

# Hythe & Dibden Neighbourhood Development Plan

## Vision, Aims, Objectives and Policies

The Hythe & Dibden Neighbourhood Development Plan covers the period to 2036 and is therefore aligned with the Local Plan timescales for both New Forest District and the New Forest National Park. It is in general conformity with the current strategic policies of the development plans for the area as set out in the 2010 Core Strategy and Development Management Policies for the National Park, and the 2008 Local Plan Part 1 and 2014 Local Plan Part 2 for New Forest District outside of the National Park. In both cases the Local Plans are currently under review. Proposals for major port development would not be dealt with by the local planning authorities but via a separate process as Nationally Significant Infrastructure Projects (NSIPs).

The vision, aims, objectives and policies of the Neighbourhood Plan have emerged from extensive engagement with the local community.

### Vision

**“Hythe & Dibden: well connected, firmly rooted, confident in its own identity”**

“In 2036, Hythe & Dibden will be a thriving parish with a population of around 20,000 confidently rising to the challenges of its key position at a unique crossroads where the land meets the sea, where the city of Southampton faces the New Forest, and where heavy industry borders areas of great environmental sensitivity including a National Park, and where with careful planning and forethought, sustainable economic growth is being achieved.

The parish will be notable for its **high standards of design** in the built and natural environment. New development including housing will be informed by a clear understanding of the locally valued environmental and cultural assets of the parish and will be sensitively integrated into the existing environment.

Our neighbourhood will provide a more even mix of **housing** to cater for the differing needs within the community including starter homes, in sufficient numbers to meet local needs. New housing will be built to a high standard, and will be designed to support local distinctiveness and to provide sufficient flexibility to facilitate subsequent modification or expansion of living space.

The value of the unique **environment and heritage** of the parish, part of which lies within the New Forest National Park, will be widely recognised and cherished. The ecological, landscape and recreational value of these resources will be understood by residents and visitors alike, and opportunities will be taken for enhancement. The waterfront, woodland, SSSI, and nationally and locally valued landscapes will be actively conserved. A comprehensive schedule of **community assets** will have been drawn up and mechanisms put in place to safeguard their future. Additional recreational space will have been made

available and brought into use north of Claypits Lane. Additional burial space, which might include woodland burial space, will be available.

The parish will be recognised as a **healthy place to live**. Physically active lifestyles will be supported and promoted. The design of new development will include the facilitation of good health amongst its required outputs, and the reduction of hazard and nuisance arising from vehicular use including the avoidance of air pollution and traffic congestion. The parish as a whole, and in particular the village centre of Hythe, will suffer less from pollution and congestion. Local food sustainability and biodiversity projects and initiatives will be in place.

**Sustainable transport links** will be in place providing alternatives to private vehicles for commuting. The parish will be well connected to Totton and Southampton, with a new rail or tram link from the centre of Hythe and with the continued direct ferry link from Hythe Pier to Town Quay in Southampton. The Pier will be in good condition and its future will be secure. Additional necessary infrastructure to support these transport links including safe, convenient and practical access for pedestrians and for motorists via Park & Ride will be in place. There will be good provision for pedestrians and cyclists, with well-designed convenient routes. Congestion on the road network will have been reduced.

Prospects for local **employment** will be good, with reliable high-speed broadband connections for business premises and home workers. Employment opportunities will not be lost as a result of new housing development. The parish will continue to respond to the rapid evolution of information and communication technology and ensure that necessary infrastructure is in place to support current and anticipated business needs.

The level of **crime, anti-social and nuisance behaviour** will be lower. New development will be designed to reduce the impact of these forms of behaviour, and to provide sufficient parking to minimise avoidable tension and conflict. Robust long-term maintenance arrangements will be in place for all new cycleways and footpaths.

The likelihood and severity of **flooding** will have been reduced. More stringent standards for new development across the parish will be in place, including specific standards that new housing and business premises in the highest flood risk zones will be required to meet.

In the event that **major port development** has occurred on the Dibden Bay reclaim, a multifunctional green buffer zone around the operational port land will be in place, assisting in the successful physical and social integration of the port into the surrounding area, and supporting environmentally-focussed and sustainably managed economic growth.”

## Aims, Objectives and Policies

The Neighbourhood Plan has been put together to achieve the aims identified by the community. These aims have been identified after listening to the views of the community and evidencing the need and the priorities. The community has had the opportunity to contribute to this plan which has drawn together the consultation and development work of the Neighbourhood Planning Group and agreement of the aims listed below:

1	To promote high standards of design in the built and natural environment
2	To provide suitable housing opportunities for the local community
3	To seek opportunities to conserve and enhance the landscape, recreational, ecological and historic assets of the parish both inside and outside the National Park, and minimise the environmental impact of development
4	To promote public health and wellbeing
5	To secure and support existing and new transport provision as an alternative to the use of private vehicles for commuting journeys
6	To enhance the prospects for employment locally
7	To reduce crime, anti-social and nuisance behaviour
8	To reduce the likelihood and impact of flooding through coastal and riverine causes
9	In the event of major port development on the Dibden Bay reclaim, to create a multifunctional buffer zone to positively manage the interface with the surrounding land

<b>Aim 1</b>	<b>Objectives</b>
<b>To promote high standards of design in the built and natural environment</b>	<p>1.1 New development shall be designed and built to high standards of quality based on a clear understanding and appreciation of the unique character of the area and what is valued locally.</p> <p>1.2 New development shall respect and enhance the character and distinctiveness of the built and natural environment.</p> <p>1.3 The design of new development shall contribute to ‘sense of place’ and support a locally appropriate balance of environmentally, economically and socially sustainable outcomes.</p>

### **Policies**

- 
- D1** All new development in Hythe and Dibden will be required to seek exemplary standards of design and architecture, to demonstrate
- that local character and context has been fully recognised,
  - that the proposed design responds to it, and
  - that what is valued locally is respected.

The design and materials used in the development should complement, but do not necessarily need to imitate, the best examples of design and building in the local area. Innovation in design is encouraged, provided it fully respects local context.

- 
- D2** All new development in Hythe and Dibden will be required to be supported by a Design and Access Statement, to a level of detail proportionate to the scale and environmental sensitivity of the proposed development.

- 
- D3** Hythe and Dibden has its own unique qualities and characteristics - all new development must demonstrate that local distinctiveness has been recognised and that the development proposals respond to this appropriately.

### **Action points**

- 
- D-AP1** Local distinctiveness guidance for Hythe and Dibden will be commissioned, informed by input from the community, to promote higher standards of design and greater responsiveness to local environmental context.
-

<b>Aim 2</b>	<b>Objectives</b>
<b>To provide suitable housing opportunities for the local community</b>	<p>2.1 To provide new housing of up to 3 bedrooms per unit to meet local needs.</p> <p>2.2 To provide substantial numbers of starter homes.</p> <p>2.3 To provide a mix of housing types including suitable downsizing properties for local residents to retire to and for young families, couples and single people to start their first home.</p> <p>2.4 To maximise opportunities for people with strong local connections to access new housing.</p> <p>2.5 To encourage the design of new buildings that allows realistically priced utilisation of roof space for further accommodation.</p>

### **Policies**

<b>H1</b>	For all new residential development in the Parish of 5 or more dwellings, at least 50% of the units shall be of 1, 2 or 3 bedrooms.
<b>H2</b>	For all new residential development in the Parish of 5 or more dwellings, at least 50% of the units shall be suitable for newly forming local households.
<b>H3</b>	To reflect local housing need, new dwellings permitted in those parts of the Parish within the National Park will have a maximum total internal habitable floor area of 100 square metres. Where permission is granted for new dwellings of up to 100 square metres, a condition will be attached removing permitted development rights in respect of extensions.
<b>H4</b>	The design and specification of new residential buildings that facilitates future conversion and utilisation of roof space to provide additional accommodation economically will be encouraged.
<b>H5</b>	<p>The following sites will be allocated for small scale housing development to meet local needs:</p> <p>Site 2.1 – A total area of 1.05 ha of land at Claypits Lane for housing, play areas and landscape enhancement (area of housing including play areas and roads 0.6 ha) to provide up to 12 dwellings</p> <p>Site 2.2 – A total area of 0.86 ha of land at Southampton Road/ West Street for housing, play areas and landscape enhancement (area of housing including play areas and roads</p>

---

0.6 ha) to provide up to 12 dwellings

Site 2.3 – A total area of 0.73 ha of land at Southampton Road/ Home Farm, Fern Hill for housing and landscape enhancement (area of housing including roads 0.5 ha) to provide up to 12 dwellings

Site 2.4 – A total area of 0.8 ha of land at Widecombe Drive for housing and landscape enhancement (area of housing including roads 0.32 ha) to provide up to 12 dwellings

Site 2.5 – A total area of 0.13 ha of land off Park Close, Langdown considered suitable for development of 1-2 bedroom flats, including landscape enhancement and parking, to provide up to 8 dwellings. (There is potential for expansion on the site adjacent if the garages occupying the site become surplus to requirements by the New Forest District Council)

---

### **Action points**

---

**H-AP1** Work closely with NFDC Housing dept to ensure that local needs and local connections are reflected to the fullest extent possible in allocation policies and practices.

---

**H-AP2** Respond to Local Plan consultations and work closely with both local planning authorities to ensure that Local Plan housing policies reflect local needs and local connections to the fullest extent possible, and where opportunities arise to influence national policy in pursuit of the same objectives.

---

<b>Aim 3</b>	<b>Objectives</b>
<p><b>To seek opportunities to conserve and enhance the landscape, recreational, ecological and historic assets of the parish both inside and outside the National Park, and minimise the environmental impact of development</b></p>	<p>3.1 To protect and enhance the open spaces within the Parish whilst recognising an opportunity for neighbourhood housing development of smaller spaces.</p> <p>3.2 To protect, conserve and, where appropriate, enhance nationally protected landscape, the SSSI, areas covered by European legislation and the Solent Recreation Mitigation Partnership ('Bird Aware'), the existing waterfront, woodland and other locally valued landscape.</p> <p>3.3 To protect and enhance the historic fabric and heritage of the Parish, in particular the heartlands of the communities.</p> <p>3.4 To conserve important community assets</p> <p>3.5 To provide additional accessible natural greenspace to the north of Claypits Lane bounded by the alignment of the former Sizer Way phase 3</p> <p>3.6 To meet the recognised needs of local residents for additional space for burial of the deceased within areas that are environmentally enhancing</p>

### **Policies**

<b>ENV1</b>	Open spaces within the Parish will be protected and enhanced whilst recognising the opportunity for neighbourhood housing development of smaller spaces where this can be achieved in an environmentally sensitive manner.
<b>ENV2</b>	The environmental and historic assets of the Parish including nationally protected landscape, the SSSI, areas covered by European legislation, the existing waterfront, woodland, other locally valued landscape, nationally and locally designated and undesignated heritage assets will be protected, conserved and, where appropriate, enhanced.
<b>ENV3</b>	<p>Important community assets as defined in the Parish Council's '<i>Schedule of Community Assets</i>' will be protected and conserved, and the schedule will be subject to regular monitoring and review and periodic updating</p> <p><i>[Note: The 'Schedule of Community Assets' is currently available in draft and is in the process of being extended and refined. The current draft may be accessed via the Parish Council website under the Neighbourhood Plan tab]</i></p>
<b>ENV4</b>	Additional accessible natural greenspace will be provided to the north of Claypits Lane bounded by the alignment of the former Sizer Way phase 3.

---

**ENV5** Land will be allocated at Main Road, Bramshot Hill as shown on Plan [A] to meet the recognised needs of local residents for burial of the deceased in an environmentally enhancing setting.

---

### **Action points**

---

**ENV-AP1** Investigations will be undertaken and a local partnership convened of public, private and voluntary sector partners who provide and/or manage open space with the parish. (To be undertaken under the RevitalHythe initiative.)

---

**ENV-AP2** Investigations will be undertaken and a local partnership convened of public, private and voluntary sector partners who look after the heritage assets of the parish. (To be undertaken under the RevitalHythe initiative.)

---

**ENV-AP3** Investigations will be undertaken and a local partnership convened of public, private and voluntary sector partners who look after the community assets of the parish. (To be undertaken under the RevitalHythe initiative.)

---

<b>Aim 4</b>	<b>Objectives</b>
<b>To promote public health and wellbeing</b>	<p>4.1 Support public health, active lifestyles and community wellbeing</p> <p>4.2 To design new developments so as not to exacerbate and where possible to ameliorate current air pollution, traffic congestion, parking and road safety issues</p> <p>4.3 To promote improvements to the village centre infrastructure to address air pollution, traffic congestion, parking and road safety issues</p> <p>4.4 To provide further opportunities for food sustainability and biodiversity</p>

### **Policies**

- 
- WEL1** Support public health, active lifestyles and community wellbeing, for example, by
- Encouraging greater levels of physical activity by promoting and facilitating active travel (eg walking and cycling) and ensuring the availability of good quality open and green spaces
  - Supporting indoor and outdoor physical recreational opportunities including gentle activities suitable for older people
  - Ensuring that streets and public spaces are places where people feel comfortable and at ease, increasing social interaction and reducing anti-social behaviour, isolation and stress
  - Supporting the community's physical and mental health, and social and cultural wellbeing.

- 
- WEL2** Seek to ensure that new developments are designed so as not to exacerbate and, where possible, to ameliorate current air pollution, traffic congestion, parking and road safety issues, and include charging points for electric vehicles including mobility scooters and buggies.

- 
- WEL3** Promote improvements to the village centre infrastructure to address air pollution, traffic congestion, parking and road safety issues, including detailed investigation into the feasibility of partial closure to traffic or creation of a one-way system in the village centre, and a review of on street parking where it currently impedes traffic flow.

- 
- WEL4** Further opportunities to promote food sustainability and biodiversity will be provided, including the provision of land for an educational community-based *Grow Your Own Food* project and support for the provision of new allotments at Forest Lodge Farm as set out in policy HYD1 of the NFDC Local Plan (Part
-

---

2).

---

**Action points**

---

**WEL-AP1** HDPC will work with HCC to investigate the feasibility of partial closure to traffic or the creation of a one-way system in the village centre

---

**WEL-AP2** HDPC will collect evidence on the problems associated with on street parking and traffic congestion in and around the village centre, and work with HCC to determine solutions.

---

<b>Aim 5</b>	<b>Objectives</b>
<b>To secure and support existing and new transport provision as an alternative to the use of private vehicles for commuting journeys</b>	<p>5.1 To ensure the protection of the existing rail route and track to Totton and the provision of suitable Park and Ride infrastructure and platform access so that, subject to viability, a rail/tram link to Southampton can be provided.</p> <p>5.2 To identify a suitable site and safeguard access for pedestrians and motorists for a possible future railway halt in central Hythe and provide additional parking in that location.</p> <p>5.3 To ensure the protection of the Pier and associated structures in order to sustain the ferry link to Southampton.</p> <p>5.4 To ensure provision at the Pier Approach and elsewhere in the Parish to ensure safe public access.</p> <p>5.5 To ensure the provision of new cycle ways and footpaths giving safe and sensible routing for all the community.</p> <p>5.6 To ensure that footpaths and cycle ways are designed to high standard and at gradients that are suitable for all users, so far as possible, and utilise as direct a route as possible.</p> <p>5.7 To ensure that maintenance plans for new cycleways and footpaths are a condition of planning consent.</p> <p>5.8 To eliminate pinch points and areas that cause delays in the current road layout.</p>

### **Policies**

<b>T1</b>	Seek to ensure the protection of the existing rail route and track to Totton and the provision of suitable Park and Ride infrastructure and platform access so that, subject to viability and the agreement of the relevant authorities, a rail/tram link to Southampton can be provided.
<b>T2</b>	Seek to identify a suitable site for a future railway halt in central Hythe including additional parking and safeguard access for pedestrians and motorists.
<b>T3</b>	Seek to ensure the protection of Hythe Pier and associated infrastructure in order to sustain the ferry link to Southampton.
<b>T4</b>	Promote the creation of a fully functioning efficient transport interchange at the Pier Approach with safe and convenient pedestrian access here and throughout the Parish.
<b>T5</b>	Seek the provision of new cycleways and footpaths giving safe and convenient routes for all the community.

---

**T6** Ensure that all new footpaths and cycleways are designed to a high standard and, as far as possible, at gradients that are suitable for all users and utilising the most direct routes. Routing decisions and detailed design must also take account of community safety, as set out in the Management Plan for the reduction of crime and antisocial behaviour.

---

**T7** All development proposals in Hythe and Dibden that include new cycleways or footpaths will be required to submit management and maintenance plans at the time of the planning application detailing how the cycleways and footpaths will be maintained in the long term, who will be responsible and how the maintenance will be funded.

*[Note – refer also to Policy C3]*

---

**T8** Seek to eliminate traffic pinch points and areas that cause delays in the current road layout, in particular in the village centre where the problems are currently most acute.

---

### **Action points**

---

**T-AP1** The Parish Council will actively work with and support Hythe Pier Heritage Association in its work to safeguard the Pier, the Pier Railway and the Ferry.

---

**T-AP2** The Parish Council will undertake an assessment of the existing footpaths and cycleways within the Parish to identify what improvements are needed.

---

<b>Aim 6</b>	<b>Objectives</b>
<b>To enhance the prospects for employment locally</b>	<p>6.1 To seek the provision of suitable internet connections for business premises and home workers.</p> <p>6.2 To protect existing employment opportunities in the Parish from loss to future housing development.</p>

### **Policies**

---

**EMP1** Support knowledge-based businesses and the digital economy by seeking to ensure good access to high speed broadband and evolving communication technology for businesses and home workers throughout the Parish.

---

**EMP2** Protect existing employment opportunities in the Parish from loss to future housing development, and where employment is unavoidably displaced by new development seek to ensure that equivalent replacement opportunities are provided.

### **Action points**

---

**EMP-AP1** Undertake further research and review approaches taken by other local councils and local planning authorities, to ensure that the Parish keeps up to date and benefits from examples of best practice in supporting the digital economy from across the UK and globally.

---

**EMP-AP2** Linked to Aim 9, in the event that major port proposals come forward, ensure that opportunities for local employment opportunities (digital and otherwise) are part of the ongoing dialogue with the landowner and the local planning authorities.

---

<b>Aim 7</b>	<b>Objectives</b>
<b>To reduce crime, anti-social and nuisance behaviour</b>	<p>7.1 To ensure that the layout of all new development and regeneration of existing is designed to reduce the current negative impact of crime, nuisance and anti-social behaviour.</p> <p>7.2 To ensure that all new development including redevelopment of existing sites provides sufficient parking for residents and additional parking for essential visitors, such as doctors and nurses.</p> <p>7.3 To ensure that crime and anti-social behaviour implications are taken into account in the formulation of maintenance plans for new cycleways and footpaths arising through the statutory planning system.</p>

### **Policies**

---

**C1** The layout and design of all new development and the regeneration of existing development in Hythe and Dibden will be required to demonstrate what steps have been taken to reduce the negative impact of crime, nuisance and anti-social behaviour.

---

**C2** All new residential development in Hythe and Dibden will be required to provide sufficient parking for residents and for essential visitors such as doctors and nurses.

---

**C3** Management and maintenance plans for new cycleways and footpaths in Hythe and Dibden submitted as part of the planning application process will be required to demonstrate that crime and anti-social implications have been fully taken into account.

*[Note – refer also to Policy T7]*

### **Action points**

---

**C-AP1** HDPC Planning Committee will assess all planning applications within the parish and send comments to the local planning authority on crime, nuisance and anti-social behaviour issues as appropriate.

---

**C-AP2** HDPC Planning Committee will assess all planning applications within the parish and send comments to the local planning authority on parking provision as appropriate.

---

**C-AP3** HDPC Planning Committee will assess all planning applications within the parish and send comments to the local planning authority on cycleways and footpaths as appropriate.

---



<b>Aim 8</b>	<b>Objectives</b>
<b>To reduce the likelihood and impact of flooding through coastal and riverine causes</b>	<p>8.1 To ensure all proposals for housing and business premises in Zones 2 and 3 in the tidal flooding area have a baseline level at a minimum of 4.1 metres above ordnance datum.</p> <p>8.2 To ensure the provision of coastal flood prevention measures to a constant height to protect the low-lying areas of Hythe currently being flooded at periods of inclement weather and enhanced high tides.</p> <p>8.3 To ensure the provision of suitable mechanisms to reduce the likelihood of riverine floodwater.</p> <p>8.4 To ensure that all new build development is only consequent to a demonstration that current water removal systems are efficient.</p>

### **Policies**

---

**F1** All new housing and business development proposals in Zones 2 and 3 in the tidal flooding area will be required to have finished floor levels not less than 4.1 metres above ordnance datum.

---

**F2** The provision of coastal flood prevention measures to a constant height (3.1 metres above ordnance datum or greater in accordance with prevailing advice from the EA) to protect the low-lying areas of Hythe currently being flooded at periods of inclement weather and enhanced high tides will be strongly encouraged.

---

**F3** All new development in Hythe and Dibden will be required to demonstrate that current water removal systems are operating effectively.

---

### **Action points**

---

**F-AP1** Evidence will be gathered and presented to Environment Agency with case for completion of sea wall defences.

---

**F-AP2** Evidence will be gathered and presented to Environment Agency and Southern Water with case for improvement of valve systems from surface water drains to the sea.

---

**F-AP3** Southern Water will be formally requested to ensure that all its planning consultation responses within the parish of Hythe and Dibden are accompanied by drainage system maps of the area, in order to allow the Parish Council Planning Committee to undertake monitoring and verify that Policy F3 is being complied with.

---



<b>Aim 9</b>	<b>Objectives</b>
<b>In the event of major port development on Dibden Bay reclaim, to create a multifunctional buffer zone to positively manage the interface with the surrounding land</b>	<p>The objectives of the Buffer Zone will be to:</p> <p>9.1 Act as multifunctional green infrastructure</p> <p>9.2 Provide a creative and integrated approach to mitigating negative environmental and community impacts</p> <p>9.3 Support an environmentally focussed approach to the use and development of the land</p> <p>9.4 Support sustainability, including sustainably managed economic growth</p> <p>9.5 Support local as well as national infrastructure planning</p> <p>9.6 Assist in creating and maintaining a place that is attractive to residents and visitors</p> <p>9.7 Support public health, active lifestyles and community wellbeing</p>

### **Policies**

(contingent on proposals for port development on the Dibden Bay reclaim coming forward)

---

**BZ1** Seek to ensure that the operational boundaries of the port are realistically defined to include sufficient land to meet reasonably anticipated future needs for future growth and ancillary port-related development commensurate with the very significant existing environmental constraints, in order to minimise future pressure for boundary extensions.

---

**BZ2** Promote the establishment of a Buffer Zone around the operational port land, whose primary function will be to act as multi-functional green infrastructure, the objectives of which will include

- a) Provide a creative and integrated approach to the mitigation of negative environmental and community impacts
  - b) Support an environmentally focussed approach to the use and development of the land
  - c) Support sustainability, including sustainably managed economic growth
  - d) Assist in creating and maintaining a place that is attractive to residents and visitors
  - e) Support public health, active lifestyles and community wellbeing.
-

---

**BZ3** Seek to ensure that the extent of the Buffer Zone is sufficient to allow it to meet its objectives effectively, and that its boundaries are drawn to extend at least 500 metres beyond the operational port boundary (once defined) including essential infrastructure and the necessary protection of the natural drainage pattern.

---

### **Action points**

(contingent on proposals for port development on the Dibden Bay reclaim coming forward)

---

**BZ-AP1** Wherever possible, seek a co-ordinated approach with the local planning authorities in respect of policies and responses to major port development.

---

**BZ-AP2** Establish constructive dialogue and seek to work with the landowner, the local planning authorities and other relevant bodies in the development of detailed proposals for the Buffer Zone.

---

**BZ-AP3** Seek to work with the landowner and other interested parties in the development of a long-term strategy and detailed plans for the management of the Buffer Zone.

---