



Hythe and Dibden Neighbourhood Planning Group

"Our neighbourhood, our future"

The next meeting of the Hythe and Dibden Neighbourhood Planning Group will be held on Friday 1 June, 2018 at 10.30am at the Community Centre, Brinton Lane, Hythe.

ATTENDEES

Cllr, Chris Harrison, Cllr Graham Parkes, Cllr Jo Fowler, Cllr Trevor Johnson, Cllr Dan Poole, John Currin, Jean Adams/Peter Nutbeem, Nathan Ibbotson

AGENDA

1.0 APOLOGIES

2.0 NOTES OF LAST MEETING

To consider the notes of the meeting held on 30th April, 2018. See page 2

3.0 CONSULTATION

To consider and agree as necessary:

- a. The draft consultation plan (see pages 3-6)
- b. The leaflet (will be circulated at the meeting)
- c. The script that is being recorded (see pages 7-10)
- d. The draft visual aid proposals (to be circulated at meeting)
- e. The Herald editorial (see pages 11 - 13)
- f. Who will cover which event at what time

4.0 DRAFT DOCUMENT FOR CONSULTATION

To consider and agree the following documents that will be used for the pre submission consultation:

- a. Vision, Aims, Objectives and Policies (see pages 14 – 30)
- b. Maps (to be circulated at the meeting)
- c. Questionnaire (see pages 31 – 39)

5.0 ADMINISTRATION

Chairman/Clerk to report on consultant assistance

6.0 DATE OF NEXT MEETING

Notes of the meeting of the Hythe and Dibden Neighbourhood Planning Group held on Monday 30th April, 2018 at 10.30am at the Community Centre, Brinton Lane, Hythe.

ATTENDEES

Cllr, Chris Harrison, Cllr Graham Parkes, Cllr Dan Poole, Helen Bradley, Stephanie Bennett

1.0 APOLOGIES

Jo Fowler, Candy Huxham

2.0 NOTES OF LAST MEETING

Notes of the meeting held on 18th March, 2018 were agreed. The chairman also briefed the group on the discussions undertaken with NFDC and NPA re draft policies

3.0 CONSULTATION

The following was agreed:

- a. Events to be held at:
 - i. Raft race 26th August
 - ii. Marina 27th July
 - iii. Young persons events co-ordinated by Candy (Candy to indicate the resources she would like)
 - iv. Tuesday market stall on 7th August
 - v. Special event (Taste of the South) on 4th August
- b. The draft consultation plan to be put together and presented to next meeting
- c. The draft editorial for the leaflet agreed as circulated. Final version with graphics to be presented at next meeting
- d. The draft script to be agreed at next meeting
- e. The draft visual aids to be banners of photographs before and now
- f. Draft consultation questions to be prepared for consideration by the group at next meeting

4.0 POLICIES

The draft policies were considered with the following preferences to be raised to the planning consultant:

- i. Instead of focussing on parking places being provided could we have a policy that all new housing built to provide a charge point for electric vehicles and mobility buggies.
- ii. What is the position regarding the flats at Langdown Lawn

The group thanked N Williamson for his advice and hard work on these policies that have taken shape

5.0 ADMINISTRATION

The Clerk reported that the Parish Council has agreed to some funds and that a further application will be made to Localities under the new scheme.

6.0 DATE OF NEXT MEETING

1 June, 2018 at 10.30am in the Community Centre at Brinton Lane

Project	Who	Consultation Start Date	Consultation End Date	MUST BE COMPLETED BY:	Notes	Budget	Completed
Write Overview of Plan (Herald)	Helen	4/6/2018	31/7/2018	1/6/2018			X
Questions for Plan	Group	4/6/2018	31/7/2018	1/6/2018			X
Approve Overview of Plan (Herald)	Group	4/6/2018	31/7/2018	1/6/2018	NW contacted	Consultant Fee	Next Friday
Overview of Plan to Herald	Helen	4/6/2018	31/7/2018	1/6/2018	Booking not accepted until editorial received	£740	Next Friday
Leaflet Design	Helen	4/6/2018	31/7/2018	1/6/2018			X
Approve Leaflet Design	Graham	4/6/2018	31/7/2018	21/5/2018			X
Print	Claire	4/6/2018	31/7/2018	28/5/2018	Photocopy 500	£0	X

Project	Who	Consultation Start Date	Consultation End Date	MUST BE COMPLETED BY:	Notes	Budget	Completed
Write Video Script	Helen	4/6/2018	31/7/2018	17/5/2018	Needs tweaking	£0	X
Video Script Approved	Graham	4/6/2018	31/7/2018	18/5/2018			X
Talking Head/Voiceover	Graham	4/6/2018	31/7/2018	18/5/2018	Voice Over		X
Produce Video	Helen/Tourism network	4/6/2018	31/7/2018	21-31/5/2018		£1400 (tbc)	First draft next Friday
Design Banners for Gazebo	Helen	4/6/2018	31/7/2018	1/6/2018			Next Friday
Photos for Banners	Helen	4/6/2018	31/7/2018	29/6/2018	Need re-shooting plus editing		Next Friday
Get Banners made	Helen /NHS Creative	4/6/2018	31/7/2018	29/6/2028	NHS Creative need around 3 weeks	£378	5 th June

Project	Who	Consultation Start Date	Consultation End Date	MUST BE COMPLETED BY:	Notes	Budget	Completed
Update Web page + Social Media	Helen	31/7/2018	4/6/2018	4/6/2018			Next Friday
Book Hythe Marina	Helen			27/7/2018	Gazebo requested		X
Book Taste of the South	Helen			4/8/2018	Gazebo requested		X
Book Tuesday Market	Helen			7/8/2028	Gazebo requested		X
Book August Raft Race	Helen			26/8/2018	Gazebo requested		X
Print/Distribute Questionnaire	Helen	4/6/2018	31/7/2018	4/6/2018			Next Friday
Google Survey	Steph	4/6/2018	31/7/2018				
Collation of Comments	Claire/Jan			27/8/2018			
Analyze/Prepare Results	Steph						

Project	Who	Consultation Start Date	Consultation End Date	MUST BE COMPLETED BY:	Notes	Budget	Completed
Writing Draft Plan	Steph +	4/6/2018	31/7/2018	Ongoing			

Neighbourhood Planning Script

Opening (and Last Scene): Promenade with pier and Southampton in the background

What is Neighbourhood Planning?

Neighbourhood Planning gives a local community a right to develop their own planning policies to shape their local area. The Government has put statutory obligations on Local Authorities to support local communities making Plans.

After this consultation the Draft Plan will be written and sent to an independent planning examiner. They will evaluate the plan, consider the public's(, remove) responses and then make recommendations to the Hythe & Dibden

Neighbourhood Planning Group.

If the Planning Group agrees with the report's recommendations the final stage is a government funded local referendum. If the referendum returns a majority vote in favour of the plan, then the planning authorities MUST adopt it and take it into account when planning decisions are made for future development and improvement proposals in Hythe and Dibden.

Scene 1: Outside level crossing houses in School Road

The parish will be notable for its high standards of design in the built and natural environment. New development will be informed by a clear understanding of the locally valued environmental and cultural assets of the parish and will be sensitive to the existing environment”

Scene 2: Outside retirement homes on Southampton Road.

“Our neighbourhood will provide a more even mix of housing to cater to the differing needs within the community

Scene 3: Prospect Place with Pier

“The value of the unique environment and heritage of the parish 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 unique, valued landscapes will be actively conserved. A schedule of community assets will be created and mechanisms put in place to safeguard their future.

Scene 4: Allotments from Railway Bridge at Jones Lane (get the allotments for this section and pan the railway line for the first part of scene 5?)

Physically active lifestyles will be supported and promoted along with local food sustainability and biodiversity projects.

Scene 5: Hythe Ferry

Sustainable transport links will be in place providing alternatives to private vehicles for commuting. The parish will be well connected to Totton and Southampton.

The Pier will be in good condition and its future will be secure.

Scene 6: Hythe High Street

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 level of crime, anti-social and nuisance behaviour will continue to decrease.

Scene 7: Hythe Marina Reclaimed land from Lookout

The likelihood and severity of flooding will have been reduced by more stringent standards for new development and **enhancement** of existing flood defences

In the event that major port development has occurred at Dibden Bay a multifunctional green buffer zone around the port land will be in place

Last Scene: Screen shot of ways to contact that can be paused.

Our webpage at www.hytheanddibden.gov.uk/neighbourhood-plan

Picking up a printed copy of the plan and survey at the Council offices, The Grove,
25 St Johns Street, Hythe, SO45 6BZ

02380 841411 or Stephanie.bennett@hytheanddibden.gov.uk

What is Neighbourhood Planning?

Neighbourhood Planning gives a local community a right to become directly involved in developing their own planning policies to help shape their local area.

The Hythe and Dibden Neighbourhood Planning Group was formed in 2016 and has been engaging with people who live and work and do business in Hythe and Dibden to develop a Neighbourhood Plan for this area. The plan will be used to guide development and improvement proposals in the Hythe and Dibden Parish area that includes Hythe, Dibden, Dibden Purlieu and Butts Ash.

The government has placed statutory obligations on councils to support local communities in making their neighbourhood plans. All groups that are developing neighbourhood plans must undertake a public consultation on the draft plans for a period of at least 6 weeks, to gather the views of local people and that is the stage that our area has now reached.



The Hythe and Dibden Neighbourhood Planning Group is now inviting people who live, work or carry on business in Hythe and Dibden to comment on the draft plan for this Parish.

How am I Involved?

During 2017 the community were consulted on planning issues they would like to considered in the future. By gathering all the information from the roadshows and surveys a Vision for the Future and draft plan was put together. This plan is now available for viewing and for your comment. You can have your say on the plan by reading it in full and completing the comments. If there are any major changes the plan will be amended before it is becomes the final document.

An Overview of the Vision

“In 2036, Hythe & Dibden will be a thriving parish with a population of over 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 the parish and will be sensitively integrated into the existing environment.

Our neighbourhood will provide a more even mix of **housing** to cater the differing needs within the community including starter homes, in sufficient numbers to meet local needs. New housing will be built to 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 which lies within the New Forest National Park, will be widely recognised and cherished. The ecological,



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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 continue to decrease. 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 reclaim, a multifunctional green buffer zone around the operational 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.”



Bay port

What Happens After This Consultation?

Following this consultation the draft neighbourhood plan and all written comments received will be sent to an independent planning examiner, who will evaluate the plan, consider the public's written responses and make recommendations in a report to the Neighbourhood Planning Group.

If the Neighbourhood Planning Group agrees with the report's recommendations the final stage is a government funded local referendum open to Hythe and Dibden residents.

If the referendum returns a majority vote in favour of the neighbourhood plan, then the planning authorities must adopt the plan. It will then form part of the statutory Local Development Plans for the New Forest District and New Forest National Parks areas and will be taken into account when planning decisions are made for future development and improvement proposals in Hythe and Dibden.

How do I see the Draft Plan?

You can access the full draft plan in a variety of ways:

Visiting our webpage at www.hytheanddibden.gov.uk/neighbourhood-plan

Visiting one of the consultation events that are taking place on **TO BE COMPLETED**

Picking up a printed copy of the plan and survey at the Council offices, The Grove, 25 St Johns Street, Hythe, SO45 6BZ

Call Us or E-mail us and we will send you a printed or electronic copy.

02380 841411 or Stephanie.bennett@hytheanddibden.gov.uk

Complete the form with your comments and return them to us, the comments will be reviewed and the draft plan amended if necessary.

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

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

Aim 1	Objectives
<p>To promote high standards of design in the built and natural environment</p>	<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

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- 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.

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- 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.

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- 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

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- 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.
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Aim 2	Objectives
To provide suitable housing opportunities for the local community	<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

H1 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.

H2 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.

H3 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.

H4 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.

H5 The following sites will be allocated for small scale housing development to meet local needs:

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

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 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.

Aim 3	Objectives
<p>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</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

<p>ENV1</p>	<p>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.</p>
<p>ENV2</p>	<p>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.</p>
<p>ENV3</p>	<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>
<p>ENV4</p>	<p>Additional accessible natural greenspace will be provided to the north of Claypits Lane bounded by the alignment of the former Sizer Way phase 3.</p>
<p>ENV5</p>	<p>Land will be allocated at Main Road, Bramshot Hill as shown on</p>

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.)

Aim 4	Objectives
<p>To promote public health and wellbeing</p>	<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.

Aim 5	Objectives
<p>To secure and support existing and new transport provision as an alternative to the use of private vehicles for commuting journeys</p>	<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

T1	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.
T2	Seek to identify a suitable site for a future railway halt in central Hythe including additional parking and safeguard access for pedestrians and motorists.
T3	Seek to ensure the protection of Hythe Pier and associated infrastructure in order to sustain the ferry link to Southampton.
T4	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.
T5	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.
-

Aim 6	Objectives
To enhance the prospects for employment locally	<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.

Aim 7	Objectives
To reduce crime, anti-social and nuisance behaviour	<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.
-

Aim 8	Objectives
<p>To reduce the likelihood and impact of flooding through coastal and riverine causes</p>	<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.

Aim 9	Objectives
<p>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</p>	<p>The objectives of the Buffer Zone will be to:</p> <ul style="list-style-type: none"> 9.1 Act as multifunctional green infrastructure 9.2 Provide a creative and integrated approach to mitigating negative environmental and community impacts 9.3 Support an environmentally focussed approach to the use and development of the land 9.4 Support sustainability, including sustainably managed economic growth 9.5 Support local as well as national infrastructure planning 9.6 Assist in creating and maintaining a place that is attractive to residents and visitors 9.7 Support public health, active lifestyles and community wellbeing

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.

Consultation questions – DRAFT v2

Aim 1

To promote high standards of design in the built and natural environment

These are some of the things you told us you wanted

- Hythe is wonderful – keep it that way!
- Appreciated by residents and visitors – need to retain the character of the village
- Hythe has a great historic past – make more of the opportunities of ‘Waterside Heritage’
- Give visitors more of a ‘sense of arrival’
- Hythe is lovely – a great tourist attraction

This is what our proposed policies aim to achieve

New development shall

- be designed and built to high standards of quality
- reflect the unique character of the area and what is valued locally
- respect and enhance the character and distinctiveness of the built and natural environment
- be designed to support a ‘sense of place’ and be genuinely sustainable

Do you agree with this approach?

Yes/ No

Please explain to us what we have got right or wrong

Aim 2

To provide suitable housing opportunities for the local community

These are some of the things you told us you wanted

- More smaller-sized houses including one and two bedroomed
- More affordable housing
- Housing suitable for first time buyers and young families

This is what our proposed policies aim to achieve

- Provide new housing of up to 3 bedrooms to meet local needs
- Provide substantial numbers of starter homes
- 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
- Maximise opportunities for people with strong local connections to access new housing
- Encourage the design of new buildings that allows realistically priced utilisation of roof space for further accommodation

Do you agree with this approach?

Yes/ No

Please explain to us what we have got right or wrong

Aim 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

These are some of the things you told us you wanted

- Encourage more civic pride
- Protect green areas/open spaces and encourage responsible use
- Don't allow green spaces to be built on
- More tree planting and protection
- Look after the woodlands
- Protect wildlife

This is what our proposed policies aim to achieve

- Protection and enhancement of the open spaces within the Parish, whilst recognising the opportunity for neighbourhood housing development to meet specific local needs on some smaller spaces
- Protection and enhancement (where appropriate) of nationally protected landscapes and ecological sites, waterfront, woodland and other locally valued landscape
- Protection and enhancement of the historic assets and heritage of the Parish
- Conservation of community assets identified as being important
- Provision of additional accessible natural greenspace to the north of Claypits Lane
- Meet local needs by provision of additional space for burial of the deceased within areas that are environmentally enhancing

Do you agree with this approach?**Yes/ No****Please explain to us what we have got right or wrong**

Aim 4**To promote public health and wellbeing****These are some of the things you told us you wanted**

- More/better cycle paths, cycle routes and pedestrian routes
- Improved safety for cyclists and pedestrians
- Better provision of indoor and outdoor sports (eg badminton/tennis)
- Provision of gentle activities suitable for older people
- Improve quality of public spaces in and around Hythe centre
- Allotments to include some smaller plots
- More community facilities in village centre
- Better control of parking
- Reduce speed of traffic/ expand 20mph zone
- Reduce air pollution from vehicles (eg idling buses)
- Reduce traffic congestion

This is what our proposed policies aim to achieve

- Support for public health, active lifestyles and community wellbeing
- Support for indoor and outdoor recreational opportunities including gentle activities suitable for older people
- Ensure that new developments do not worsen, and where possible improve air pollution, traffic congestion, parking and road safety
- Improvements to the village centre infrastructure that will address air pollution, traffic congestion, parking and road safety issues
- Further opportunities for food sustainability and biodiversity

Do you agree with this approach?**Yes/ No****Please explain to us what we have got right or wrong**

Aim 5

To secure and support existing and new transport provision as an alternative to the use of private vehicles for commuting journeys

These are some of the things you told us you wanted

- Retain and improve ferry service
- Improve Pier and ferry infrastructure
- Rationalise and improve the Pier Approach and bus/taxi/ferry interchange
- Passenger train service from Hythe to Southampton
- Provide more cycle paths, cycle routes and pedestrian routes
- Ensure that cycle and pedestrian routes are well designed and well maintained
- Reduce traffic congestion and air pollution from vehicles

This is what our proposed policies aim to achieve

- Protection of the Pier and associated structures and improvements to Pier Approach in order to sustain the ferry link to Southampton
- Protection of the existing rail route and track to Totton
- Opening of negotiations with the relevant authorities to seek agreement for provision of suitable Park and Ride infrastructure and platform access so that, subject to viability, a rail/tram link to Southampton can be provided
- Safeguard access for pedestrians and motorists for a possible future railway halt in central Hythe (including additional parking)
- Provision of new safe and convenient cycleways and footpaths, designed to a high standard
- Ensure that maintenance plans for new cycleways and footpaths are a condition of planning consent
- Reduce congestion by eliminating pinch points and areas that cause delays in the current road layout

Do you agree with this approach?**Yes/ No****Please explain to us what we have got right or wrong**

Aim 6**To enhance the prospects for employment locally****These are some of the things you told us you wanted**

Employment was not on the list of questions we asked you in 2016, although you told us that maintaining and improving travel links to Southampton were priorities for economic and other reasons. From other feedback we believe you also want us to safeguard and enhance the prospects for employment locally, so that the parish will continue to thrive and have a secure and sustainable economic future. We think it will be particularly important to do whatever we can to support the rapidly evolving digital economy.

This is what our proposed policies aim to achieve

- Support for knowledge-based businesses and the digital economy
- Good access to high speed broadband and evolving communication technology for businesses and home workers throughout the Parish
- Protection of existing employment opportunities in the Parish from loss to future housing development
- Where employment is unavoidably displaced by new development, seek provision of equivalent replacement opportunities

Do you agree with this approach?**Yes/ No****Please explain to us what we have got right or wrong**

Aim 7

To reduce crime, anti-social and nuisance behaviour

These are some of the things you told us you wanted

- Support local community policing
- Ensure community safety
- Provide sufficient car parking (to reduce nuisance, neighbour disputes and general frustration)
- Tackle issues of vegetation maintenance along cycleways and footpaths

This is what our proposed policies aim to achieve

- Layout of all new development (and regeneration of existing) to be designed to reduce the current negative impact of crime, nuisance and anti-social behaviour
- All new development (including redevelopment of existing sites) to provide sufficient parking for residents and additional parking for essential visitors, such as doctors and nurses
- Crime and anti-social behaviour implications to be taken into account when maintenance plans are drawn up for new cycleways and footpaths

Do you agree with this approach?

Yes/ No

Please explain to us what we have got right or wrong

Aim 8

To reduce the likelihood and impact of flooding through coastal and riverine causes

These are some of the things you told us you wanted

- Future-proof Hythe against rising sea levels
- Improve the existing sea wall
- Address problems of flooding in South Street
- Ensure new building takes account of flood risk and rising sea levels
- Keep public drains in good order

This is what our proposed policies aim to achieve

- New housing and business premises in areas subject to tidal flooding to be built with sufficiently elevated floor levels
- 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
- Provision of suitable mechanisms to reduce the likelihood of riverine floodwater
- New build proposals to demonstrate that current water removal systems are operating efficiently

Do you agree with this approach?

Yes/ No

Please explain to us what we have got right or wrong

Aim 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

This is the main thing you told us you wanted

- Prevent port development on the Dibden Bay land

This is what our proposed policies aim to achieve

The decision as to whether or not major port development will be allowed will be taken by the government under the National Infrastructure Projects provisions, and not by the Neighbourhood Plan or by the Local Planning Authorities. What the Neighbourhood Plan can do is to seek to ensure that if major port development occurs, negative impacts on the local community are minimised. We believe the best way to do this is to seek the creation of a buffer zone around any new port that would

- Help prevent future inappropriate expansion
- Act as multi-purpose green infrastructure
- Offer a creative and integrated approach to the mitigation of negative environmental and community impacts
- Support an environmentally focussed approach to the use and development of the land
- Support sustainably managed economic growth
- Help create and maintain a place that is attractive to residents and visitors
- Support public health, active lifestyles and community wellbeing

Do you agree with this approach?**Yes/ No****Please explain to us what we have got right or wrong**