

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

Held on Friday 6<sup>th</sup> September 2019 at 10.00am at Ringwood Gateway, The Furlong, Ringwood.

PRESENT: Cllr Philip Day (Chairman)  
Cllr Rae Frederick (Vice Chairman)  
Cllr Andrew Briers  
Cllr Gareth Deboos  
Cllr Hilary Edge (*until 11:50am*)  
Cllr Christine Ford (*until 12 noon*)  
Cllr Peter Kelleher  
Cllr Gloria O'Reilly  
Cllr Tony Ring

IN ATTENDANCE: Chris Wilkins, Town Clerk  
Nicola Vodden, Meetings Administrator  
County Councillor Michael Thierry

ABSENT: Cllr Darren Loose  
Cllr Glenys Turner

### **P/5630 PUBLIC PARTICIPATION**

There were 6 members of the public present for items on the agenda.

### **P/5631 APOLOGIES FOR ABSENCE**

The Town Clerk reported that apologies for absence had been received from Cllrs Loose and Turner.

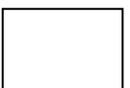
### **P/5632 DECLARATIONS OF INTEREST**

Although they were not disclosable pecuniary interests, Cllr Ring wished to make Members aware that, in respect of application 19/11046, the applicants were personal friends and, in respect of application 19/00525, an interested party, present at the meeting, was also a personal friend.

### **P/5633 MINUTES OF PREVIOUS MEETING**

**RESOLVED:** That the Minutes of the Meeting held on 2<sup>nd</sup> August 2019, having been circulated, be approved and signed as a correct record.

### **P/5634 PLANNING APPLICATIONS**



*With the agreement of all Members applications 19/00581/582/583, 19/10982 and 19/00525 were brought forward on the agenda for the benefit of the members of the public present.*

19/00581/582/583 Old Farm – The agent presented the application to Members and answered questions on the changes from a previous application, which had been made in consultation with the Conservation Officer. Members recommended permission P(1), but would accept the Planning Officer’s decision.

19/10982 – 2 Star Lane – The agent presented the retrospective application and answered questions raised. It was noted that there had been a number of comments received in support of the application. An objection had been submitted, indicating that the decking encourages rats, however the Environmental Health Officer had confirmed that he had no objection to the proposal. Members were concerned with the appropriateness of the decking given the character of the area and taking into account its location within the Conservation Area. Members agreed to accept the Planning Officer’s decision (OD5) adding, the Conservation Officer’s report was not available for the meeting and the Committee wished to support their views with regard to the impact on the Conservation Area and whether the proposal was ‘in keeping’.

19/00525 Part Parcel 6766, Land at Cowpitts Lane – Two members of the public spoke in objection to the proposal. The Committee agreed to Recommend Refusal (4), commenting that there was concern that the proposal would have a detrimental impact on the character of the area and the views from the public right of way. Members were not content, from the information available, that the proposal satisfied the criteria for agricultural workers dwellings.

*Following consideration of the above applications, agenda item 6. Town Centre Improvements was brought forward, for the benefit of County Councillor Theiry, who was present at the meeting. After consideration of this, Cllr Ford left the meeting (at 12 noon) and the remaining planning applications were dealt with, in list order.*

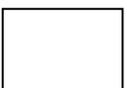
The planning and tree works applications dealt with by the Chairman and Vice Chairman under delegated powers were noted.

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

<b>ACTION N Vodden</b>
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**P/5635  
TOWN CENTRE IMPROVEMENTS**

Members received the Deputy Town Clerk’s report on proposed Traffic Regulation Orders (TRO) for West Street and Meeting House Lane/The Furlong and a gateway feature on the B3347 at the entrance to the town (*Annex B*). Since compiling the report, she had met with an officer from Havant Borough Council, who had been seconded to Hampshire County Council (HCC) for the purposes of implementing the scheme. The target date for delivery of all town centre improvements included in the scheme is 1<sup>st</sup> April 2020.



The Town Clerk provided further information on the proposals and indicated that although the Council had not yet been consulted formally on the TRO's for West Street and Meeting House Lane, the timescales involved were expected to be short and invited Members to consider them as a matter of urgency.

The Chairman suggested that the other town centre improvements proposed (including the gateway feature) could be considered at a later date with HCC's officer directly. It was suggested that a Working Party be created (with representation from Carvers Working Party and Ringwood Events Team) for this purpose. This was agreed and members were appointed.

### West Street

The closure of West Street includes narrowing the road at its entrance and widening of the footpath for its entire length. There would be a verge and tree planted at the point of closure. No turning point was intended but there would be enough room for cars to turn in the space available and lorries could use the kerb, if necessary. In the Market Place, a tree would replace a bollard, a dropped crossing would be installed by Letchers Solicitors to assist pedestrians and a new Christmas Tree socket could be installed as part of the scheme.

An emergency barrier was not proposed, despite the Council's previous comments and this was thought unlikely to happen, as it was not supported by Highways England (HE) and the emergency services had raised no objection to the closure. Some felt that this should be pursued and that there could be sufficient means of warning traffic on A31 of egressing vehicles, on the few occasions it would be used.

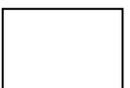
It was noted that the entrance/exit of The Fish Inn is part of the Highways England scheme for widening of A31, but not part of the proposed TRO and confirmation was required, with regard to this. In addition, there was concern that the narrowing of West Street would restrict the flow of 2-way traffic, particularly as the as the closure would result in the increased use of West Street by buses, travelling to and from the depot.

Members agreed to support the proposed TRO for the closure of West Street and believed it would have a beneficial effect on the town. There was some disagreement, however, on the timing of the closure, as it is due to take effect a year before the works to widen the A31 commence.

It was argued that the TRO should be implemented once the works are complete, to prevent the town from becoming gridlocked, particularly if there is an accident or breakdown on A31 and also bearing in mind the contraflows in place, and the diversion route for westbound traffic via the Poulner junction.

Others suggested that residents had alternative routes available to them and believed that the contraflows would keep the traffic moving, although conceded that there would be some queues, but would prefer that they were on the A31, rather than through the town.

By majority, it was agreed to support the closure provided it is delayed until the works to widen the A31 have been completed and it was hoped that the Committees concerns, as outlined below, could be addressed in the detail of the order.



### Meeting House Lane (MHL)

The TRO proposes the reversal of the flow of traffic along Meeting house Lane. HCC officers are of the view that this will reduce the flow of 2-way traffic along the High Street and result in less traffic travelling north to south past the Ringwood Gateway. It was also suggested that this could be the first stage in pedestrianising the High Street. A safety audit would be required, but the HCC officer thought that it would succeed and that the direction of traffic would not be a consideration in terms of safety. Widening of the entrance into Meeting House Lane for traffic on the High Street turning right was not included in the proposal.

It was acknowledged that the TRO's were linked and to reverse flow in MHL would remove some of the problems with the West Street closure. If it was not reversed, there would be more 2-way traffic on the High Street and this would be problematic. It was suggested that it may be necessary to re-consider permitted parking and delivery times to assist with the flow of traffic.

If it is reversed all traffic heading to the Market Place (MP) would have to approach via Greyfriars and whilst efforts were being made to rejuvenate the MP, this would make it less easy for people to get there by car. There was also some concern with buses and lorries using MHL given the narrowness of the pavements.

The Committee agreed, by majority, to support the reversal of traffic flow in Meeting House Lane, subject to the outcome of the safety audit.

*Cllr Edge left the meeting at 11:50am.*

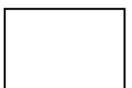
County Councillor Thierry's submission had been provided in respect of the proposed TRO's (*Annex B, Appendix D*). This sets out his reasons for supporting the closure of West Street and objecting to the change in traffic flow on Meeting House Lane.

In relation to West Street, he explained that Highways England (HE) would insist on the closure earlier, to ensure that there is a safe area for the workforce to operate and so that residents are aware of the closure at the preparatory stage. He thought that the possibility of an emergency barrier had not been completely ruled out and should be pursued.

In relation to Meeting House Lane, public safety was his paramount concern and believed that vehicles travelling in the opposite direction had restricted vision of the pavement. He noted the Council's decision in respect of each of these matters and indicated that he would support it. With reluctance, he would withdraw his objection in relation to Meeting House Lane.

**RESOLVED:** 1) That the Council supports the proposed Traffic Regulation Order for the closure of West Street, in principle, provided the closure is delayed until the works to widen the A31 have been completed but has the following concerns, which it hopes can be addressed in the detailed design/implementation of the order:

- a) that the suggested widening of the pavements in West Street should not prejudice two-way traffic flow along it;
- b) that there is clarification of if/when the present exit from the car park of The Fish Inn, directly onto the A31 is to be closed;



c) that the turning circle at the point of closure should be reinstated; and  
d) that additional signage be provided warning drivers of the closure once it has happened.

2) That the Council supports the proposal to reverse the traffic flow in Meeting House Lane (between The Furlong and the High Street/Market Place junction), in principle, and relying in part on assurances that a safety audit will be undertaken before it is carried out.

3) That a Working Party be created to consider all aspects of the scheme for town centre improvements and Cllrs Frederick, Day, Deboos, Edge, Ford, Kelleher, O'Reilly and Ring be appointed to the Working Party.

4) That the HCC Officer be invited to a meeting of the Working Party to address members on the gateway feature and other town centre improvements.

**ACTION C Wilkins / J Hurd**

*Cllr Ford left the meeting at 12 noon and the Committee then dealt with remaining list of planning applications (P/5634).*

**P/5636**

**ALLOCATED SITES**

Members received the update from New Forest District Council's Site Monitoring Officer regarding development of allocated sites (*Annex C*). It was noted that the information provided in relation to allotments on the Linden Homes site was incorrect and works to clear the land create a hard standing for parking had not commenced.

The Site Monitoring Officer's report was welcomed, however it was agreed that the Council continues to monitor the developers compliance with planning conditions.

**RESOLVED:** That the report (*Annex C*) be noted.

**ACTION J Hurd**

**P/5637**

**PROJECTS**

**RESOLVED:** That the update in respect of projects (*Annex D*) be received.

**ACTION J Hurd**

There being no further business, the Chairman closed the meeting at 12.40pm.

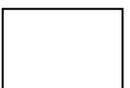
RECEIVED  
25<sup>th</sup> September 2019

APPROVED  
4<sup>th</sup> October 2019

TOWN MAYOR

COMMITTEE CHAIRMAN

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



Annex A to Planning, Town Environment Committee Minutes 6th September 2019  
**Ringwood Town Council - Planning Observations - NFDC**

<b>Number</b>	<b>Site Address</b>	<b>Proposal</b>	<b>Observation</b>	<b>Comments</b>
19/10892	7 The Furlong, Ringwood, BH24 1AT	Non illuminated fascia sign comprising of individual letters; Non illuminated projecting sign (Application for advertisement consent)	Permission (1)	
19/10895	Kenwincy, Hightown Road, Ringwood. BH24 3DY	Single-storey rear extension	Permission (1)	
19/10916	12, Merlin Close, Hightown, Ringwood. BH24 3RB	Two-storey side extension; first floor side extension; single-storey rear extension; flue	Permission (1)	
19/10929	38a Broadshard Lane, Ringwood. BH24 1RS	Raise ridge height in association with new first floor; dormers; flue	Permission (1)	
19/10937	Fern Cottage, Green Lane, Upper Kingston, Ringwood. BH24 3EB	Conservatory	Permission (1)	
19/10961	16 East View Road, Ringwood, BH24 1PP	Single-storey side and rear extension	Permission (1)	
19/10962	2 Merlin Close, Hightown, Ringwood, BH24 3RB	Two-storey side extension	Permission (1)	

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

Number	Site Address	Proposal	Observation	Comments
19/10969	Unit 9, Wellworthy Way, Forest Gate Business Park, Christchurch Road, Ringwood.	Variation of condition 1 of planning permission 16/11454 to allow revised plans 5140/01, 2B, 3B and 4B	Refusal (4)	The planning applications for Premier Inn 17/11080 and Anytime Fitness 18/10083 were granted, by NFDC, on condition that the application site would be designated overflow parking exclusively for those businesses. The Committee was not aware of any change in circumstance that would require or justify the abandonment of those conditions.
19/10982	2 Star Lane, Ringwood, BH24 1AL	Timber decking (retrospective)	Officer Decision (5)	The Conservation Officer's report was not available for the meeting and the Committee wished to support their views with regard to the impact on the Conservation Area and whether the proposal was 'in keeping'.
19/10999	Lynes Corner, Nouale Lane, Poulner, Ringwood. BH24 3EL	Amend Condition 2 to read "The development permitted will be carried out in accordance with the following approved plans : 1, 01H,02H,03H,04E,05C	Permission (1)	
19/11046	37 Quomp, Ringwood, BH24 1NT	Single-storey rear extension	Permission (1)	
CONS/19/0477	Furlong Shopping Centre	Silver Maples x 4 - Prune	Permission (1)	
TPO/19/0450	204 Southampton Road, Ringwood. BH24 1JG	Copper Beech x 1	Refusal (2)	The Committee were concerned with the lack of detailed information provided on the extent of works to be carried out.

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 6th September 2019  
**Ringwood Town Council - Planning Observations - NFNPA**

<b>Number</b>	<b>Site Address</b>	<b>Proposal</b>	<b>Observation</b>	<b>Comments</b>
19/00525	Part Parcel 6766, Land At Cowpitts Lane, Poulner Common, Ringwood. BH24 3JX	1no New Agricultural Workers Dwelling, creation of hardstanding driveway from existing access gateway, associated landscaping; sewage treatment plant.	Refusal (4)	The Committee was concerned that the proposal would have a detrimental impact on the character of the area and the views from the public right of way. Members were not content, from the information available, that the proposal satisfied the criteria for agricultural workers dwellings.
19/00581	Old Farm, Cowpitts Lane, Poulner, Ringwood. BH24 3JX	3No. new rear dormer windows; removal of 1No. existing dormer window	Permission (1)	
19/00582	Old Farm, Cowpitts Lane, Poulner, Ringwood. BH24 3JX	3No. new rear dormer windows; removal of 1No. existing dormer window (Application for Listed Building Consent)	Permission (1)	
19/00583	Old Farm, Cowpitts Lane, Poulner, Ringwood. BH24 3JX	Internal alterations (Application for Listed Building Consent)	Permission (1)	
CONS/19/0518	Keepers Cottage, Hangersley Hill, Hangersley, Ringwood, BH24 3JN	Prune 1 x Yew, Prune 1 x Spruce, Prune 1 x King Crimson	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 6<sup>th</sup> September 2019 at 10:00 am

Number	Applicant	Site Address	Proposal
19/10507	Mrs J Webb	36A Southampton Road, Ringwood. BH24 1JD	<p>1 terrace of 3 houses; carport; parking &amp; access; demolition of existing</p> <p>7/6/19: RTC's Planning Committee recommended refusal (2). Members maintained that the design was out of keeping and supported the Conservation Officer's comments</p> <p>Updated plans received and considered under delegated powers on 2/8/19. No changes were made to the observation submitted on 7/6/19. Refusal recommended (2). Members maintained that the design was out of keeping and supported the Conservation Officer's comments.</p>
CONS/19/0454	Evolve Block & Estate Management	Brightwater House, Market Place, Ringwood, BH24 1AP	<p>Sycamore x 2 - Reduce Goat Willow x 1 - Reduce Ash x 1 - Reduce False Acaia x 1 - Reduce Sycamore x 1 – Fell</p> <p>The Chairman and Vice-Chairman of the Committee, and the Tree Warden, were consulted and had no objection to the proposed works. An observation of Permission (1) was submitted to NFDC on 20/08/2019.</p>

## PLANNING, TOWN & ENVIRONMENT COMMITTEE – 6 SEPTEMBER 2019

### TOWN CENTRE IMPROVEMENTS

#### 1. Background

- 1.1 Members will recall that Hampshire County Council (HCC) successfully bid for £380,000 from Highways England Designated Fund for Cycling, Safety and Integration, as part of the A31 improvement scheme. The accessibility improvements were designed by HCC to complement the closure of West Street at its junction with the A31, with the aim to facilitate walking and cycling access within the town centre; to encourage and maintain footfall; and support the vitality of the town.
- 1.2 Hampshire County Council is now proceeding with the detailed design of the 9 schemes as set out in the bid. These 9 schemes are detailed in *Appendix A*.
- 1.3 This report focusses on 3 of the schemes: (1) the permanent closure of West Street; (4) the reversal of traffic flow in Meeting House Lane (referred to in the bid as The Furlong) and (7) the gateway feature on the B3347 at the entrance to the town.

#### 2. West Street

- 2.1 HCC will soon be advertising a Traffic Regulation Order (TRO) effecting the closure of West Street (*Appendix B*).
- 2.2 Both Hampshire Constabulary and County Councillor Thierry have been consulted on the proposed TRO, and have raised no objections. Cllr Thierry has however sought assurance that "...there remains the means for vehicle egress from West Street to the A31 should an unforeseen emergency arise. A moveable barrier is a prudent measure which does not compromise the purpose of the TRO. The design plan detail awaited."
- 2.3 The Town Council has always maintained that emergency access is required from West Street to the A31. However, this closure is part of the main A31 widening scheme promoted by Highways England (HE), for which HE has given a clear position, as summarised below:

"HE is not proposing to provide a gated access to the A31 at the end of West Street for the following reasons.

- A gated access to the A31 would severely reduce the effectiveness of the proposed safety measure of closing West Street to reduce merging incidents. Retaining an occasional or emergency access facility that allows vehicles to intermittently join the A31 (without notice of this change being made to those on the main carriageway) is likely to increase the risk of a collision as vehicles would be joining the A31 unexpectedly.
- The emergency services, Ambulance, Police and Fire Brigade have all confirmed that they have no objection to the closure of West Street as this does not affect them operationally; their main access point to the A31 is Mansfield Road, even when heavily congested.
- Having a gated access to the A31 for use as an 'emergency relief' for Ringwood, raises the questions of ongoing maintenance costs, liability in the

event of an incident resulting from its mis-use and furthermore, defining when the gate may be used.

- This is without reviewing the design considerations HE and HCC may have with regards to the non-motorised user (NMU) improvements that are planned, such as the possible introduction of a turning head facility at the end of West Street, grade separation to provide a physical barrier to prevent prohibited access to the A31.”

2.4 *Appendix B* shows the location of the proposed closure for the purposes of the TRO application. The widening and extension of the existing footpath; and the conversion of carriageway into verge is an illustration of what is proposed. Detailed design work has still to be carried out.

### **3. Meeting House Lane (The Furlong)**

3.1 HCC has consulted County Councillor Thierry on the proposed TRO for the reversal of traffic flow in Meeting House Lane, between its junctions with The Furlong and Market Place (*Appendix C*).

3.2 County Councillor Thierry has objected to the TRO (*Appendix D*).

3.3 In response to this, HCC has confirmed that the proposed TRO can be removed from the list of schemes and the existing situation can remain as is. However, they would like acknowledgement that this view is shared by the Town Council before stopping work on this element.

3.4 *Appendix C* does not show the detailed design for this proposed change, should the application for a TRO proceed.

3.5 This proposal was originally put forward by the Town Council for consideration for inclusion in the bid. Some concerns have been raised subsequent to this, particularly in respect of pedestrians using the very narrow pavements. However, the Council was assured that the scheme could only proceed if it satisfied a road safety audit, which would be carried out as part of the detailed design. It is understood that this work has not yet been undertaken. HCC also agreed to include adjustments to facilitate a right hand turn from High Street.

### **4. B3347**

4.1 This element of work has been outsourced by HCC to Havant Borough Council (HBC), who have contacted the Town Council to ask if Members have any ideas for the gateway feature on the approach to the main town roundabout.

4.2 HBC have put forward two suggestions; to plant grasses along the island approach (in the centre of the carriageway); or to design a frieze/mural, which could include key elements relating to Ringwood, for example Ringwood Brewery, gloves, River Avon, market town, Duke of Monmouth. Similar examples are shown in *Appendix E*.

4.3 It should be noted that any suggestions, including those put forward by HBC, would be subject to approval by HCC.

**5. Issues for Decision**

- 5.1 ***Do Members have any comments on the proposed Traffic Regulation Order for the closure of West Street?***
- 5.2 ***Does the Council support the proposed reversal of traffic flow in Meeting House Lane, or should this proposal be deleted from the list of schemes?***
- 5.3 ***Do Members have any suggestions for a gateway feature on the approach to the main town roundabout, or any views on the suggestions put forward by HBC?***

For further information, please contact:

Mrs Jo Hurd  
Deputy Town Clerk  
01425 484721  
jo.hurd@ringwood.gov.uk

## **Ringwood – Highways England Cycling, Safety and Integration Bid – Scheme Proposals**

### *1. West Street*

The footway along West Street from its junction with the Market Place to its termination with the A31 will be widened to an average of 1.8 metres; this will be achieved by reducing the existing carriageway width. The narrower carriageway, will potentially serve to encourage slower vehicle speeds and create both an enhanced the public realm and improve safety. As part of the main scheme, West Street access to the A31 will be permanently closed, providing the opportunity for the introduction of noise attenuation and landscaping, both of which can provide air quality mitigation and improve the setting and character of the town.

### *2. Strides Lane improvements*

At the southern end of Strides Lane it is proposed to improve access for pedestrians (and scooters and buggies) by maximising the drop kerbs at the end of the road and resurface the existing footway past New Court. When the existing footway enters Bickerley Green and runs behind existing properties it is proposed to resurface and widened the existing path to 2 metres in width. The surfacing would match the existing rural footway with a buff coloured resin surface. It is also proposed to install some additional signage to indicate the Avon Valley Footpath and any other appropriate locations.

### *3. Entrance to West Street*

At this location the carriageway would be narrowed to a width of 4.8 metres to create a wider footway for pedestrians and a gateway feature. This gateway feature could include planting and signage make clear that beyond this point, local access only is available. This would prevent unnecessary vehicle movements and improve the quality of the environment for those living and working here. Access would be sufficient for buses, refuse vehicles and the dray lorry serving the Fish Inn.

### *4. The Furlong - Priority Change*

The one-way movement of traffic along the southern end of The Furlong is proposed to be reversed to enable vehicles to exit the High Street/Market Place on the most direct route from the town centre and avoid increased vehicular use of the High Street. The existing carriageway is sufficiently wide enough to accommodate bus/delivery vehicles; however, some minor adjustment to the bell mouth maybe required to facilitate the right-hand turn; this would be delivered provided the pedestrian environment is not compromised.

### *5. The Furlong*

It is proposed to install a raised table to facilitate an enhanced crossing between the car park and the shopping area. This is observed as a strong desire line. It will also encourage lower vehicle speeds for traffic using the Furlong.

#### 6. *Meeting House Lane crossing improvements*

In addition, improvements to facilitate the crossing Meeting House Lane from the car parks is proposed. This will comprise some simple lining and bollards to highlight the desire line towards the rear of shops in the High Street.

#### 7. *B3347*

It is proposed to create a gateway feature to highlight the entrance to the town and the change of environment. In addition, to any structures and signage, planting is proposed to be included to mark 'entering' the town. It is hoped that this will encourage speed reduction and recognition that the environment has changed and that drivers should expect pedestrian and cyclist activity.

#### 8. *Gravel Lane*

The northern end of Gravel Lane is proposed to be resurfaced to attend to drainage issues and new dropped kerbs installed to improve pedestrian/cycle access from the under pass beneath the A31 slip roads. These small improvements will ensure the route is available for use all year round and clearly indicate the route to the town centre from the north.

#### 9. *Cycle infrastructure improvements*

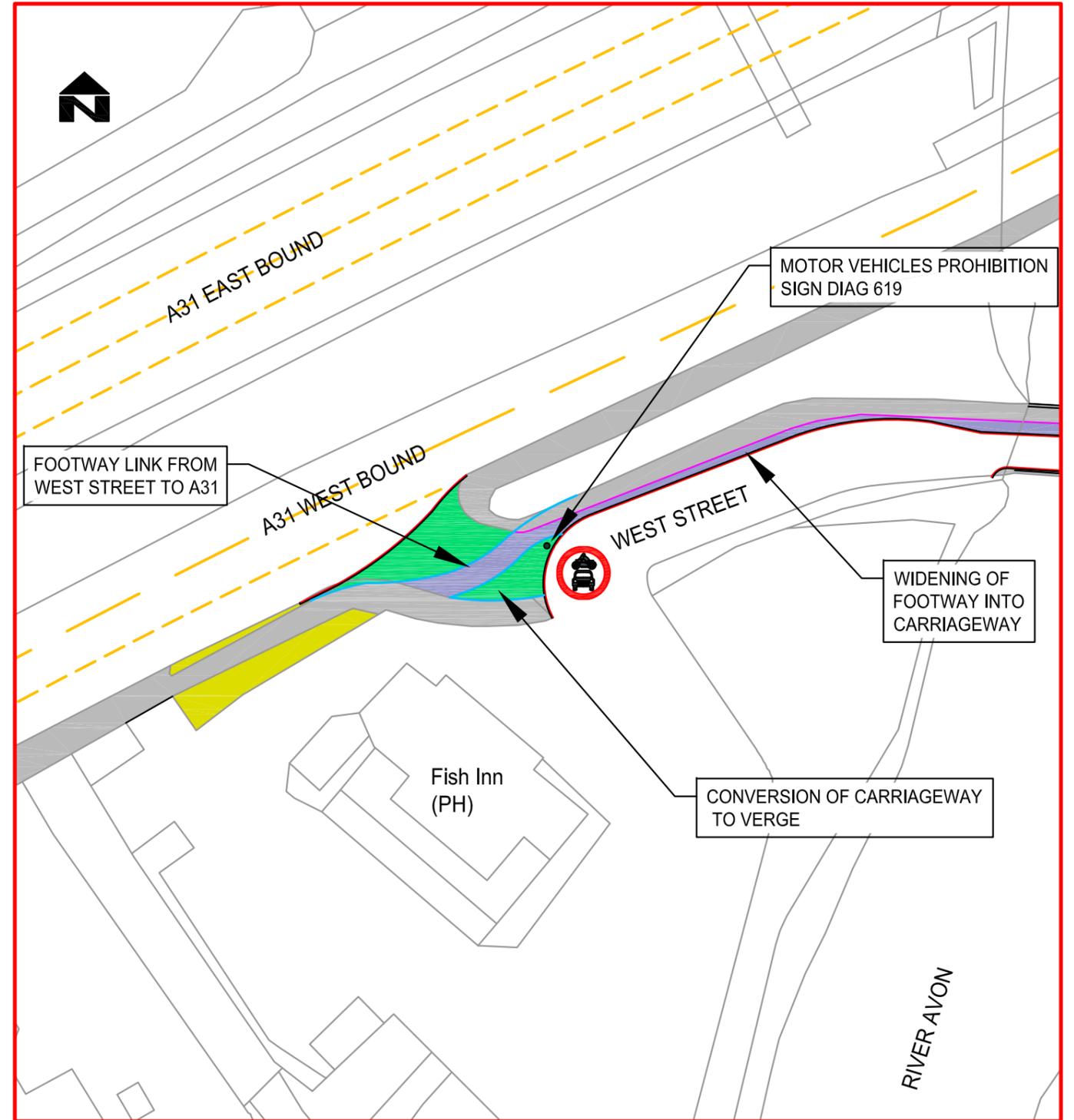
Finally, it is proposed to install additional cycle signage and storage at appropriate locations. The exact locations for the cycle storage and signage will be confirmed with local cycling groups and the town council. The cycle storage will take the form of Sheffield Stands and the cycle signage will match those currently used in the town (finger post signs, white lettering on a blue background, standard DfT signs).



# LOCATION



# PROPOSED WORKS



## WEST STREET PROHIBITION TRO

- CONSTRUCTION OF FOOTWAY THROUGH EXISTING CARRIAGEWAY LINKING WEST STREET FOOTWAY WITH A31 FOOTWAY
- WIDENING OF EXISTING FOOTWAY INTO WEST STREET CARRIAGEWAY
- CONVERSION OF CARRIAGEWAY INTO VERGE AREA
- NEW KERB LINE FROM ACCESS OF FISH INN INTO WEST STREET AND NEW KERB LINE THROUGH LAY-BY AT ACCESS
- ERECTION OF TWO NUMBER TSGD SIGN 619

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HAMPSHIRE COUNTY COUNCIL, 076651".

REV	AMENDMENTS	DATE	CAD	CHKD	APPD

CLIENT



**Hampshire**  
County Council

STUART JARVIS BSc DipTP FCIHT MRITPL DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT, THE CASTLE, WINCHESTER.

CONSULTANT



**Havant**  
BOROUGH COUNCIL

Planning  
Civil Engineering and Landscape

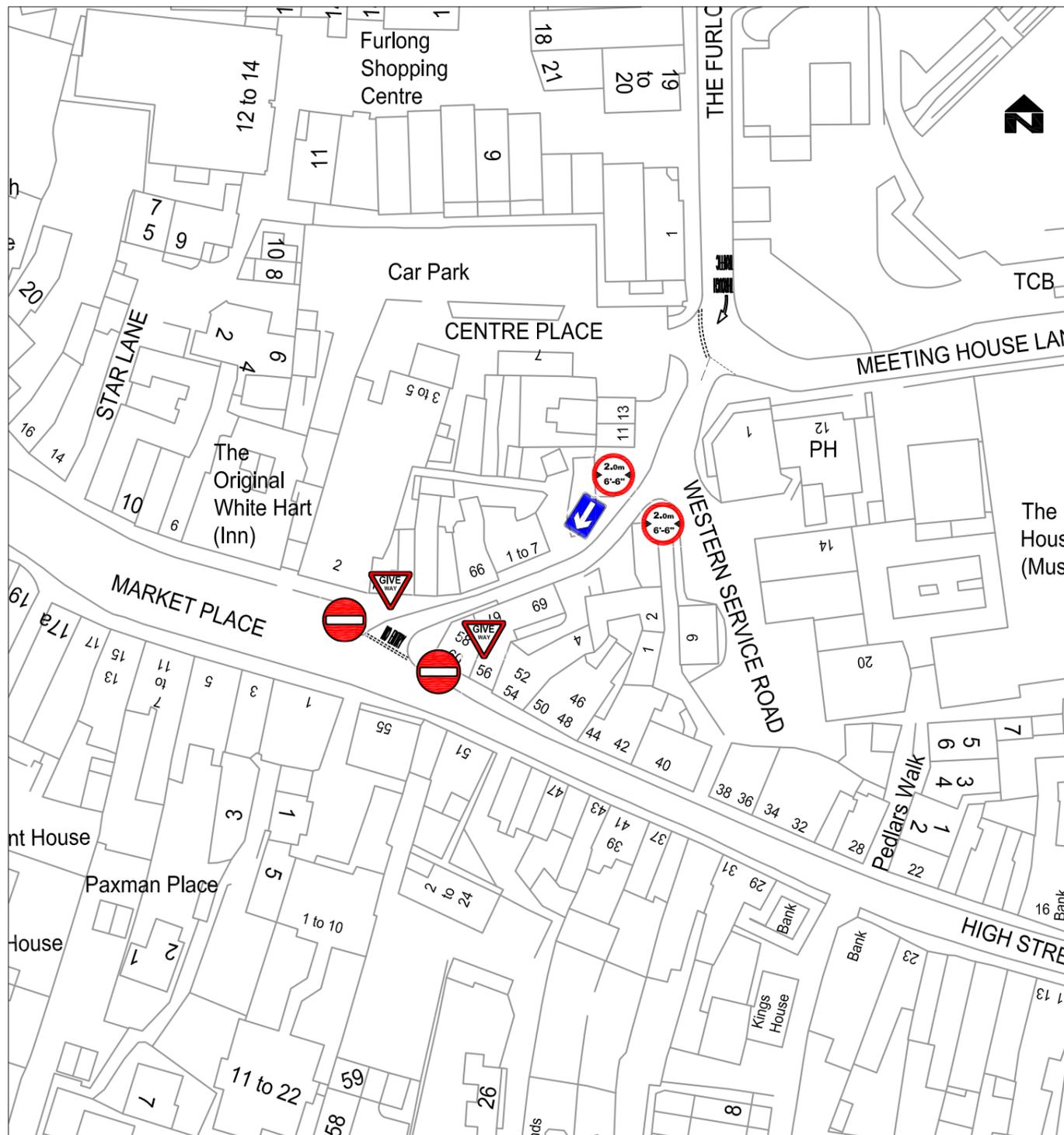
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Civic Centre Road  
Havant, Hants. PO9 2AX  
Telephone: (023) 9247 4174  
Email: customer.services@havant.gov.uk  
Internet: www.havant.gov.uk

DESIGNER DMW	SCHEME RINGWOOD SITES		DRAWING TITLE WEST STREET MOTOR VEHICLE PROHIBITION	
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APPROVED				REV

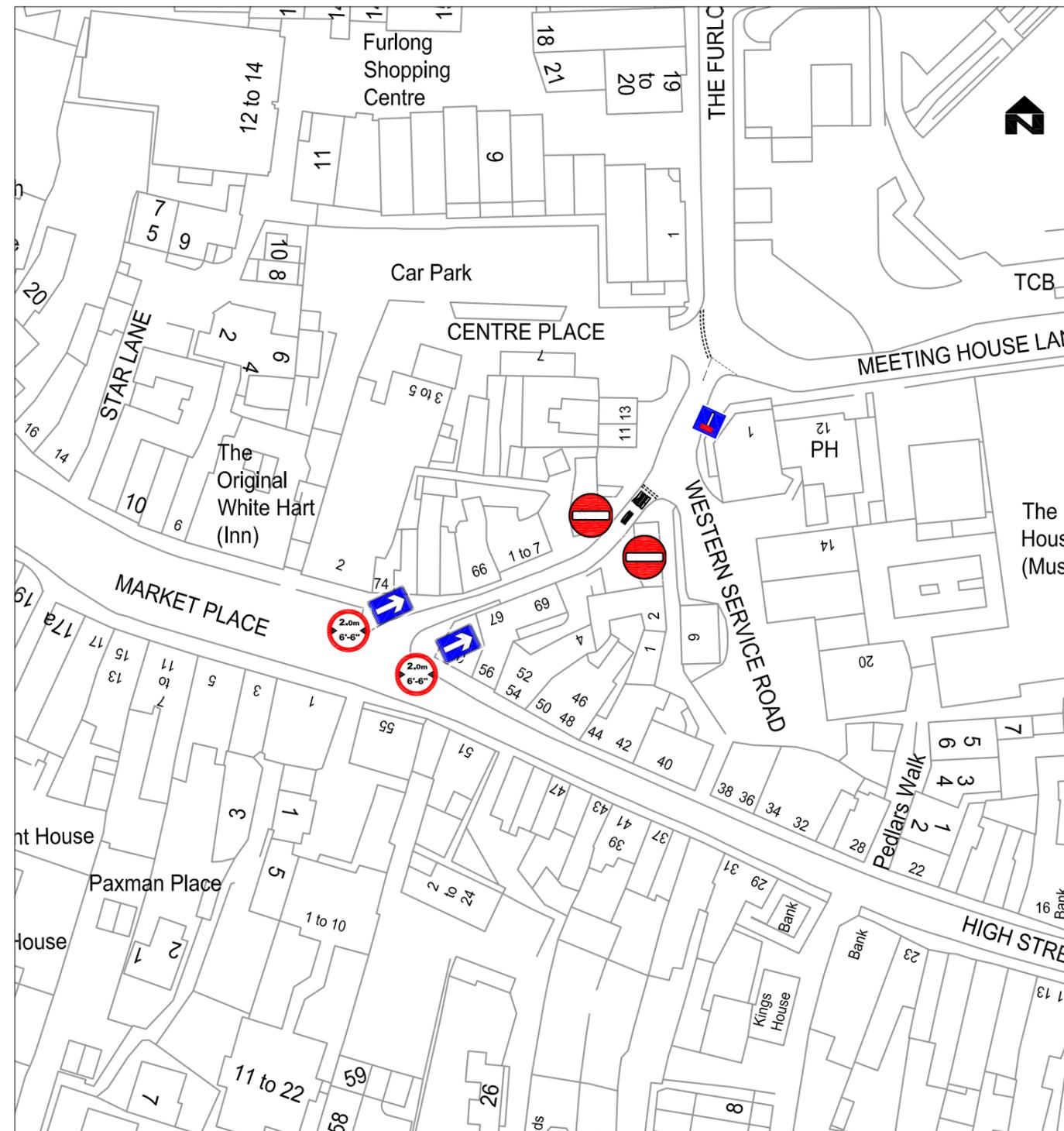
DRAWING TITLE WEST STREET MOTOR VEHICLE PROHIBITION	
JOB No.	DRAWING NUMBER 2019-27/007
SCALE @ A3 1:1000	DATE 10.07.2019
SHEET NUMBER	REV

FILE LOCATION: J:\HBC\Corporate data\Community Group\Engineering and Landscape\Files\Drawings\Ringwood\2019-27 Ringwood Sites\Drawings\Current\Ringwood sites base\_1.dwg

# EXISTING LAYOUT



# PROPOSED LAYOUT



**THE FURLONG FROM HIGH STREET / MARKET PLACE TO WESTERN SERVICE ROAD**

- REMOVAL OF EXISTING GIVEWAY SIGNS, NO ENTRY SIGNS, NO ENTRY MARKING AND THROUGH TRAFFIC MARKING. TO BE REPLACED WITH ILLUMINATED ONE WAY ARROWS AT HIGH STREET AND NO ENTRY SIGNS AND ROAD MARKINGS AT WESTERN SERVICE ROAD.
- RELOCATION OF WIDTH RESTRICTION SIGN TO HIGH STREET END OF THE FURLONG.
- ADDITION OF NO THROUGH ROUTE SIGN AT JUNCTION OF THE FURLONG AND MEETING HOUSE LANE

**NOTES**

TO BE READ IN CONJUNCTION WITH DRAWING 2019-20/004

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REV	AMENDMENTS	DATE	CAD	CHKD	APPD

CLIENT

**Hampshire County Council**

STUART JARVIS BSc DipTP FCIHT MRITPL DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT, THE CASTLE, WINCHESTER.

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DESIGNER DMW	SCHEME RINGWOOD SITES		DRAWING TITLE THE FURLONG ONE WAY REVERSAL	
CAD DMW	JOB No.		CAD PLOT: 01/11/2012 11:53:27	
CHECKED	SCALE @ A3 1:1000	DATE 08.07.2019	SHEET NUMBER	DRAWING NUMBER 2019-20/003
APPROVED				



## **Proposed Traffic Regulation Order - Junction of A31 and West Street Ringwood – Prohibition of Driving.**

No objection to proposed TRO in respect of the Junction of West Street and the A31. Residents seek assurance; however, that when the exit is 'blocked' off that there remains the means for vehicle egress from West Street to the A31 should an unforeseen emergency arise. A moveable barrier is a prudent measure which does not compromise the purpose of the TRO.

The design plan detail awaited.

## **Proposed Traffic Regulation Order – The Furlong between Western Service Road and Market Place – Current One Way and Width Restriction to be reversed.**

**NB - The order refers to The Furlong locally known as Meeting House Lane.**

*'In closing the access to the A31 traffic will need to exit the Fish Inn and initially travel along West Street and then Market Place. Without the one-way reversal, traffic would be only able to travel along High Street. For a motorist requiring access to the A31 they would have to proceed along the High Street until the junction of Southampton Road which is a slower route than using The Furlong. I think you will agree that by reversing The Furlong motorists would be able to access the A31 quicker and in a safer manner and at the roundabout they will be able to gain either the A31 or B3347 for either direction. It would be a quicker route for motorists to follow when leaving Ringwood for other destinations.'* - Kevin Hyde, Senior Traffic Engineer, HCC

**A request for a re-assessment of the proposed TRO for the following reasons.**

The observation, 'by reversing The Furlong motorists would be able to access the A31 quicker, and in a safer manner and at the roundabout they will be able to gain either the A31 or B3347 for either direction.' The statement does not stand up to examination.

'quicker and in a safer manner' - there is no evidence to support the 'quicker' claim. The change is merely moving traffic without the guarantee of the benefit envisaged.

West Street traffic will still be able to use the High Street, as it does now, the High Street will remain two-way. High Street delivery vehicles and private vehicles, will, with the closure of West Street, be required to circle the Jubilee Lamp before exiting the Market Place, thus increasing traffic movements in the Market Place.

A 'safer' manner pre-supposes that the current arrangement fails to meet safety standards. There is no evidence to suggest that the new proposed route would be any safer.

There are no incident or traffic accident data to underpin the change. The change is, therefore, cosmetic.

The plan submitted will create traffic conflict at the junction of Meeting House and Western Service Road, vehicles entering seeking to use the same road space.

Vehicles proceeding up Meeting Lane and wanting to turn right into Western Service Road will have great difficulty in making the manoeuvre without the need to 'three-point turn'. For safety reasons, a 'No Right' turn sign for vehicles into Western Service Road from Meeting House Lane will be necessary. (Illustrated on the attached map).

A further 'No Right' turn instruction will be required at the Meeting House Lane and the Bus Lane section of the lane. Currently, vehicles are prohibited from entering the bus lane other than for access to the Eastern Service Road. (Illustrated on the attached map).

A 'No Right' turn sign will be necessary at the junction of Meeting House Lane and the High Street/Market Place. Turning right from the High Street into Meeting House Lane does create safety issues. (Illustrated on the attached map).

Once a year, traffic is reversed, Meeting House is stewarded on Carnival Day to allow this to happen. Vehicles exit Market Place through Meeting House. The public does not have access to the lane.

#### **EXTRACT FROM MINUTES OF THE MEETING OF THE PLANNING, TOWN & ENVIRONMENT COMMITTEE OF RINGWOOD TOWN COUNCIL**

**Held on Friday 7th September 2018 at 10.00am at Ringwood Gateway, The Furlong, Ringwood.**

#### **P/5536 A31 IMPROVEMENT SCHEME**

***With regard to the proposal to reverse the traffic flow on Meeting House Lane, it had been agreed to include adjustments to facilitate a right hand turn from High Street, and that this proposal would only be taken forward provided the pedestrian environment is not compromised.***

It is pedestrian safety in meeting house which is a major consideration when considering the proposed reversal of traffic movement in the lane.

Currently, vehicle moving down Meeting House Lane to enter either the Market Place or the High Street have an acceptable visual view of the pavement and people using the footpath. The walkway is on the drivers' side.

Reversing the flow of traffic proceeding up Meeting House Lane positions the driver on the far side of the lane, against the wall, with the pavement on the passengers' side of the vehicle.

From the drivers' position, it is considered that the drivers' vision of the pavement and people using the footpath would be severely restricted. Indeed it has been suggested that motorists using the lane, under the proposed TRO, would be unlikely to observe youngsters in pushchairs who could well be below the driver's line of vision.

Drivers would be unable to gauge if a pedestrian had stepped off the pavement into the roadway. It has been put forward that the driver's vision would be reduced by, certainly 50%

The claim 'quicker and in a safer manner' is not supported by any data evidence. The new proposed route is neither quicker or safer. The risk to pedestrian safety is significantly increased.

The proposal must surely create more traffic and pedestrian issues than it solves.

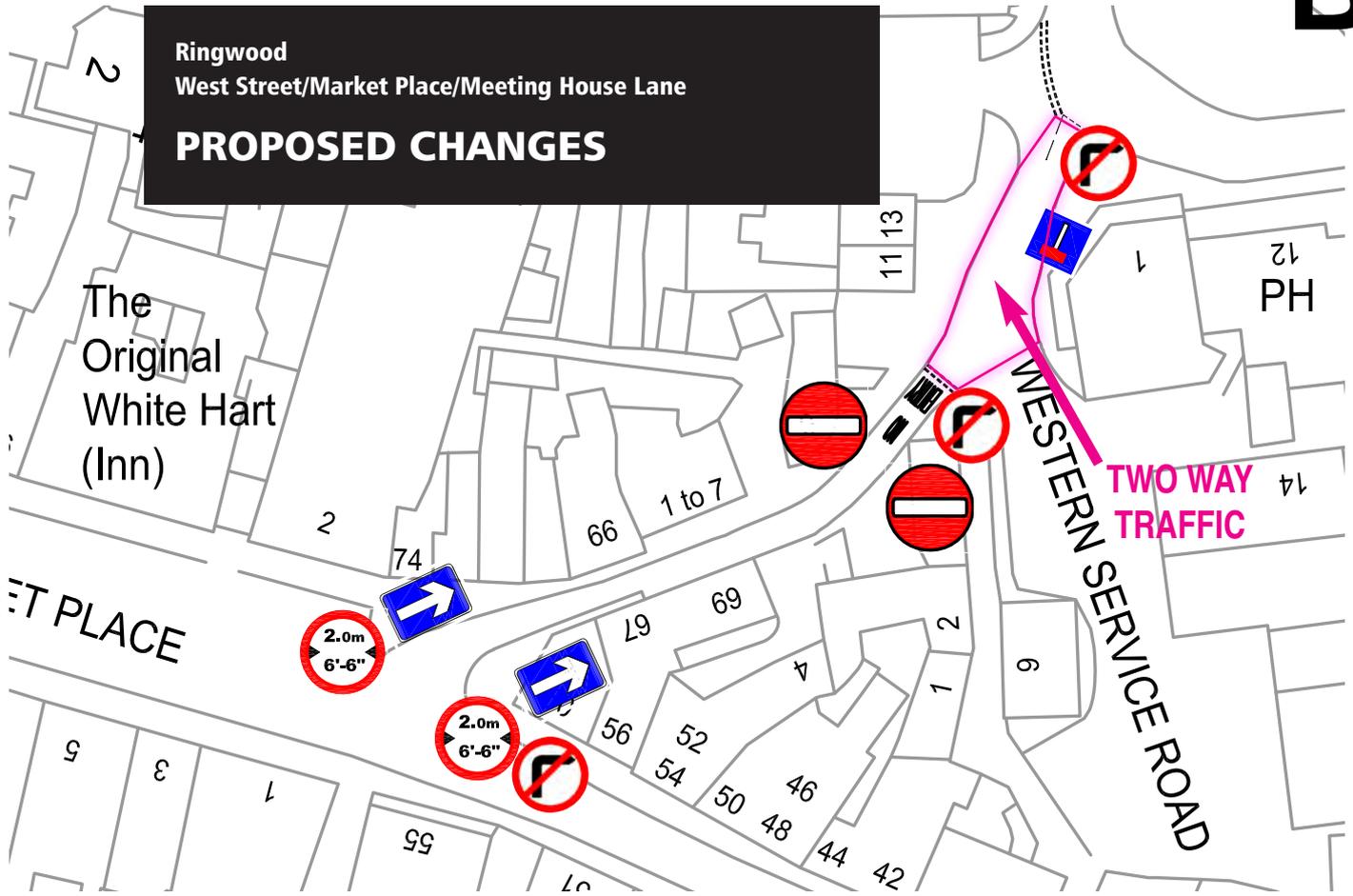
**Therefore the TRO One Way cannot be justified.**

**In summary**

**TRO MVP 007 - Supported subject to design details.**

**TRO One Way - The recommendation that the system is re-assessed with a view to the proposal being withdrawn.**

**Michael Thierry  
RINGWOOD DIVISION**



**Suggestions for gateway feature on the B3347 approach to main town roundabout**

- 1) Plant grasses along the island approach (as shown in the example below)



- 2) Design a frieze/mural, which could include key elements relating to Ringwood, for example Ringwood Brewery, gloves, River Avon, market town, Duke of Monmouth (example below)



**PLANNING, TOWN & ENVIRONMENT COMMITTEE – 6 SEPTEMBER 2019****UPDATE ON SITES ALLOCATED IN THE NEW FOREST DISTRICT LOCAL PLAN**

1. The Site Monitoring Officer (SMO) at New Forest District Council regularly monitors sites allocated in the Local Plan to ensure that these developments are carried out in line with granted plans and details submitted to the Council. She works alongside the Planning Officers and her monitoring work does not replace their input or monitoring of sites.
2. The SMO is now producing monthly reports to update on the details of what's happening on allocated sites "on the ground", and these reports will in future be circulated to town and parish councils.
3. The first such report, which focuses on the Linden Homes site on land at Crow Lane and Crow Arch Lane, is attached as Appendix A.
4. In addition, in response to a question from the Town Clerk about progress on the new allotment site, the SMO reports that the developer has commenced clearing the land for the allotments and has started to create the parking hard standing. Further updates will be included in future reports.
5. This update report is for Members' information, and it is recommended that the report be noted.

For further information, please contact:

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Deputy Town Clerk  
01425 484721  
jo.hurd@ringwood.gov.uk

## **Monthly Parish Report – Allocated Sites – Ringwood (5th August 2019)**

### **RING 3 – Beaumont Park, (Land at Crow Arch Lane and Crow Lane), Crow, Ringwood BH24 3DZ**

#### **Main Planning Permission ref: 16/11520**

Housing construction in Phase 1 of the development is complete and the housing is occupied.

The public open space areas (POS) and SANG (Suitable Alternative Natural Greenspace) were not being completed as quickly as required, so a 'snag list' was compiled after a site meeting between Council representatives and the developer. The issues were still not being progressed to the Council's satisfaction so the Site Monitoring Officer intervened, making the Council's position clear to the developer. Fortnightly monitoring of the POS and SANG areas is taking place along with monitoring of the ongoing landscape maintenance of the site.

Progress has been made and the Pocket Park snag list (Northern public open space area) has now been completed. The area is open for public use.

The play area and dog play area in the SANG (Southern end of the site) are also open for the public to use. Liability remains with the developer at the present time.

The remaining items from the snag list for the public open spaces are as follows:

- The Central Park play area equipment needs to be installed with associated landscaping and fencing. This should have already commenced.
- Pedestrian gates are required to be installed in the SANG. The developer has been arranging for this work to commence shortly.
- The stockpiled rocks in the North Western section of the SANG, opposite the play area are required to be removed.
- The rope on the outer circumference of the dog tunnel (in the dog play area) has not yet been affixed. This area will also require maintaining (mowing etc.) now it's open.

The dry ponds/SUDS area is going to be planted up in the Autumn.

The landscaping on site will be inspected in September to assess for any re-planting that may be required during the next planting season (October onwards). The developer will be notified of this to enable them to book the work in.

Phase 2 development is progressing well. The last section of housing in Phase 2 (Northern boundary) has now had its groundworks carried out and slabs laid. The remaining houses in that section of the site are still being constructed (either 1<sup>st</sup>, 2<sup>nd</sup> storey or roofline stages). The central properties are mainly at the 'internal fix' stage or are ready to be tested and certified by Building Control in preparation for sale. Some plots are already occupied and some have been reserved. The majority of the Southern section houses in Phase 2, adjoining the SANG area, are occupied.

The general maintenance of the site is much improved. This includes the maintenance required by the private residence maintenance company.

The sales lady informed us that some of the occupied houses weren't having their bins collected. Relevant information had not been passed on from the developer to our Waste and Transport manager. This was addressed and the situation has been sorted.

Site inspections will continue by the Site Monitoring Officer on a fortnightly basis.

Item No.	Name	Recent developments	Resource use				Finish in 2019-20?	Notes
			Finance			Staff time		
			Cost & Source	Spent to date	Predicted out-turn			
<b>Projects with budgetary implications (bids included in 2019-20 budget)</b>								
A1	Neighbourhood Plan	Decision on whether or not to proceed deferred to special meeting of Council (scheduled for 11 September 2019).	£12,000 Annual Budget	£0	£0	Could be significant	No	It is expected that £9,000 would be funded by grants available.
A2	Crow Stream Maintenance	Linden Homes/HCC looking at options to reinstate access chamber to allow maintenance of twin pipes beneath access road. HCC looking into collapse of ditch at bottom of Crow Hill. Annual flail and clearance by volunteers will take place in September.	£1,000 Transfer from Dev Conts	£0	£1,000	Moderate	Probable	Stream banks sprayed in Spring.
A3	Human Sundial	Work scheduled to commence 23 September 2019.	£10,657 CIL	£500	£10,657	Moderate	Probable	Project overseen by Town Centre Working Party To be funded by CIL receipts (Agreed by P&F 13/12/18 (F/5518) & 19/6/19 (F/5700))
A4	Cycle Stands	Carried forward from 2018-19. It is proposed to install cycle stands in Market Place/High Street as part of HCC improvements funded by HE.	£500 Provision	£0	£500	Minimal	Probable	Included in plans for Market Place improvements. Additional cycle storage also included in HCC scheme to improve access for cyclists and pedestrians.
A5	Street-lighting in Kings Arms Lane	Carried forward from 2018-19	£800 CIL	£0	£800	Minimal	Possible	To be funded by CIL receipts (Agreed by P&F 19/10/17 (F/5497))
<b>Projects with budgetary implications (not included in 2019-20 budget but added since)</b>								
B								

**Projects with no budgetary implications in 2019-20**

Item No.	Name	Recent developments	Resource use				Finish in 2019-20?	Notes
			Finance			Staff time		
			Cost & Source	Spent to date	Predicted out-turn			
C1	Pedestrian Crossings Christchurch Road	Works due to be carried out late Summer, following completion of works on A338. Asked County Councillor to obtain an update (5/8/19 and 28/8/19).				Minimal	Probable	Scheme includes changes to Castleman Way/Bickerley Road roundabout to improve crossing facilities for pedestrians and cyclists.
C2	A31 improvement scheme	HCC working on detailed design of various cycling, safety and integration (CSI) town centre improvements to be funded by HE designated funds (see agenda item 6). Meeting with Highways England arranged for 8/10/19).				Moderate	No	Start date for main scheme expected to be end March 2021.
C3	Moortown drainage improvements	HCC Engineering Consultancy team will carry out modelling to ensure any works undertaken to reinstate the Moortown Lane system do not increase flood risk elsewhere. Update requested 25/7/19 and 28/8/19).				Moderate	Probable	To be funded from Linden Homes developer contribution (£50,000 allocated for flood alleviation works).
C4	Pedestrian Crossing Castleman Way	Developers' contributions allocated but site does not meet HCC criteria for toucan crossing. Agreed to revisit following promotion of cycle path through Forest Gate Business Park.				Minimal	No	Dependent on C5.
C5	Improved signage for cycle path through Forest Gate Business Park	HCC agreed to include in the scheme for C1 above.				Minimal	Probable	
C6	Shared Use Path across Carvers	Developers' contributions allocated. HCC has now appointed a designer to bring this scheme forward.				Minimal	Probable	Path for cyclists and pedestrians, to link Mansfield Road and Southampton Road.
C7	New footpath to link Linden Homes site with Hightown Road (alongside west of Crow Lane)	Developers' contributions allocated. HCC has now appointed a designer to bring this scheme forward.				Minimal	Probable	To be funded from Linden Homes developer contribution.

