



Hythe and Dibden Neighbourhood Planning Group

"Our neighbourhood, our future"

Notes of the meeting of the Hythe and Dibden Neighbourhood Planning Group held on Monday 27th February, 2017 at 10.30am in the Community Centre, Brinton Lane, Hythe.

ATTENDEES

Cllr, Chris Harrison, Cllr Graham Parkes, Cllr Jo Fowler, Cllr Dan Poole, John Currin,

1.0 APOLOGIES

Peter Nutbeem, Candy Huxham, Chris Kidd

2.0 NOTES OF LAST MEETING

The notes of the meeting held on the 9th January, 2017 were agreed

3.0 RESULTS OF THE CONSULTATION DAYS

The Group reported that these were enjoyable and that there was an interest in most of the items on the Boards by those that attended the four events over the four days.

3.1 Transport and Infrastructure

- Mousehole Lane/Atheling Road parking issues were identified as relating to staff parking of the sorting office. It was felt that the sorting office should be relocated to an industrial area. A number of people walk to the sorting office but owing to the area that it covers it was felt that an out of centre location is appropriate. In the short term residents only parking should be investigated.
- Clerk to try to obtain the data for number of items that are collected
- Short term issue to be referred to RevitalHythe
- Possibility of one way system in Mousehole Lane needs to be investigated with HCC – refer to RevitalHythe
- Dropped kerbs to be audited – refer to RevitalHythe
- Wheelchair and buggy safe routes to be investigated – refer to RevitalHythe
- Crossing points at Dibden Purlieu to be investigated along with pavement camber – refer to RevitalHythe
- All housing and business developments must provide appropriate parking for the size of properties
- Footpath along Roman Rd to be continued – whilst we recognise the suggestion is in Denny Lodge it will be of benefit to the residents of Hythe and Dibden

c/o Hythe and Dibden Parish Council, The Grove, 25 St. John's Street, Hythe, SO45 6BZ

- Need to look at safe walking routes especially Tesco – Fawley Road that has no safe pedestrian, cycle and buggy routes
- The footpath proposals for Fernhill were accepted as proposals by the community
- In the interests of road safety additional cycleways are required. This is especially true where those cycleways would provide safe access to all schools.
- Cycleways/Footway which requires prioritisation is:
 - One to link Hardley to Claypits Lane via Hardley Lane and Roman Road. This is partially complete but needs two new sections at Butts Ash and Roman Road North.
 - In addition the cycle route down Frost Lane is in serious conflict with the narrow rural road being used as a heavy goods route to the Marine Park and Hythe. It is uncertain how this could be attained but a realistic evaluation is required.

The Marsh

- The area of the Marsh needs to be looked at in detail. There are many options that it is appropriate to highlight the area for future intensive consultation/technical work
- It is recognised that there are general safety concerns re traffic and pedestrians
- Either a one way system or closure to all traffic except buses and taxis is preferred.
- Consultation has demonstrated a wish to see improved layout of the Marsh

The Pier Approach

- The Pier Approach is a major transport interchange for Hythe but is badly designed and the relationship between buses, taxis, delivery vehicles and private cars makes it potentially very dangerous for users as well as the constant source of traffic blockage in this area.
- Major improvements are required in this area to remove as many buses and taxis, which are currently waiting in this area to a minimum. This can be achieved by utilising the forecourt in front of the quay wall and Hotspur House, together with a taxi call system and waiting place away from the area.
- The area currently occupied by Hotspur House and the old coal merchant's buildings behind have long been defined as being suitable for redevelopment.
- New Forest District (outside the National Park) Local Plan Part 2: Sites and Development Management Adopted April 2014
- Policy HYD4: Hythe Town Centre Opportunity Sites
- The following sites are identified as possible 'Town Centre Opportunity Sites'. Proposals for development or redevelopment on these sites should be primarily for the uses indicated below:

Policy No. HYD4.2

Site address Pier Head buildings

uses:Retail/office/community/entertainment.

Where appropriate, supplementary planning guidance will be produced to guide the development of these sites.

This guidance will probably follow **Hythe, A Conservation Area Appraisal** which states:

4.3.2.3

Buildings and features that relate to the original provision of the quay to the north of the Pier Head, and the original offices relating to the pier itself, should be retained.

Note: The original offices are the building now occupied by Waterside Tours. There is only one building of merit behind the Quay which is the building with the curved roof which was built after 1881 but before 1894 to accommodate coal delivered to the quay, Other buildings were ancillary to the coal business or later erections at the end of the quay to provide facilities for repairing the ferry vessels.

It does however state at **4.5.2.2 & 3**

In the event that redevelopment is sought in the area of Hotspur House and the Pier Head, new building should be generally of two storeys with isolated elements of three storeys. In addition no development should be undertaken that threatens the dominance in the skyline of the conservation area. And in views of Hythe from Southampton water, of the former Drummond Arms

- What is proposed for the site between the Quay, Prospect Place, Prospect Green and Southampton Water is a single building with a maximum of two floors. The ground floor will provide:
 - A permanent exhibition space to illustrate Hythe' maritime links with special respect to Shipbuilding, Hythe Ferry and Hythe Pier.
 - A multi-use auditorium with a performance facility
 - A ticket facility for the Ferry.
 - A waiting room for travellers and public toilets accessible from inside and outside of the building.
 - A café with the opportunity to use part of the Quay for additional tables.
 - A Hythe Tourism and Information facility.The whole space around the building, extending to the water's edge, will be publically accessible at all times with an open aspect direct link to Prospect Green.
 - The second floor would be available for office accommodation preferably for existing users of the current buildings.
 - The provision of a link to the Promenade would be incorporated in the development preferably at ground level if there is a feasible technical

design to isolate the electrical train supply rail from pedestrians or at first floor level with graded ramps and internal access.

(HYD8.1 (HY/T/47 and 48): Pier Head bus/ferry interchange improvements and pedestrian link between the Pier Head and the Promenade.)

Sizer Way

- There are serious historic concerns re safety along Claypits Lane
- There was support for the former proposed Sizer Way principle to be re-introduced and made a protected route as part of the general amendment of planning in this area
- This opens up the sites for new affordable housing and allotments

3.2 Flooding

- Need to look at what is happening and provide a sensible pedestrian route in Shore Road relative to the culvert area
- Groyne need to be more permanent with the defence raised to a more appropriate level that will protect the Village
- From level crossing to the Marine Park – need to raise the road level to also act as a bund
- To minimise the tidal flooding in central Hythe from overtopping in Prospect Green and Shore Road it is proposed that remedial action is undertaken as follows:

Prospect Place

- The existing sea defences to Prospect Green in Prospect Place should be replaced with a more permanent and non-impermeable wall to a height in keeping with expected increases in tidal heights in the near future. The current retention wall height is approximately 2.7m in height with the enhanced grassed area behind ranging in height from 2.7 to 3.0m. The height of the new wall should not, however, eliminate the view from the houses and Prospect Place to the major part of the river scene. A height of 3.1m is therefore advised as being suitable.
- This defence should extend behind no 16 Prospect Place (Sea View) to the sluice which allows the West Street Stream to flow into the river. This would negate any potential of tidal flow bypassing the new Prospect Green defensive wall.
- Any development of the Pier Approach area should have a basal height of at least 3.1m, currently in the region of approximately 2.8m, and a floor height of 4.3m.

Shore Road.

- Shore Road near the Sea Scout Hut is only 2.3m above Ordnance Datum and in severe weather conditions sea water can reach as far north as Dominy Close. If the existing road was increased in height to 3.1 m this would prevent flooding in Shore Road of additional measures

were also undertaken within the Marine Park where the highest internal level is approximately 2.9m.

- The heights suggested are to ensure reasonable protection in the foreseeable future whilst taking into account the wish to maintain an open aspect when looking both in and out of the village from both the public and private domain.
- A footway and cycleway should be provided at the same time as the enhancement.
- General condition of riverine drainage and what can be done to improve current deficiencies in pipe condition, gully cleansing etc.

3.3 Housing

- Local concerns re Mountfield do not make this a suitable housing area for inclusion in the Plan

3.4 Railway

- The railway line should be protected and preserved to allow future development of this as a passenger transport link

3.5 Graveyard

- Space is running out
- Woodland burial space would be well received
- With the closure of the only burial ground within the parish within the next year or two a new burial ground should be provided within the Parish to meet the social and emotional needs for local residents. Subject to the provision of suitable drainage an area behind the closed St John's overflow grave yard in Main Road, Dibden should be utilised for the purpose of normal interments, ashes interments and woodland burials.

3.6 Hythe Pier

- Community would like to see this preserved and to be available for public transport

4.0 **DATE OF NEXT MEETING**

To be advised