



## **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 Monday 12<sup>th</sup> February, 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 5<sup>th</sup> February, 2018. See pages 2 – 3.

#### **3.0 VISION, AIMS AND OBJECTIVES**

- a. To consider the proposed ordering and wording of the aims. See pages 4 - 9
- b. To consider how to develop the actions for delivery of the aims and objectives. See pages 10 - 20

#### **4.0 ADMINISTRATION**

Chairman/Clerk to report on consultant assistance

#### **5.0 DATE OF NEXT MEETING**

**Notes** of the meeting of the Hythe and Dibden Neighbourhood Planning Group held on Monday 5<sup>th</sup> February, 2018 at 10.30am at the Community Centre, Brinton Lane, Hythe.

### ATTENDEES

Cllr, Chris Harrison, Cllr Graham Parkes, Cllr Jo Fowler, Cllr Dan Poole/Peter Nutbeem, Stephanie Bennett

1.0 Apologies were received from Candy Huxham.

2.0 Notes of last meeting were agreed

### 3.0 IMPORTANT BUILDINGS AND INFRASTRUCTURE

a. The responses to the consultation that was run from 5<sup>th</sup> – 26<sup>th</sup> January, 2018 were considered and the following discussed:

- i. The Neighbourhood Plan to be clear on the definition of local. In the context of the Neighbourhood Plan 'local' will be defined as within the Parish of Hythe and Dibden however bearing in mind the number of communities that make up the Parish some services that are included will also be 'micro-local'
- ii. The vista of St John's Church is of concern to the community
- iii. The building in which Christopher Cockerell lived is mentioned many times however the Neighbourhood Planning Group is aware that the building has many issues. The Neighbourhood Planning Group proposes applying for Community Asset registration for the site to facilitate community purchase, thus enabling the building to be removed and the Public Open Space of Prospect Place to be extended and the implementation of a realistic natural flood prevention scheme
- iv. The community are keen to make more of the flying boat, hovercraft and marine background of Hythe and this will be referred to RevitalHythe. Cllr Poole to seek permission to take ownership of the Village noticeboards from NFDC
- v. The Drummond and Prospect Place Cottages are of concern to the community however these buildings are already listed
- vi. The vista of the Hythe Street, the area in front of Waitrose and having a link to Pylewell is attractive.
- vii. The Pier and Ferry are frequently mentioned as being of importance to the community
- viii. The green space alongside Claypits Lane, Malwood Rd and Fawley Road is seen as important to preserve.
- ix. Inland of Shore Road to the railway is low lying marginal land which was coastal but now affected by the road and has self-seeded. It is, however, very important environmentally but will need management rather than listing as it contains the water drainage from the ditch down Frost Lane.
- x. The openness at the top of Challenger Way should be enhanced with the trees protected

b. It was agreed to include buildings that are listed and that are important to the street scene and sited with the Conservation Area.

#### 4.0 BUFFER ZONE

The draft buffer zone editorial was considered and it was agreed that negotiations should continue with ABP to endeavour to secure the land required to deliver a zone. The group had many concerns over the impact of any new port proposals put forward by ABP and recognised that these would be addressed within the planning application process that was likely to commence in 2020.

The group felt it was imperative to emphasise that the Buffer Zone is intended as an IF ABP get permission to develop within the Neighbourhood Plan area.

The group also agreed that Management of the Zone should be included in the policy.

It was recognised that the NPA are likely to be resistant however the minister might decide to move the NPA boundary if ABP does get approval. Cllr Dan Poole to request Julian Lewis to raise the Buffer Zone policy at the All Party Parliamentary Group for Hampshire.

#### 5.0 HYTHE PIER APPROACH & TRAFFIC IN HYTHE CENTRE

The Chairman briefed the group on the outcomes of his discussions with Mr J Percy of General Estates regarding their plans for the land behind Hotspur House. Mr Percy was happy with the concept of “public access, toilets and a café on the ground floor but had offices and residential in mind for any upper floors. There is interest in providing a cantilever walkway around any building thus making linkages

#### 6.0 INTRODUCTION AND PROFILE

Introduction agreed and Chairman to meet with editor of profile to double check some facts.

#### 7.0 VISION, AIMS AND OBJECTIVES

Deferred to next meeting

#### 8.0 ADMINISTRATION

Timeline discussed with aim of referendum May 2019. Consultant costs to defer to next meeting

#### 9.0 DATE OF NEXT MEETING

Monday 12<sup>th</sup> February, 2018 at 1030 in the Community Centre, Brinton Lane.

## Vision, Aims and Objectives

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, where in both cases Local Plans are currently under review.

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

[Add a few words about scope of the Plan if not covered elsewhere]

### 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, 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 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, valued landscapes and SSSI 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 and Objectives

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 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><b>To promote high standards of design in the built and natural environment</b></p>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• New development shall respect and enhance the character and distinctiveness of the built and natural environment</li> <li>• The design of new development shall contribute to 'sense of place' and support a locally appropriate balance of environmentally, economically and socially sustainable outcomes.</li> </ul> <p><i>Note: Policies/actions to bring forward local distinctiveness work, promote wider use of Design Statements etc</i></p>

Aim 2	Objectives
<p><b>To provide suitable housing opportunities for the local community</b></p>	<ul style="list-style-type: none"> <li>• To provide new housing of up to 3 bedrooms per unit to meet local needs.</li> <li>• To provide substantial numbers of starter homes.</li> <li>• 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.</li> <li>• To support preferential access for people with strong local connections to new developments.</li> <li>• To ensure the design of new buildings allows realistically priced utilisation of roof space for further accommodation.</li> </ul>

Aim 3	Objectives
<p><b>To seek opportunities to conserve and enhance the landscape, recreational, ecological and historic assets of the parish and minimise the environmental impact of development</b></p>	<ul style="list-style-type: none"> <li>• To protect and enhance the parish open spaces whilst recognising an opportunity for neighbourhood housing development of smaller spaces.</li> <li>• To protect, enhance and conserve the SSSI, areas covered by European legislation, the existing waterfront, woodland and other locally valued landscape.</li> <li>• To protect and enhance the historic fabric and heritage of the Parish, in particular the heartlands of the communities.</li> <li>• To conserve important community assets</li> <li>• To provide additional recreational space to the north of Claypits Lane limited by the alignment of the former Sizer Way phase 3</li> <li>• To meet the recognised needs of local residents for additional space for burial of the deceased within areas that are environmentally enhancing</li> </ul>

Aim 4	Objectives
<b>To promote public health and wellbeing</b>	<ul style="list-style-type: none"> <li>• Support public health, active lifestyles and community wellbeing</li> <li>• To design new developments so as not to exacerbate and where possible to ameliorate current air pollution, traffic congestion, parking and road safety issues</li> <li>• To design modifications to existing developments to reduce pollution, congestion, parking and road safety issues</li> <li>• To provide further opportunities for food sustainability and biodiversity</li> </ul>

Aim 5	Objectives
<b>To secure and support existing and new transport provision as an alternative to the use of private vehicles for commuting journeys</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• To safeguard access for pedestrians and motorists to a proposed railway halt in central Hythe and provide additional parking in that location.</li> <li>• To ensure the protection of the Pier and associated structures in order to sustain the ferry link to Southampton.</li> <li>• To ensure provision at the Pier Approach and elsewhere in the Parish to ensure safe public access.</li> <li>• To ensure the provision of new cycle ways and footpaths giving safe and sensible routing for all the community.</li> <li>• To ensure that footpaths and cycle ways are designed to high standard and at gradients that are suitable for all users and utilise as direct a route as possible.</li> <li>• To eliminate pinch points and areas that cause delays in the current road layout.</li> </ul>

Aim 6	Objectives
<b>To enhance the prospects for employment locally</b>	<ul style="list-style-type: none"> <li>• To seek the provision of suitable internet connections for business premises and home workers.</li> <li>• To protect existing employment opportunities in the Parish from loss to future housing development.</li> </ul>

Aim 7	Objectives
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<p><b>To reduce crime, anti-social and nuisance behaviour</b></p>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• To ensure that all new development including redevelopment of existing sites provides sufficient parking for residents and visitors.</li> <li>• To ensure that maintenance plans for new cycleways and footpaths are a condition of planning consent.</li> </ul>
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Aim 8	Objectives
<p><b>To reduce the likelihood and impact of flooding through coastal and riverine causes</b></p>	<ul style="list-style-type: none"> <li>• To ensure all proposals for housing and business premises in Zones 1 and 2 in the tidal flooding area have a baseline level at a minimum of 4.1 metres above ordnance datum.</li> <li>• 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.</li> <li>• To ensure the provision of suitable mechanisms to reduce the likelihood of riverine floodwater.</li> <li>• To ensure that all new build development is only consequent to a demonstration that current water removal systems are efficient.</li> </ul>

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"> <li>• Act as multifunctional green infrastructure</li> <li>• Provide a creative and integrated approach to mitigating negative environmental and community impacts</li> <li>• Support an environmentally focussed approach to the use and development of the land</li> <li>• Support sustainability, including sustainably managed economic growth</li> <li>• Support local as well as national infrastructure planning</li> <li>• Assist in creating and maintaining a place that is attractive to residents and visitors</li> <li>• Support public health, active lifestyles and community wellbeing</li> </ul>

Delivery of Aims and Objectives

<b>Aim 1 - To promote high standards of design in the built and natural environment</b>				
<i>Objective</i>	<i>How?</i>	<i>Who will do this?</i>	<i>When?</i>	<i>Resources needed</i>
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.				
New development shall respect and enhance the character and distinctiveness of the built and natural environment				
The design of new development shall contribute to 'sense of place' and support a locally appropriate balance of environmentally, economically and socially sustainable outcomes.				

<b>Aim 2 - To provide suitable housing opportunities for the local community</b>				
<i>Objective</i>	<i>How?</i>	<i>Who will do this?</i>	<i>When?</i>	<i>Resources needed</i>
To provide new housing of up to 3 bedrooms per unit to meet local needs.				
To provide substantial numbers of starter homes.				
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.				
To support preferential access for people with strong local connections to new developments.				
To ensure the design of new buildings allows realistically priced utilisation of roof space for further accommodation.				

<b>Aim 3 - To seek opportunities to conserve and enhance the landscape, recreational, ecological and historic assets of the parish and minimise the environmental impact of development</b>				
<i>Objective</i>	<i>How?</i>	<i>Who will do this?</i>	<i>When?</i>	<i>Resources needed</i>
To protect and enhance the parish open spaces whilst recognising an opportunity for neighbourhood housing development of smaller spaces.				
To protect, enhance and conserve the SSSI, areas covered by European legislation, the existing waterfront, woodland and other locally valued landscape.				
To protect and enhance the historic fabric and heritage of the Parish, in particular the heartlands of the communities.				
To conserve important community assets				
To provide additional recreational space to the north of Claypits Lane limited by the alignment of the former Sizer Way phase 3				
To meet the recognised needs of local residents for additional space for burial of the deceased				

within areas that are environmentally enhancing				
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<b>Aim 4 - To promote public health and wellbeing</b>				
<i>Objective</i>	<i>How?</i>	<i>Who will do this?</i>	<i>When?</i>	<i>Resources needed</i>
Support public health, active lifestyles and community wellbeing				
To design new developments so as not to exacerbate and where possible to ameliorate current air pollution, traffic congestion, parking and road safety issues				
To design modifications to existing developments to reduce pollution, congestion, parking and road safety issues				
To provide further opportunities for food sustainability and biodiversity				

<b>Aim 5 - To secure and support existing and new transport provision as an alternative to the use of private vehicles for commuting journeys</b>				
<i>Objective</i>	<i>How?</i>	<i>Who will do this?</i>	<i>When?</i>	<i>Resources needed</i>
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				
To safeguard access for pedestrians and motorists to a proposed railway halt in central Hythe and provide additional parking in that location.				
To ensure the protection of the Pier and associated structures in order to sustain the ferry link to Southampton				
To ensure provision at the Pier Approach and elsewhere in the Parish to ensure safe public access.				
To ensure the provision of new cycle ways and footpaths giving safe and				

sensible routing for all the community				
To ensure that footpaths and cycle ways are designed to high standard and at gradients that are suitable for all users and utilise as direct a route as possible.				
To eliminate pinch points and areas that cause delays in the current road layout.				

<b>Aim 6 - To enhance the prospects for employment locally</b>				
<i>Objective</i>	<i>How?</i>	<i>Who will do this?</i>	<i>When?</i>	<i>Resources needed</i>
To seek the provision of suitable internet connections for business premises and home workers.				
To protect existing employment opportunities in the Parish from loss to future housing development.				

<b>Aim 7 - To reduce crime, anti-social and nuisance behaviour</b>				
<i>Objective</i>	<i>How?</i>	<i>Who will do this?</i>	<i>When?</i>	<i>Resources needed</i>
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.				
To ensure that all new development including redevelopment of existing sites provides sufficient parking for residents and visitors.				
To ensure that maintenance plans for new cycleways and footpaths are a condition of planning consent.				

<b>Aim 8 - To reduce the likelihood and impact of flooding through coastal and riverine causes</b>				
<i>Objective</i>	<i>How?</i>	<i>Who will do this?</i>	<i>When?</i>	<i>Resources needed</i>
To ensure all proposals for housing and business premises in Zones 1 and 2 in the tidal flooding area have a baseline level at a minimum of 4.1 metres above ordnance datum.				
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.				
To ensure the provision of suitable mechanisms to reduce the likelihood of riverine floodwater.				
To ensure that all new build development is only consequent to a demonstration that current water removal systems are efficient.				

<b>Aim 9 - 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>				
<i>Objective</i>	<i>How?</i>	<i>Who will do this?</i>	<i>When?</i>	<i>Resources needed</i>
Act as multifunctional green infrastructure				
Provide a creative and integrated approach to mitigating negative environmental and community impacts				
Support an environmentally focussed approach to the use and development of the land				
Support sustainability, including sustainably managed economic growth				
Support local as well as national infrastructure planning				
Assist in creating and maintaining a place that is attractive to residents and visitors				
Support public health, active lifestyles and community wellbeing				