

RINGWOOD STRATEGIC MASTERPLAN



Quality information

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Draft Strategic Masterplan Report	Ringwood	Locality	SR	01/10/22	BC

Revision history

Revision	Revision date	Details	Authorised	Name	Position
00	29/09/22	Internal Review	SR	Suzanne Reid	Landscape Designer

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Introduction and Background

01

Introduction and Background

Introduction

This report outlines a strategic masterplan study of Ringwood, specifically Ringwood's historic town centre. This project is part of the government funded neighbourhood planning framework, working specifically with Ringwood town centre.

The aspiration is to rejuvenate Ringwood through a strategic improvement plan covering connectivity, public realm enhancement, shop front guidance and overall infrastructural improvements.

This document comprises of:

- Analysis of the settlement. Highlighting the opportunities and constraints found at the opportunity sites defined by Ringwood Neighbourhood Plan Steering Group.
- Circulation is considered with connectivity related to the existing pedestrian routes in the settlement and opportunities of enhancement to Bickerley Common.
- Public Realm opportunities and enhancements, looking specifically at eight opportunity sites, and also the main connecting pedestrian routes to the Market Place, from the town centre carparks north of The Furlong Shopping area.
- The aim is to enhance pedestrian access, with improved mobility and accessibility through upgraded surfacing and wayfinding. Shared surfacing and restricted parking in the settlement has been considered. Locations for proposed street furniture, public planting and wayfinding signage is outlined.
- Hospitality opportunities are explored with interventions of the Market Place proposed.
- Concluding Next Steps with a summary of the findings and outlined methods to move forward.

Objective

The objective of this report is to advise on how the existing layout of Ringwood town centre can be enhanced by providing:

- Landscape enhancements / public realm improvements;
- Potential areas of intervention; and
- Potential areas of development

Process

The following steps were undertaken to produce this report:

- Initial meeting, site visit and walk around;
- Desktop research;
- Site design analysis;
- Development of landscape enhancements / public realm strategy and interventions;
- Analysis of potential development areas.
- Preparation of this draft report, for comment by the Ringwood Neighbourhood Plan Steering Group.

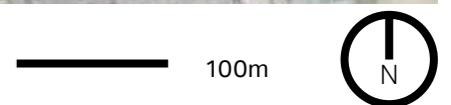


Figure 1.0 Aerial view of Ringwood context

Ringwood



Figure 1.1 Aerial view of Ringwood (source Google Earth)



Site & Existing Conditions

Location and Study Area

Ringwood is one of the largest towns in the New Forest District, and it is located on the western edge of the New Forest National Park, at the eastern bank of a crossing point of the River Avon.

This strategic location has been key in influencing and shaping the development of the town. To its north, Blashford Lakes consist of former sand and gravel works, while to the south and east high quality agricultural land is dominant. To the west and north are the Cranborne Chase and West Wiltshire Downs Areas of Outstanding Natural Beauty.

Part of Ringwood Parish falls within the boundaries of the National Park and it is only ten miles to the New Forest Heritage Coast. The town's prime location on the A31 provide easy access to Bournemouth and the cities of Southampton and Salisbury.

The town is comprised of three wards, Ringwood North, Ringwood South and Ringwood East and Sopley.

The three wards are distinctively different, Ringwood North being mainly residential, Ringwood South housing most of the industrial estates and the town centre and Ringwood East and Sopley being more rural.

This report focusses on the study area which is set within the town centre boundary. The town centre includes key opportunity sites which have been identified by the Ringwood Neighbourhood Group and studied by AECOM Landscape .

Historic Character



Market Place



St Peter and St Paul's Church



Market Place



Town Hall and Market Place

Existing Character



Irregular Facade and Shop Frontage



Multiple lanes leading Market Place and High Street



Heritage lighting and furniture



Range of historic building styles



Listed buildings



Traditional thatched roof cottages



Variety of historic buildings



Picturesque setting

Access



Western gateway - A31



Eastern gateway - Southampton Road



Southern gateway - Christchurch Road



Northern gateway - Roundabout Mansfield Road

Key Opportunity Sites

Overview

This section outlines key opportunity sites within Ringwood. Ringwood Neighbourhood Plan Group have undertaken some preliminary work in identifying these sites by creating a scoring matrix based on possible enhancements, interventions and improvements. (Appendix A)

The sites that scored highest within this matrix were:

- A - Market Place
- B - The Furlong, Rear of 56 High Street & Service Yard, Northumberland Court
- C - Bus Stops / Car Park (Sustainable Transport Hub)
- D - The Close
- E - Carvers Industrial Estate
- F - Pedlar's Walk Court & Wall by Furlong Pub
- G - Ringwood Trading Estate
- H - Lynes Lane Court



Key

- Town Centre access / Car parking
- The Furlong
- Town Centre - Market Place / High Street
- Industrial
- Bickerley Common and Millstream
- ↔ Pedestrian routes

Opportunity Sites

- A Market Place
- B The Furlong Drive / Rear of 56 High Street & Service Yard, Northumberland Court
- C Bus Stops / Car Park (Sustainable Transport Hub)
- D The Close
- E Carvers Industrial Estate
- F Pedlar's Walk Court & Wall by Furlong Pub
- G Ringwood Trading Estate
- H Lynes Lane Court

Masterplan Proposals

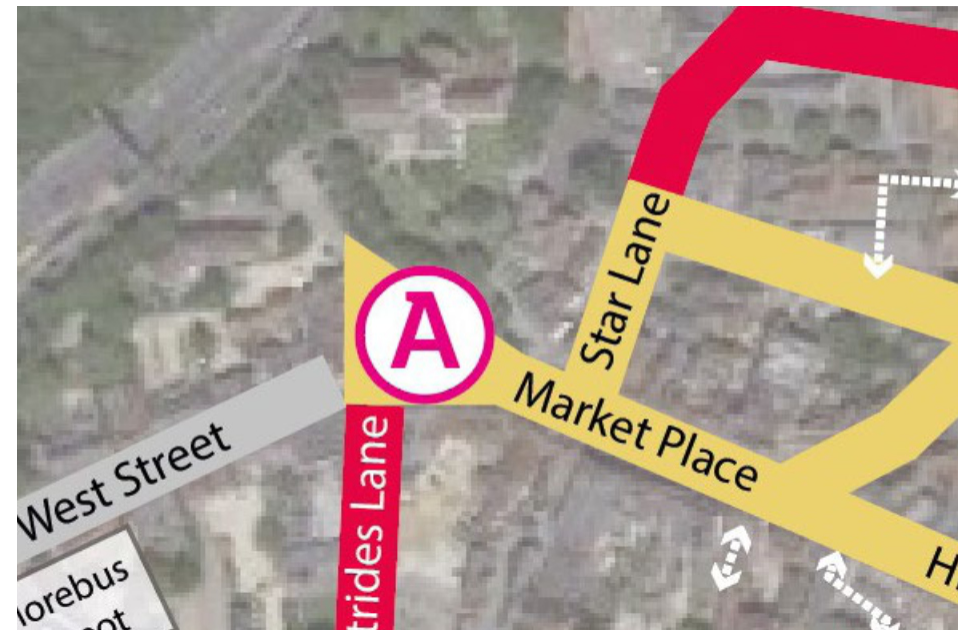
Ringwood Masterplan

On arrival into Ringwood north, visitors have immediate access to a number of large car parks adjacent to Sainsbury's and Waitrose supermarkets. Situated between these two supermarkets, The Furlong Shopping Centre houses a number of boutique shops and coffee shops where visitors enjoy spending their time. During our site visit, it could easily have been mistaken that The Furlong Shopping Centre is the town centre if you were not aware of your surroundings. There are a number of finger post signs directing visitors to Market Place, however, there is nothing encouraging the visitor to walk further into the centre.

Further site analysis from The Furlong Shopping Centre to Market House Lane, Market Place and High Street, highlighted the almost intact medieval layout of Ringwood. These characteristics which encompassed lanes leading off the Market Place and High Street, had the potential of enhancement to further utilise links to Bickerley Common and surrounding areas.

The Masterplan Proposals map shows how we have developed these links to encourage visitors to extend their visit beyond The Furlong Shopping Centre and support development opportunities.





1. Historic aerial of Market Place



2. Market Place on market day

A –Market Place

Overview

Market Place is situated in the heart of Ringwood and is one of the main town centre streets. In 1226, King Henry III granted the Lord of the Manor the right to host weekly town markets in Ringwood every Wednesday. The weekly market is still held in Ringwood, 800 years later.

There are a number of lanes that access Market Place from The Furlong. The primary lane access is Meeting House Lane. Another favoured route is via Star Lane beside The Star Inn pub. There is also a car park entry with a quaint arch feature beside The Original White Hart pub. There are opportunities to enhance these lanes to encourage pedestrian flow from The Furlong to Market Place and restore the ancient furlong drove route.

Market Place Square is currently under utilised on a day to day basis. The Wednesday market is currently located along the street. Historically the market was located in the square, as can be seen in the first image. The square could also be utilised for more for similar town events.

There are proposals for a multi-million-pound redevelopment and



3. Star Lane entry leading on to Market Place



4. Entry beside The Original White Hart pub and Meetinghouse Lane from Market Place



5. Market Place square under utilised



6. Upgrade in paving required

restoration of 2 Market Place (once the town hall and regal cinema), creating a mixed use development.

Key Areas of Intervention

Proposals include the creation of a shared space along Market Place, reducing the divide between pedestrians, cyclists and vehicles. There would be disabled car parking available for disabled users.

Creating a shared surface will calm traffic and create a space where pedestrians can enjoy the local shops, cafes and restaurants.

Local shops and food establishments can make use of the enhanced outdoor areas by creating 'streateries' for outdoor dining.

Improving the overall public realm of Market Place and the lanes linking the furlong and Bickerley Common, will give this area more



definition as the town centre, whilst encouraging visitors to further explore Ringwood.

Key Opportunities

1. Shared space

The current circulation in Ringwood is car dominated. The traffic flow pattern changes dramatically during the summer season compared to the rest of the year. Inappropriate parking due to lack of car park usage can cause haphazard parking and potential hazards.

Pedestrians and cyclists are often compromised by the lack of safe passing areas. A defined and improved pedestrian framework from the existing parking at The Furlong to Market Place / High Street would be beneficial. A proposal to enhance Market Place whilst making it safe for vehicles and pedestrians alike is needed.

2. Improved pedestrian connection between The Furlong and Market Place.

The connection between The Furlong and Market Place is currently divided and fails to direct visitors beyond The Furlong Shopping Centre. It is proposed that the ancient drove route is restored which runs from the Furlong carpark, leading people down two primary routes to Market Place, Star Lane and Meetinghouse Lane.

3. Parking retained for disabled users.

Although the intent is to reduce traffic flow, and exclude parking from Market Place, disabled users would have an option of parking in designated areas at Market Place.

Shared Space



Outdoor dining



Shared space surfacing



Structured town square and event space

Improved Connection



Signage and branding: enhancing sense of identity
Wayfinding for visually impaired



De-cluttered street furniture and clear use of materials



Option to use similar paving and demarcate footpath/
road with banding

Pop-up Streateries



Use of removable planters to screen outdoor eateries

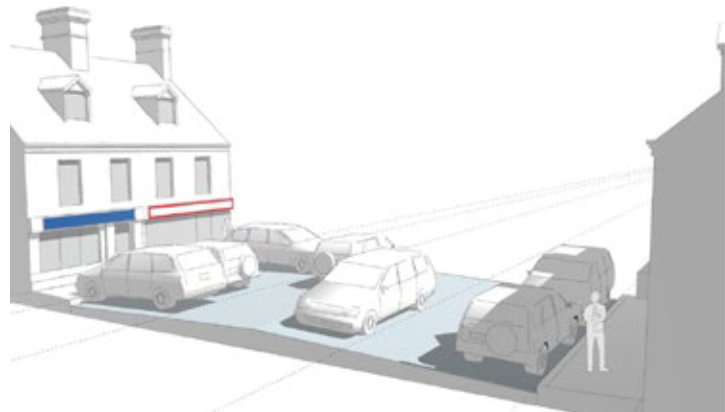


Pop-up areas for outdoor dining.

Parking Retained



Shared space disabled parking



Typical section -existing*



Typical section -proposed*



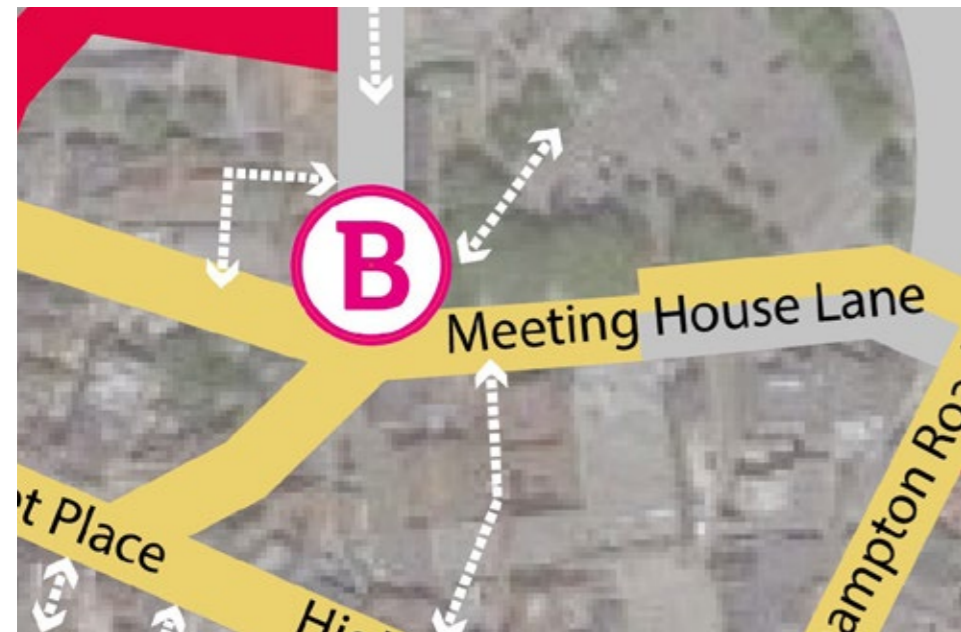
Market Place -sketch plan*



Visualisation*

* Images by Ringwood Neighbourhood Plan Team

B - The Furlong Drive / Rear of 56 High Street & Service Yard, Northumberland Court



Overview

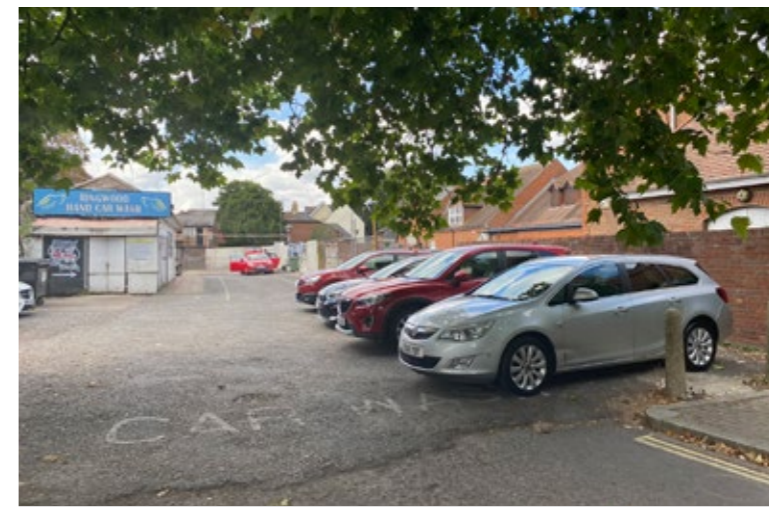
The Furlong Drive is named after the ancient drove route from the furlong directly into Market Place. This route is now divided up by a number of developed areas, including the current furlong car park and the public space at the Ringwood Gateway building.

The objective would be to encourage pedestrian flow along the historic Furlong Drive route. Meeting House Lane is in need of development to support this diversion of pedestrian flow. The space to the rear of 56 High Street (including the service yard) and Northumberland Court requires an upgrade to open the space and deliver a more enhanced public realm.

By creating a more open space and developing an upgrade to Northumberland Court, there is an opportunity to develop this area with the addition of commercial units.



1. Furlong Drive route



2. Development opportunity through centre place through to Market Place



3. Access to Northumberland Court and High Street. Wall divides space.



4. Development opportunity for a modern - designed to enhance the historic characteristics of buildings on High Street



5. View from High Street to Northumberland Court



6. Upgrade in paving creating link from Market Place to Furlong.

Key Areas of Intervention

Proposals include reinstating the old Furlong Drive route from the existing Furlong car park to Market Place by creating a shared space, landscape enhancements and development opportunities.

The removal of the dividing wall at Northumberland Court will provide a more open space, providing the opportunity for an enhanced courtyard and access to High Street.

New unit developments on Northumberland Court will provide an active frontage to encourage pedestrian flow into Northumberland Court.



Key Opportunities

1. Improved pedestrian connection

There is a need to improve connection between The Furlong, Meeting House Lane, Market Place and High Street. Landscape interventions such as decorative paving design, signage and direction paving inlays can add a sense of place and encourage pedestrians to explore the area further. Northumberland Court is currently underused and in need of upgrade. By removing the wall to this access, it will open up the space and make the area feel much safer.

2. Development and landscape enhancements

Meeting House Lane and Northumberland Court have the potential to become a vibrant and revitalised links to Market Place and High Street. This area is home to a number of disused space and neglected buildings. There is the potential to develop these areas with contemporary units that will enhance the current characteristics of the historic buildings in this area.

3. View of active frontage to encourage pedestrian flow into Northumberland Court.

Northumberland Court has the opportunity for new unit developments, that will provide further commercial use, whilst providing an active frontage to the access from High Street, encouraging pedestrian flow and reinstating historic street patterns.

Enhanced pedestrian links to and from Market Place. This can be achieved through a strong wayfinding strategy. Care needs to be given in de-cluttering the streetscape alongside this.

Provide adequate universal access routes with upgraded surfacing and parking facilities.

Note an upgraded public realm will retain foot traffic in the area optimising commercial viability.

Improved Connection



Shared space surfacing



Signage arches



Paving inlays

Enhanced Developments



Queen Victoria Courtyard Scheme - Reading-on-Thames (Thackery Group)



Queen Victoria Courtyard Scheme - Reading-on-Thames (Thackery Group)



Lion and Lamb Yard, Farnham (Lyons Sleeman Hoare Architects)

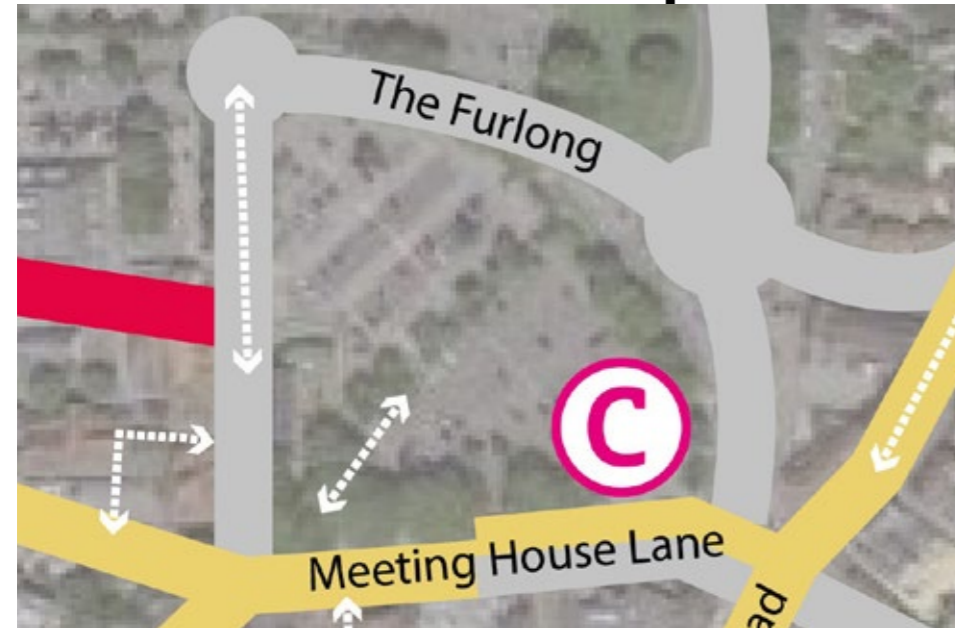


Market Place Mews (Collardo Collins)



Sketch visual - Approach to Meeting House Lane / Northumberland Court

C - Sustainable Transport Hub



Introduction

Meeting House Lane (adjacent to Ringwood Meeting House) is the main Ringwood bus stop where passengers embark and disembark at Ringwood. Adjacent to the bus stops is the Furlong car park which is extensive in size. The bottom end of the car park, beside the bus stops, is used as taxi rank. There is also a large public toilet block between the car park and Ringwood Gateway Building.

This site has been identified as an ideal location to provide Ringwood with a Sustainable Transport Hub. A Transport Hub brings together shared transport with public transport and active travel in a space that is designed to improve the overall public realm of the area. This area is in a central location and ideal for this type of development. Especially due to its current use as a public transport hub.

This area is the arrival space to Ringwood, alongside The Furlong Shopping Centre and Ringwood Gateway Building. A modern transport hub would enhance the attractiveness, whilst improving connectivity within Ringwood and neighbouring areas.



1. Taxi access.



2. Furlong car park adjacent to bus stops on Meeting House Lane.



3. Furlong car park - view from toilet block



4. Ringwood Gateway Building public toilets



5. Mansfield Road enhancement opportunity

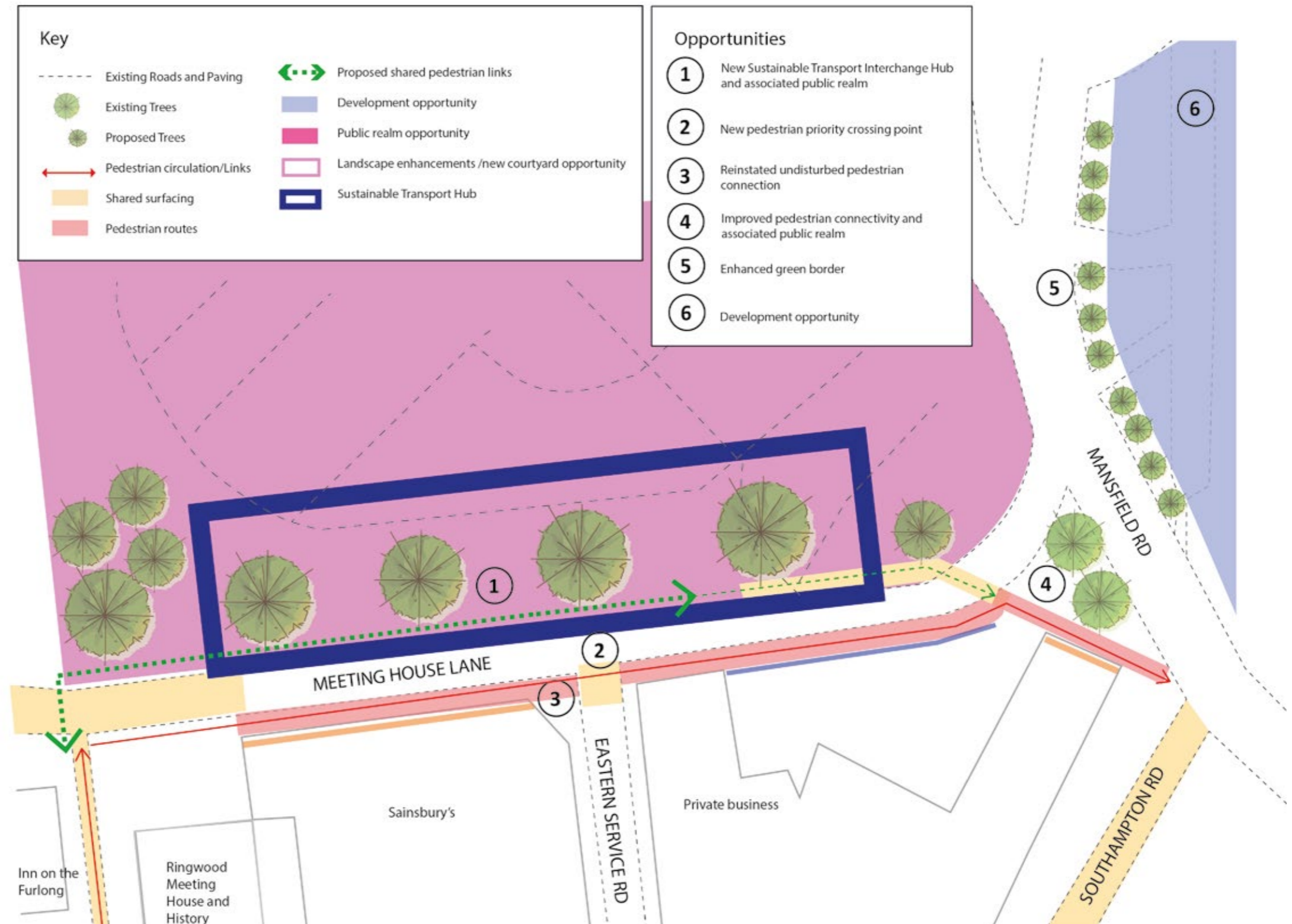
Key Areas of Intervention

A new Sustainable Transport Hub would create modern hub, where people can utilise multiple modes of transport to connect from neighbouring areas and make use of other methods of active travel to link within the town.

The proposals show an upgrade in the public realm, which links the pedestrian connection from Market Place to Meeting House Lane and round to Southampton Road.

There is an opportunity to develop the area adjacent to the furlong car park on Mansfield road, and provide tree planting. This would create a corridor for road users and pedestrians on their approach into Ringwood.

Opportunity to enhance the back of house of Iceland supermarket and adjacent businesses along Meeting House Lane.



Key Opportunities

1. Improved vehicle and pedestrian connection

A sustainable transport hub in Ringwood with a future proof development that offers a full suite of complementary transport modes allowing people to switch easily between ones mode and another.

2. Enhanced public realm

The enhancement of this area, will also provide an enhanced public realm.



1. Visual of proposed sustainable transport hub



2. Walking groups



5. Bicycle parking



5. Electric scooters



5. EV charging points



5. Enhanced public realm



5. Opportunity to car share



Sketch visual - Meeting House Lane - Sustainable Transport Hub and upgrade to public realm

D - The Close



1. North side of Southampton Road requires upgraded public realm



2. Mansfield Road divides Southampton Road

Introduction

The Close is an attractive residential street and also a popular pedestrian link from nearby schools into the town centre.

The Mansfield Road is an inner by-pass that loops around The Close divided the busy Southampton Road. Southampton Road has become disjointed by the division by the Mansfield Road due to highways interventions in 1960/70s to bypass the city centre (Poulner Lane Diversion).



3. South side of Southampton road has had some public realm enhancements



4. Lower end of Southampton road

The Southampton Road has had some public realm enhancements in recent years., however the north side of the Southampton Road has become neglected and in need of enhancements.

The opportunity to create a shared space with public realm enhancements would provide a more cohesive street whilst creating a defined pedestrian connection.

There is the opportunity to create a provision of smaller less expensive homes - in keeping with town centre homes, whilst also providing commercial properties by utilising mixed use and integrating community buildings and the existing place of worship.



5. Opportunity for development

Key Areas of Intervention

1. Create a reinforced pedestrian connection and enhanced public realm along both sides of Southampton Road.

The main objective is to re-establish the north side of Southampton road as a vibrant and attractive space. The division of Southampton Road has created this divide, and by enhancing both sides to become more cohesive this should help mitigate the problem.

2. The space between Mansfield road and The Close, is currently occupied by a number of commercial sites. One key intervention for this space, is to reconfigure and provide alternative developments to house any existing businesses if required (no net loss of employment) and also provide smaller less expensive homes in keeping with the town centre homes.



E - Carvers Industrial Estate



Introduction

Carver's Industrial Estate comprises 13 industrial units and is situated in close proximity to Ringwood town centre. The industrial estate is currently accessed via Southampton Road and is situated in front of Carver's recreation ground. There is the opportunity to create a provision of smaller less expensive homes - in keeping with town centre homes, whilst also providing commercial properties by utilising mixed use.

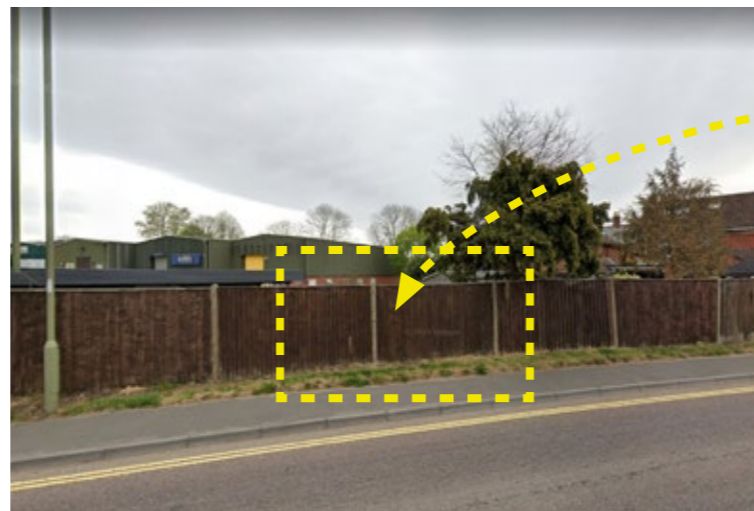
Current entrance point to the site is narrow and has limited visibility onto Southampton Road. A second entrance at Mansfield Road would allow improved access to the site, whilst improved connection to town centre and Carver's recreation park.



1. Narrow entrance with limited visibility. Recent modern development with roof top terrace.



2. Access to Carver's Industrial from Southampton Road with car parking on entrance



3. Mansfield Road - possible entrance / exit opportunity to proposed new development



4. Possible access entrance / exit to Mansfield Road.



3. Possible access to Carver's Recreation Park from proposed new development



4. Carver's Recreation Park adjacent to rear of proposed new development

Key Areas of Intervention

1. Aesthetic Improvements

Preserve & enhance Conservation Area and setting of Carvers Park

2. Residential Housing

Provision of smaller less expensive homes - in keeping with nearby developments. No net loss of employment - displacing light industrial to more appropriate locations

3. Pedestrian Connections

Improved connection through Carvers and between Town Centre & Park.



F - Pedlar's Walk Court & Wall by Furlong Inn



1. High wall blocks potentially active frontage



2. Neglected wall is unsightly and restricts the space



3. Enclosed space, low roof and congested space harms the setting of the Grade II* listed building



4. Link to High street - opportunity for enhancements



5. Route down through Pedlars Walk to High Street - enhancements opportunity



6. Finger post signage at the end of Pedlars Walk Court on High Street

Introduction

Meetinghouse Shopping Centre, encompasses a courtyard and lane way to High Street, otherwise known as Pedlars Walk Court. The entrance to the courtyard is between The Inn on the Furlong and Ringwood Meeting House and history centre (both Grade II listed buildings)

The Inn on the Furlong is a well known local pub and restaurant, originally known as 'Furlong House' which was listed as a common inn known as 'The Queens Head'. This historic building has a wall dividing the beer garden and the entrance area to Pedlars Walk Court and Ringwood Meeting House. This wall restricts potential active frontage. Upon entering Pedlars Walk Court, pedestrians walk under a low roof with wooden beams. This structure is built tightly against the meeting house.

Key Areas of Intervention

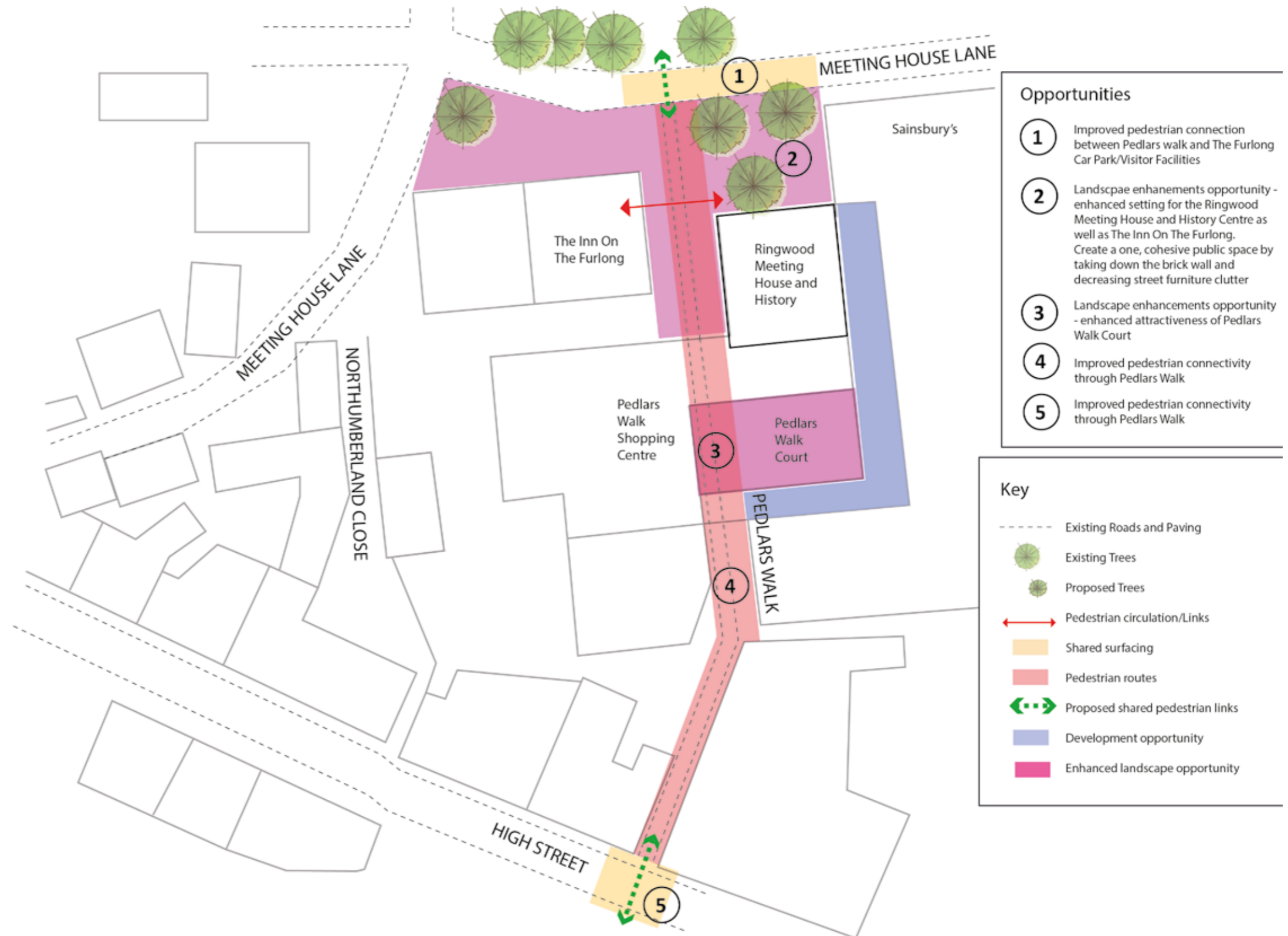
1. Pedestrian Connection

Improved pedestrian connection between Pedlars Walk and the Furlong carpark.

2. Landscape enhancements opportunity

Enhanced landscape setting between Inn on the Furlong and Ringwood meeting house and history centre. Opportunity to create one cohesive public space.

2. Improved pedestrian connection between Pedlars Walk.



G - Ringwood Trading Estate



Introduction

Ringwood Trading Estate is a medium sized industrial estate accommodated by a number of small businesses. It is situated on the southern approach to Ringwood Town Centre and on the edge of a Conservation Area.

Central to the trading estate on Castleman Way, is Hillfields House. This modern building is a well-maintained office block.

The surrounding characteristic buildings are historical and picturesque. This area is the perfect location for residential housing within easy access to Ringwood town centre and commuter routes to other nearby towns.

The Bickerley to Castleman Way cycle route is nearby, and proposals to extend this route would be the ideal opportunity for improved active travel.



1. Hillfields House is modern and well maintained office block.



2. Poorly finished buildings and space in need of upgrade



3. Ringwood Trading Estate situated within a conservation area



4. Connecting to Castleman's Way



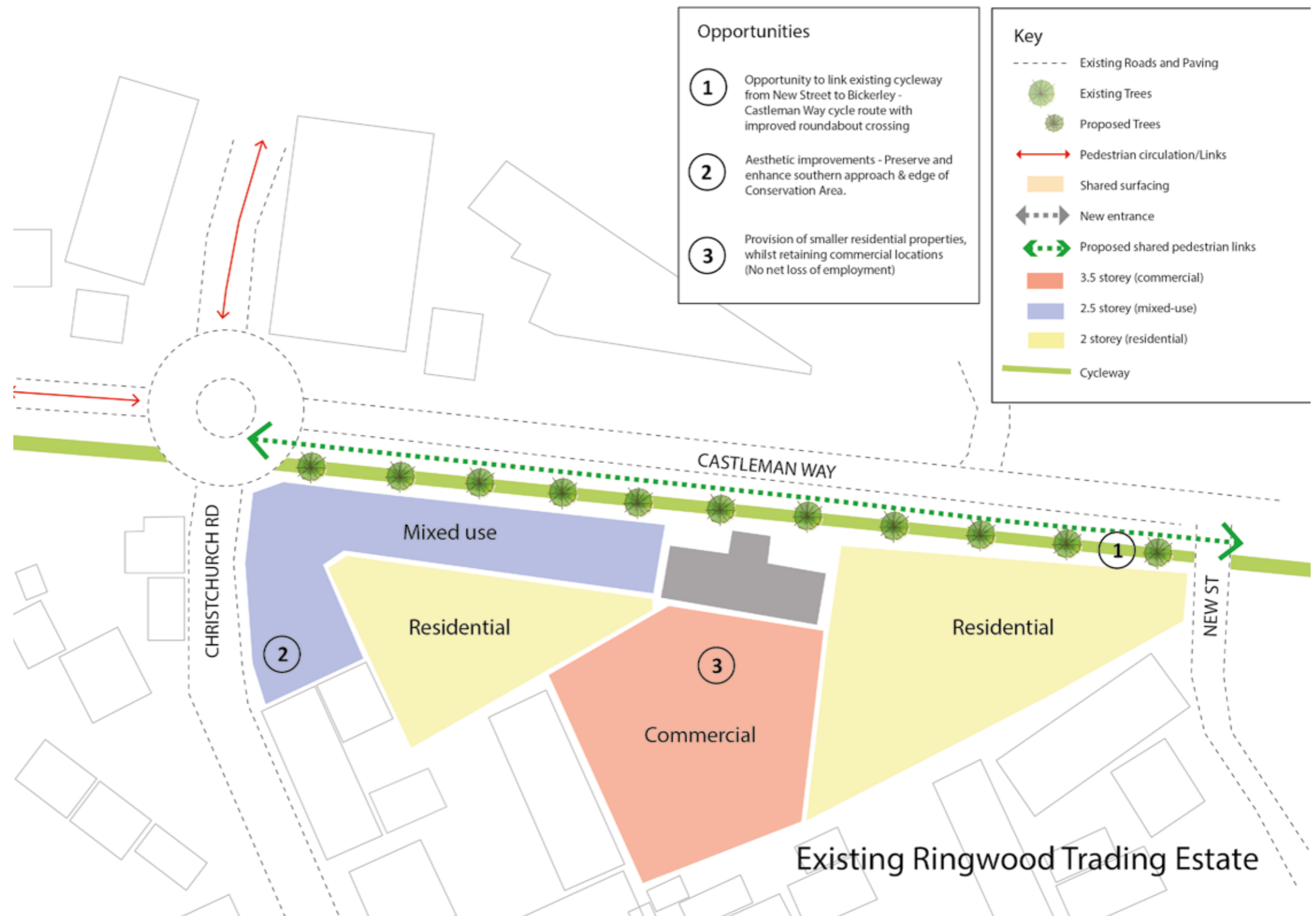
5. Existing residential buildings



6. Existing space could be utilised to provide mixed use development

Key Areas of Intervention

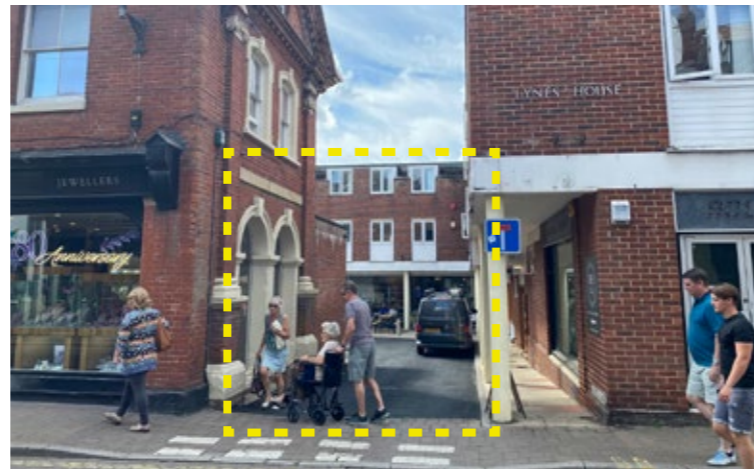
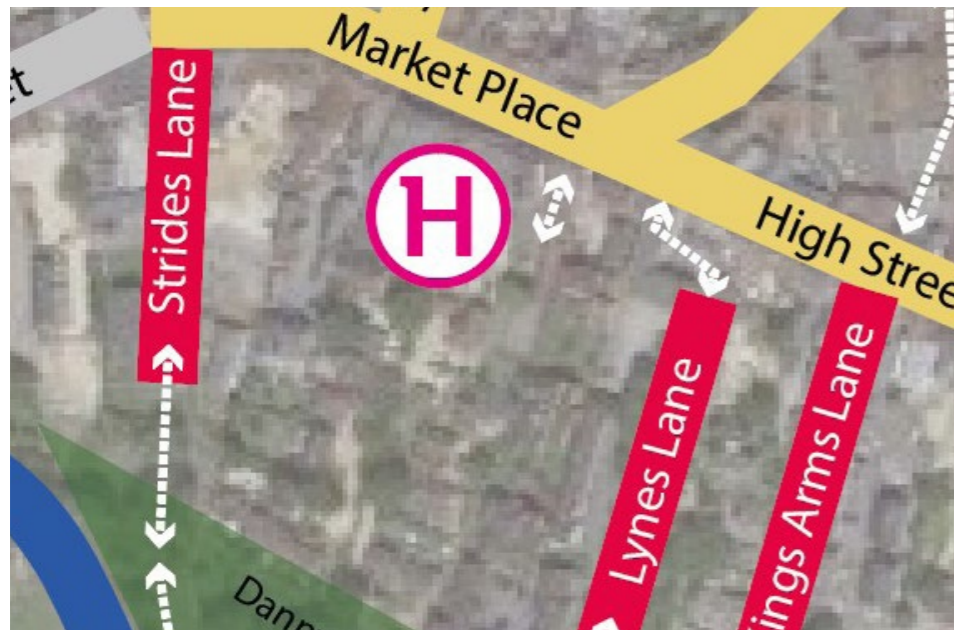
1. Aesthetic Improvements - Preserve & enhance southern approach & edge of the Conservation Area
2. Provision of smaller less expensive homes - in keeping with nearby cottages.
3. Improved active forms of travel to Bickerley - Cattleman Way cycle routes & improved roundabout crossing
4. No net loss of employment - displacing light industrial to more appropriate locations





Sketch visual - Ringwood Trading Estate - extended cycle route and provision of mixed use development

H - Lynes Lane Court and Deweys Lane



1. Entrance to Lynes Lane from High Street



2. BakeHouse 24 artisan bakery and cafe



3. Existing use of courtyard space at Lynes Lane



4. Apartment block and car park dividing Lynes Lane



5. Picturesque residential lane linking Bickerley Common with High Street



6. Bickerley Common

Introduction

Lynes Lane and Deweys Lane are situated between High Street and Bickerley Road.

BakeHouse 24 is a popular artisan bakery and cafe and is situated in a courtyard on the northern side of Lynes Lane.

The area adjacent to BakeHouse 24 is currently used as parking spaces.

On the southern side of the wall that divides Lynes Lane, a picturesque lane leads to Bickerley Common.

Deweys Lane, also access by High Street, is occupied by a popular cafe in a quaint courtyard.

Key Areas of Intervention

1. Create a reinforced pedestrian connection and enhanced public realm along Lynes Lane by removing the wall and connecting High Street to Bickerley Road.
2. Opportunity to enhance Lynes Lane courtyard with landscape improvements.
3. Connecting the 3 prominent lanes Meeting House Lane to Deweys Lane, High Street to Lynes Lane and Pedlars Walk to Kings Arms Lane.





Sketch visual - Lynes Lane Courtyard

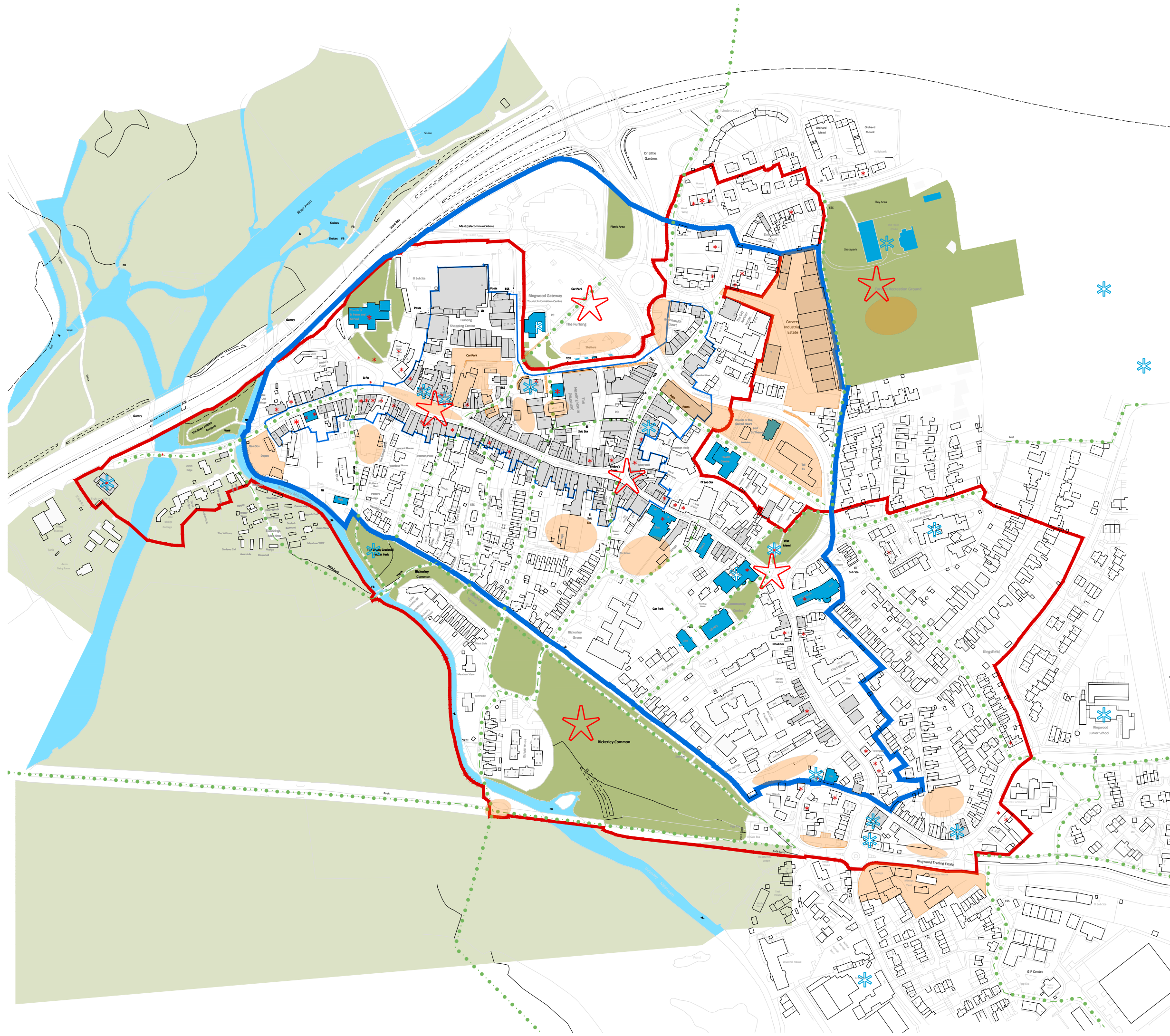
Appendix A

Opportunity Site Identification Work

Ringwood Neighbourhood Plan, Design & Heritage Team

Ringwood Town Centre Preliminary Assessment Work

RNP Design & Heritage Group



-  Town Centre Boundary
-  Conservation Area Boundary
-  Primary Shopping Area
-  Listed Building
-  Areas of Opportunity for Improvement
-  Pedestrian & Cycle Routes
-  Landmarks
-  Community Use Buildings
-  Strategic Hubs

RNP Opportunity Sites - Long List

No	Site Description	Enhanced attractiveness	Enhancements to heritage	Repair / strengthen urban fabric	Improved connectivity	Possibility of smaller dwellings	Meets Housing Team criteria	Town Centre vitality	Sustainable & active travel	Improved access to open space (5 mins)	Biodiversity Net gains
A	1 Market Place	★★	★	★	★★			★★★★	★★	★	
	2 Old Town Hall	★★★★	★★	★★	★★	★★		★★			
	3 The Furlong Drove	★★★★	★★	★★★★	★★★★			★★★★	★	★	
B	4 Rear of 56 High Street & Service Yard, Northumberland Court	★★★★						★★★★	★	★	
	5 Service Yard, Northumberland Court	★★	★★	★★	★★			★★	★		
	6 Rear of 25 Market Place										
	7 Rear of Con club & Keystone	★★		★★	★	★★		★★			
C	8 Bus stops/ car park (sus trans hub)	★			★★			★	★★★★		
	9 Monmouth Court	★★★★		★★	★				★		
D	10 The Close	★★★★		★★★★	★★	★★★★		★★	★	★	
E	11 Carvers Industrial	★★		★	★★★★	★★			★★	★★★★	
	12 Kings Arms Row	★★	★	★		★★★★		★★	★		
F	13 Pedlars Walk Court	★★	★★★★	★★	★★★★			★★★★			★
	14 Wall by Furlong pub	★★	★★	★★	★★★★			★★★★			
	15 MHL rear elevations	★★★★	★	★		★		★★			
	16 Bickerley access to Catleman Trail	★									
G	17 Ringwood Trading Estate	★★★★	★★	★★		★★★★		★	★★	★★	★
	18 Nursery Road	★		★		★★		★★			
	19 Rear of Coxstone Lane	★		★		★★		★★			
	20 ParkingCourt 34 Christchurch Road	★★	★	★	★★	★		★	★★	★★	
	21 Englands Yard	★★	★★	★	★★	★		★	★★	★	
	22 Carvers Recreation	★★		★	★★			★★★★	★★	★★★★	★★
	23 Water Meadows	★			★★			★★★★	★★	★★★★	★★
	24 Bus Depot	★★	★★	★		★★		★★	★		
	25 Fridays Court	★	★	★★★★	★★			★★		★	
H	26 Lynes Lane Court	★★	★	★	★★			★★	★	★	
	27 Duck Island Lane	★	★	★★		★		★			
	28 Area beneath A31 roundabout	★★						★★			
	29 Land at Folly Farm										
I	30 Town Signage	★★	★★		★★			★★		★★★★	
	31 Poulner Lakes	★								★★	★

RNP Opportunity Sites – Short List

Site Description	Enhanced attractiveness	Enhancements to heritage	Repair / strengthen urban fabric	Improved connectivity	Provision of smaller dwellings	Town Centre vitality	Sustainable & active travel	Improved access to open space (5 mins)	Biodiversity Gains	Need	Development Principles
A Market Place	★★	★	★	★★		★★★★	★★	★		Closure of West Street presents the opportunity for the historic Market Place to be transformed from a car park and through route into a lively destination.	Public realm improvements & nearby development will contribute to a thriving Market Place by enhancing the historic setting and preserving the open spatial character, creating a pedestrian friendly public space with active frontages and improved opportunities for businesses to spill out.
B Furlong Drove, Rear of 56 High St & Service Yd, Northumberland Ct	★★★★	★★	★★★★	★★★★		★★★★	★	★		Routes to the Market Place from the Ringwood Gateway miss opportunities to draw visitors.	Public realm improvements & nearby development will enhance direct visual & physical connection between the Gateway and the Market Place by, reinstating the historic drove route to the Market Place and High Street, preserving and increasing visible shopping frontages on Meeting House Lane & Northumberland Court. In particular, high quality redevelopment of the rear of 56 High Street to be an attractive feature which enhances the setting of the surrounding heritage assets will be supported. Development in Northumberland Court should also mitigate the negative visual impacts of the service yard access.
C Bus stops/ car park (sustainable transport hub)	★★			★★		★	★★★★			Although well located in proximity to each other, public & active travel infrastructure is not well considered and attractive.	Public realm improvements will seek to create a coherent facility for public and active forms of travel in an attractive and inclusive setting. Forms of transport to include taxi, buses, national coaches, cycles (including secure electric charging), car share parking spaces. Where possible improvements should include greening and integration of PV panels.
D The Close	★★★★		★★★★	★★	★★★★	★★	★	★		Existing development presents an unattractive vista to people visiting and travelling through Ringwood, is an inefficient use of land and fails to mitigate the harm to the urban fabric of the town caused by Mansfield Road.	Development should adopt the principles of gentle densification, incorporate mixed use development which makes efficient use of land and positively address frontages on The Close and Mansfield Road. Development will include a high proportion of smaller dwellings. Opportunities for road layout changes and improvements to pedestrian and cycle links between the Town Centre and Carvers Recreation should be explored and adopted where possible.
E Carvers Industrial	★★		★	★★★★	★★		★★	★★★★		Light industrial land use adjacent to the Town Centre and Conservation Area, fails to sufficiently contribute to a lively and attractive town. The vehicular entrance to Carvers is not well suited to higher volumes of large delivery vehicles.	Development should adopt the principles of gentle densification, incorporate mixed use development which makes efficient use of land and positively address frontages to Carvers Recreation and Mansfield Road. Development will include a high proportion of smaller dwellings. Road layout changes and improvements to pedestrian and cycle links between the Town Centre and Carvers Recreation should be incorporated into proposals. Development should take into account the need to enhance the setting of the nearby listed buildings.
F Pedlars Walk Court, wall by Furlong pub	★★	★★★★	★★	★★★★		★★★★			★	Routes to the High Street from the Ringwood Gateway miss opportunities to attract visitors.	Improvements should present attractive active frontages and open vistas which naturally draw visitors through to the High Street and create a spatially more respectful setting for the Grade II* Meeting House.
G Ringwood Trading Estate	★★★★	★★	★★		★★★★	★	★★	★★	★	Light industrial land use adjacent to the Town Centre and Conservation Area, fails to sufficiently contribute to a lively and attractive town.	Development should adopt the principles of gentle densification, incorporate mixed use development which makes efficient use of land and positively address frontages on Castleman Way & Christchurch Road. Development will include a high proportion of smaller dwellings. Opportunities for road layout changes and improvements to pedestrian and cycle links between the existing cycle infrastructure and Bickerley Common should be adopted where possible.
H Lynes Lane Court	★★	★	★	★★		★★	★	★		Courtyards adjacent to primary shopping frontages, especially those which also include routes to other important parts of the town, should be attractive and well designed. Links between the Primary Shopping Area and Bickerley Common are not sufficiently obvious or attractive.	Public realm improvements should capitalise on the work of successful businesses by providing attractive pedestrian friendly public open spaces. Consideration should be given to alterations which improve the prominence and attractiveness of Lynes Lane as a link between the High Street and Bickerley Common, for example the lowering of excessively high walls.