

Minutes of the Planning Meeting of Hythe and Dibden Parish Council

Held at The Parish Hall, West Street, Hythe
Thursday 16th February 2017 at 6.45 p.m.

p Cllr. G Parkes (Chairman)
p Cllr. M Short (Vice Chairman)

Councillors:

p J Binns
p E Davey
p J Fowler
p C Harrison

Councillors:

p T Johnson
p M McLean
p A Wade

Officers in attendance

S Bennett (Clerk to the Council)
S Spencer (Deputy Clerk to the Council)
J Bevis (Administration Assistant)

p = present
a = apologies

Members of the Public: 58

272/16 APOLOGIES FOR ABSENCE

There were no apologies for absence.

273/16 DECLARATIONS OF INTEREST

Cllr. Chris Harrison declared an interest in application number 16/11638 as he lives at the other end of St. John's Street. Dispensation had been granted to Cllr. Chris Harrison in respect of this application and he remained in the room for the discussion and recommendation.

274/16 PUBLIC PARTICIPATION PERIOD

Standing Orders were suspended to allow the public to express their views on Planning Application No. 16/11638. Following the public participation period, standing orders were reinstated.

275/16 **APPLICATION TO BE CONSIDERED**

RESOLVED

That the comments made regarding Planning Application Number 16/11638 and contained in the attached schedule be forwarded to the District Council.

The meeting closed at 8.30 pm.

Chairman

Date

mnpln470

**PARISH APPLICATION FOR HYTHE AND DIBDEN
ADDITIONAL PLANNING MEETING 16/02/17**

1 App No: 16/11638 Full Planning Permission 04/01/2017

Applicant(s): Lidl UK

Agent: RPS Planning & Development

Proposal: Lidl foodstore (Use Class A1); parking; associated landscaping; access works; demolition of existing

Site: ST. JOHN'S CAR PARK, ST. JOHN'S STREET, HYTHE, SO45 6DA

PAR 4 Recommend Refusal.

1. We object to the loss of the St. John's Street Car Park as required by this planning application as the total loss to Hythe of the availability of 161 public short and long stay parking places would have a significant effect on the economic wellbeing and vibrancy of Hythe. The provision of 104 parking spaces of 90 minute duration for Lidl shoppers would not mitigate that loss in any way.

If the New Forest District Council is mindful to allow this change of use then we would wish to see the available space at the top of the New Road Car Park made available for additional parking. A condition should be applied to any permission that the additional parking is constructed and available for public use before the St John's Street Car Park becomes unavailable for public use.

2. We object to the design and size of the proposed store building for Lidl.

In "Hythe, A Conservation Area Appraisal" of June 2004, on page 50 are the statements that:

* Development beyond the Hythe Conservation area requires, even more than is usually the case, that careful attention is given to the quality and character of development on sites just outside the conservation area that very directly affect its appearance.

* The three large public car parks are outside the conservation area, but the St.John's Street car park has a direct impact on the conservation area.

We believe that the proposed building by its size and design is in conflict with the Appraisal document as no care has been taken to design a building which compliments and is compatible with the buildings and open space of the adjacent conservation area. The rectilinear building with its flat roof, large expanses of straight red brick walls, metal cladding and glazing may just be suitable surrounded by car parking on the edge of a settlement but it is not suitable on this important site in Hythe surrounded on three sides by the conservation area and directly adjacent to a grade 2 listed church and other buildings of an historically important nature.

3. The building is of a functional and rather standard design that does not seek to respond in any meaningful way to local distinctiveness, as such the building would not be an especially positive addition to the local townscape.

4. There are several concerns about the current infrastructure's ability to cope with the delivery lorries that will be accessing the site.

5. The proposal includes the need for delivery lorries to cross pedestrian footpaths in the car park, some of the time in reverse gear.
6. If the building is permitted it should be conditioned so as not to allow the glazing units to be used as advertising space as is common in other stores of a similar design, as these would face directly at the Church and St. John's Street in the conservation area.
7. There are concerns over noise levels generated by the stores plant, machinery, and delivery vehicles which will impact on residents of Court House Close, New Road and South Street including the residents of the proposed Churchill Retirement Living Development site. Additionally there are concerns over lorry exhaust and refrigeration emissions by the unloading platform adjacent to the windows of the proposed "Churchill" development.
8. If the building is permitted then, car park light levels should be kept down to the minimum needed for safe operation and lighting to the building and all but essential lighting should be turned off after the store closes so as to avoid nuisance to neighbouring properties.
9. The car park should be gated in order that the car park can be secured when the store is closed. This is to try and alleviate anti social behaviour issues that may be caused by vehicles entering the site at night.
10. The loss of the public parking will seriously effect the users of St. John's Church both congregation and attendees for christenings, weddings and funerals. The pedestrian infrastructure between New Road car park and St. John's Church is unsafe especially for visitors to the Church with mobility problems who will have to park in New Road car park to access the Church.
11. We object to the loss of the conservation interface, the raised wall and trees between St. John's Street and the application site which was supplied to comply with the Conservation Area Appraisal document.
12. Concern over the increase of lorry traffic in New Road especially bearing in mind the railway bridge and its chicane together with the Fire Station adjacent.