

NEW FOREST ACCESS FORUM

Meeting: *Monday 05 September 2016*

Agenda item 11: *Coastal Access sub-group*

Minutes of the NFAF Coastal Access Sub-group Meeting 20 July 2016

Attendees: Ruth Coker, Alastair Duncan, Gordon Garrett, Mark Holroyd, Rachel Pearson, Peter Scott, John Truswell, Chloe Walker-Panse, Vicki Gibbon, Frances Connolly

Apologies: None

John Truswell informed sub-group members that the current timelines were still at stage 2 but moving towards stage 3. The Calshot to Gosport new stretch was on target to be opened in 2018.

- Landowner meetings were ongoing with the larger estates taking more time – would like site visits.
- Electronic maps showed gaps where there wasn't any land Registry data - ongoing

John Truswell gave an update using OS maps to discuss his findings starting from the west of the area, Highcliffe moving along to the east, Lepe.

- Due to the issue of spreading room the 800 beach huts at Milford on Sea were proving to be a challenge and letters would be sent out to the owners.

- John had been in discussions with Redrow regarding the new development at Lymington Shores. He explained that the public railway bridge would be part of the coastal access route. There are major safety issues on that part of the road and he had subsequently met with NFDC, South West trains (as they are the tenants) and Network Rail (being the landlords), to alleviate the issues. He would also need to talk to Highways.

After some discussion John talked about options from the the Isle of Wight Ferry car park onwards where there were three or four potential options. If the path was unable to go along the coast then it would have to go landward. Access wouldn't be able to go across pasture but there might be an option to use existing permissive routes through estates and formal gardens.

John pointed out part of the Solent Way, a well-marked route but with limited views until you passed the farm. It then opened up to views of the Isle of Wight - this was a route to be considered. He moved onto Pylewell Lane a permissive footpath to Tanners Lane where he hoped to get dedication for infrastructure work, but would need to talk to land agents. If new infrastructure is required then this will need to be costed.

He indicated to the footbridge at the bottom of Pylewell estate and talked about the erosion there. As there was severe erosion along the route John mentioned moving along to Browns Lane to Pitts Deep but his early thoughts were to negotiate with landowners to get to Browns Lane. Again due to erosion it would be an unsuitable route for the public to have a sea route. It was suggested that the access would have to go back up to the road for an alternative route. As the houses were yards from the water there would be privacy issues, if the route couldn't be near the water it would have to go eastwards and he would then face wildlife issues.

John will discuss Thorns Lane area and Beaulieu Estate further with Rachel Pearson.

Near Bucklers Hard there is a permissive footpath but undergoing erosion. There were also issues of public usage damaging the area. Rachel asked if it would be possible to use rope to keep the public on the track. They then went on to discuss Beaulieu looking inwards towards Dock Lane. In front of the residents properties the land is excepted, but

the residents are not very happy about this and so will need to discuss with the estate. It was mentioned that there was a permissive footpath to Moonhills Gate and there would be challenges to get to Exbury which is a public right of way. A conversation would be taking place with Exbury Estate soon.

John then moved along the map eastwards to Lepe House to Calshot. He informed the group that he was in dialogue with Aldred Drummond regarding Cadland Estate discussing RoW as there were many land management issues.

Talks would be ongoing with landowners but were moving forward. John Truswell informed the group that he would be working closely with Mark Holroyd in August but dates were still to be arranged.

All agreed that it was a very helpful meeting and that many negotiations need to take place with residents, landowners etc.

The sub group requested that they were included within the Hythe and Waterside area.

Peter Scott asked about car parking. John replied he was talking to Highways and large estates as parking wasn't in his remit. Mark Holroyd told the group that the Local Plan probably wouldn't be supportive of new car parks. He said that a coastal parking study had been conducted for coastal access, and would be taken into account as Planning Policy was in the process of being updated.

It was suggested that the NFAF should flag up car parking with NPA, NFDC, and NE. The Local Plan Reviews are an ideal time to do this.

It was commented that disabled access should be included as part of the scheme and if infrastructure is confirmed then styles would be replaced with kissing gates. Disabled access would be implemented particularly in those areas that were close to car parks.

AOB – None

Date of next meeting to be arranged