
RINGS END

Inset Proposals Map No 21

1. INTRODUCTION

- 1.1. This section contains the detailed planning background, policies and proposals for Rings End. It must be read in conjunction with the general policies set out in Part One of the Local Plan which apply throughout the District.

2. LOCATION

- 2.1. Rings End is located on the A141 one mile south of Guyhirn and four miles north of March. The majority of the present settlement lies to the east of the A141 stretching towards Guyhirn, with which it is closely associated. The area was once bisected by the now disused March to Spalding railway line.

3. POPULATION

- 3.1. Latest estimates show that the population has decreased from 130 in 1981 to 80 in 1986 and 1988, but has risen again to 90 in 1989.
- 3.2. In mid 1990 the housing stock numbered some 37 dwellings.
- 3.3. Between mid 1986 and mid 1990 there were 2 housing completions in Rings End.

4. SERVICES AND FACILITIES

- 4.1. The process of migration from the smaller villages is accelerated by a limited service base. Rings End has a public house but other settlements provide shopping, Education and other community services. The settlement is not on mains drainage and there are no surface water sewers.

5. KEY FEATURES OF FORM AND CHARACTER

- 5.1. Visually, the key feature of Rings End is the elevated remains of the disused March to Spalding Railway line. Another feature is the expanse of allotment-type gardens fronting houses in the northern part of Rings End. Also, between the Council-owned dwellings are important spaces which it is felt provide attractive views of the surrounding Fenland countryside and as such form an essential feature in the settlement.

6. DEVELOPMENT STRATEGY

Constraints

- 6.1. There is no real centre to Rings End and its form is one of piecemeal linear development, typical of many Fen settlements. Because of its siting along the busy A141, care must be taken to ensure that new developments do not aggravate existing access problems. Neither should development be permitted to ribbon out along the A141.

Commitments (1. 7. 90)

- 6.2. There are planning permissions for infill developments within Rings End for five dwellings.
- 6.3. Approval, in principle, has been given by the District Council to a major horse race course/hotel development on some 106 hectares (261 acres) to the east of Rings End. The Department of the Environment has requested an Environmental Impact Assessment to be prepared before deciding whether to call in the application for determination by the Secretary of State.

Policy

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- 6.4. Because of its limited services and linear form further development in Rings End will be restricted to infill only and it is therefore selected as an Infill Only Settlement (Policy H11).

7. SETTLEMENT PROPOSALS

- 7.1. Part One of the Local Plan sets out the general policies and proposals for the District. This section sets out the specific proposals for Rings End.

Development Area Boundary

- 7.2. The proposed Development Area Boundary for Rings End is shown on the attached Inset Proposals Map. Development will not normally be allowed beyond the defined Development Area Boundary (Policy H3). Any development within the Development Area Boundary will be expected to comply with all other policies of the Plan.

Environment

- 7.3. Areas within the Development Area Boundary, such as open spaces, wooded areas and gap sites which form an important part of the character of the village, will be protected under Policy E2.
- 7.4. The District Council fully supports the proposals by the County Council to create a recreational route along the former railway line from Rings End to the Twenty Foot River. The former borrow pits are considered to be of nature conservation interest.