policy R10 in relation to Net-Zero Housing.

**Specifically, the following points were made during the meetings:**

There has been no progress on delivering an access across either the “employment land” nor the additional land earmarked for housing, both of which are in the ownership of HCC, not the Applicant and although discussions might take place, nothing will be resolved before the application(s) come before Committee. The question of site access has not therefore been addressed.

The phase 1 development will be built in a “traditional manner” (i.e. brick and not fabricated off-site) and “will comply with current building standards” and might therefore include gas boilers. No evidence has been provided that compliance with “zero carbon” would not be feasible and it seems to us that no regard appears to have been had to the comments of NFDC’s Urban Design Officer (and others – see further below).

It was asserted that the outline application for subsequent phases will be amended to comply with the RNP policy regarding smaller homes BUT:

There are two issues here – we do not accept the assertion that “study rooms” should not be regarded as bedrooms – please see Appendix 5 for details. Further, there is nothing to prevent a detailed application for Phase 2 going back on this unless there was a legally binding agreement in place.

In any event, the percentage of affordable homes would not change and is contrary to policy.

There is no proposal to include “First Homes”.

The Applicants maintain that the ANRG provision within the “main site” is sufficient and that the application to provide an ANRG to the east of Crow Lane is to “provide a buffer” in case of

unexpected issues within the main application site. Whether the ANRG provision is sufficient rather depends on whether “study rooms” count as bedrooms – incidentally, no “study rooms” are included in the proposed “affordable homes”! We are concerned that the inclusion of this application is not so much to provide “a buffer” but to allow for an increase in housing provision in Phase 2.

It remains the case that the (main) application as it stands does not comply with at least 11 different policies, some of which are in the NPPF as it currently stands, some are NFDC strategic policies, some are contained within the Ringwood Neighbourhood Plan (“RNP”) but all form part of NFDC’s adopted Development Plan.

RTC (as a statutory consultee) again asks that the application(s) be refused and to assist the Committee, we set out proposed grounds for refusal below:

(Please note that supporting evidence and more detail is contained in the Appendices should Members need more detail and that this objection should be read in conjunction with our earlier objections which are not withdrawn).

### **Access – Vehicular – See Appendix 1**

The proposed single vehicular access is contrary to the adopted Local Plan Strategic Site policy SS13 in that it does not include either an access onto Crow Lane or an access through to the “Wellworthy site”.

### **Access – Walking and Cycling – See Appendix 2 and photos at Appendix 8**

There is no practical walking or cycling route from the site to town. The proposal does not comply with RNP Policy R1 (clause D) or R11 (clause C) and is strategically at odds with the whole concept of active travel including NFDC’s LCWIP work and HCC’s LTP4.

### **First Homes – See Appendix 3**

The proposals do not comply with RNP Policy R6 and no viability study has been provided to justify any departure from the policy.

### **Housing mix and study rooms – See Appendices 4 & 5**

The proposals are contrary to both RNP Policy R5 and Local Plan Policies HOU2 and HOU1, particularly with regard to Phase 1.

### **Sustainability – See Appendix 6**

The proposals are, at the time of writing, contrary to RNP Policy R10 which takes precedence over Building Regulations (although the Regulations must of course themselves be complied with in any event). It is also strategically at odds with NFDC’s declaration of a Climate and Nature Emergency.

### **Design and Layout – Appendix 7 (Design Code) and 7A (Officers’ Comments on Design etc).**

The proposals are contrary to RNP 7 – The Ringwood Design Code, seemingly ignore NFDC’s Urban Design Officer’s objection that it is not compliant with ENV3 or STR1 part ii and are still not to the full satisfaction of the NFDC Landscape Officer.

## ANRG

If (but only IF) the Applicants' contentions (which we do not accept) to the effect that "study rooms" are not bedrooms, we accept that the proposals for the hybrid application are compliant with policy.

HOWEVER, if members accept that most if not all of the "study rooms" are in fact (or could be regarded or used as) bedrooms, the provision for ANRG within the main application site is not sufficient and would depend entirely on the inclusion of the land east of Crow Lane as ANRG to become compliant.

This land is outside the area of the defined SS13 strategic site, the proposals for access to this land are unrealistic in terms of its practical use and the National Park Authority object to its proposed change of use.

This (separate) application should also be refused but equally as importantly, the principal application – i.e. for land within SS13 should only be determined on the basis that this separate application should be ignored.

## CONCLUSION - Weighted Balance

Were it the case that the proposals were non-compliant with relevant policies in a few minor respects, we would accept the argument that the need to build more housing is such that the applications should be granted. **However, in this case, the sheer number and scale of deviations from policy are such that the weighted balance must tip in favour of refusal.**

The Applicants need (with respect) to go back to their drawing boards and to devise a scheme that is compliant with relevant policies.

Cllr Philip Day  
(On behalf of Ringwood Town Council)  
Chair of Ringwood Town Council's Planning, Town and Environment Committee  
c/o The Gateway, Ringwood  
078 558 27798 [cllr.p.day@ringwood.gov.uk](mailto:cllr.p.day@ringwood.gov.uk)  
4<sup>th</sup> November 2024

Appendix 1 – Vehicular Access  
Appendix 2 – Walking and Cycling Access  
Appendix 3 – First Homes  
Appendix 4 – Housing Mix  
Appendix 5 – Study Rooms  
Appendix 6 – Sustainability  
Appendix 7 – Ringwood Design Code  
Appendix 7A – Officers' Comments on Design etc.  
Appendix 8 – Photographs of Moortown and Crow Lanes (separate document)  
Appendix 9 – EA Flood Zone map  
Appendix 10 – Schematics of housing types.



## Appendix 1 – Vehicular Access

The proposed single vehicular access is contrary to the adopted Local Plan policy for SS13 in that it does not include either an access onto Crow Lane nor an access through to the “Wellworthy site”.

In addition, whilst it is noted that the Highway Authority raise no objections subject to conditions relating to the widening of Moortown Lane (and a s106 agreement) it appears that

- a) no sufficient thought has been given to emergency access to the site in the event that Moortown Lane is inaccessible due to either flooding (it is now in Flood Zone 3 – see map at Appendix 9) nor a traffic accident (bearing in mind that the Lane is not wide enough to allow two HGV’s to pass and that there is a coach depot on Crow Lane which regularly uses Moortown Lane) – the proposed emergency access in the south west corner of the site is in our view insufficient and would not be accessible if an incident were to occur between the junction with Christchurch Road and this access point; and
- b) Moortown Lane is subject to a weight limit of 7.5 tons (except for deliveries). Construction traffic will inevitably exceed this limit for a number of years whilst the site is built out.

Please refer to the photographs of Moortown Lane and Crow Lane in this regard (Appendix 8).

**Further, when the Local Plan was examined by Inspectors, submissions were made to exclude the North-West access (through to the Wellworthy site) on the grounds that this would be a “ransom strip”. These submissions were specifically rejected by the Inspector.** Interestingly, no similar submission was made regarding a vehicular access onto Crow Lane but even that is not now proposed and no explanation has been provided as to why that might not be deliverable, even if the land in question is not within the Applicant’s ownership.

## Appendix 2 – Walking and Cycling Access

RNP Policy R1 states:

“The harmful effects of traffic congestion, especially traffic with an origin and destination outside the town centre, will be tackled through the promotion of other means of moving about the town including the delivery of effective walking and cycling measures to better connect the new communities at Moortown Lane and Hightown Road.”

RNP Policy R11 states:

“Proposals for major development (10 dwellings or above) should adopt the Sustainable Accessibility and Mobility Framework, as illustrated overleaf, and demonstrate how they have, in the following priority order:

- (i) sought to minimise the need to travel beyond the parish;
- (ii) for longer trips, sought to encourage and enable the use of active, public and shared forms of transport; and,
- (iii) for trips that must be made by car, sought to encourage and enable the use of zero emission vehicles.”

There is no clear means by which these policies will be met in the current application.

The proposed active travel connections towards the town centre are to Christchurch Road to the south of the site and via Crow Arch Lane to the north.

The southern option does not appear to be particularly suitable for walking as it requires twice crossing the increasingly busy Christchurch Road and the distance from the site exit to the Gateway building in town is about 2km. A long way to carry your shopping home. The alternative of shopping at Lidl is a shorter distance but still about twice as far (~640m) and with two main road crossings compared to an active travel option directly on to Wellworthy Way.

The active travel route via Crow Arch Lane involves crossing this road and two other roads to reach a corner shop ~725m away. There is also no footpath (nor any proposal to provide one) along Crow Lane from its junction with Crow Arch Lane to its junction with Moortown Lane.

To satisfy R1 and R11, an active travel connection from the north-west of the site to Wellworthy Way is required to give access to where the nearest supermarket to SS13 (Lidl), the extensive employment sites in that area (such as the Millstream Trading Estate, Parkside and the Stag Business Park), local schools and the town centre.

There should be an active travel link already in place between the Beaumont Park estate to the east and Wellworthy Way under Conditions 20 and 21 of Application 13/11450. The developer (Vistry) is now seeking to have these conditions removed (Application 24/10015). The NFDC Open Spaces Officer recommends refusal of 24/10015 stating *“The Developer should have sought appropriate advice, research and potentially entered into agreements with any other 3<sup>rd</sup> party landowners regarding a pedestrian access route prior to agreeing and entering into the original Planning application(s) and prior to commencement of Phase 1 as directed in the Condition 20.”* If this connection is actually built, it could adversely impact on the 21/11723 plans detailed in ITB12364-GA-008D but would at least enable the link up of SS13 to Wellworthy Way. It is not clear to RTC why the conditions are not being enforced by NFDC.

There were attempts to have this access removed from policy SS13 in the Local Plan. The request was denied – it would stay in as an essential part of SS13. Specifically, the Inspector made the point that the development is some distance from *‘higher order retail, social and community facilities’* and stated that the *‘scheme would result in an increase in the number of external road trips by car...and would not further the objective of reducing the need to travel inherent in paragraph 109 of the NPPF’*. The Inspector also references the relevant Local Plan policies.

On public and shared forms of transport, the Applicant’s Technical Note states that the previously proposed bus strategy is no longer supported by the bus operator. As an alternative, a shared taxi scheme is proposed from early in the build out to final occupancy funded by an s106 contribution. It is noted that at another Crest-Nicholson development, an *“E-Car Club was funded, which provides the very latest in ultra-low emission cars, providing a viable option to reduce second-car ownership”*. This sort of scheme is not being offered for 21/11723.

RTC believes that it is inevitable that families with children will choose to drive to their schools rather than use the limited paths/cycleway options proposed and that most people will not take the uninviting walk to local facilities or the town centre. Once this becomes a habit, it will not be easily reversed even if the access to Wellworthy Way is subsequently implemented.

### **Appendix 3 – First Homes**

The proposals do not comply with RNP Policy R6 and no viability study has been provided to justify any departure from the policy.

The Applicant has asserted that:

“As the Town Council will be aware, on 30 July 2024, the Government issued a consultation on changes to the National Planning Policy Framework (‘NPPF’) indicating its intention to remove the requirement for affordable home ownership products to be prioritised over homes for affordable rent. The proposed changes to the NPPF will remove the requirement that a minimum of affordable housing units secured should be First Homes. Consequently, there is no longer a policy requirement at national level to deliver First Homes.”

This is simply **wrong** (and that was conceded by the Applicant’s agent at the meeting on 30<sup>th</sup> October). This is a mere consultation and is not policy. The adopted RNP is the relevant policy and unless and until overturned at a National Level, it cannot be simply ignored. The relevant policy is:

*“Affordable housing will be supported in new development in areas outside of the New Forest National Park as required by Local Plan Policy HOU2. Within that provision, a minimum of 25% of new affordable homes shall be provided as First Homes”.*

It is also to be noted that another local developer (Pennyfarthing Homes) is offering First Homes at its site at Whitsbury Green in Fordingbridge. This development was approved by NFDC (20/11469) in February 2022.

The Officer’s Report regarding that application refers to the NFDC Strategic Housing Manager comments: *“Noted the revised offer now includes an appropriate mix of affordable homes with the First Homes proportion of the mix in line with the 25% government guidance. The mix of units will assist in meeting local need. Supports the application subject to a S106 agreement to secure the mix, tenures and local connection and that the houses are genuinely affordable. Note that the rent and shared ownership dwellings could be delivered by NFDC or a registered provider partner with First Homes delivered by the developer”.* The Officer adds that *“The Policy states that the viability of development will be taken into account in applying this policy as set out in Policy IMPL1: Developer Contributions, Starter homes or what are referred to as Discount Market Units (DMUs) are not considered to be affordable in terms of the Development Plan policy. First Homes are not considered to comply with Local Plan policy either, but they are now officially recognised as an affordable housing product by Government who have recently published new guidance on First Homes”.*

As the Ringwood Neighbourhood Plan has been made and adopted with Policy R6, First Homes must now be considered ‘affordable’ in terms of the Development Plan policy for 21/11723.

#### **Appendix 4 – Housing Mix**

The Officer’s briefing in the reports pack, pages 58 and 59, states *“As set out, the proposal will provide 202 additional smaller (1 and 2 bed dwellings) units across all tenures which equates to 45.6% overall across both phases. As such, the proposed number of smaller dwellings is, as set out, considered acceptable in line with Local Plan Policies HOU1 and HOU2 taking account of development viability and the character of the site and the opportunity the site provides to address need and demand for larger family housing across all tenures. There is no requirement for 50% of sites to be smaller dwellings in Local Plan Policy HOU1 which essentially sets out a site-by-site approach that takes material considerations into account. RNP Policy R5 caveats the aim of securing at least 50% of homes as smaller dwellings on schemes of five or more units with the Policy setting out that this should be the aim where this can be achieved it is without detriment to the amenities and character of the surrounding area and neighbouring properties”* and *“it is considered that in this case no substantive evidence has been provided on the proposed housing mix which would clearly*

*outweigh the Local Plan's strategic housing policies HOU1 and HOU2". It is suggested that the Officer retracts the assertion that HOU1 and HOU2 are strategic policies, as it is misleading to the Applicant and the Planning Committee.*

The current NPPF, paragraph 21, states *"Plans should make explicit which policies are strategic policies<sup>12</sup>. These should be limited to those necessary to address the strategic priorities of the area (and any relevant cross-boundary issues), to provide a clear starting point for any non-strategic policies that are needed. Strategic policies should not extend to detailed matters that are more appropriately dealt with through neighbourhood plans or other non-strategic policies."* Reference 12 states *"Where a single local plan is prepared the non-strategic policies should be clearly distinguished from the strategic policies"*. In the NFDC Local Plan, HOU1 and HOU2 are not STR10 and STR11. Had HOU1 and HOU2 been strategic policies, neither of the Officers that were involved in drafting and reviewing the Neighbourhood Plan from NFDC and NFNPA would have supported inclusion of RNP Policies R5 and R6. Likewise, the RNP Examiner would have removed these policies because as NPPF Paragraph 23 reference 16 states *"Neighbourhood plans must be in general conformity with the strategic policies contained in any development plan that covers their area"*.

NPPF Paragraph 30 states *"Once a neighbourhood plan has been brought into force, the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area, where they are in conflict; unless they are superseded by strategic or non-strategic policies that are adopted subsequently"*. The RNP policies therefore take precedent over HOU1 and HOU2. It is hoped that the Officer will make this clear to the Applicant and the Planning Committee.

The Application is not compliant with either RNP policies R5 and R6 or Local Plan policies HOU1 and HOU2, particularly with regard to Phase 1 and overall in term of the Outline Application. There is no guarantee that even what is proposed in the outline application (with or without the suggested minor amendment proposed by Crest-Nicholson at the meeting on 24<sup>th</sup> September) will not be changed prior to a detailed application coming forward if the outline application is approved.

More detail on the impact of study rooms on the proposed housing mix is provided in Appendix 5.

Policy HOU2 makes clear that the affordable housing should be indistinguishable from the market housing on site. The current design and layout of the scheme, in particular the use of terraced affordable housing, in contrast to the predominance of detached and semi-detached market housing and landscaping, all work to create a noticeable distinction between tenures. There is also a clear lack of diversity of dwelling types within the development, in that the proposal does not provide any other housing types, such as apartments and bungalows. It is considered that the lack of dwelling types is contrary to Policy HOU1, which seeks to ensure that new residential development provides a mix and choice of homes by type, size, tenure and cost, to ensure that all residential development helps to address the diversity of housing needs of local people at all stages of life.

## **Appendix 5 – Study rooms**

The Applicants assert:

*"As set out in the Committee Update Sheet the Nationally Described Space Standards (NDSS) set out that a single bedroom should be at least 7.5m<sup>2</sup> and at least 2.25m wide. As discussed in the meeting, the proposed first floor study rooms do not qualify as bedrooms as they range in size from 5.4m<sup>2</sup> to 7.4m<sup>2</sup>.*

“The NDSS are plainly a material consideration in judging the adequacy of domestic room provision. As such, it is not immaterial to take the published dimensions into account in judging room characterisation. As such, the proposed housing mix is accurately set out and the ANRG sufficient for the proposed development”

In his letter of 14<sup>th</sup> August 2023, the then Planning Officer asserted:

“With regard to the proposed Open Market Dwellings, it is important to point out that there are several dwellings which include study rooms on the first floor. It is considered that the study rooms could easily accommodate or be used as bedrooms and accordingly, I have included all the first floor study rooms (as listed below) as bedrooms. This approach is in accordance with that adopted by the majority of planning authorities.”

To quote a House of Commons library document, published 2<sup>nd</sup> May 2023, “*There isn’t a statutory minimum bedroom size which applies across all housing circumstances*”. When NDSS was introduced, the Rt Hon Lord Pickles stated “*The optional new national technical standards should only be required through any new Local Plan policies if they address a clearly evidenced need, and where their impact on viability has been considered*”. As it states in paragraph 2 of the NDSS “*The requirements of this standard for bedrooms, storage and internal areas are relevant only in determining compliance with this standard in new dwellings and have no other statutory meaning or use*”.

In summary then, the NDSS standards are not obligatory or prescribed. The Officer’s answer to a question from Cllr Brand at the September Planning Committee suggested that the standards are prescribed. They are not. They do have weight if the LPA has adopted them.

**We could find no evidence that NDSS has been adopted by NFDC. In fact, there is evidence that it hasn’t. For example, NFDC Planning Committee in September 2024 approved a reserved matters application (23/10268 – 269 dwellings at Calmore). The designs presented included bedrooms that were below the NDSS 7.5m<sup>2</sup> standard. Closer to Ringwood, the approved Pennyfarthing development at Whitsbury Green, Fordingbridge (20/11469) has many designs with small bedrooms. The “Aldbury” fourth bedroom is 5.21m<sup>2</sup> and the Riverdale third bedroom is 1.91m wide. These were not described as studies. Metis Homes in 23/10228 have a design where the bedroom is less than 6m<sup>2</sup> and a width of less than 2.15m, also not described as a study. Officers raised no objection to these, despite them being smaller than the NDSS space standard.**

It is our opinion that if a room (that is not on the ground floor of a multi-storey dwelling) can fit a bed in it, then it should be regarded as a bedroom for planning considerations. As a standard single bed is 1.9m long, one dimension would be 1.9m. As a single bed is typically 0.9m wide (but there needs to be about 1m to allow room for a person to manoeuvre and doors to be opened), then the second dimension would also be 1.9m. So we would suggest that a room this size or larger should be considered a bedroom. For a double bedroom, the size would be 1.9mx2.2m.

Further, in the context of this application, by designating rooms as “study rooms” rather than bedrooms, there are a number of consequences:

1. Compliance with policies regarding “housing mix” becomes easier – what we might regard as three bedroom houses become two bedroom, 4 become 3 but it makes no difference to 5 bed houses.
2. Compliance with parking standards becomes easier – 3 bed houses need more parking than 2, 4 bed houses need more than 3 bed but anything over 4 beds needs no more!
3. Compliance with ANRG requirements also gets easier with the greater number of “smaller homes”.

4. Phosphate mitigation is calculated on the basis of occupants - the fewer bedrooms, the fewer assumed occupants and less the need for such (expensive) mitigation.
5. Traffic modelling is based on the (bedroom) size of homes - the bigger the houses, the greater number of predicted traffic movements and all that entails in terms of the accessibility of the site and the capability of the current infrastructure to cope with the same.

The Applicants' approach to "study rooms" is also somewhat inconsistent, contrived even.

On the one hand, they assert that they want to build housing with study rooms to allow folk to work from home BUT there are no study rooms in any of the affordable housing.

Further, one of the Crest-Nicholson housing types is the "Hatfield". At their site in Albany Wood, a third bedroom in the "Hatfield" is described as "a generously sized bedroom" but is 6.9m<sup>2</sup> – below the NDSS standard. In this application (21/11723), the same room in the same house design would be described as a "study".

**The "Walkford" design in this application has a study room of 6.8 m<sup>2</sup> which we would assert could be used as a bedroom and should be viewed by the Planning Committee as a bedroom. On the same gov.uk page where NDSS is described, the standards for houses in multiple occupation are also described which specifies a minimum sleeping room floor area of 6.51m<sup>2</sup>. This means someone could buy a "Walkford" with 3 beds and a study (>6.51m<sup>2</sup>) and then subsequently rent it out to 4 tenants where they all have separate bedrooms, so 4 separate bedrooms. These kinds of contradictions have been examined in an academic paper from Kings College London which also finds bedrooms about 10% smaller than NDSS guidance are likely to be accepted as bedrooms by the Planning Inspectorate at appeal.**

The "Stratford" in the Crest-Nicholson development in Windsor has a 5<sup>th</sup> bedroom of 7.12m<sup>2</sup> but is not described as a study room. The same house in 21/11723 is similarly described, notwithstanding that the bedroom size is less than the NDSS minimum of 7.5 sqm. Perhaps this is because there is no difference in the requirement for e.g. ANRG between a four and a five bedroom dwelling.

Another example is the "Ripley" in this application, which has a bedroom (~7.1m<sup>2</sup>) smaller than the room claimed to be a study (~7.4m<sup>2</sup>). We would suggest both of these rooms should be viewed as bedrooms.

**The NDSS guidance does not only refer to single bedrooms. The "Ashford" design has two bedrooms, one 9.1m<sup>2</sup> and the other 8.3m<sup>2</sup> by our measurements. NDSS requirement 10b states: "a dwelling with 2 or more bedspaces has at least 1 double (or twin) bedroom" and requirement 10d states: "in order to provide 2 bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m<sup>2</sup>. As neither bedroom is 11.5m<sup>2</sup>, the "Ashford" has to be categorised as a one bedroom dwelling, not the two bedroom plus study claimed. Clearly there are inconsistencies in adherence to NDSS.**

Schematics are shown in Appendix 10.

A cynic might suggest that the Applicant chooses to "designate" a smaller upstairs room as a study when it assists in seeking to comply with policies regarding housing mix but when there is no such policy, the same room is called a bedroom for the simple reason that 3 bed houses fetch more than 2 beds, 4 beds more than 3 beds etc.

**The Planning Officer is strongly urged to reconsider their current position on Study/Bedrooms.**

## Appendix 6 – Sustainability

RNP Policy R10B states *“B. Wherever feasible, all buildings should be certified to a Passivhaus or equivalent standard with a space heating demand of less than 15KWh/m<sup>2</sup>/year”*.

The Applicant’s agent states that *“Phase 1 of the development will comply with Part L 2021 and it is proposed that the first tranche of units will have heating and hot water provided via energy efficient gas boilers, supplemented with PV to meet the energy and CO<sub>2</sub> requirements. Plots within phase 1 which commence after the anticipated changes in Building Regulations from circa the beginning of 2026 will then switch to an alternative energy strategy most likely incorporating air source heat pumps. The Applicant cannot yet be specific on how many homes on Phase 1 will incorporate these enhanced future homes standards as it depends development programme and when the building regulations change, but it would not be unreasonable to assume that broadly half of Phase 1 might well incorporate these enhancements given the anticipated construction programme.”*

The Applicant has not indicated that a space heating demand (SHD) of less than 15KWh/m<sup>2</sup>/year will be achieved but they have indicated that they will work with the planning officer to assess whether this is feasible. RTC is currently of the view it is unlikely that the proposed dwellings will achieve this SHD without modification. The U-values given in the Schedule of Equipment document are within Building Regulations only. RTC recommends that, along with the initial design stage assessment, the Crest-Nicholson designers demonstrate compliance using a design for performance methodology such as the Passivhaus Planning Package or CIBSE TM54 Operational Energy ‘energy forecast’ prepared by a suitably qualified consultant, in accord with Policy R10.

**To be clear, RNP Policy R10 takes precedence over Building Regulations, unless it can be demonstrated that either compliance is ‘not feasible’ or that ‘it can be demonstrated that the scheme will not have a significant harmful effect of the character of the area’. Neither of these exceptions are currently relevant for this application.**

RTC has noted an inconsistency in the designs planned for Phase 1 and similar designs built elsewhere. For example, in the Crest-Nicholson development in Henley, the ‘Marlborough’ design includes Air Source Heat Pumps (‘ASHP’) in accord with the LPA Policy. The same design in Phase 1 appears to have a gas boiler. It is also noted that whilst some of the houses in Phase 1 are triple glazed, others are not. Further, although there appears to be a commitment to install solar panels, there is no indication as to the extent these might mitigate the need for other sources of energy. This information could be part of the Climate Change Statement that is required by Policy R10E.

RTC would like to point out to Members that Crest-Nicholson have built nearly 400 dwellings to a very high SHD standard. The £80M project built at Elmsworth near Bicester, in joint partnership with A2Dominion, reportedly achieved an excellent U-value of 0.14 and used modern methods of construction. 30% of the dwellings were affordable housing. A publication from Crest-Nicholson’s agent Savills, ‘The Cost and Premium for New Eco-homes’ provided evidence that although the build cost increased for net zero in operation homes, the sales price premium offset this cost.

**The Applicants clearly have the capacity to build housing that would comply with the policy but has apparently chosen not to do so and proposes to build only to the standards required by current Building Regulations.**



## Appendix 7

### RNP Policy 7 – The Ringwood Design Code

This policy requires the positive aspects of local character to be taken into account. To be clear, as the Code has been prepared and consulted on as part of the RNP, its content carries the full weight of the development plan in decision making and is not subordinate or supplementary guidance carrying lesser weight.

The Ringwood Design Code states that “larger schemes – which can be defined as those that require new streets to be constructed – will be expected to be guided by a masterplan. This should show the key structural elements of the design, including access, open space, development blocks and character areas”

The SS13 allocation is adjacent to ‘character area 3’ in the Code, designated as ‘Southern Approach’. The tables shown are taken from the Code.

The guidance also states “where a proposal does not seek to follow the requirements of the Code then the Applicant will be obliged to justify why an exception should be made, for example, because a scheme meets the Net Zero Carbon provisions of Policy R10 requiring a design solution that cannot fully comply with the Code”. It is noted elsewhere that the application does not comply with Policy R10.

The Phase 1 application does involve different character areas described as ‘Crow Gardens’, ‘Crow Boulevard’ and ‘Moortown Suburbs’. The Planning Officer in his last presentation said about Crow Gardens: *“we’re looking at two storey dwellings, domestic in proportion, some two and a half where you got some dormer windows here, some asymmetrical roof almost a nod to Arts and Crafts and a slightly more contemporary approach”*.

To our knowledge, there are no Arts and Crafts precedents in the area and two and a half storeys are not encouraged in the Code. On Moortown Suburbs, the Planning Officer said *“it’s a bit more windows tucked right up under the eaves, you’ve got some hip roof features, more simple in terms of its architecture bit more cottagey in some regards”*.

**Policy R7: The Ringwood Design Code**

As appropriate to their scale, nature and location, residential development proposals must demonstrate high quality design and legible layouts which, where relevant, have taken account of the positive aspects of local character defined in the Ringwood Design Code (Appendix B), and should also:

- (i) Minimise the impact of development on higher ground by careful siting and by comprehensive landscaping;
- (ii) Include on a Landscape Plan the opportunities to create wildlife corridors and deliver biodiversity net gain;
- (iii) Include amenity space having sufficient size, shape and access to sunlight for the provision of recreational benefits to the occupants;
- (iv) Offer highly permeable residential layouts for cyclists and pedestrians moving within and through the development;
- (v) Front boundary treatments should be in keeping with the historic and rural character of Ringwood (DC.03.02 and DC.05.2). Hard boundary treatments up to 1m high will be permitted, where taller boundaries are deemed appropriate (for example, for clear reasons of security or privacy) this should be achieved by planting unless otherwise justified by historic character. Hard boundaries should be permeable to wildlife; and
- (vi) Be respectful of the tranquil setting of the National Park and protective of its dark skies. Lighting should be fully justified and well-designed to shine only where it is needed.

Place-making	
<b>Morphology</b>	Housing and mixed use development should reflect <b>linear nature</b> of the approach towards the town centre, whilst employment development should reference the human-scale of the rest of Ringwood and its traditional pattern.
<b>Enclosure</b>	The <b>enclosure ratio</b> should reflect prevailing patterns in industrial areas. Where bungalows are predominant, a ratio of 1:3 is suggested, while a ratio of 1:2 is advised for the remaining residential areas.
<b>Legibility and wayfinding</b>	The <b>red brick housing and greens on Christchurch Road</b> are landmarks in the character area, marking an urban-rural transition. Opportunities for improving wayfinding in the new industrial areas should be grasped.
<b>Public and private space</b>	A clear distinction between <b>public and private</b> space should be promoted with the use of boundary treatments.
<b>Views</b>	The most valued views are into the character area <b>from the west</b> .

Building scale and form	
<b>Density</b>	Housing density should be in the guide range of <b>25-35 dph</b> .
<b>Typology</b>	Predominant housing typology to be used is <b>terraced housing, or appropriate (according to context) infill</b> .
<b>Building lines and set backs</b>	Overall properties should have a <b>small to medium set back</b> from the street, guided by the prevailing pattern. <b>Building lines</b> should be <b>continuous</b> along the road.
<b>Front and back garden</b>	Where they are included, future development should provide modest front gardens between <b>2 and 3m to provide a buffer and private amenity space</b> .
<b>Active frontages</b>	Employment buildings should have glazed facades <b>facing streets</b> .

Materials and details	
<b>Roofs</b>	The <b>hipped and pitched roof</b> should be encouraged in the area. Steep gables are appropriate here.
<b>Aspect and orientation</b>	Avoid <b>black façades and inward facing development</b> , particularly in employment areas.
<b>Building heights</b>	<b>Two-storey</b> residential buildings should be encouraged.
<b>Boundary treatment</b>	<b>Well-kept hedges, a mix of low wall and hedges</b> .
<b>Materials</b>	Locally used materials, such as <b>traditional brick and render</b> , should be considered.

Phase 1 - Character Areas





'Cottagey' is again an expression not familiar to Ringwood, but hip roof features are included in the 'Materials and details table'.

On Crow Boulevard, the Planning Officer said *"The blues are the two and a half storeys, so again fronting the primary road as it runs east to west at the northern part of phase 1 in the Crow Boulevard, where you'd expect maybe some of the buildings to feature that type of architecture in terms of presentation to the road"*.

Looking along Christchurch Road, Moortown Lane, Crow Lane and Crow Arch Lane, the primary roads that bound the allocation, there are no two and a half storey residential properties, so no, we don't expect to see that type of architecture. As stated in the 'Materials and details table' above, *"Two-storey residential buildings should be encouraged"*.

As a final example, the Planning Officer also said *"This is a representation of one of the small terraces of four. These are going to be affordable homes. As you can see on the top of the plan there, even though they're affordable there's still detailing, brick detailing in the gabling and articulation around things like the windows and the doors"*.

These are three storey buildings. There are no other three storey dwellings in the vicinity of the application area.

On the proposed density in the application, it is higher in places than the 'Building scale and form' guide of 25-35 dph and the application does not include many terraced houses.



It is difficult to see how the proposed housing has taken into account the character of Ringwood, specifically 'character area 3' described in the Code. The house types proposed are standard ones that CN have built on other development sites. As the previous Planning Officer stated in his letter of 23<sup>rd</sup> August 2023, *"The proposal fails to draw on most other aspects of local character and context, failing to offer highlights, landmarks, or indeed offering any sense of delight in the scheme, as a whole the development would not be sympathetic to its context and environment. Most dwellings have significantly deep gables and tandem parking, which is not contextually appropriate and would not make any positive contribution to its layout or design. The proposal has a clear lack of articulation, chimneys, porches and richness in design"*. It is difficult to see how the application now has addressed these concerns. If the development is built as currently described, a resident standing in it would not be able to determine if they were in Ringwood or in Windsor or in Henley.

Overall, the application is contrary to Policy R7.

## Appendix 7A (Officers' Comments on Design etc).

### From Urban Design Officer's report

"The proposal is a hybrid application for outline in part and for a detailed area to be considered. Taking the detailed area as one that suggests how the outline area would be designed out (if the proposed dwelling numbers is to be expected), I would object to both parts of the application for the same reasons based upon the Council's design **policy ENV 3** and backed up by national guidance as well as other local SPD and draft SPD used to inform the aspirations of the local plan.

I find that the designs fail (in varying amounts) to properly achieve any of the seven paragraphs within the **policy ENV3**, the text of which is set out below. Also that it fails to achieve policy **STR1 part ii.**"

From Landscape Officer's report

**Summary and overall conclusions**

"There has been progress since the previous submission and much of the submission suggests a commitment to delivering a good landscape structure outside of the developed part of the site. There remain a number of minor issues including some information lacking, preventing us from giving unequivocal support in terms of landscape. Mostly such elements can be considered through planning conditions if the Council was minded to grant this application. In terms of landscape impact and design, the issues of over-riding concern however are shared urban and landscape design concerns and relate to the design of streets and spaces within the developed area itself. In particular, the plans as submitted are not in accordance with para 136 of NPPF which states:

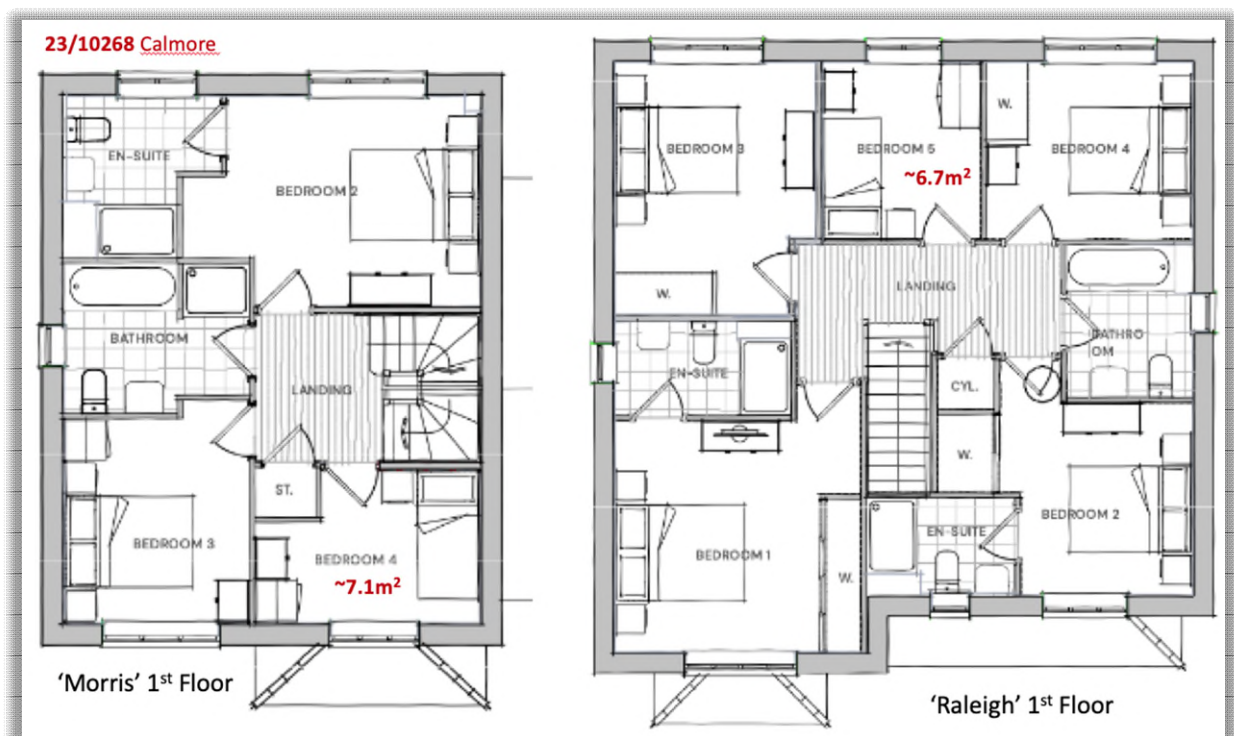
"Planning policies and decisions should ensure that new streets are tree-lined....."

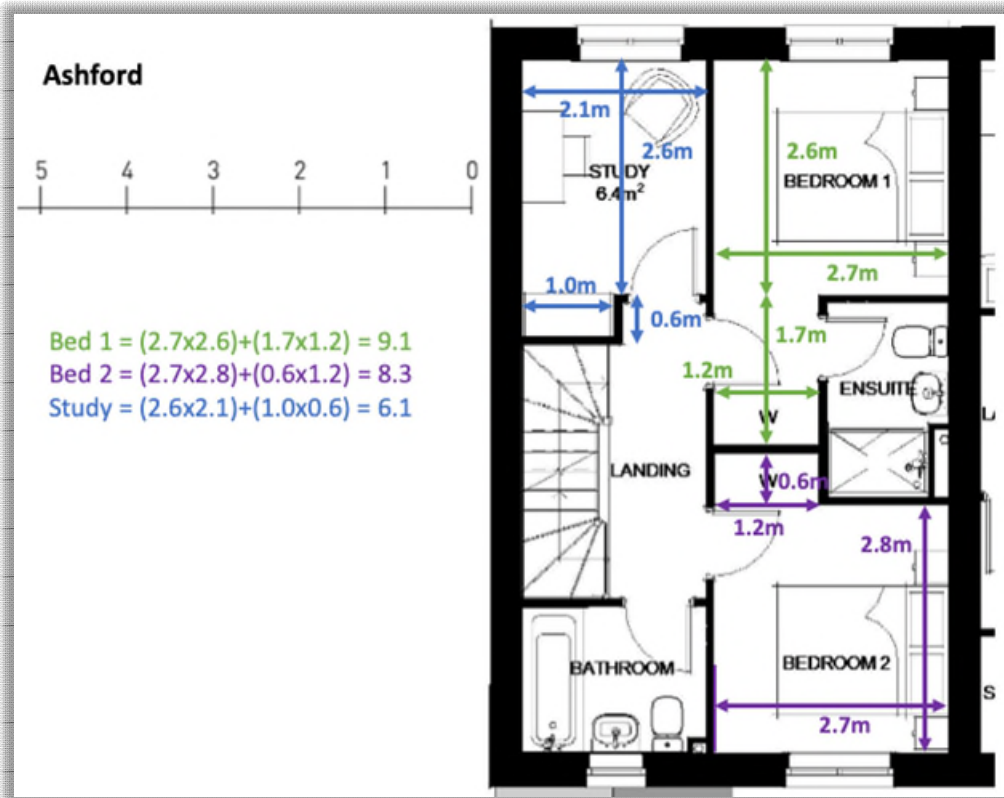
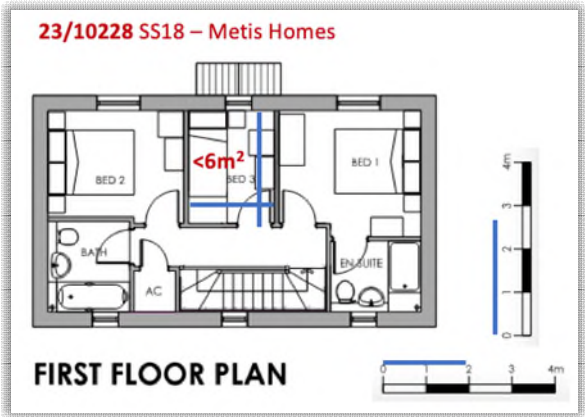
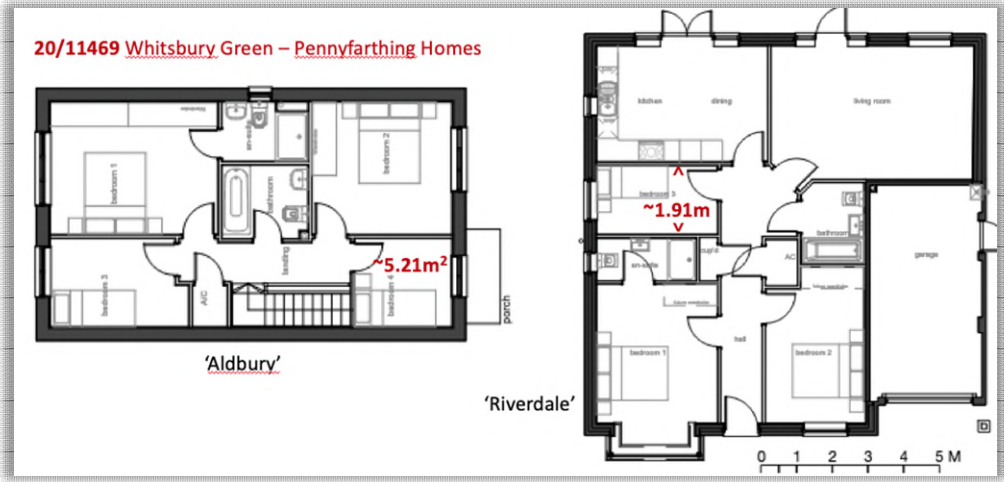
**It is not considered that there is currently sufficient information to recommend this application for approval.**

**Appendix 8 – Photographs – separate**

**Appendix 9 – EA Flood Zone map – separate**

**Appendix 10 - Schematics of housing types**





### Crest-Nicholson Albany Wood development

#### 'Hatfield' 1<sup>st</sup> Floor



**GROUND FLOOR**   FIRST FLOOR

**BEDROOM 1**  
2.73m x 2.73m (9'0" x 8'11")

**BEDROOM 2**  
2.89m x 2.74m (9'6" x 9'0")

**BEDROOM 3**  
3.21m x 2.15m (10'6" x 7'0")

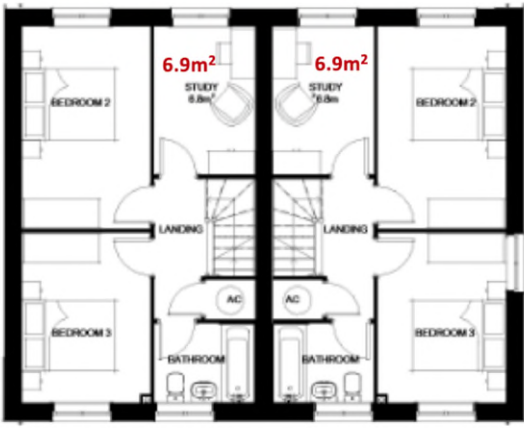
SAVE THIS HOME TO YOUR FAVOURITES >




#### KEY FEATURES

- Private enclosed garden
- Private parking
- 10 year NHBC warranty
- 2 year Crest Nicholson warranty
- En suite to bedroom 1
- Flooring throughout
- **Generously sized bedroom 3**
- **Ready to move into**
- Separate light and airy living room with French doors
- Solar panels
- Two double bedrooms
- Upgraded kitchen

### 21/11723 'Walkford' design



**SECOND FLOOR PLAN**



### Windsor Gate 'Stratford' 1<sup>st</sup> Floor



**GROUND FLOOR**   FIRST FLOOR

**BEDROOM 1**  
4.38m x 4.04m (14'4" x 13'3")

**BEDROOM 2**  
4.67m x 3.44m (15'3" x 11'3")

**BEDROOM 3**  
4.04m x 3.38m (13'3" x 11'1")

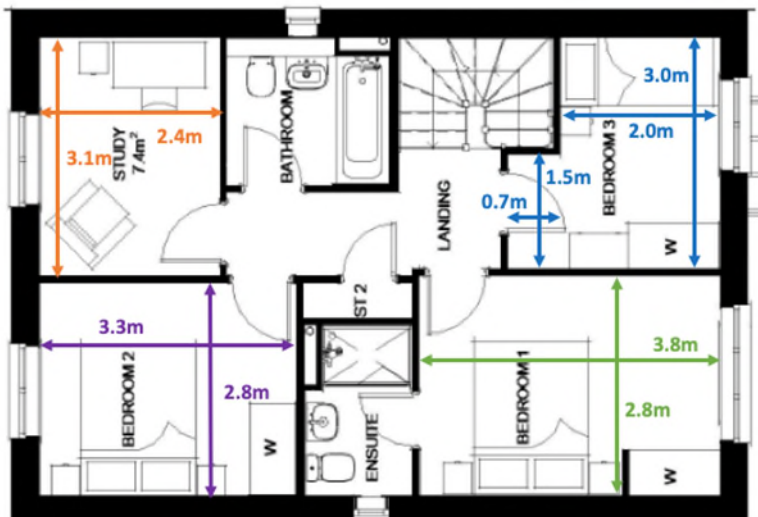
**BEDROOM 4**  
3.94m x 3.44m (12'9" x 11'3")


**BEDROOM 5**  
2.92m x 2.44m (9'6" x 8'1")

### 21/11723 'Stratford' 1<sup>st</sup> Floor

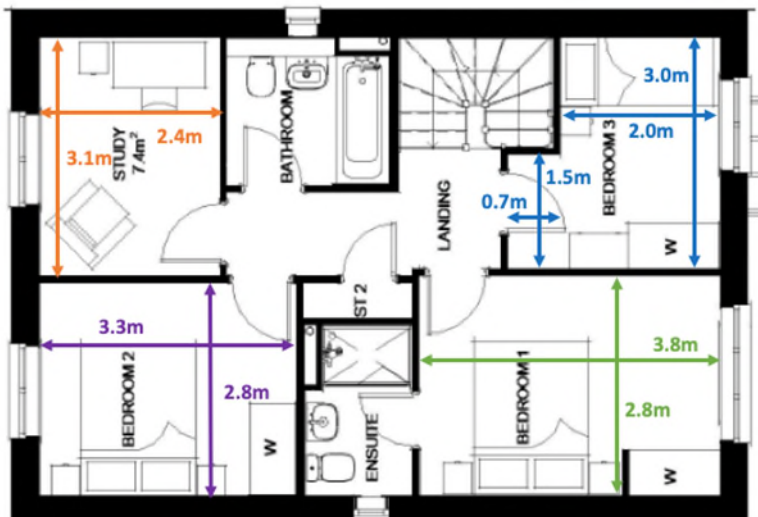


### 21/11723 'Ripley' design





Bed 1 = (3.6x3.2)+(1.2x0.6) = 12.2m<sup>2</sup>  
 Bed 2 = (3.8x2.5)+(1.5x1.2) = 11.3m<sup>2</sup>  
 Bed 3 = (3.0x2.0)+ (1.5x0.7) = 7.1m<sup>2</sup>  
 Study = 3.1x2.4 = 7.4m<sup>2</sup>





Annex A to Planning, Town Environment Committee Minutes 1st November 2024  
**Ringwood Town Council - Planning Observations - NFDC**

<b>Number</b>	<b>Site Address</b>	<b>Proposal</b>	<b>Observation</b>	<b>Comments</b>
21/11723	Ss13 - Land Off, Moortown Lane, Ringwood	RECONSULTATION: Due to additional documents. Hybrid planning application comprising a total of 443 dwellings: Outline planning permission (all matters reserved except access) for residential development of up to 293 dwellings, public open space, ANRG, SuDS, Landscaping, other supporting Infrastructure associated with the development; Full permission for 150 dwellings with means of access from Moortown Lane, associated parking, ANRG, open space, landscaping, and SuDS, other supporting Infrastructure associated with the development. This application is subject to an Environmental Assessment and affect Public Rights of Way.	Refusal (4)	See comments submitted to NFDC portal

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
24/10852	18 Highfield Avenue, Ringwood. BH24 1RH	Roof extension including raising the ridge, front and rear gables and side dormer to facilitate creation of first floor; single-storey extension to form porch	Permission (1)	
24/10887	72-74 Southampton Road, Ringwood. BH24 1JD	Change of use from office (Use Class E) to three dwellinghouses (Use Class C3) (Prior Approval application)	Permission (1)	
24/10892	Areas Of Land In And Around Kingston Common, Ringwood	Installation of fibre optic cable to provide full fibre broadband services (Prior Approval Application)	Permission (1)	
24/10898	Site of Boundary Cottage, 272 Christchurch Road, Ringwood. BH24 3AS	Erection of a detached garage	Permission (1)	
CONS/24/0473	Old Bridge Cottage, The Bridges, Ringwood, BH24 1EA	Fir Tree x 1 - Fell Willow Tree x 1 - Reduce	Permission (1)	
CONS/24/0478	116 Christchurch Road, Ringwood. BH24 1DP	Sycamore x 1 Fell	Officer Decision (5)	No justification for felling of the tree was included in the application, so the Committee agreed to defer to the Tree Officer.
CONS/24/0507	Manor House, Southampton Road, Ringwood, BH24 1HE	Oak x 1 Reduce	Permission (1)	

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

Annex A to Planning, Town Environment Committee Minutes 1st November 2024

## Ringwood Town Council - Planning Observations - NFNPA

<b>Number</b>	<b>Site Address</b>	<b>Proposal</b>	<b>Observation</b>	<b>Comments</b>
CONS/24/0125	Berricombe, LINFORD ROAD, LINFORD, RINGWOOD, BH24 3HX	Fell 1 x Scotts Pine tree (T1 on the plan)	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 1<sup>st</sup> November 2024

Number	Site Address	Proposal	Decision
TPO/24/0 472	Old Auction House, 54 Southampton Road, Ringwood, BH24 1JD	Oak x 1 Reduce	14.10.24 P(1) Recommend permission but would accept the Tree Officer's decision.



## **Flood Mitigation - Notes of meeting held on 3 October 2024**

**Present:** Cllrs Day, M DeBoos, G DeBoos, Frederick, Georgiou and Kelleher  
Jo Hurd  
Mike Holm, Flood Management Advisor, Environment Agency (Wessex region)

It was noted that both HCC and NFDC representatives had declined an invitation to this meeting. HCC had nothing to add to a written response and NFDC took the view that, as the planning authority, they take advice from the EA and HCC who ensure that Flood Risk Assessments and mitigation proposals submitted as part of a planning application are given sufficient scrutiny and are robust and fit for purpose.

MH confirmed that Ringwood comes within the EA's Wessex region (based in Blandford) for water and river management. However, any planning issues are dealt with by the Solent/South Downs Sustainable Places team (based in Romsey).

He said that last winter was the wettest on record since 1871. There had been particularly unusual weather over the last two years and we will continue to see more extreme weather. River levels have been higher, including during the summer months, and there was twice as much rain as normal in September 2024.

EA focus and remit is on main rivers (Avon and Bickerley Millstream), although they have a strategic overview and do have limited powers. The EA was responsible for installation of flood defence features on Bickerley and Jubilee Gardens, without which there would have been property flooding.

Other watercourses are ordinary watercourses so HCC responsibility (although riparian owners have responsibility for maintenance). HCC is the Lead Local Flood Authority (LLFA), has permissive powers and is the consenting authority.

### **Proposed development north of Hightown Road – SS14 – (planning application 21/10042)**

It was noted that the EA originally submitted an objection to this development, which was subsequently removed.

The Town Council has stated that there has been a significant change in water movement over the last few years, with new springs appearing, land not drying out, stream running faster etc. There is lots of anecdotal evidence of increased water but nothing has been reported and officially recorded. There are no water gauges on site and there is no information on the boreholes used. Also, the flood report submitted with the application was written in 2019. The concern is that the proposed mitigation is not based on correct data.

MH explained that the mitigation is based on data from the NFDC strategic flood risk assessment carried out in 2017. This was adopted by EA as best available data and fit for purpose. The developer takes this information and refines it. In this case they propose to re-engineer the way the water works on site to protect the area they want to develop. Mitigation will also allow for climate change and deal with on-site drainage. Any new development should provide betterment in this respect.

There was particular concern as when the Beaumont Park estate (off Crow Lane and Crow Arch Lane) was built, the area at the time was classified as Flood Risk 1. It has since been increased to Flood Risk 3, and is only 30 metres south west of the development site north of Hightown Road.

The only water course out of the area is Crow Stream. Restrictions, such as culverts under the entrances to Chard Land and Solent Coaches, have made matters worse, and the flow is restricted. Crow Lane itself has been impassable several times this year.

When asked if the EA would look again at the planning application, MH replied that if there was significant new evidence, this might be considered. However, the EA only provides advice to the planning authority and has no mechanism to delay an application. He said reporting was crucial, even historic records of property flooding. As outline permission was pending approval (subject to completion of the s106 agreement) it was noted there is a mechanism to retrospectively add conditions, although these would need to be reasonable. (Note – additional evidence has been submitted to both NFDC and HCC).

It was noted that HCC has a role in emergency planning, and is responsible for ensuring dry and safe access and egress to new developments.

### **Natural Flood Management**

Cllr Kelleher explained that the Council's Flood Wardens are working with local landowners in the east of the parish on a project looking to hold water back. They have been working with Wessex River Trust and other organisations, but to date EA has not been involved. MH advised that Aly Maxwell is best placed to represent the EA in these discussions.

MH said there are funds available for flood risk management, although the criteria for spending is challenging.

There has been a cultural change in the EAs approach and there is more focus on making properties more resilient and able to recover quickly, although it was noted this is hard to do for listed buildings.

### **Moortown Lane Flood Relief Drain**

It was noted that the flood relief drain in Moortown Lane is not in use, and the Town Council was pushing for this to be brought back in to use to relieve flooding and take water direct to the main river. MH said that he would speak to HCC on this matter. It was hoped that it could be looked at in advance of work on the Catchment Management Plan (expected in 2026/27).

**New Forest Local Cycling and Walking Infrastructure Plan (LCWIP)****1. INTRODUCTION**

- 1.1 The New Forest Local Cycling and Walking Infrastructure Plan (LCWIP) sets out the ambition for investment in walking and cycling in the New Forest area over the next 10 years.
- 1.2 Hampshire County Council (HCC), New Forest District Council (NFDC), New Forest National Park Authority (NFNPA) and Forestry England have worked together to develop this LCWIP and are now inviting views on the on the draft plan and proposed routes and zones. The deadline for comments is Sunday 3 November 2024.
- 1.3 The draft LCWIP can be viewed here: <https://documents.hants.gov.uk/transport/new-forest-district-lcwip.pdf>, with further information and access to two short surveys and the ability to add comments to a map here: <https://storymaps.arcgis.com/stories/82b46f9bb69c4acbaf4e2b0b1f50a6e>.
- 1.4 Members of the public are encouraged to complete the surveys on their personal experience of walking and cycling routes and suggestions for improvements. As a key stakeholder, the Town Council is being asked to comment as follows:
1. What are the main barriers to walking and cycling in the New Forest
  2. General feedback on the LCWIP route network
  3. Specific feedback on the utility route network, primary and secondary routes
  4. Specific feedback on the leisure route network, on-highway and off-highway routes
  5. Specific feedback on the additional routes for consideration
  6. Feedback on the Core Walking Zones (CWZs)
  7. Other comments

**2. PROPOSALS FOR RINGWOOD**

- 2.1 Proposals specific to Ringwood in the LCWIP are as follows:
- Ringwood Core Walking Zone – see pages 55 to 58
  - Cycle Route 100 – Wick to Walkford via Fordingbridge and Ringwood - see pages 76 to 89
  - Cycle Route 210 – Ringwood to Totton via Emery Down – pages 127 to 133
- 2.2 For each route, there are a number of suggestions as to how areas and junctions can be improved, such as the introduction of 20mph speed limits; redesigning junctions to give priority to cyclists and pedestrians; and additional crossing points.

**3. DRAFT RESPONSE**

- 3.1 At the last meeting of this Committee, it was agreed to set up a Task & Finish Group to prepare a draft response to the consultation for consideration by the Committee (*P/6352 refers*).
- 3.2 A meeting of the Task & Finish Group was held on 21 October 2024, with Cllrs G DeBoos and Swyer and the Deputy Town Clerk in attendance. Cllr Haywood tendered his apologies. The Group took into consideration provisional LCWIP reports prepared by Cllr G DeBoos and endorsed by this Committee in June and October 2021 respectively (Utility Travel in Ringwood – Schools, and Utility Travel outside Ringwood), and Policy R11 of the Ringwood Neighbourhood Plan and the accompanying Active Travel Policy Map.

3.3 The draft response is set out in Appendix A for consideration by Members.

#### **4. RECOMMENDATION**

4.1 It is RECOMMENDED that the draft response, with any changes agreed at the meeting, be submitted to Hampshire County Council.

For further information, please contact:

Jo Hurd  
01425 484721  
[Jo.hurd@ringwood.gov.uk](mailto:Jo.hurd@ringwood.gov.uk)

## NEW FOREST LOCAL CYCLING & WALKING INFRASTRUCTURE PLAN (LCWIP) CONSULTATION DRAFT

### RINGWOOD TOWN COUNCIL PROPOSED RESPONSE

#### Ringwood Neighbourhood Plan

Ringwood Neighbourhood Plan – as this has now been made, any reference to it needs to be updated (pages 14,15 and 56). It is now a statutory planning document, and as such Policy 11 (Encouraging Active and Healthy Travel) and the accompanying Active Travel Policy Map should be referenced and taken into consideration in the LCWIP (**see attached**).

#### Ringwood Core Walking Zone (pages 55 to 58)

There doesn't appear to be any clear justification for the extent of the proposed CWZ. It excludes key areas/well used links such as Linden Gardens/Gravel Lane; Strides Lane and Deweys Lane; Church of St Peter and St Paul Churchyard; local shopping centre off Butlers Lane and the two schools in Poulner. It should extend east to at least pick up Wellworthy Way and the established route through Forest Gate Business Park / Victoria Gardens.

It is essential to get this area right as it will be the starting point for development of a Local Access Plan.

**We propose that the CWZ should link to all the schools and the two strategic sites in the town, which would then cover all proposals outlined in the RNP Active Travel Policy Map.**

**All proposals outlined in the RNP Active Travel Policy Map should be included in the detail of potential options for the CWZ.**

We do not agree with the comment on page 56 that completion of strategic sites SS13 and SS14 “will incorporate the creation of a new road layout in the town that is anticipated to take much of the through-traffic away from the town centre..” This is simply not the case as Moortown Lane and Crow Lane are narrow rural lanes unsuitable for through traffic of any volume, and there are no proposals to upgrade them (save for a short section of widening of Moortown Lane between its junction with Christchurch Road and the proposed entrance to SS13). Contrary to this statement, we believe that development of both strategic sites will increase the volume of town centre through-traffic.

*Barriers to walking – need to check flooding of A31 underpass – has this improved since works were carried out by National Highways?*

**Z2.1.2** – we question the need for signalised crossings and cycle-friendly design at the Southampton Road/Gorley Road junction as sight lines are very good in this location.

Note that improvements are proposed to accommodate cyclists and pedestrians at the junction of Southampton Road and Gorley Road spur to the east as part of the development of SS14 (planning application 21/10042 – off site highway works).

**Z2.1.3** – Mount Pleasant Lane should read Parsonage Barn Lane

More detail is needed on the suggested Dutch-style roundabout or cyclops junction at the Mansfield Road/The Furlong roundabout before this can be supported.

Note that s106 highway contributions are being sought by HCC from the SS13 strategic site for “multi-modal transport improvements to reduce vehicular traffic” at this junction.

**Z2.1.4** – we recall that when the pedestrian refuge to the south of the Mansfield Road/Christchurch Road mini roundabout was installed, this had to be redesigned due to the size of lorries using this route, and therefore question the possibility of implementing some of the suggested improvements (e.g. narrow lanes).

There is reference made to traffic calming in Christchurch Road, but it is not clear what this refers to – is it measures to reduce traffic speed/volume outlined in the detail of cycle route 100 (100.4.5)?

Note that HCC has already agreed contributions with the developer of SS13 (pending determination of planning application 21/11723), and these suggestions are not included.

**Z2.1.7 and Z2.1.8** – reference should be made to the Thriving Market Place proposals currently being designed by HCC.

**Z2.1.8** – the photograph is incorrect.

**Z2.1.10** – we question the possibility of implementing any pavement widening in Christchurch Road, particularly the location as shown in the corresponding photograph, due to the narrow width of the carriageway.

### **Proposed Cycle Route 100 (Ringwood section pages 84 to 87)**

**100.4.4** – previous comments made on Z2.1.3 apply.

**100.4.5** – we do not agree with the potential alternative route as outlined. A better alternative route already exists – **see attached plan**.

**100.5.2 – 100.5.4** – the alternative route via Moortown Lane to Charles’s Lane is preferable due to the speed and volume of traffic using Christchurch Road, and the fact that Rod Lane is liable to flooding.

**100.5.5** – south from Charles’s Lane to Sandford, Crow Stream would be a significant restraint to making any improvements. This stream is kept clear by volunteers to maintain the flow of water away from residential areas to the north, particularly in times of flood.

### **Proposed Cycle Route 210 (Ringwood section pages 127 to 129)**

This route was identified by the Town Council in its Utility Travel outside Ringwood Town report in September 2021, and is therefore supported.

**210.1.1 and 210.1.2** - Mount Pleasant Lane should read Parsonage Barn Lane

**210.1.2** – it is unlikely that traffic volumes will be so high as to necessitate bus gate modal filters in Southampton Road.

### **Additional routes for consideration**

Both proposed routes A1 and A3 do not appear to follow established roads or footpaths (and are even routed through bodies of water) – no comment is made on these routes as it is not clear what is being proposed.

### **General Comments**

There is no mention made of e-bikes. We suggest that Ringwood town centre would be an ideal location for an e-bike charging hub. If a location can be identified (close to Ringwood Gateway), routes leading to it can be developed accordingly.

Castleman Trailway – there is mention of the Trailway on page 56. Improvements, such as signage, are required to better connect the section between Bickerley Road and Embankment Way, and to deliver an extension beyond Barrack Lane.

Where carriageways are not wide enough for new infrastructure, the default appears to be creation of 20mph zones. While some may be supported, there is a concern about the enforcement of these.

We are concerned that the consultation web page is difficult to navigate and not user-friendly. This appears to be reflected in the very low number of comments on the Survey Results Map (at the time of writing there was only one comment in the Ringwood area). The outcome of the consultation may therefore not be representative of a wide range of views. It was also not possible to open the Map Based Survey on Town Council PCs.

We look forward to working with HCC on development of a Local Access Plan for Ringwood

### **Policy R11: Encouraging Active and Healthy Travel**

**A. The Neighbourhood Plan Policy Map identifies the existing Sustainable Travel Network and opportunities for improvements, as shown on the Active Travel Policy Map, for the purpose of prioritising active and healthy travel.**

**B. Development proposals on land that lies within or adjacent to the Network will be required, where practical, to provide opportunities for a more joined-up Network of walking and cycling routes to the town centre, local schools and community facilities and accessible green space by virtue of their layout, means of access and landscape treatment.**

**C. Proposals for major development (10 dwellings or above) should adopt the Sustainable Accessibility and Mobility Framework, as illustrated, and demonstrate how they have, in the following priority order:**

- (i) sought to minimise the need to travel beyond the parish;**
- (ii) for longer trips, sought to encourage and enable the use of active, public and shared forms of transport; and,**
- (iii) for trips that must be made by car, sought to encourage and enable the use of zero emission vehicles.**

5.70 This policy embraces the principles of the Sustainable Accessibility and Mobility (SAM) Framework advocated in the Net Zero Transport report published by the Royal Town Planning Institute in 2021 ([Link](#)). The Framework adopts a place-based approach to net zero transport by focusing on solutions that create better places and healthier, happier, more resilient communities. It fits well with Hampshire County Council's draft Local Transport Plan 4 (LTP4) and the emerging New Forest Local Cycling and Walking Infrastructure Plans (LCWIP) which will encourage more local journeys to be undertaken on foot and by bike.

5.71 The SAM Framework objectives are critical to good planning, linking the imperative to reduce transport emissions with wider objectives related to decarbonisation, housing growth and nature recovery. This hierarchical approach (shown below) calls for measures that first focus on the role of place in reducing trips, before considering how to increase the proportion of the remaining trips that are taken by active, public and shared forms of transport.



5.72 The layout design of new development must also apply Manual for Streets best practice principles to create a permeable network of streets and spaces that support connections to local services and facilities in the Parish based on the principle of a '20 Minute Neighbourhood' while also enabling residents to access green space to meet the requirements of Natural England's Accessible Greenspace Standard (ANGSt). The overall aim being to support the physical and mental well-being of our community. For the avoidance of doubt, the network will not support or encourage access to internationally significant nature conservation sites.



5.73 The policy also maps a network of walking and cycling routes through the town to its boundaries where many routes continue to connect the town with the countryside and its neighbouring settlements. The aim of both is to raise awareness of the routes to encourage safe and convenient use, and to identify future opportunities to improve their connectivity, in line with NFDC Policy CCC2: Safe and Sustainable Travel and NFNPA Policies SP 54 'Transport Infrastructure' and SP55 'Access'.

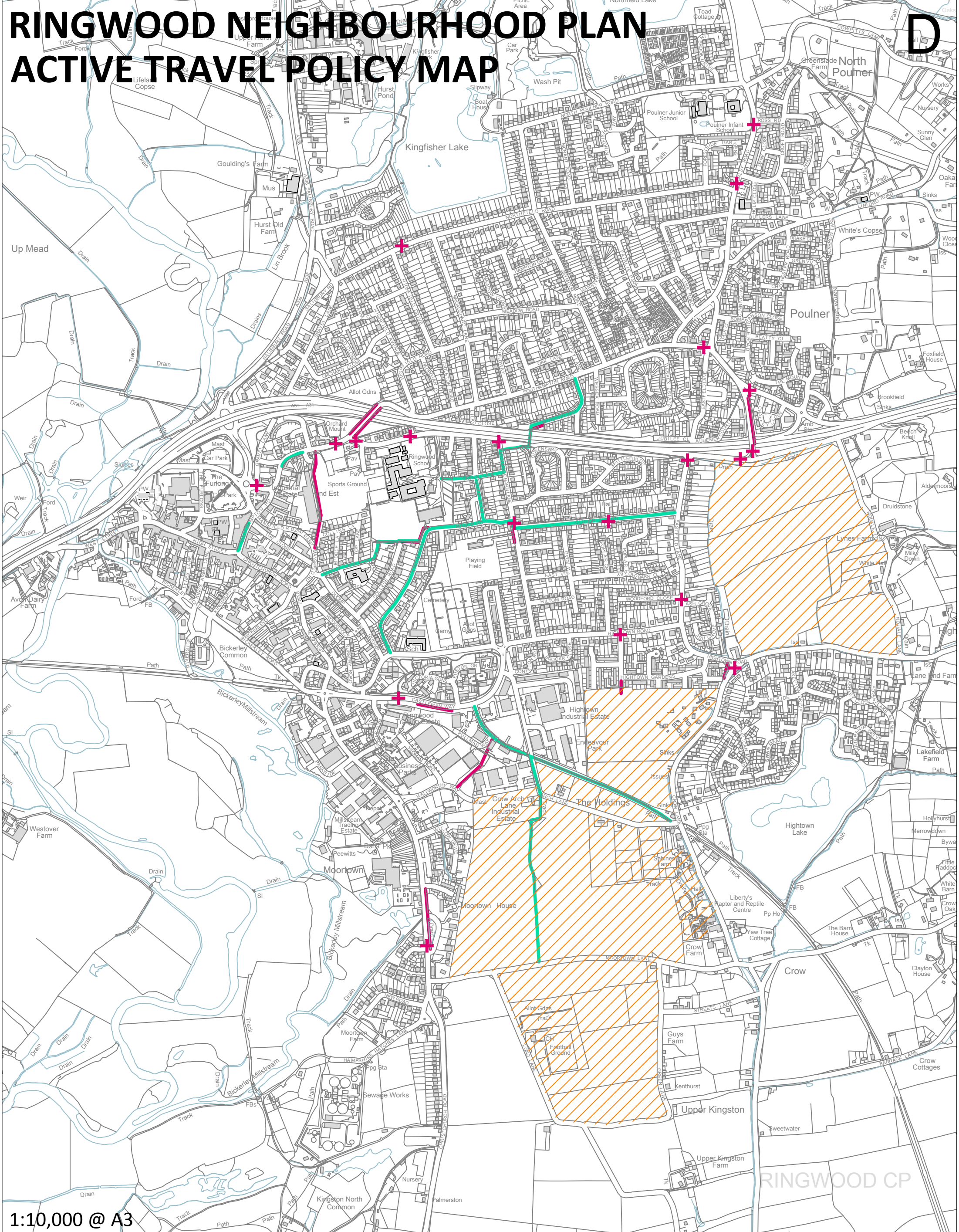
5.74 An initial review of walking and cycling routes to schools was conducted as part of the Town Council's LCWIP work and is included in the evidence base.







# RINGWOOD NEIGHBOURHOOD PLAN

## ACTIVE TRAVEL POLICY MAP

D



1:10,000 @ A3

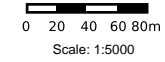
-  NFDC Local Plan Footpath & Cycle improvements
-  NFDC Strategic Site Allocations
-  LCWIP\* Improvement Opportunities - Paths
-  LCWIP\* Improvement Opportunities - Crossings

\*Local Cycling & Walking Infrastructure Plan



Author: J. Hurd

Date: 22/10/2024





**Environmental and Regulation**

Service Manager: Joanne McClay

Mr C Wilkins  
Ringwood Town Council  
Ringwood Gateway  
The Furlong  
Ringwood  
Hampshire  
BH24 1AT

Our Ref: LICPR/24/05581

Your Ref:

16 October 2024

Dear Mr Wilkins

**Licensing Act 2003 - Grant of Premises Licence (S17)**

**Premises: TAP BAR & RESTAURANT TAP BAR & RESTAURANT, 2 STAR LANE, RINGWOOD, BH24 1AL**

**Ref: LICPR/24/05581**

This letter is sent to you for information as an organisation representing the local area to advise that the above application has been received by the Licensing Authority.

Details of the application are shown below, online at [www.newforest.gov.uk/article/1377/Public-registers-of-licences](http://www.newforest.gov.uk/article/1377/Public-registers-of-licences) and should also be displayed on the premises. Full details of the application can be viewed at the Council Offices, Appletree Court, Beaulieu Road, Lyndhurst, Hampshire SO43 7PA

The details of the application for a premises licence are as follows:

To sell alcohol on the premises from 12:00hrs to 22:00hrs Monday to Thursday. Friday and Saturday 12:00hrs to 23:00hrs, Sunday 12:00hrs to 17:00hrs. The hours the premises will be open Monday to Thursday 09:00hrs to 22:00hrs, Friday and Saturday 09:00hrs to 23:00hrs and Sunday 09:00hrs to 17:00hrs.

I would remind you that when considering making a representation, or advising constituents who might wish to make a representation, the Licensing Authority may only consider representations which infringe or violate one or more of the four licensing objectives, which are:

- Prevention of crime and disorder,
- Public safety,
- Prevention of public nuisance,
- Protection of children from harm.

The timescale for representations is laid down in regulations attached to the Act and may only be changed by Parliament. Therefore the final date for representations is **13 November 2024**.

Yours sincerely

*Christa Ferguson*

Licensing Manager  
Licensing Services

Tel: 023 8028 5505  
Email: [licensing@nfdc.gov.uk](mailto:licensing@nfdc.gov.uk)

**Environmental and Regulation**

Service Manager: Joanne McClay

Mr C Wilkins  
Ringwood Town Council  
Ringwood Gateway  
The Furlong  
Ringwood  
Hampshire  
BH24 1AT

Our Ref: LICPR/24/05474

Your Ref:

10 October 2024

Dear Mr Wilkins

**Licensing Act 2003 - Grant of Premises Licence (S17)**

**Premises: RINGWOOD COMMUNITY HUB Ringwood Community Hub, 155 LONG LANE, UPPER KINGSTON, RINGWOOD, BH24 3BX**

**Ref: LICPR/24/05474**

This letter is sent to you for information as an organisation representing the local area to advise that the above application has been received by the Licensing Authority.

Details of the application are shown below, online at [www.newforest.gov.uk/article/1377/Public-registers-of-licences](http://www.newforest.gov.uk/article/1377/Public-registers-of-licences) and should also be displayed on the premises. Full details of the application can be viewed at the Council Offices, Appletree Court, Beaulieu Road, Lyndhurst, Hampshire SO43 7PA

The details of the application for a premises licence are as follows:

to permit sales of alcohol on the premises, Monday to Sunday 10:00hrs to 23:00hrs.  
Opening hours Monday to Sunday 07:00hrs to 23:00hrs.

I would remind you that when considering making a representation, or advising constituents who might wish to make a representation, the Licensing Authority may only consider representations which infringe or violate one or more of the four licensing objectives, which are:

- Prevention of crime and disorder,
- Public safety,
- Prevention of public nuisance,
- Protection of children from harm.

The timescale for representations is laid down in regulations attached to the Act and may only be changed by Parliament. Therefore the final date for representations is **07 November 2024**.

Yours sincerely

*Christa Ferguson*

Licensing Manager  
Licensing Services

Tel: 023 8028 5505  
Email: [licensing@nfdc.gov.uk](mailto:licensing@nfdc.gov.uk)

**PLANNING, TOWN AND ENVIRONMENT COMMITTEE**  
**1st NOVEMBER 2024**

**REVISED BUDGET 2024/25 & DRAFT BUDGET 2025/2026**

**1. INTRODUCTION**

1.1 Members are required to consider the budget proposals for 2025/26 for this Committee and to make recommendations to the Policy and Finance Committee.

1.2 To assist Members, the following draft documents are attached:-

**Appendix A:** Shows the progress made on the new expenditure items approved for inclusion in the 2024/25 budget, including items that have slipped from previous years. At present there are no proposals for new expenditure bids for 2025/26.

**Appendix B:** Shows the approved original budget 2024/25 of £28,189, the draft revised budget 2024/25 of £28,706 which reflects the forecast outturn for 2024/25 together with the first draft budget for 2025/26 of £38,923 which excludes any new bids.

For comparison, actual net expenditure in 2023/24 was £29,510 before transfers to and from provisions and £27,521 after transfers.

**2. REVISED BUDGET 2024/25**

2.1 The revised budget (column 8 Appendix B) shows a net increase of £517 over the original budget (column 7). The main reasons for this are:-

Details	£
1. Electricity costs for the street lamp at Carvers	568
2. Other minor changes in expenditure	-51
3. Thriving Market Place costs of £10,000 met by grants received	0
<b>Total</b>	<b>517</b>

2.2 The only significant additional expenditure is that on the Carvers street lamps for which costs are likely to increase by almost £600 this year.

2.3 The work on Crow Lane maintenance is funded by developer's contributions. This is being written down annually but a further contribution, received in 2023, will enable this expenditure to continue for a number of years. Other than the Thriving Market Place project, there are no other significant changes to the budget for the current year and expenditure is otherwise broadly on track to meet the budget by year end.

**3. FIRST DRAFT BUDGET 2025/26**

3.1 The base budget for 2025/26 has been prepared on an incremental basis by rolling forward the 2024/25 budget and adjusting for non-recurring expenditure and known cost changes. Initial estimates for inflation have been applied as follows (note the latest RPI (September) is 2.7%):

<b>Inflation</b>	%
- Pay	2.0%
- Utilities	1.5%
- Other Expenditure	1.5%
- Non contractual expenditure	0.0%
- Income	2.5%
- Fixed expenditure (i.e. no inflation)	0.0%
<b>Council Tax Base increase</b>	<b>0.50%</b>
Note, the Council Tax base for 2024/25 is	5,501.6

- 3.2** The allocation of staff costs to each committee is reviewed from time to time and an analysis of back office time has resulted in an increase of officer costs applied to this committee. This does not represent an increase in Council costs overall and is simply a re-apportionment of costs across each committee. The result is an increase in base budget costs for this committee of £10,178. This, coupled with the £570 likely cost increase for street lighting explains the overall increase of £10,734 in 2025/26.
- 3.2** Appendix B, column 1, sets out the provisional base budget figures for the Committee. This draft budget excludes any new expenditure bids and at present, no other new bids have been brought forward for consideration. The net budget requirement for this Committee is £38,923 before any adjustments for inflation are considered.
- 3.3** The Committee is asked to consider the draft budget proposals in Appendix B. These will then go forward to the Policy & Finance Committee later in November for consideration as part of the Council's total budget. Members will also receive, by email, a copy of a budget "model" to enable the modelling of different budget assumptions, inflation, budget changes and funding options. Members are encouraged to use this model and provide feedback to assist with the further development of the 2025/26 budget.
- 3.5** There will be a further opportunity to review the budget proposals at the next meeting of this Committee and in January 2024.

#### **4. NEW BIDS 2025/26**

- 4.1** At present no new bids have been proposed. In considering new bids, members should draw a distinction between one-off capital bids which would ordinarily be funded by reserves or grant income, and recurring revenue bids which will need to be funded on an ongoing basis either by additional earned income, revenue savings elsewhere or an increase in the precept.

#### **5. RECOMMENDATIONS**

It is recommended that, subject to amendments made at this meeting:

- i) the budgets and proposals in Appendices A and B be approved,

- ii) Members use the budget model to explore further opportunities and provide feedback and suggestions for any new bids or further amendments to the proposed budget.

For further information please contact:

Rory Fitzgerald  
Finance Officer  
Tele: 01425 484723

or

Chris Wilkins  
Town Clerk  
Tele: 01425 484720



**PLANNING, TOWN & ENVIRONMENT COMMITTEE****PROGRESS ON APPROVED BUDGET PROPOSALS FOR 2024/25**

NO.	ITEM	REASON	REVISED BUDGET 24/25 £	COMMENTS
1.	Thriving Market Place	Scheme to revitalise Market Place, as identified in the Neighbourhood Plan. Working in partnership with NFDC and HCC.	10,000	The first phase of this project is delivery of work outlined in an agreed Project Brief. This is entirely grant funded and emerged after the original budget was approved in January 2024. The full amount of the grant has been applied and no further expenditure is anticipated at this stage.
2.	Neighbourhood Plan	To prepare a Neighbourhood Plan for the civil parish of Ringwood but limited in scope to specified themes (Town Centre, Heritage & Design, Housing and Environment).	0	Plan adopted by NFDC and NFNPA in July 2024 and now forms part of their statutory development plans. Funds of £3,383 remain in reserves at 1 <sup>st</sup> April 2024.
		<b>TOTAL NET COSTS</b>	<b>10,000</b>	

**NEW BUDGET PROPOSALS FOR 2025/26**

NO.	ITEM	REASON	25/26 £	26/27 £	27/28 £	Priority
1.						
2.						
3.						
		<b>TOTAL NET COSTS</b>	<b>0</b>	<b>0</b>	<b>0</b>	

PLANNING, TOWN & ENVIRONMENT COMMITTEE												
Col. 1	2	3	4	5	6	7	8	9		10	11	
Code CC	Description	Budget Manager	Actual 20/21 £	Actual 21/22 £	Actual 22/23 £	Budget 24/25 £	Revised 24/25 £	Type	Inflation %    £	Known Changes* £	Budget 25/26 £	
	<b>EXPENDITURE</b>											
	<b>Maintenance</b>											
4000/1/1	--Built Environment-Furniture	JH		156	1,348	104	100	4	0.0%	0	104	
4000/1/2	--Carvers Street Lighting	JH	543		1,566	1,682	2,250	2	1.5%	25	2,277	
4000/1/3	--Flood defence	JH				0		4	0.0%	0	0	
4000/1/4	--Bus Shelters	JH	500			208	200	4	0.0%	0	208	
4000/1/5	--Sign Painting Fridays Cross	JH				0		4	0.0%	0	0	
4000/1/6	--Neighbourhood Plan	JH	8,249	10,334	9,994	0		6	0.0%	0	0	
4000/1/7	--Crow Lane Maintenance	JH	1,120	450	720	1,040	1,000	4	0.0%	0	1,000	
4000/1/8	--support for REAL working party	JH		466	519	0		6	0.0%	0	0	
	<b>Total Maintenance</b>		<b>10,412</b>	<b>11,406</b>	<b>14,147</b>	<b>3,034</b>	<b>3,550</b>			<b>25</b>	<b>530</b>	<b>3,589</b>
	<b>Employee Costs</b>											
4001/1	--Allocated Office Staff	CW	15,091	16,959	23,846	27,256	27,256	1	2.0%	545	37,434	
	<b>Total Employee Costs</b>		<b>15,091</b>	<b>16,959</b>	<b>23,846</b>	<b>27,256</b>	<b>27,256</b>			<b>545</b>	<b>0</b>	<b>37,434</b>
	<b>Total Revenue Expenditure</b>		<b>25,503</b>	<b>28,365</b>	<b>37,993</b>	<b>30,289</b>	<b>30,806</b>			<b>570</b>	<b>530</b>	<b>41,023</b>
	<b>Capital Expenditure</b>											
4050/1	--Human Sundial	JH	98	4,599	0	0		6			0	
4050/2	--Thriving Marketplace						10,000					
	<b>Total Capital Schemes</b>		<b>98</b>	<b>4,599</b>	<b>0</b>	<b>0</b>	<b>10,000</b>			<b>0</b>	<b>0</b>	<b>0</b>
	<b>TOTAL EXPENDITURE</b>		<b>25,600</b>	<b>32,964</b>	<b>37,993</b>	<b>30,289</b>	<b>40,806</b>			<b>570</b>	<b>530</b>	<b>41,023</b>
	<b>INCOME/FINANCE</b>											
400/1	--Grants Received	JH	-1,100	-6,349	-1,100	-1,100	-1,100	6	0.0%	0	-1,100	
400/2	--Grants Received Neighbourhood plan	JH	-8,125	-9,950	-4,750	0		6	0.0%	0	0	
	<b>TOTAL INCOME</b>		<b>-9,225</b>	<b>-16,299</b>	<b>-5,850</b>	<b>-1,100</b>	<b>-1,100</b>			<b>0</b>	<b>0</b>	<b>-1,100</b>
	<b>TOTAL NET EXPEND BEFORE TRANS TO/FROM PROVISIONS</b>		<b>16,375</b>	<b>16,665</b>	<b>32,143</b>	<b>29,189</b>	<b>39,706</b>			<b>570</b>	<b>530</b>	<b>39,923</b>
	<b>Transfer To Provisions</b>											
	--Transfer To Provisions	RF	0	3,473		0					0	
	<b>Total Transfer To Provisions</b>		<b>0</b>	<b>3,473</b>	<b>0</b>	<b>0</b>	<b>0</b>				<b>0</b>	<b>0</b>
	<b>Transfer From Provisions</b>											
	--Transfer from Provisions (cap)	RF	-1,120	-450	-5,246	-1,000	-1,000				-1,000	
	--Transfer from Provisions (revp)	RF			-770	0	-10,000				0	
	--Transfer from Dev Cont	RF				0					0	
	<b>Total Transfer From Provisions</b>		<b>-1,120</b>	<b>-450</b>	<b>-6,016</b>	<b>-1,000</b>	<b>-11,000</b>			<b>0</b>	<b>-1,000</b>	
	<b>TOTAL NET EXPENDITURE AFTER TRANS TO/FROM PROVISIONS</b>		<b>15,255</b>	<b>16,215</b>	<b>26,127</b>	<b>28,189</b>	<b>28,706</b>			<b>570</b>	<b>530</b>	<b>38,923</b>

## Current Projects Update



No.	Name	Status	Recent developments	Description and notes	Lead Officer/Member	Financing
<b>Full Council</b>						
FC1	Long Lane Football Facilities Development	In progress (scheduled for completion in 2024)	The artificial turf pitch and the new pavilion are both now completed and in use. The old pavilion is being demolished. A formal opening ceremony/open day has been arranged.	A joint venture with Ringwood Town Football Club and AFC Bournemouth Community Sports Trust to improve the football facilities for shared use by them and the community.	Town Clerk	The current expectation is that the Council's contribution to the project will, in effect, be limited to a modest loss of income from the site (but over a long term).
<b>Planning Town &amp; Environment Committee</b>						
PTE1	Neighbourhood Plan	Complete	83% of residents voted "yes" in the Referendum on 04/07/2024. The Plan has been adopted (made) by NFDC and NFNPA and is now part of the Development Plans for both authorities and must be taken into consideration in the determination of planning applications.	To prepare a Neighbourhood Plan for the civil parish of Ringwood but limited in scope to a few specified themes.	Deputy Town Clerk	Spent £25,282.42 (£18,000 funded from Locality grants, £3,650 additional budget agreed for SPUD youth engagement work (F/6061)). £3,167.58 unspent of original RTC budget.
PTE3	Crow Stream Maintenance	Annual recurrent	Spraying of stream banks undertaken 19/06/24, annual flail was carried out in August and stream clearance by volunteers on 3 October. Working with various agencies and local landowners on developing wider project on holding back flood water and increasing outflow.	Annual maintenance of Crow Ditch and Stream in order to keep it flowing and alleviate flooding	Deputy Town Clerk	Budget of £1,000 funded by transfer from earmarked reserve
PTE6	Shared Space Concept - Thriving Market Place	In progress	£10,000 released by NFDC from UKSPF to undertake options appraisal/feasibility study. Project Brief agreed and HCC instructed to carry out work outlined in Brief. Members received an informal briefing on draft proposals on 25/09/2024, prior to consultation with stakeholders.	Concept for town centre shared space identified through work on the Neighbourhood Plan. Working in partnership with NFDC and HCC.	Deputy Town Clerk	HCC funded survey work. £10,000 grant from UKSPF (via NFDC). NFDC Cabinet agreed on 02/10/2024 to allocate a share of £4.5 million CIL funds to the scheme.
	Greening Ringwood	In progress	Official launch of Phase 2 held on 20/04/2024 in Gateway Square. Update on activities presented to Committee in September 2024.	Greening Campaign Phase 2 to run from Sept 2023 to July 2024, focussing on making space for nature; energy efficient greener homes; climate impacts on health and wellbeing; waste prevention; and cycle of the seed.		£50 signing up fee funded from General Reserve.
	Bus Shelters	In progress	HCC framework contractor has completed survey of shelters free of charge. Action Plan prepared and being worked through with intention of bringing report with recommendations to cttee in December.	Review of Council owned bus shelters.		No agreed budget
Projects being delivered by others which are monitored by the Deputy Clerk and reported to this committee:						
	Crow Lane Footpath	In progress	Developers' contributions paid to HCC to implement. Additional funds required to progress and approved by NFDC Cabinet on 02/11/2022. HCC working on design, with expected delivery in summer 2025.	New footpath to link Beaumont Park with Hightown Road, alongside west of Crow Lane	Hampshire CC	Developers contributions
	Railway Corner	In progress	Project supported by RTC. Planning application approved (23/11081).	Project to improve and promote historical significance of triangle of land at junction of Hightown Road and Castleman Way.	Ringwood Society	No financial implications.
	Memorial Bench for Michael Lingam-Willgoss	In progress	Consent to install bench has been granted by HCC. Legal fees covered by County Cllr Thierry. Date for installation yet to be agreed.	Provision of memorial bench in Market Place in memory of Michael Lingam-Willgoss.	Ringwood Carnival / Ringwood Rotary	No financial implications.
<b>Policy &amp; Finance Committee</b>						
PF5	Poulner Lakes Lease	On hold	Awaiting track maintenance solution - see Recreation Leisure & Open Spaces Committee item RLOS21.	Negotiating a lease from Ringwood & District Anglers' Association of the part of the site not owned by the Council	Town Clerk	Some provision for legal advice or assistance may be needed eventually.
PF11	92 Southampton Road	In progress (commenced March 2023)	Vacant possession has been recovered. A formal appraisal of possible alternatives to re-letting will be debated at the meeting on 23rd October.	Reviewing the letting of this council-owned house	Town Clerk	Rent receipts and other financial implications of any changes are unclear at present but will be considered as part of the review.



PF12	Base budget review	Commenced Feb. 2024	Inaugural meeting held on 17th April. Four workstreams with lead councillors for each agreed and in progress.	A review by members and officers of the council's base (revenue) budget, probably focused on a few types of expenditure or areas of activity, to identify possible options for change and/or savings.	Finance Manager	No anticipated costs other than staff time.
------	--------------------	---------------------	---	---	-----------------	---

### Recreation, Leisure & Open Spaces Committee

RLOS4	Grounds department sheds replacement	In progress (Commenced design work in April 2021.)	Officers are consulting neighbours on the latest design and subjects to comments received, expect a planning application to be submitted shortly.	A feasibility study into replacing the grounds maintenance team's temporary, dispersed & sub-standard workshop, garaging and storage facilities. Combined with a possible new car park for use by hirers of and visitors to the club-house.	Town Clerk	Revised capital budget of £4,000 (originally £10,000 until virement to RLOS19)
RLOS5	Cemetery development	In progress (Commenced design work in April 2021. Aiming to complete by December 2024.)	Design and funding arrangements for a memorial wall have been agreed in principle. The response to the public tender was very disappointing. The project is being re-appraised alongside the cemetery base budget review (see PF12)	Planning best use of remaining space, columbarium, etc.	Town Clerk	Capital cost estimated at £37,500 will be met from a combination of earmarked reserves.
RLOS10	Waste bin replacement programme	In progress (Commenced April 2020)	The final replacements in the current programme will be installed this autumn. Future needs will then be re-assessed.	Three-year programme to replace worn-out litter and dog-waste bins	Grounds Manager	Budget of £2,000 a year.
RLOS14	Poulner Lakes waste licence	In progress	Draft surrender report and application have been prepared for submission to Environment Agency once their requirements have been clarified. It is currently expected that this will be done by the end of October.	Arranging to surrender our redundant waste licence to avoid annual renewal fees	Town Clerk	
RLOS21	Poulner Lakes track maintenance	In progress (under discussion since Jan. 2021)	NFDC has developed a concept design of an improved access on the basis that RTC will fund essential maintenance/improvements to the vehicular access element and NFDC will fund the rest. Officers are consulting the Anglers' Association about the proposal.	Devising a sustainable regime for maintaining the access tracks at Poulner Lakes to a more acceptable standard.	Town Clerk	Yet to be settled
RLOS23	North Poulner Play Area skate ramp request	In progress (commenced Mar. 2023)	A 'half-pipe' has been identified as a likely cheaper and easier option. The costs are now clearer and the funding arrangements were agreed at the P&F meeting on 18th September.	A local resident requested provision of a 'quarter-pipe ramp' at this site and has been fund-raising for it	Deputy Town Clerk	Yet to be quantified and agreed
RLOS25	Open Spaces Management Review	Commenced September 2024	The task and finish group has agreed a list of sites. Additional practical information about these will be considered at a meeting scheduled for 13th November.	A strategic priority project to review the council's management of all its public open and green spaces	Town Clerk	Staff time only
RLOS26	Carvers Development Phase 1	Commenced Sept. 2024	Work on formally designing and planning the project is under way.	Replacing the tennis courts with a multi-use games area, creating a timber log walk with benches and boulders and pollinator planting.	Town Clerk	£68,072 (90% grant from Veolia Environmental Trust and 10% from RTC's CIL reserve)

### Staffing Committee

None

## Proposed/Emerging Projects Update

No.	Name	Description	Lead	Recent developments	Progress / Status Stage reached	Estimated cost	Funding sources
<b>Full Council</b>							
	None						
<b>Planning Town &amp; Environment Committee</b>							
	Roundabout under A31	Planting and other environmental enhancements		Area being used by National Highways for storage of materials during works to widen the A31.	Floated as possible future project		
	Lynes Lane re-paving Rear of Southampton Road	Ringwood Society proposal Proposal by Ringwood Society to improve appearance from The Furlong Car Park and approaches			Floated as possible future project Floated as possible future project		
	Dewey's Lane wall	Repair of historic wall		Re-build/repair options and costs are being investigated	Shelved as a TC project		
	Signage Review	Review of signs requiring attention - e.g. Castleman Trailway, Pocket Park, Gateway Square	Cllr Day		Floated as possible future project		
	Crow ditch	Investigate works required to improve capacity and flow of ditch alongside Crow Lane, between Hightown Road and Moortown Lane					Developers contributions
<b>Policy &amp; Finance Committee</b>							
	Paperless office	Increasing efficiency of office space use	Cllr. Heron	Discussions with Town Clerk and Finance Manager			
<b>Recreation, Leisure &amp; Open Spaces Committee</b>							
	None	(Current projects expected to absorb available resources for several years)					
<b>Staffing Committee</b>							
	None						

## Closed Projects Report

No.	Name	Description	Outcome	Notes
<b>Full Council</b>				
FC2	Strategic Plan	Exploring ideas for medium term planning. Aim to have complete for start of budget-planning in Autumn 2022.	Completed in October 2022	
<b>Planning, Town &amp; Environment Committee</b>				
	Pedestrian Crossings - Christchurch Road	Informal pedestrian crossings to the north and south of roundabout at junction of Christchurch Road with Wellworthy Way (Lidl)	Completed by HCC	
	Cycleway signage and improvements	New signage and minor improvements to cycleway between Forest Gate Business Park and Hightown Road	Completed by HCC	
	Carvers footpath/cycle-way improvement	Creation of shared use path across Carvers between Southampton Road and Mansfield Road	Completed by HCC	
	Replacement Tree - Market Place	New Field Maple tree to replace tree stump in Market Place.	Completed in January 2022 by HCC	
PTE4	Climate Emergency	Funds used to support Greening Campaign, community litter-pick and Flood Action Plan leaflets.	Completed March 2023	
	A31 widening scheme	Widening of A31 westbound carriageway between Ringwood and Verwood off slip to improve traffic flow; associated town centre improvements utilising HE Designated Funds	Scheme completed by National Highways and road re-opened in November 2022.	
	SWW Water Main Diversion (associated with A31 widening scheme)	Diversion of water main that runs along the A31 westbound carriageway. Diversion route included land in RTC's ownership at The Bickerley.	Scheme completed by SWW in 2022.	
	Surfacing of Castleman Trailway	Dedication and surfacing of bridleway between old railway bridge eastwards to join existing surfacing.	Surfacing works completed by HCC early April 2022.	
	Bus Shelter Agreement	Request by ClearChannel in Nov. 2020 for RTC to licence the bus shelters in Meeting House Lane and the advertising on them. Despite various communications, we have had no contact for over a year and therefore regard the original request to be defunct.	Request not followed up by ClearChannel, therefore defunct and removed from project list October 2023.	
PTE5	Human Sundial	Work to refurbish human sundial and install surrounding benches complete. Time capsule cover stone replaced on 21/07/2023. Interpretation board with details of sundial, Jubilee Lamp etc. to be considered as part of Thriving Market Place project.	Completed.	
PTE2				
<b>Policy &amp; Finance Committee</b>				
PF1	New Council website	Arranging a new website that is more responsive, directly editable by Council staff and compliant with accessibility regulations.	Completed	
PF2	Greenways planning permission	Consideration of applying to renew planning permission for bungalow in garden previously obtained	Decided not to renew	
PF3	Detached youth outreach work	To provide youth workers for trial of detached outreach work	Transferred to Recreation Leisure & Open Spaces Committee (see RLOS20)	
PF4	Review of governance documents	A major overhaul of standing orders, financial regulations, committee terms of reference, delegated powers, etc. Routine periodic reviews will follow completion of this work.	Completed in July 2022	All governance documents will now receive routine annual reviews.
PF6	Health & Safety Management Support Re-procurement	Re-procuring specialist advice and support for discharge of health and safety duties	Completed in February 2023	
PF7	Financial Procedures Manual	Preparation of a new manual for budget managers and other staff detailing financial roles, responsibilities and procedures	Completed in September 2022	Will be updated by Finance Manager as necessary
PF8	Bickerley Legal Title	An application to remove land from the Council's title was made	Completed in October 2023	Application successfully resisted
PF9	Greenways office leases	The tenant of the first floor suite gave notice and left. The building was re-let as a whole to the tenant of the ground floor suite.	Completed in November 2022	
PF10	Councillors' Email Accounts	Providing councillors with official email accounts (and devices, if required) to facilitate compliance with data protection laws.	Completed in August 2023	
<b>Recreation, Leisure &amp; Open Spaces Committee</b>				
RLOS1	War Memorial Repair	Repair by conservation specialists with Listed Building Consent with a re-dedication ceremony after.	Completed in 2021-22	
RLOS2	Bickerley Tracks Repair	Enhanced repair of tracks to address erosion and potholes (resurfacing is ruled out by town green status) and measures to control parking.	Fresh gravel laid in 2021-22.	No structural change is feasible at present.

RLOS3	Public open spaces security	Review of public open spaces managed by the Council and implementation of measures to protect the highest priority sites from unauthorised encampments and incursions by vehicles	Completed in 2021-22	
RLOS6	Community Allotment	Special arrangement needed for community growing area at Southampton Road	Ongoing processes adapted	Agreed to adopt as informal joint venture with the tenants' association
RLOS7	Bowling Club lease	Renewal of lease that expired in April 2023.	Completed in July 2023	New lease granted for 14 years.
RLOS8	Ringwood Youth Club	Dissolution of redundant Charitable Incorporated Organisation	Completed in July 2023	Charity removed from Register of Charities
RLOS9	Aerator Repair	Major overhaul to extend life of this much-used attachment	Completed in 2021-22	
RLOS11	Ash Grove fence repair	Replacing the worn-out fence around the play area	Completed in 2021-22	
RLOS12	Van replacement	Replacing the grounds department diesel van with an electric vehicle	Suspended in 2023	Van will be replaced in accordance with Vehicle & Machinery replacement plan
RLOS13	Bickerley compensation claim	Statutory compensation claim for access and damage caused by drainage works	Completed March 2022	Settlement achieved with professional advice
RLOS15	Acorn bench at Friday's Cross	Arranging the re-painting of this bespoke art-work	Completed in 2021-22	Labour kindly supplied by Men's Shed
RLOS16	Town Safe	Possible re-paint of this important survival, part of a listed structure	Suspended indefinitely in September 2022	Complexity and cost judged disproportionate to benefit
RLOS17	Crow Arch Lane Allotments Site	The transfer to this Council (pursuant to a s.106 agreement) of a site for new allotments off Crow Arch Lane	Completed in November 2023	
RLOS18	Cemetery Records Upgrade	Creation of interactive digital cemetery map and scanning of cemetery registers as first stage in digitizing all cemetery records to facilitate remote working, greater efficiency and improved public accessibility.	Completed in 2021	Cost £5,467. Further upgrades are needed to digitize the records fully
RLOS19	Carvers Masterplan	Devising a strategic vision and plan for the future of Carvers Recreation Ground pulling together proposals for additional play equipment and other features	Completed in 2024 but subject to implementation and review	Completed within the £6,000 budget.
RLOS20	Detached youth outreach work	Trialling the provision of detached outreach work by specialist youth workers.	Completed in May 2022	
RLOS22	Bickerley parking problem	Unauthorised parking on the tracks crossing the Bickerley is causing damage and obstruction	Closed off in September 2023	Additional signage has been installed. An estimate of £5,510 to move the "dragon's teeth" was judged disproportionate to the problem.
RLOS24	Poulner Lakes circular path	HCC has funded the creation of a circular path for pedestrians and cyclists to improve accessibility and so encourage greater use	Completed in May 2024	RTC is now responsible for maintenance

#### Staffing Committee

S1	HR support contract renewal	Renewal of contract for the supply to the Council of specialist human resources law and management support	Completed in 2021-22
S2	Finance Staffing Review	Reassessing staffing requirements and capacity for finance functions and re-negotiating staff terms	Completed in 2021-22