

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 30th April, 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 18th March, 2018. See page 2

3.0 CONSULTATION

To consider and agree:

- a. The draft consultation plan (to be circulated at the meeting)
- b. The draft editorial for the leaflet (see pages 3 - 5)
- c. The draft script (to be circulated at meeting)
- d. The draft visual aid proposals (to be circulated at meeting)
- e. Who will cover which event at what time

4.0 POLICIES

To consider the draft policies that are being developed and the action points arising from the meeting with NFDC and the NPA (see pages 6 – 25)

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 19th March, 2018 at 10.30am at the Community Centre, Brinton Lane, Hythe.

ATTENDEES

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

1.0 APOLOGIES

Received from C Huxham

2.0 NOTES OF LAST MEETING

Notes of the meeting held on 12th February, 2018 were agreed

3.0 CONSULTATION

The following was agreed:

- a. How to produce the draft Neighbourhood Plan and where to have it available ?
 - as a web version made available on the website and social media pages to link to it
 - as a hard copy version available at the event, the Grove, the Community Centre, via the post and at other community venues that offer to make copies available
- b. What public events will we hold?
 - Community events to be spread as far as possible across demographics and parish
 - Raft race (26th August)
 - Marina (27th July)
 - Young persons events are important and could Candy help with an event at a sports in the Park?
 - Tuesday market stall on (7th August)
 - Special event (Taste of the South) on (4th August)
- c. Electronic survey?
 - Yes – google survey to be used and group to design questionnaire at next meeting
 - Hard copies to be available at the same points as the Plan
 - Hard copies to be transposed to electronic record

4.0 ADMINISTRATION

Clerk reported that council is to consider further funding for the planning consultant for 2018 - 2019

5.0 DATE OF NEXT MEETING

30th April, 2018, 10.30am at Brinton Lane

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,

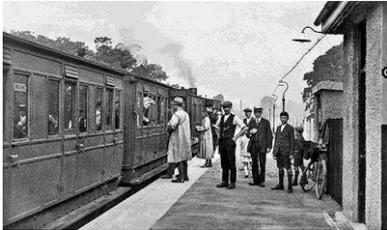


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landscape and recreational value of these resources will be understood by residents and visitors alike, and opportunities will be taken for enhancement. The waterfront, woodland, SSSI, and nationally and locally valued landscapes will be actively conserved. 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”

First draft (policies) 5 April 2018

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, 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 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
<p>To provide suitable housing opportunities for the local community</p>	<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 *[xx%]* of all new affordable housing in Hythe and Dibden provided by the Plan will initially be subject to a local connection, meaning that people with a strong local connection to the Parish and whose needs are not met by the open market will be the first to be offered the tenancy or shared ownership of the home. In this context, a strong local connection means *[insert definition]*.

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 A – *[xx]* ha of land at Claypits Lane to provide up to *[yy]* dwellings

Site B – *[xx]* ha of land at Southampton Rd/ West St to provide up to *[yy]* dwellings

Site C – *[xx]* ha of land at Southampton Rd, Fern Hill to provide up to *[yy]* dwellings

Site D – [xx] ha of land at Widecombe Drive to provide up to [yy] dwellings

Site E – [xx] ha of land off Park Close, Langdown to provide up to [xx] 1 and 2 bedroom flats

Action points

H-AP1 Seek to influence NFDC Housing dept allocations policies and practices? (if there is a need to do so and the likely outcomes would justify the expenditure of effort)

H-AP2 Seek to influence Local Plan housing policies? (comment as above)

H-AP3 Seek to influence national policy? (comment as above)

Notes and queries – Housing policies

- 1 Do we need to define the % of affordable housing in new development?
- 2 Is there a minimum size of development where this is allowable (in many examples seen such percentages only apply to developments of 10+)?
- 3 Need a definition of 'strong local connection'. Two different examples from recently adopted Neighbourhood Plans (both 2014):

Woodcote NDP

Definition of ...strong local connection... "An applicant(s)

- (i) who has lived in the Parish for at least 5 of the last 8 years and is currently resident there
- (ii) who has lived in the Parish for at least 5 years and whose parents or children are currently living in the Parish and have at least 10 years continuous residency there"

Kirdford NDP

Definition of 'local'

To inform the Affordable Housing policies

*"Definition of Local for the purposes of identifying need in the Kirdford Neighbourhood Plan (note: the list below represents the broadest criteria to be used by the LPA to **identify** need as part of either the RSL or Parish (in the instances of market housing) register. An enhanced set of criteria will be used by the LPA to **allocate** any affordable units delivered in the Plan Area).*

When applied to general affordable housing the requirements of the following can be used to assess 'local need':

- *An individual/at least one adult member of a couple or family unit seeking an affordable dwelling who has either lived or worked (at least 20 hours per week, either paid or unpaid) continuously in the Plan Area for at least the last 12 months.*
- *An individual/at least one adult member of a couple or family unit seeking an affordable dwelling who has a family member (defined as grandparents, parents, siblings or children of the applicant) that currently live in the Plan Area and have done continuously for the last five years or more.*

- *An individual/at least one adult member of a couple or family unit seeking an affordable dwelling who was demonstrably forced to move away from the Plan Area due to a previous lack of affordable housing.*

In addition, when applied to exception sites:

- *An individual/at least one adult member of a couple or family unit seeking an affordable dwelling who has lived in the Parish continuously for at least the last six months.*

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- 4 In order to fulfil Objective 2.3 would it be sufficient to rely on NFDC Policy CS13 supplemented by a stronger local connection clause such as in the examples above?
 - 5 How much detail is needed for the individual site allocations listed in H5?
 - 6 For Policy H2 the wording 'newly forming local households' is taken from the NFDC Core Strategy, but is this sufficient or is there a need to define more precisely for the purposes of the Neighbourhood Plan?

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, 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

ENV1 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.

[Questions: Are we able to support this policy with a map identifying all the open space referred to? Is our definition of open space the same as that used by the LPAs?]

ENV2 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.

ENV3 Important community assets as defined in schedule [xx] will be protected and conserved, and the schedule will be subject to regular monitoring and review and periodic updating

[Note – even if most of the work on defining the community assets is yet to be done, would be helpful to include even a very short list of those assets that are currently known]

ENV4 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.

[Question – is the intention to simply propose this one site, rather than offer any further or alternative options?]

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
To promote public health and wellbeing	<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

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- 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
 - 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.

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- 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.

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- 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.

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- WEL4** Further opportunities to promote food sustainability and biodiversity will be provided, including the provision of land at *[insert details]* for an *[educational community-based grow-your-own-food project]*

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 safeguard access for pedestrians and motorists to a proposed 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 eliminate pinch points and areas that cause delays in the current road layout.</p>

Policies

<p>T1</p>	<p>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, a rail/tram link to Southampton can be provided.</p>
<p>T2</p>	<p>Seek to safeguard access for pedestrians and motorists to a proposed railway halt in central Hythe and provide additional parking in that location.</p> <p><i>[refer to map]</i></p>
<p>T3</p>	<p>Seek to ensure the protection of Hythe Pier and associated infrastructure in order to sustain the ferry link to Southampton.</p>
<p>T4</p>	<p>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.</p>
<p>T5</p>	<p>Seek the provision of new cycleways and footpaths giving safe and convenient routes for all the community.</p> <p><i>[general policy, but also refer to specific routes shown on map]</i></p>
<p>T6</p>	<p>Ensure that all new footpaths and cycleways are designed to a high standard and, as far as possible, at gradients that are</p>

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

[Question – is there anything the Parish Council should commit to doing in order to give effect to Policy EMP1, since on its own the planning system is not likely to bring rapid results?]

Aim 7	Objectives
<p>To reduce crime, anti-social and nuisance behaviour</p>	<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 maintenance plans for new cycleways and footpaths are a condition of planning consent.</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.

[Note – presumably we need to specify what is meant by ‘sufficient’ and how it differs from the standards set out in the NFDC Parking Standards SPD 2012]

C3 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.

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 1 and 2 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

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- F1** All new housing and business development proposals in Zones 1 and 2 in the tidal flooding area will be required to have finished floor levels not less than 4.1 metres above ordnance datum.
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- F2** 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 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.
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Action points

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- F-AP1** Evidence will be gathered and presented to Environment Agency with case for completion of sea wall defences.
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- 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.
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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 defined to include sufficient land to meet all reasonably anticipated future needs for future growth and ancillary port-related development.

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) Support local as well as national infrastructure planning
- e) Assist in creating and maintaining a place that is attractive to residents and visitors
- f) 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.

Action Points arising from meeting with NFDC and NPA

	NW	HDPC	NFDC	NPA
General				
<ul style="list-style-type: none"> Add ref to links with the higher order Local Plans on p1 of Vision Aims & Obs document 	●			
<ul style="list-style-type: none"> NFDC Local Plan consultation papers should be available end of May – Neil to consider in first instance, Steph and Graham to consider on their return mid-June 	●	●		
<ul style="list-style-type: none"> Neil to make initial revisions and re-circulate updated draft Policies 	●			
Aim 1				
<ul style="list-style-type: none"> Policy D1 – define ‘locally valued’ 	●			
Aim 2				
<ul style="list-style-type: none"> Noted that NPA is seeking to generally limit size of new dwellings to 100m² (which equates to 3 bedrooms). There is some opposition to this, but for the parts of the parish within the Park, Neighbourhood Plan could adopt a similar policy. 	●			
<ul style="list-style-type: none"> Andrew to provide further advice on options for housing policies within NFDC area 			●	
<ul style="list-style-type: none"> Policy H1 to be reviewed in the light of NFDC consultation Local Plan when available 	●	●		
<ul style="list-style-type: none"> Policy H2 – Andrew to provide latest NFDC terminology for ‘newly forming local households’ 			●	
<ul style="list-style-type: none"> Policy H3 to be omitted, but additional refs to ‘strong local connections’ to be added to Action Points 	●			
<ul style="list-style-type: none"> Update Action Points (merge AP2 and AP3) 	●			
<ul style="list-style-type: none"> Policy H5 – each site to be identified on a map, with site area, and approximate number of dwellings suggested using the wording “around 10” or “10 to 15” rather than any exact numbers. For Site E, could say “considered suitable for flatted development” (cannot make it a definite requirement that only 1 and 2 bedroom flats are permitted). 		●		
	NW	HDPC	NFDC	NPA
Aim 3				
<ul style="list-style-type: none"> Add reference to Solent Recreation Mitigation Partnership (and ‘Bird Aware’) to Obs/Policy or supporting text 	●			
Aim 4				

<ul style="list-style-type: none"> Add reference to allotment gardens (? link to NFDC policy) 	●			
Aim 5				
<ul style="list-style-type: none"> Objective 5.1 and Policy T1 to be kept as supporting the principle of enabling Park & Ride, rather than proposing specific site(s) 	●			
<ul style="list-style-type: none"> David to provide additional comments on Park & Ride 				●
<ul style="list-style-type: none"> Include reference to Southampton Metro project in supporting text 	●			
<ul style="list-style-type: none"> Relocate Objective 7.3 and Policy C3 into this section 	●			
Aim 6				
<ul style="list-style-type: none"> David to confirm what NPA is doing in relation to Building Regs and facilitation of internet technology 				●
Aim 7				
<ul style="list-style-type: none"> Replace 7.3 and C3 with more specific crime-related wording 	●			
<ul style="list-style-type: none"> Policy C2 – Andrew to advise on how NFDC differentiates between standard residential and residential for elderly people in parking standards – HDPC can then decide how to specify what they are seeking and whether elderly accommodation needs to be split from other residential 			●	
Aim 8				
<ul style="list-style-type: none"> Correct ‘zones 1 and 2’ to ‘zones 2 and 3’ 	●			
<ul style="list-style-type: none"> Policy F2 – add ref to height (3.1m or greater as may be determined by the EA) 	●			
<ul style="list-style-type: none"> Once text has been updated, send to EA as a ‘pre-consultation’ 		●		
Aim 9				
<ul style="list-style-type: none"> Review wording of BZ1 (or cover in supporting text) to avoid it being interpreted as overly expansionist 	●			
<ul style="list-style-type: none"> Policy BZ2 – move (d) into supporting text 	●			