



**Hythe and Dibden
Neighbourhood Planning Group**

"Our neighbourhood, our future"

Hythe and Dibden Neighbourhood Development Plan Consultation Statement

for Regulation 15 Consultation

March 2019

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1. Consultation Statement – the Regulation

1.1 Hythe and Dibden Parish Council is submitting its Neighbourhood Development Plan to New Forest District Council and the National Park Authority for independent examination at the end of September 2018.

1.2 When completed this Consultation Statement will comply with the requirements of Regulation 15 of the Neighbourhood Plan Regulations and will include the response to Regulation 14 of the Neighbourhood Plan Regulations (pre-submission statutory consultation). It has been prepared by Hythe and Dibden Neighbourhood Planning Group with support from Neil Williamson Associates Ltd that enables the Group to fulfil the legal obligations of the *Neighbourhood Planning Regulations 2012*.

1.3 This preliminary draft has been prepared in advance of the Regulation 14 consultation, so at this stage section 8.1 (Regulation 14 consultation) and section 9.0 (Conclusions) remain blank. They will be completed and the draft statement updated as necessary post February 2019 when the outcomes of Regulation 14 consultation are known.

1.4 To summarise Section 15(2) of Part 5 of the Regulations requires that a Consultation Statement should:

1.4.1 Contain details of the persons and bodies who were consulted about the proposed Neighbourhood Development Plan;

1.4.2 Explain how they were consulted;

1.4.3 Summarise the main issues and concerns raised by the persons consulted;

1.4.4 Describe how these issues and concerns have been considered and, where relevant, addressed in the proposed Neighbourhood Development Plan.

1.5 This Consultation Statement summarises all consultation and engagement undertaken with the community and other relevant statutory bodies and stakeholders in developing Hythe and Dibden's Neighbourhood Plan.

1.6 The statement includes specific detail on how issues that were raised during the pre submission consultation have been addressed and evidence of the feedback received during the consultation events is included are incorporated into this statement.

1.7 For further information regarding the consultations and this statement please contact:

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1.8 All information can be viewed at <https://www.hytheanddibden.gov.uk/neighbourhood-plan/>

2. Overview of the work leading to the development of a Neighbourhood Plan

2.1 In the summer of 2015 Hythe and Dibden Parish Council considered a report on issues that had previously been identified in relation to Hythe and Dibden as well as the opportunities afforded from the implementation of a Neighbourhood Plan. The Council resolved to support the development of a Neighbourhood Plan through a subcommittee framework supported by the officers of the Council.

2.2 Previous activity by the Council under the umbrella of the Market Towns Initiative provided an action plan and delivery framework for regenerative and development work identified by the community and partners. It was recognised that this work, although successful, could not deliver certain needs that had been identified through community engagement and consultation i.e. the provision of starter homes and it was felt that the potential to provide a community led Neighbourhood Plan would assist to deliver a number of gaps.

2.3 The designated area for Hythe and Dibden's Neighbourhood Plan covers the whole Parish which is situated in both the New Forest District Council area as well as the New Forest National Parks area. The use of the Parish boundary was objected to by Associated British Ports and Southampton City Council (citing that it was incorrect to include the deep water channel and the strategic land reserve for the port) however the local community had concerns over both erosion and port expansion and the Parish Council worked with both planning authorities to make the case for the inclusion of the whole parish. The boundary was finally agreed by both authorities in December 2015.

2.4 A community based subcommittee framework was the preferred model for developing the Plan and following a report to Council in February 2016 the group was formed under a defined terms of reference and an initial overview of issues previously raised by the community was collated.

3. Hythe and Dibden Neighbourhood Planning Group

3.1 The Group operates as a sub-committee under terms of reference developed by the Parish Council (see Appendix A). The Group consists of 12 members:

- Chairman of the Parish Planning Committee
- 5 parish councillors
- 1 representative of the spiritual sector
- 1 representative of the business sector
- 1 representative of the voluntary sector
- 1 representative of the transport sector
- 1 representative of the young people/young family sector
- 1 representative for the environment sector

3.2 The terms of reference states:

“The sub committee’s purpose is to design, implement and oversee two action plans:

- *The Neighbourhood Plan development process*
- *Communication, engagement and training to facilitate the Neighbourhood Plan process*

3.3 The Tasks and Activities required of the sub-committee clearly sets out its role of engagement.

3.4 The working group was focussed on ensuring that with regard to engagement the development of the Neighbourhood Plan was undertaken by:

- Involving as many of the community as possible throughout all consultation stages of the Plan’s development. This provided information to enable the emerging Neighbourhood Plan to be informed by the views of local people and stakeholders throughout the process;
- Undertaking consultation and engagement at important points in the process;
- Engaging with as wide a range of people as possible, using a variety of communication channels;
- Feeding back to the community and having up to date information available throughout the process

3.5 In addition to the community engagement the Hythe and Dibden Neighbourhood Planning Group has worked to engage and consult with the multiple partners (including principal councils and statutory agencies) as well as Associated British Ports in relation to the potential National Strategic Infrastructure Project of port expansion.

3.6 It is to be noted that throughout the process the District Council and National Park have been considering reviews of their Local Plans and close contact has been kept with both authorities to ensure that the plans are compatible.

3.7 The level of consultation undertaken is provided in the evidence sections.

Resourcing of Neighbourhood Planning Group

3.8 The development of the Hythe and Dibden Neighbourhood Plan has depended on the commitment and goodwill of the group members. Their continued voluntary help has seen this plan grow from conversations in the community to the words being set on paper for the Regulation 14 consultation.

3.9 The group has accessed funding from Locality and has used that funding to cover the costs of employing the services of a planning consultant to prepare the policies and technical documents. Technical support assistance has also been provided by Locality for the production of the required Strategic Environmental Assessment and Habitat Regulation Assessment.

3.10 The group has also secured funding from the Parish Council to assist it with the subsidiary costs in running the consultation events and media messages however it has worked hard to keep these costs to a minimum and as a result has utilised free services such as Google Survey.

3.11 The resources of the Parish Council have been made available to the Neighbourhood Planning Group and this included administrative and project assistance from the Clerk and Parish Development Officer. All maps contained within the Neighbourhood Plan have been prepared by the Chairman of the Neighbourhood Planning Group Cllr Graham Parkes.

3.12 The group has also been provided free space at the Community Centre for its many meetings, and free market stall space and a free space on Hythe Marina at which consultations were undertaken.

4. Collating the issues raised by the Community

4.1 RevitalHythe

4.1.1 In 2005 Hythe & Dibden Parish Council agreed to carry out a market Town Health Check for Hythe and Dibden. The first step of this was to complete a Snapshot to give an overview of what facilities and amenities were already present within the Parish, and which were missing. While this process was being completed a 'Love It, Hate It, I Wish' survey [1] was carried out, a simple survey asking people to note three things they Loved, 'Hated' and Wished they had. The survey was kept simple so as not to 'guide' the answers and thus get a truer reflection of the community's needs. This was slightly before social media so this was very much a paper exercise. 8000 forms were delivered to every household, a further 2000 were put in children's book bags, churches, surgeries, and local community groups. There were approximately 300 responses and the following represents the 'Top Ten' in each category.

The aspects of living in Hythe & Dibden that local people 'loved' most were:

1. The Waterfront
2. The New Forest
3. Shopping
4. Quality of life and village atmosphere
5. Ferry and Pier
6. Location to other towns and city
7. Friendly residents and community spirit
8. Public open spaces and play areas
9. The variety of activities available
10. The library

4.1.2 Also mentioned were; friendliness of shopkeepers, good schools, cleanliness, farmers market and market, accessibility for disabled, parking, pubs and restaurants, public transport, Waterside Arts Festival, Youth Clubs, Skate Park.

The aspects of living in Hythe and Dibden that local people 'hated' most were:

1. Litter and dog fouling
2. Kids loitering and vandalism
3. Road layouts and traffic calming
4. Unattractive buildings
5. Volume of traffic on A326
6. Too many estate agents and charity shops
7. Nothing for teenagers to do
8. Areas of neglect
9. Over development of the area
10. Lack of 'up-market' shops

4.1.3 Also mentioned were; lack of up-market cafés and restaurants, lack of visible policing, condition of roads and footpaths, cycling in pedestrianised areas, no minor injuries

unit, lack of NHS dentists, inadequate public transport, parking charges, no evening life, speeding, condition of public toilet and no public toilet in Dibden Purlieu.

The aspects of living in Hythe and Dibden that local people 'wished' for were:

1. Wider variety and more 'upmarket' shops
2. More facilities for under 18's
3. More visible policing
4. Improve waterfront
5. Cinema
6. More 'up-market' cafés and restaurants
7. NHS Dentists and Accident and Emergency
8. Re-open railway line
9. More Events
10. More 'footfall' (people visiting shopping areas)

4.1.4 From the initial consultation it became apparent that there are already many local organisations, groups, charities, businesses and individuals in existence who have knowledge of specific areas of the Hythe and Dibden Parish, these members of the community have the desire and vision to improve their community.

What was been shown is there was no need to fully 're-invent' the wheel, the spokes already existed, and by pulling the existing groups together under the umbrella of a 'RevitalHythe' it would be possible to move some projects forward. Together these groups collated the information and finalised a 24-point Action Plan which was published in 2008. Over the last ten years the Action Plan has formed the foundation for a number developments and strategies. Many of the short and mid-term projects have been successfully achieved and indeed some were award winning. However, some of the bigger projects did not have a means to progress them and most of these have fed into the Neighbourhood Plan as this is a more suitable home for them and they represent ongoing community needs.

4.1.5 A new RevitalHythe 'Love It, Don't Love It, I Wish' Survey is being carried out concurrently with the Neighbourhood Plan as they feed into each other. The survey is being put out in a variety of formats and at different times of the year over a two-year period. This is to avoid seasonal and topical anomalies which weight the responses. Electronic Surveys and Social Media are now the main method of information gathering and this has evened out the age ranges of the respondents. The Neighbourhood Plan is also the vehicle by which some of the ongoing long term Actions can be completed. A new Action Plan evaluating the last ten years and pre-paring for the needs of the community for the next ten will be published simultaneously with the neighbourhood Plan.

4.2 The Action Plan 2005

4.2.1 The following are extracts from the 2008 Action Plan that provided the baseline for the Neighbourhood Plan process. Please note those actions not relevant to the neighbourhood plan have been removed.

4.2.1 Environment

4.2.1.1 Because of its unique location the community has strong views on protecting and enhancing the environment, the strongest desire is to make the unique features such as the

waterfront and woodland more attractive and both the New Forest and the waterfront accessible to everyone. Regarding the built environment, the main concerns are the unattractive 1960's architecture in Hythe and Dibden Purlieu village centres and, although there is recognition of the need for affordable housing, there is a strong feeling that the Parish is reaching capacity.

ENVIRONMENT - ACTION 1

DEVELOP A STRATEGY TO PROTECT HYTHE & DIBDEN PARISH FROM UNSYMPATHETIC DESIGN

Priority - High

Time Scale – Short

Potential Partners: Local Groups, H&D PC, NFDC, HCC

- 1.1 To create a Parish Design Strategy Group incorporating members of the community, Parish, District and County Councillors and officers to develop a deliverable Parish Design Statement.
- 1.2 Investigate the possibility of de-cluttering the street furniture and improving signage.
- 1.3 Identify future 'wish list' of planning projects for consideration in the Local Development Framework (outline list submitted to NFDC April 2007)

ENVIRONMENT - ACTION 2

IMPROVE THE STREETS, PAVEMENTS AND STREETScape

Priority - Medium

Time Scale – Medium

Potential Partners: Local Groups, H&D PC, NFDC, HCC

- 2.1 Investigate the possibility of de-cluttering the street furniture and improving signage.
- 2.2 Investigate the condition of roads and pavements their appearance and how suitable they are for electric wheelchair/ buggy users.
- 2.3.1 Investigate the possibility of improving the Pierhead and transport hub and relocating taxis

ENVIRONMENT - ACTION 3

TRY TO ENSURE THAT EXISTING BROWN FIELD SITES ARE DEVELOPED WITH A PREFERENCE FOR MAINTAINING OR CREATING EMPLOYMENT AND ENHANCING THE ENVIRONMENT.

Priority - High

Time Scale – Ongoing

Potential Partners: Local Groups, H&D PC, NFDC, HCC, SEEDA

- 3.2 Establish the possibility of redeveloping the 'Toy Factory' site (land to the left of pier head including Hotspur House) and pier head to enhance the waterfront, create employment and allow connection to The Promenade
- 3.3 In the case of the waterfront sites, every step should be taken to try and ensure that future developments are designed in such a way as to enhance the waterfront and where possible create a continuous public access to the water.

ENVIRONMENT - ACTION 6

ADDRESS CONCERNS ABOUT 'TOO MANY' ESTATE AGENTS AND CHARITY SHOPS

Priority - Medium

Time Scale – Short

Potential Partners: Local Groups, H&D PC, NFDC, HCC

- 6.2 Investigate the possibility of local people and businesses having more say in types of shop – Hythe in particular now has a 'business' sector which puts pressure on retail shops in the vicinity.

ENVIRONMENT - ACTION 8

DEVELOP STRATEGIES TO PRESERVE, PROTECT AND IMPROVE WOODLAND AREAS

Priority - High

Time Scale – Short to Long

Potential Partners: Local and National Groups, H&D PC, NFDC,

8.4 Investigate the possibility of creating 'Green Corridors' linking current green spaces.

8.5 Investigate the possibility of a strategy to preserve the woodland aspect of the parish in future development

ENVIRONMENT - ACTION 9

DEVELOP STRATEGIES TO PRESERVE, PROTECT, ENHANCE, OTHER ASPECTS OF THE NATURAL ENVIRONMENT

Priority - High

Time Scale – Short to Long

Potential Partners: Local and National Groups, H&D PC, NFDC, HCC, ABP

9.1 Carry out a survey of all flora and fauna within the Parish and identify common and rare species, to assist in future conservation of environments.

9.2 Investigate the possibility of developing a strategy to preserve and protect/reinstate hedgerows.

9.3 Develop a strategy to preserve, protect and enhance ponds streams and ditches, ensure natural drainage patterns do not become blocked and are working properly.

9.4 Investigate the possibility of gaining public access on to Dibden Bay, at the same time protecting flora and fauna, to allow protected access by local people to the shoreline with a view to linking up to Marchwood. Sensitive clearing of the shoreline

9.5 Investigate the possibility of ensuring 'The Piggery' remains green space and sensitive clearing of the area.

9.6 Investigate the possibility of incorporating a 'green cycle path/bridleway' into any potential future plans for road link between Hythe and the New Forest National Park.

ENVIRONMENT - ACTION 10

INVESTIGATE LOCAL FLOODING AND COASTAL PROTECTION ISSUES ALONG THE 4 MILE COASTLINE (INCLUDING THE ADEQUACY OF EXISTING DEFENCES), THROUGH PARTNERSHIP WORKING AND DEVELOP A STRATEGY FOR FUTURE IMPLEMENTATION FOR MATTERS ARISING.

Priority - High

Time Scale – Long

Potential Partners: Local Groups, H&D PC, NFDC, HCC, Environment Agency

4.2.2 Economy

4.2.2.1 The local economy is generated largely by retail, the majority of which are independent traders and, as in the retail sector as a whole, there has been some decline in recent years. The majority of local people do not work within the Parish but there are some businesses run from home and some indication of an increase in people working from home. In the last 20 years the loss of Dreamland - the electric blanket factory - and the US Army pulling out of RAF Hythe has resulted in the loss of over 700 hundred local jobs, this had a knock on effect within local retail. The opening of Hythe Marine Park will readdress the job deficit slightly. Hythe in particular has never been marketed as a visitor destination but it has some very obvious attractions such as the Waterfront, Hythe Pier and Train. With the creation of the National Park Hythe becomes a potential 'water gateway' into the forest from Southampton, also with the increase in numbers of cruise liners visiting the port there is potential for boosting the local economy through tourism, particularly day visitors coming to view the cruise liners.

ECONOMY - ACTION 12

WHERE POSSIBLE RETAIN PRESENT EMPLOYMENT SITES FOR EMPLOYMENT USE TO PRESERVE AND CREATE EMPLOYMENT WITHIN THE PARISH.

See also Environment - Action 3

Priority - High

Time Scale – Short to Long

Potential Partners: Local Groups, H&D PC, NFDC, HCC

12.1 Develop a strategy for maintaining and developing employment opportunities.

SOCIAL & COMMUNITY – ACTION 21

ENSURE THAT ADEQUATE AND ATTRACTIVE HOUSING IS AVAILABLE TO MEET FUTURE NEEDS

Priority – High

Time Scale – Short

Potential Partners: H&D PC, NFDC

21.1 Identify potential opportunities for development of suitable sites.

21.2 Develop a design and sustainability strategy

4.2.3 Transport

4.2.3.1 On the whole it is felt Hythe and Dibden are not badly served by public transport having the Hythe Ferry and a regular bus service into Southampton along with local bus services. However, all of the bus services are vulnerable to changes by the bus companies and the removal of services should be rigorously opposed. Hythe Ferry is also vulnerable to falling numbers of regular passengers and lack of investment.

4.2.3.2 The A326 also raises continuing issues as it represents the only major road in and out of the Waterside area, being largely a dormitory area each increase in housing development puts added stress on the road at peak times. Local people also see it as a major physical barrier to their access onto the New Forest.

TRANSPORT - ACTION 24

INVESTIGATE THE FEASIBILITY OF RE-OPENING THE RAILWAY LINE FOR PASSENGER SERVICE

Priority - Medium

Time Scale – Long

Potential Partners: Local Groups, H&D PC, NFDC, HCC, Rail Operator

4.3 Representations to the Council

4.3.1 In 2015 Council agreed develop a Neighbourhood Plan. It was recognised that the Neighbourhood Plan would enable the Council, working with the community, to provide a formal framework aligned to the District Council's Local Plan setting out the local wishes for 'what and where' any infrastructure and buildings would be developed.

4.3.2 The Council recognised the opportunity to incorporate those items raised by the community that are neither buildings nor infrastructure related into the revision of the RevitalHythe Plan that was first adopted in 2005 and is in the process of being updated.

4.3.3 The issues that were recognised of being a concern to the community and the Council at the time of the application are:

- Deficit of housing for local families
- Deficit of affordable housing
- Tidal Flooding in the Village and along Shore Rd
- Erosion of the mud lands and salt marsh from the Marina to Frost Lane
- With the erosion of the salt marsh the potential for Shore Road to be lost
- Predicted higher tidal levels to be experienced over the next 50 years and their effects
- Impact of any development by Associated British Ports in the Dibden Bay Reclaim Area
- Ageing population and deficit of suitable services (including appropriate infrastructure)
- Provision of suitable services (including appropriate infrastructure) for young people
- Sustainability of the economic vibrancy provided by local businesses
- Current Open Spaces require enhancement and improved access
- Deficit of allotments to rent
- Improvement of access around the Parish by pedestrians and cyclists
- Sustainability of public transport including the Southampton ferry
- Viability and maintenance of the pier and the ferry link to Southampton
- Traffic and public transport congestion in Prospect Place and the Pier Approach
- Traffic congestion and difficult vehicle movements in The Marsh
- Cycle and vehicle conflicts in Pylewell Road
- The need for priority access for pedestrians and a single level from Pylewell Precinct to the High Street
- Lack of, or poor, pedestrian links between:
 - Scott Payne Drive development to the High Street
 - Promenade to the Pier Approach and on to the Marina
- Lack of clarity on who owns the foreshore and adjacent seawalls and who is responsible for them
- Poor waterside vista particularly around the area of the Quay and buildings adjacent to Prospect Place
- Restricted community access to the foreshore
- Conflict between pedestrians and vehicles entering the Quay
- The potential of total collapse of the sea wall adjacent to Waitrose car park, and the total loss of access to the Promenade, as holes are visible at the base of the wall
- Redevelopment of the currently vacant West Shore House and the police station both of which are up for sale
- Vehicle and pedestrian safety at the junction of South Street and St Johns Street

- Use of the narrow Claypits Lane as a primary link road and the challenges to large vehicles caused by the mini roundabout at the junction of Challenger Way and Sizer Way
- Potential loss of footpath link and visual landscape between Challenger Way and Claypits Lane if the existing lane is widened

4.4 Consultation Activities and Representations

4.4.1 The consultation planning and development aspect of the Neighbourhood Planning Process posed challenges to the group. These challenges can be summarised as:

- Changing demographics with an increase in older persons and a decrease in younger persons. This creates tensions at consultation events especially when housing shortages are being discussed;
- A reduction in gatekeepers for the all community sectors; this was identified as resulting from reduced services;
- Consultation ‘overload’ within the community as all agencies and authorities are consulting on their requirement to implement change;
- Finite resources being available for consultation;
- A lack of confidence in the community that planning can be influenced;
- The re-emergence of a National Strategic Infrastructure Project that the community previously ‘fought’ and the realisation that decisions will be made at central government level;
- The use of social media networks to distribute fake news relating to the Neighbourhood Plan.

The challenges above were carefully managed by the Neighbourhood Planning Group within the resources that they had available. The group recognises that there is always more that could have been done however it is confident that if a person wished to know about Neighbourhood Planning the information is available.

Media messages have been placed in every location accessible to the group. There was not the resource to leaflet drop every household and it has been identified that many households do not read such literature. The group focussed on social media, the local free newspaper, local noticeboards and word of mouth (through talks and presentations) to encourage people to have a look at what the group was doing and let them know what they thought.

Sections 4.3.2, and 5 summarise the individual consultation/information collecting events that were undertaken and formally recorded by the group.

4.4.2 Council 24 February 2016

The report summarised the concerns of the Community that have been raised to councillors and the elements of the RevitalHythe Action Plan that remained to be delivered.

Date	Council Meeting, 24 th February 2016
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Consultation Format	This information has been gathered from a variety of other consultations, meetings and surgeries. Some of it was raised as part of RevitalHythe but didn't fit into the community plan
Participants	This was a collection of information gathered from the community over a period of time and for previous local plan type projects
Outcomes	<ul style="list-style-type: none"> • Deficit of housing for local families • Deficit of affordable housing • Tidal Flooding in the Village and along Shore Rd • Erosion of the mud lands and salt marsh from the Marina to Frost Lane • With the erosion of the salt marsh the potential for Shore Road to be lost • Predicted higher tidal levels to be experienced over the next 50 years and their effects • Impact of any development by Associated British Ports in the Dibden Bay Reclaim Area • Ageing population and deficit of suitable services (including appropriate infrastructure) • Provision of suitable services (including appropriate infrastructure) for young people • Sustainability of the economic vibrancy provided by local businesses • Current Open Spaces require enhancement and improved access • Deficit of allotments to rent • Improvement of access around the Parish by pedestrians and cyclists • Sustainability of public transport including the Southampton ferry • Viability and maintenance of the pier and the ferry link to Southampton • Traffic and public transport congestion in Prospect Place and the Pier Approach • Traffic congestion and difficult vehicle movements in The Marsh • Cycle and vehicle conflicts in Pylewell Road • The need for priority access for pedestrians and a single level from Pylewell Precinct to the High Street • Lack of, or poor, pedestrian links between: <ul style="list-style-type: none"> ○ Scott Payne Drive development to the High Street ○ Promenade to the Pier Approach and on to the Marina • Lack of clarity on who owns the foreshore and adjacent seawalls and who is responsible for them • Poor waterside vista particularly around the area of the Quay and buildings adjacent to Prospect Place • Restricted community access to the foreshore • Conflict between pedestrians and vehicles entering the Quay • The potential of total collapse of the sea wall adjacent to Waitrose car park, and the total loss of access to the Promenade, as holes are visible at the base of the wall • Redevelopment of the currently vacant West Shore House and the police station both of which are up for sale • Vehicle and pedestrian safety at the junction of South Street and St Johns Street

	<ul style="list-style-type: none">• Use of the narrow Claypits Lane as a primary link road and the challenges to large vehicles caused by the mini roundabout at the junction of Challenger Way and Sizer Way• Potential loss of footpath link and visual landscape between Challenger Way and Claypits Lane if the existing lane is widened
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5.0 Initial Consultation Autumn 2016

5.01 The group felt that an initial consultation was required to find out what the community would like the group to consider within the Neighbourhood Plan. Four roadshows were held and a google survey was undertaken.

5.1 Roadshows

Event locations	4 Events were held in St Andrew's Hall (Dibden Purlieu), St Anne's Hall (Netley View), The Community Centre (Brinton Lane), The Council Chamber (Hythe)
Consultation Format	Roadshows from 10am – 8pm Display boards featuring photos, maps and statements from the neighbourhood Planning Group to encourage discussion. Post It notes for people to note areas of concern that they could stick to the relevant boards Members of the neighbourhood planning group attended the roadshows to facilitate discussion and assist in noting comments
Methods of Publicity	The event was publicised on Social Media Groups (8 groups total 31,932 but many belong to more than one group). The events were also publicised through: <ul style="list-style-type: none"> • The Herald (free newspaper) • Leaflets • Hythe Peer (weekly email newsletter) • Hythe & Dibden Parish Council Website • Hythe Marina Newsletter
Participants	Varied members of the local community
Outcomes	The roadshows were well attended there were 115 responses. The Post It notes were collated and recorded These formed the basis for the first draft Neighbourhood Plan

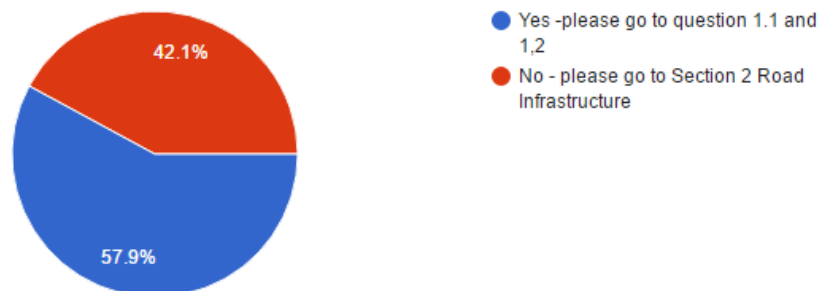
5.2 Google Survey

The below is the report of the 115 responses

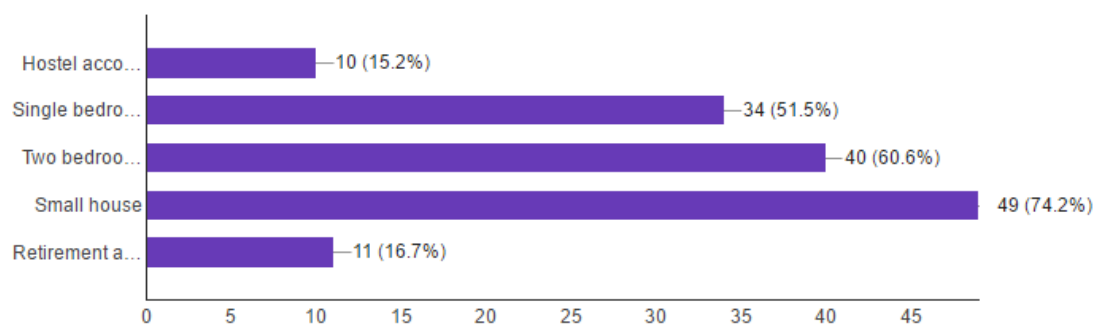
Hythe and Dibden Neighbourhood Planning Group Initial Consultation results – total 115 responses

1 November 2016

1.0 Do you feel we need additional housing in Hythe and Dibden (114 responses)



1.1 What type of additional housing do you think is needed (tick all that apply) (66 responses)



1.2 Where might there be suitable sites for building?

Market car park

Not sure

Small homes for young families are required. Possible site would be near Butts Ash & Hardley roundabout.

Lunedale Road opposite the community Centre where computer course and voting used to take place; parkland behind Fairview shops which is rather a big space and could be developed and still allow some green space.

old social service building police station, Dibden Claypits lane area opposite Netley View (what about 3 bed family homes for affordable housing?)

near Hythe village
Along Main Road
Fawley, shore road
Current site of PC Tools
Any brownfield site - former Library site and as police patrols practically non-existent in Hythe the police station.
close to amenities and transport links in the Waterside area
on land behind Fairview shops, there would be enough room for housing & still a small play area.
PC Builders site
anywhere currently being considered for more retirement flats should be reallocated to allow local young people to get on the property ladder
on recreation ground at Fairview
Any brownfield sites. Not green belt
Brownfield sites, such as the area at Holbury that previously housed Racal.
Not sure
I feel that we have a large surfeit of apartments for the elderly - many of which are hugely expensive and could not be afforded by many in the area. If houses are built, then they should be affordable houses for the young or downsizing elderly.
To the north of Hythe marina in land that was being considered for container port; part of land around Hythe Garage; deserted (pink) house adjacent to Prospect Place; in/around Cycle Experience building, Hythe.
Fields opposite school playing fields along Challenger Way. Claypits Lane -various sites
I have not lived here long enough to be familiar with possible sites
Unused garage spaces like 'Bluebell Gardens' where the garages are under the houses
Hardley
The Police station is now closing and the council offices are now empty
Unwanted farm land
Frost lane (Fountain Court?) on south Street instead of Churchill Retirement
Build all types of accommodation for which there is a demand - let builders decide
There is plenty of land on both sides of the road from Hythe to Dibden church.
Police station site, Holbury Hart hill, Forest Front Main Road (Dibden) Claypits lane
Old police station
Wherever the next retirement complex / development is due to happen. There are enough of those already in Hythe and Dibden and not enough housing for first time buyers.
Limited, but certainly near Lidl site if it goes ahead, this should be affordable housing not retirement flats
Beside Challenger Way Dibden
South St- PC builders site
Shore road near the green space not too far from the ferry and busses for young people
Shore road area, below the railway track.
North of Clayfields lane
Don't know
Don't know, need it for our young ones/ first time buyers
Use Brownfield sites
New road car park. Park between play park and housing used mainly by dog walkers
Happy with proposed Churchill dev

Grounds of West Shore house and Hythe police station (when it closes). also needs adequate off road parking

As near to amenities as possible

PC builders site

Too overcrowded now

Police station and Hythe parish hall

Perhaps the old police station in Hythe would make a great site

A new development is needed of new houses- a field near the golf course

How about Frost lane. We are in our 80s', too many flats for oldies

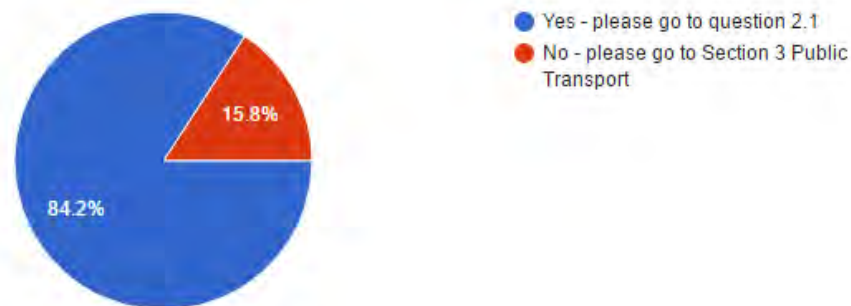
Beaulieu road/ Southampton rd

Lidl site. Old police station in Jones lane

Brownfield sites, neglected areas and areas where buildings need renewal.

2.0 Do you think that there is anything that could be improved within the road infrastructure of Hythe and Dibden?

(114 responses)



2.1 Where and what do you suggest could be improved?

One way system in Hythe centre

If Lidl build on the car park opposite the Grove, this will have massive implications for ingress and egress from the site.

no to any increase in traffic in the village, in particularly any further supermarkets like the proposed Lidl project

Make Hythe village one way

Make traffic through Hythe one - way before there is a serious accident. Every day at present it gets blocked by Buses, Lorries, cars, traveling in both directions, mainly by the ferry.

Challenger way needs short sections of no parking to aid traffic flow and improve visibility of pavement when school kids are being dropped off/picked up.

Traffic through the village should be made one way, with narrowing of road to prevent heavy goods vehicles going through particularly down The Marsh and around past ferry through Prospect Place.

Improve traffic on the road between prospect place and ferry entrance by removing parking/taxi rank (In front of Drummonds) in this area to allow free flow of vehicle movement before there is an accident There is parking area available for Drummond residence in car park behind Drummonds and feel sure that the taxi rank alongside Drummonds could be improved

one way around Hythe as per buses to prevent collisions and congestion. 20mph in estate areas not just for town centre and those nearby

every where

A326 Dual carriageway-redundant rail line to Fawley make passenger line

New lane on bypass, sort out potholes

Anti-skid on Challenger way where the school crossing is, needs to be redone.

Create one-way system through Hythe centre to accommodate changes envisaged for PC Builders/Lidl development

Expand the 20mph zone in Hythe and create new zone through Dibden Purlieu

Stop filling in potholes multiple times, get the roads properly resurfaced. It took 7 years of complaints before Watermans Lane was resurfaced. It had over 70 patches on a 130-meter stretch of road. Work with all interested parties to ensure major work is then not effected by one of the utilities coming along a month later and digging up perfectly good surface. Watermans Lane lasted less than 3 months, already one large section resurfaced. How pavement work looks like it will create more disturbance. The age old idea of the Heineken Lager commercial [<https://www.youtube.com/watch?v=dg3StO-7zZY>] may have been tongue in cheek, but it was effective at highlighting the ridiculous nature of entities not working together prior to major roadworks. Have a rolling 5-year plan earmarking what roads will be resurfaced each year, and publish it. Take the community with you on the journey. People will understand if their road will not be resurfaced when they would like, but tell them when the work is likely to be done!

Pot holes in the roads generally need repairs and road drains cleared, after rainfall floods and large puddles appear.

Heatherstone Avenue/Partridge Rd have large sunken areas suitable for damaging vehicle suspensions.

I have sent a detailed letter to you, delivered to The Grove. Too much to write here!!

Make Prospect Place/The Marsh one way and remove taxi rank

Repairs to Pavements

Footpath between Linwood close and Buttsbridge Hill blocked by encroaching greenery and often by standing water in winter. Crossing of road on Buttsbridge Hill by pedestrians is almost impossible due to speed of traffic and poor visibility.

Support the existing 20mph limit in Hythe but speeding continues to an issue elsewhere around the parish e.g. Cumberland Way. The existing build outs do not seem to be effective.

I think there should be a one way traffic system through the centre of Hythe from Southampton Rd down Jones Lane through the town and back out to Southampton road

Generally, repair uneven surfaces and pot holes. Remove traffic lights on A326 at Marchwood school and replace with either an underpass or a footbridge.

Reduce the speed limit along Southampton Road to 30 mph from Claypits Lane to Beaulieu Road (where it is already 30). There are too many crossing points, junctions and pedestrians for it to be safe to drive at 40 mph.

Enforce No cycling along High Street; Put pressure on Highways to relay pavement along High Street in village as there are trip hazards. Make Hythe village one way.

Restriction on speed and size of vehicles entering Hythe village especially on South Street and New Road. Parking of cars on roads not in the car parks provided especially on Mousehole Lane.

Improve A326. Get train service. Keep ferry

There should always have been a dual carriageway along the whole length of the A326. So for a start I believe that will need to be put in place as soon as possible with no delays.

South Street and St John's Street are difficult for driving and potentially dangerous. The junction with Shore Road definitely tricky. The situation may worsen if a Lidl store does open.

The corner of South Street/Shore Road that was made narrower many years ago and has resulted in traffic taking the corner on the wrong side of the road. With the proposed building of Lidl's store I feel this will only become worse.

Cars parked in Shore Road opposite the industrial units there needs to be gaps between parked cars and double yellow lines on the blind bend near the social housing.

The infrastructure. I.e. Roads in and out of Hythe and Dibden. Already congested. Need dual carriage way all the way to Totton

Road surface improvement and speed limit enforcement

Butts Ash Lane and surrounding roads need resurfacing. Very uncomfortable for those with pain issues. Also lay-by parking needs improvement as not enough spaces for residents. This can be dangerous for those having to park on road. Already had one car written off and one damaged as vehicles drive far too fast.

pavement too steep vacant shop corner of Whinfield Rd /Beaulieu Rd DP

Pavements need better maintenance. Residents need to keep boundary fences cut back off pavements so that pedestrians do not have to walk on the road

Roads in particular A326 and Southampton Road need repair/improving for volume of traffic, especially if Lidl development proceeds which will mean more people coming into Hythe. A326 dual carriageway needs to be extended if all the houses are going to be built in Fawley to ease congestion.

Closer attention to keeping roads as smooth as possible. Swift attention to potholes, regarding both paint marking and repairing.

Greater clarity over safe cycle access. Oak Rd in DP has virtually no camber and floods regularly, despite recent surface treatment

Reduction or abolition of traffic in prospect place and through the village

The bus lane next to the ferry and yellow lines down South Street

Potholes, area under railway bridge, footpaths need regular trimming for wheelchair users

Footpath at corner of Whinfield & Beaulieu Rd far too steep for wheelchairs

Coming from Lunedale road, up Whinfield to the Beaulieu Rd shops I cannot go via corner of Whinfield & Beaulieu Rd for fear of tipping on my side, I turn in wheelchair to Merrimead Close but the footpath to the butchers has a raised edge to kerb & it is with difficulty I have to edge past end of parked car & end where path slopes down. The kerb edge needs to be sloped

Numerous footpaths need repair and many have overgrown foliage

I would like to see the yellow lines removed from South St and for the area to be made into permit parking area only for the benefit of those who live in South St. The parking is taken up by non-residents. As the parking in St. John's will be removed, this would ease the parking issues for the people in South St who have houses built before cars were invented. This would make a massive difference to the residents as there will be less lorries in South St. This should not cause so much of a traffic issue when PC builder leaves

Take away all pavoil/ lumpy/ dangerous/ pedestrian. I think they are legal crossings

Frost lane/ Shore Rd needs improving for the amount of traffic that use this route

Cycle paths

More cycle paths through heathland areas

The A326 should be a dual carriageway from Applemore to Totton. We need cycle tracks to link to the New Forest from Hythe, Holbury and Blackfield.

Stop parking on footway. Stop overhanging ledges, more pedestrian crossings, prospect place!!. Sort out the bus+taxi mess, one way? bus only?

More cycle routes to encourage people to cycle to work

More double yellow lines near junctions e.g. bear Braehead meets Upper Mullins lane

Not enough cycle routes. Existing routes have overhanging shrubbery + popular footpaths could have route maps to say where it goes as in Totton

Roundabout or lights at Southampton road/ Jones lane / Hollybank Road junction

No parking 9-5 outside Mousehole lane

Mouse hole lane now 20mph. Lorries cannot use road as car parked on the narrow. Urgent review needed

School road footpath

Pavement- School road, Hythe

Parking in non parking areas should be stopped and culprits fined

Weight limit for lorries in Mousehole Lane

I'd like to see another safe (signal controlled) crossing point on the A326 at the point where the National Cycle Network route 2 crosses at Applemore Roundabout. I'm pleased that a traffic island was installed in the last few years but I think, at busy periods in particular, a crossing like the one near the Dibden Purlieu roundabout and also near Twiggs Lane in Marchwood, would enable cyclists and pedestrians to cross this road more safely.

I'd like to see a cycle lane created in the emergency access link road between Oaklands Way and Beechwood Way. At the moment cyclists have to mount the pavement through here as there appears to be an 'unofficial' wooden barrier in place at the Beechwood Way end (why is this barrier here?). This is a useful link for cyclists and pedestrians but without a proper cycle lane, cyclists are forced to mount the pavement through this link. A cycle lane here might also stop people from parking in front of the gates on Oaklands Way, therefore blocking the route for any emergency vehicles trying to get through. Nearby, the unofficial path between Oaklands Way and Roman Road (next to the 'No Skateboarding' sign on Oaklands Way) appears to be regularly used. Is there enough use of this for it to be made in to a proper path (rather than a muddy trail winding between bushes as it is at the moment)?

Junction where St Johns Street and South Street very dangerous. Poor visibility and road layout. Similarly on Prospect Place and The Marsh. One way system around Hythe Centre is an option for serious consideration.

Wider pavements near schools and no, cases where you have only one side with a pavement or none. Set and safe cycle routes. Also road pavements are in poor condition and fixed on the cheap and after considerable amount of time. Speed and parking remain issues .

Junction- Shore rd/ South st and St Johns road

Footpaths in D.P restricted in width by inadequate hedge trimming- Bad dips in Beaulieu Rd outside Esso filling station

Repair bad pavements. If no hope of passenger trains, make Totton-Fawley a cycle track and bridle path

Road and path surface, especially in the Hythe village centre and outside St Johns church

Ban the parking on the bends on Shore rd, overtaking the parked cars creates a serious hazard especially where there is no space let between parked vehicles to allow oncoming traffic to drive into

Repair potholes. Also make footpath alongside Main road Dibden

End of Jones Lane & Southampton road URGENT!

Parking on Mousehole lane and road around Hythe. Hedges on roundabouts need lowering

Parking restrictions on busy roads e.g. South St, New Road, Shore rd Athling rd etc

Roads in Hythe are generally too narrow for off street parking

Dangerous pavements in Hythe. Corner outside PC Builders needs to be widened

If and when Lidl arrives, consider traffic management in South street

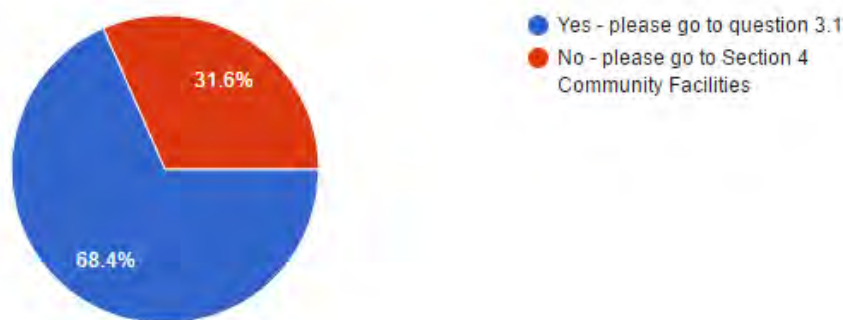
Stop cars parking on the pavement

Main rd street lights

- Prospect place- busses, taxis and enormous lorries all cause accident hazards
- South St traffic calming
- Central Hythe, by ferry office - chaos with busses + lorries, suggest one way system
- Road linking New rd/ St Johns st to alleviate traffic in the Marsh and Prospect place
- One way system
- South street inform the 20mph speed limit (speed limits)
- Take down traffic calming bollards in New Road
- Footpaths flood by the pavilion and youth club
- School road, pavements and road need much attention
- All pavements need redoing- hard if you're in a wheelchair or push chair
- Double yellow lines in Mousehole lane- Atherley Rd
- Surfaces of pavements repaired to smooth and safe levels promptly
- A326 badly needs modernising. Make more parking places.
- St Johns street at junction w/ Christopher court take our cycle track as cars see it as narrowing place and move over to the centre line on Heath corner. South street pavements are too narrow and often dangerous for young and old people as speeding occurs regularly
- Have a one way system through Hythe
- A lot of the roads are not suitable for the traffic that currently exists, let alone any increase over the next 10 years. Particular areas that require improvement include South Street with the junction with Shore Street; Beaulieu Road between Fawley Road and the roundabout to Upper Mullins Lane; The Marsh to Prospect Park; New Road from Aethling Road; Southampton Road coming down the hill past the Catholic Church. Speed limits do need to be addressed, and to be realistic.

3.0 Within Hythe and Dibden does public transport deliver what you need?

(114 responses)



3.1 How would you improve it?

- Improve ferry service
- Improved bus frequency and routes
- Make Hythe village centre one way for traffic
- Cycle path near or adjacent to railway line from west street to veals farm. This would be close to existing cycle paths in Hythe and the new cycle route from Marchwood to Eling.

The only thing that will improve public transport is to stop the pensioners bus pass. If over 60's paid a child's fare the bus companies would be in a better position to provide more regular services and people like me who has to pay as I'm under 60 could afford to use a bus if I needed it.

so many empty seats and free pass holders - struggling families could utilise but are priced off how about free local bus to reduce car use for all

Train service between Hythe and Southampton

More services

Re-plan where roadside parking is allowed to maintain thoroughfare flow.

Have a one price day ticket, minimal amount as token ie Â£1. Get more people on it, will in turn improve the service able to be offered.

Better cross Forest links to Lymington (residents visit the hospital)

stop 60+ bus pass and charge OAPs a small amount/child's fare to enable all levels of fare to go down.

I assume these options are back to front, they are opposite to those on the form in the Herald. In terms of improvement. The Pier and associated facilities look scruffy, poorly maintained and in need of significant TLC. This is the route along which significant numbers of visitors come to Hythe (ie on the ferry) and if this route is being heralded, then the existing facilities do not give a very good impression and I would suggest need to be upgraded.

smaller vehicles, review of electric or other cleaner means of power

more bus shelters to protect from rain & wind. Fewer diesel buses to reduce fumes especially in village centre by ferry.

You need to know why not. Public transport is too expensive and failing due to over 60's bus passes. Older people would be happy to pay a small fare to ensure good local transport links. This would also make it fairer for others I can't afford to use the bus. Also stop taxi rank on Prospect Place

More transport to the New Forest especially Lymington etc.

I would most seriously consider assisting the Hythe Ferry continue as a means of transport to/from Southampton, but also to very seriously consider the railway line usage between Fawley to Southampton via Hythe and Marchwood connecting with Totton.

Maintaining and improving use of Hythe ferry especially for pensioners

bring back the minibus with extended hours at weekends.

I would improve the Hythe Ferry service to Southampton by asking English Heritage to take over the running of the pair and leasing it to a ferry company .

Bus shelters and seating at more stops

Cost is prohibitive especially on buses.

We require a regular service that goes to Lymington in order to access our local secondary care hospital and out-patients department.

extend to 5 days H bus and advertise it "use it or lose it "

Ensure that the Ferry service to Southampton continues to operate.

Give priority to opening the existing rail line for passengers through to Southampton

Keep the ferry

Ensure that the Hythe ferry continues to run and its hours of service extended as well as the service publicised better in/around the surrounding area. Extending the ferry will ease congestion on A326 to/from Southampton, and can be used to encourage tourists /shoppers /people wanting to eat out to come to Hythe.

A

Taxis expensive and not greatly available in evenings

Since I answered 'Yes' above, I have no idea

A train from Fawley to Southampton. Train platform in West Street & parking spaces. Rebuild the pier

The ferry will suffer if Lidl have 1/3 of parking in Hythe

A train service would be of a benefit

I feel that should the ferry service stop this would disadvantage Hythe. Please work towards keeping this, i think the ferry could do more to improve it's service.

The ferry crossing is now too expensive

Train link to Southampton would take hundreds of cars off the road

There is a bus service I believe twice a week to an area where it is mainly oaps- Furzedown/ Ocean View estate. A commuter train service to Southampton to help with traffic

More busses running on time

Regular daily bus to Lyminster, to facilitate hospital visits, extension of beach bus to end of Autumn half term, even if just weekend service

We should have a rail link from Hythe. The parking is available in Library car park where the station should be

Opening rail link from Fawley to Southampton for public use

Use bus pass on ferry

Introduce a train service to Southampton

Please please run no.8 bus up Southampton Rd on a Tuesday and this will help the market

Later running ferry service

Regular daily bus service (112) to Lyminster, especially for access to hospital and shops

Resurrect the train

Bluster are excellent!

Request bus stop at School road, Southampton road, Hythe- For the elderly

Bring back the passenger rail service on the former line. This is long overdue and needs to be a priority. The more houses that get built on the Waterside and the longer this doesn't happen, the more congested and dangerous our roads become. Furthermore, at the present time, the local bus operator is too dominant in terms of public transport in the area. Being a regular user of their services, I've seen how their fares have gone up significantly over the years. More competition in that respect might not be a bad thing. At the moment there is no incentive for people to use public transport instead of their cars (when they have a choice) as the cost to do so is too great. This leads to more congestion on the A326 and other routes in the area.

More funding for ferry s bus to accommodate for those who wish to go put n Southampton after 11. Also, more Sunday buses a those to other areas of the forest bar totton! A direct bus to the general as well. Also train provision as we have a railway through the parish.

Keep the ferry & introduce a train into Southampton

Keep the ferry- invaluable for commuters & tourists- smarten the buildings/ advertise nationally

Train line to open again, very necessary and would be much used

Happy

Restrict the number of taxis at Hythe pier waiting for customers

Improve the condition of Hythe ferry

Try to reduce congestion in Prospect place by removing taxi stand infant of bus stop

Reinstate half hourly no. 8 bus service. Improve chaos at Hythe central bus stops

Smarten up Hythe pier and train

Infrequent bus service to Hollybank Estate

No room in village for any more

The bus depot by the pier is very congested at times

Perhaps a train service from Hythe would take some pressure off of the roads

Open the train line to take pressure of the roads, please!

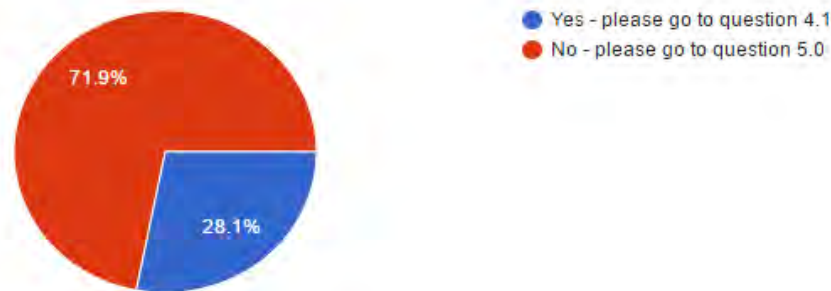
Faster buses for the workers, by pass Hythe village and Tesco. No. 9 from Lepe/ Calshot, Southampton road (hythe) to bypass

Re-establish link to Lymington

Open the railway line from Fawley to relieve congestion on the A326

4.0 Is there any need for further indoor and outdoor recreation facilities within Hythe and Dibden?

(114 responses)



4.1 What would you like provided?

Water park like totton have change use of clayfields bit of a white elephant

Splash pad or pool would be a huge benefit. Indoor play area

Use of sports and tech/engineering facilities at Noadswood and Applemore Colleges for ADULT education.

more outside gyms and better skate park youth facilities

Children's play area in Dibden Purlieu..... sacrifice small area of the Oak Road carpark

All council tax payers contribute to the running cost of this service. So give people say 2 weeks free access per year. This will get people to use the service, in turn improving numbers, in turn allowing the council to fund further projects.

A more user friendly Community Centre.

NFDC Leisure centres (Applemore) are too expensive. I see no reason for these services to make a profit - they only need to cover costs. Yet appear to be more expensive than commercially-run facilities elsewhere

More than enough

indoor play space

It would be nice to be able to walk from the promenade to prospect park without going along the high street!

More in Hythe village itself for people who dont drive and dont want to catch a bus in the evenings especially when dark

make some use of police station site

Something actually in Hythe for indoor sports (eg badminton) and outdoor courts (eg tennis))

A secure future for Hythe pier and ferry

Good on the whole, Hythe library is excellent

More youth activities in the evenings which would keep them from hanging moured outdoors- a Coffee shop/ game centre

Would be lovely to see better use of pier, maybe small refreshment area

Bowling green, Croquet

More gentle activities for the older person; exercise classes, table tennis, dancing etc.

I'd like to see a couple more open access tennis courts provided in one of the public open spaces.

Youth club in dibden purlieu and butts ash area of ward. A small beach area would be nice in the summer near the water.

Not sure

Like to see May Day fair

Bowling green

Water facility, either pool or spray for young children (Totton has 3 facilities, Hythe has nil)

Hold events on the green between the marina and public toilets

Divide up some of the unused allotments in Jones lane to say 2 1/2 for the elderly to use.

No- brings too many people into the village

A proper cinema would be nice

Encourage people to walk more. Cycle track in recreation ground for children

On national level, more needs to be done to improve NHS and elderly care. Make sure Hythe hospital programme is not restricted

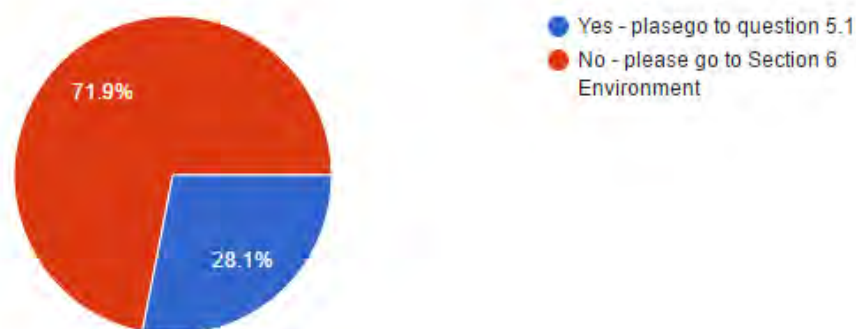
Boules pitch, takes little room. Covered, outdoor table tennis

A children padding pool and re- equip the recreation ground at the top of Fairview drive. Repair the Zip wire in Jones lane park

More park facilities for families, and associated activities including cafes and lavatories. There is very little for people to do in the evenings other than pubs and restaurants.

5.0 Are there any additional community facilities that you feel are needed in Hythe and Dibden

(114 responses)



5.1 What additional facilities are needed and where would you site them?

A make centre for creative people. NOT necessarily for soft skills like knitting, sewing, cooking since these are well represented everywhere. More engineering, technical & constructive as per Hythes heritage please.

youth club in Netley View Dibden purlieu area support for the sure start centre we are losing which assist with early years for all

youth club dibden purlieu

Plenty of potential, but think it more beneficial to get those offered currently to be fit for purpose first.

Public toilets in Dibden Purlieu.

Keep/ maintain facilities for young mothers and others in need of assistance.

Support and help for the homeless who wander the streets, sleep in the churchyard and do not qualify for help from statutory bodies. Support needs to be seamless, not the ad hoc arrangements that are made by charities such as It's Your Choice in Totton and some of the Waterside churches.

outdoor tennis courts just like at Hanger Farm - extend Clayfields site?

Provision for homeless

More than enough. So many I do not know they are all for.

As above at 4.1

More Community Safety Officers - Norm!!

Further exercise classes at Applemore - many are full and it is difficult to book onto them. More activities for young people.

Reinstate the Community Safety organisation to the standard that was set up and running originally with qualified and effective ACSO's. We now have nothing more than a local events and already available information redistribution service. We had an award winning service which everybody appreciated (and was respected by other Councils)-- what is going to replace it and when and will it have enthusiastic and dedicated staffing as previously?

More GP and related services to keep people from going to A&E. Waterfront and Solent surgery is overstretched.

Alarming shortage of care homes and nursing homes, which will become a far greater problem the longer you leave it. This is a matter for the County Council, but I mention it to whoever will listen.

It is a shame that no plan has yet emerged to open up the water front in Hythe to allow more sustained access for visitors. It remains very broken up, and therefore less attractive.

Volunteer group/sitters to sit in when wife/husband need to go out (1-2 hours)

*** redacted ****

Doctors and dentist open more for people who work/ evening services. The doctors do this but only emergency appointments seem readily available first thing in the morning, not practical for workers.

Bins on Roman Rd up from Tesco along pedestrian walk way

Public conveniences in car parks and shopping centres

Care publicly about "help groups" and less financial burden on them (hiring rooms, halls etc.

A bus to take residents to the market of Hythe, and as noted above youth club in forest front , butts ash .

More advertising of what is on offer

Happy

We are very well served

A family pub/ restaurant e.g. Harvester to bring families into the village. Village is dead after 5pm

We would definitely need a Lidl to be placed in Hythe! It would be best for all.

Use Shore rd. fill in marshes, putting green, children facilities, more seat to enjoy wonderful view

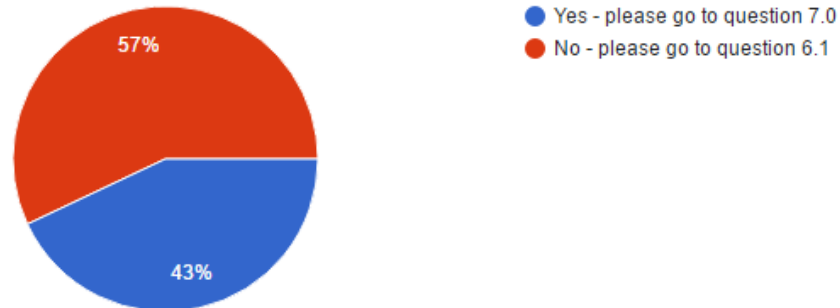
On national level, more needs to be done to improve NHS and elderly care. Make sure Hythe hospital programme is not restricted

Car parking as a facility needed. There is already little parking for the homeowners

More community areas in the town centre rather than on the outskirts.

6.0 Are you satisfied with the existing shopping and business premises that are available in Hythe and Dibden?

(114 responses)



6.1 Please tell us what you think needs to be done to improve the premises

Make rents affordable to encourage independent businesses

It is a shame that the car park opposite the Grove has been sold to Lidl for development as it will be detrimental to the character of the village. There are, however, too many charity shops or unoccupied premises. Are high rents the reason for this? Could a cap be placed on the rent for commercial properties or is this not within the remit of Hythe and Dibden Parish Council?

Less charity shops clothes shop and a pound land

Stop adding charity stores, estate agents & hairdressers

We need more selection of shops, instead of estate agents, everywhere, to make the village more of an attraction for visitors.

The brick paved area outside Rocco's, Allens & chip shop needs improving. Suggest removing clutter and perhaps install a large raised bed to perhaps include the existing tree. As a student garden/landscape designer maybe I could submit a design !! - peter@consultant.com

Landlords should be pressurised to keep their properties in good repair. Rents should be lowered in line with local environment.

I propose that more should done to improve competition on Waitrose for the benifit people in the local area who are not able to travel to other supermarkets

how about a hotel to get a few tourists for the forest were right on edge of and for local jobs

The Lidl currently out to consultation would be a good addition.

too many charity shops

Cheaper supermarket

Do not want Lidl to take over the St John's car park. I think it will cause problems for residents of Hythe because there will no longer be enough long stay spaces and when big events happen, not enough parking. I think people will begin to park down residential roads. People may also be put off from buying the parking clock.

remote landlords should be pressurised to improve buildings and also reduce rents. Free parking hours to encourage shoppers.

A much larger supermarket is needed. I think a Sainsbury's on the old Racal site on the Hardley estate would be good or making the present Tesco at Dibden two levels tall.

Good work with the revitalised market, but still need to rebalance the shops in Hythe. It seems to me that there are currently a high number of Estate Agents and Charity Shops without a cross section of other retail outlets.

ensure no more food outlets - need more clothes or tourist based shopping

We need a cut price supermarket. So I fully support the Lidl proposal.

Enforce landlords to reduce rates compatible with a village!

More proper shops and business and less charity shops and cafes etc.

There are too many charity shops and more should be done to encourage business into Hythe - eg clothes & shoe shops, and more of the everyday items that people need so you don;t have to trek to Southampton to buy things all the time

We are well served with a good mix of small shops and several supermarkets in the area. However, there is most definitely room for an additional one in Hythe with the possible arrival of Lidl, which could and should increase footfall in the village as well as supplying good value goods.

Reduce charity shops

Move Waitrose to Hardley Industrial Estate. So the store can be similar to the Lymington branch. Lidl can have the old Waitose site and PC Builders can stay where they are.

I would like to see a Italian restaurant chain take over the Old Capers restaurant in Dibden Purlieu.

Too many estate agents and charity shops in Hythe. Need wider variety such as Wilkinson and other discount type businesses.

Too many charity shops.

early opening of Lidle

We need more general shops and services and less Charity shops and Coffee places. (Meat, Fish, Ironmongers, pubs, all the major banks represented.

Hythe centre is still a poor second citizen to Dibden. Eg the surrounding garden/landscaping around the village could be improved. There is not enough promotion of Hythe and Dibden to invite more of the boutique niche shops that you find in Ringwood and Lymington. Hythe has too many charity shops; more should be done by the council to encourage landlords to attract small niche retailers as part of a tourism drive where Hythe is the gateway to the New Forest.

We need Lidl or Morrisons in Hardley roundabout, not Hythe. Hardly roundabout has been empty for 20 years, it's the right place to put a store, Shore road is NOT.

Encourage market traders by keeping rents reasonable & providing parking for trader. Would like more market stalls

For wheelchair users, each shop should have a ramp or completely flat entry; particularly the ladies dress shop in Hythe

Too many charity shops, encourage more commercial businesses to return

Satisfied, but do think the size of the new Lidl is excessive for the size of all the of businesses in the area

No more charity shops! Encourage quality shops, not tattoo parlours

Free parking

It would be nice to have a Smiths but they have now come to D. Purlieu so on the whole it's not too bad

Encourage start-ups with rent incentives to discourage empty shops. Market more has been by improvement

Let Lidl build their store in Hythe. Encourage Esso to make available redundant sites and warehouses for local businesses

Allow people like Lidl to open

An Iceland would be nice

Sort out waiting spaces for taxis and busses at the pier entrance

No Lidl! Not required- will destroy the village and environs. Cleaning the streets/ pavements, Hythe is dirty. No more charity shops.

No more charity shops, hairdressers and cafe

Could do with more food stores, no more cafes? Frozen food store, bakers, pie shops its

In an ideal world, it would be nice to see the return of one or two local convenience shops that aren't owned by the big supermarkets. However, at the moment there is a dominance of one company, Tesco, who operate the majority of the convenience stores and supermarkets in the area. I'd like to see more variation if these or other sites become available in the future.

Businesses need greater support in helping to get started and keep going. Business rates need to be fair. When businesses fail, we are left with empty premises and an ever-growing amount of charity shops.

More support for business rates so we can have less charity shops , hairdressers a estate agents. We need more gift shops, cafe,s , ice cream parlour, independent shops,kids clothes a shoes etc.... More use of closed sides in Hardley,industrial estate and the former chemicals site in furzedown ward.

The facades of the 1960s building on the left hand side of the Marsh into Pyrewell road need improving

The present shopping areas are good, I hope the new Lidl store doesn't diminish the use of the market

Disabled access should be provided by seashells restaurant, not a personal need but is for friends

Rents are so high, shop keepers often move out

If we need holiday makers, at weekend (Sundays) everything is dead, nothing is open other than Waitress & Cafes

Few charity shops, more 'ordinary' shops

Catering establishment in South street to be encouraged to pick up cigarette ends daily

No more charity shops in Hythe

Competition is good, can cope with Lidl but no more. People can shop till they drop in Southampton. This is a 'village' are you aiming to make it a town?

No more charity shops. Pier and end of Hythe pier awful, been like it for years an unacceptable entrance for Hythe

Need a real butcher in Hythe

Increase supermarket competition

Less estate agents, charity shops and coffee shops etc

Don't need takeaways. They leave too much litter everywhere

Would like a Lidl store

We need more choice of clothes and food places. We could shops like Bon Marche, New Look or an Edinburgh Wool Shop

More clothes shops, not charity shops and a wider mix of stores. Reduce larger brand names

How about a Â£1 in the old eyesore by the library. Turn the railway into a road just for lorries, with feeder roads leading off.

Hopefully will be improved when Lidl is up and running

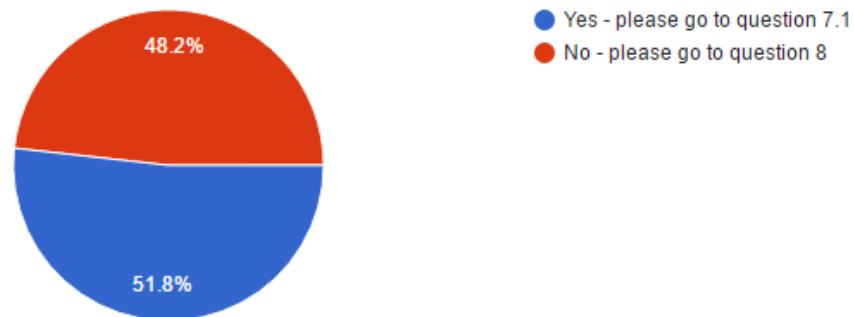
Try to encourage owners to lower rents and rates as a variety of shops could remain, other than charity shops and estate agents

Bigger car parking spaces- Wider spaces in the Waitrose car park

Too many charity shops, estate agents and hairdressers means that Hythe has lost its individuality. The prospect of the Lidl development means that it is highly likely that Hythe will lose any remaining individuality with the loss of the bakeries, greengrocer, and is highly likely to lose Waitrose, as it will become uneconomical to run one of their smaller stores. This would mean that I, for one, would be unlikely to come into Hythe for shopping. The centre needs to become a destination, which it is losing.

7.0 We are using the term 'Natural Environment' to mean all living and non-living things that are naturally on Earth. This includes our open spaces. Is there anything you feel we should do to improve our natural environment?

(114 responses)



7.1 What should we do to improve our natural environment?

Ensure that the present open spaces in the area are maintained and not given over to housing.
Mitigate additional problems of pollution from Lidl development.

Better paths and maybe toilets

Stop building housing/residential on open space. Protect our green areas

Pond at Oakenbrow needs some continuity of upkeep. See also 6.1

Enforce more civic pride in our area so people do not drop litter; maintain their properties, gardens etc.

wild flower verges/meadows and information boards, how about sorting out Hardley lane at rear of Elm Crescent

more cycleways off the roads

Ensure that the green and open spaces that we still have in Hythe and Dibden remain that way and are not built on.

Improve the Parking/Layby facilities on Shore Road & Roman Road (North & South).

Keep hedgerows alongside footpaths clear of over-hanging brambles, nettles and shrubs.

Better promotion of parks and enclosed spaces for the youngsters. I hear too many people complaining of children playing near them in public parks. These same parks were there before they moved in, so advise them of these facts. Get use of school playing fields during the weekend and summer months by clubs and give public access to these public paid for areas. I live 6 houses away from two local schools, yet the large field is not used during the best of the British weather, Why !!

Where possible allow roundabouts and some verges to be more natural encouraging wildlife but keeping sight lines for drivers.

Ensure that the amenity tip at Matchwood is kept open and do not introduce charges for domestic use..

Pressure on County to ensure pavements are wide and clear from vegetation for mobility scooters/pushchairs. Focus on littering and campaign for local people to tidy up. Tougher on coffee shops etc causing on street litter. Re-pave High Street in Hythe.

More action against litter!

1) Maintain and ideally increase the rate of tree planting.

2) Recycle more. Why do we not recycle plastic, food etc as many other council areas do? From

looking around, informally, at other parts of the country, I do not feel that we in the New Forest do a very good job in this area. Appreciate that this is not necessarily the Parish Council's sphere, but we can all play a part in increasing the pressure.

better management of woodland such as Dibden Ferns to preserve it.

under footbridge keep small water channel cleared (on road near entrance to marina)

Improve our recycling facilities to include more materials eg. tetra packs, other plastics and foil

Enforce littering and dog fouling. Need to work on a campaign like Keep Britain Tidy - go into schools and educate the young to educate their parents. Fine coffee shops/eating places if litter with their brand found on pavements.

More access to the shore front. There is no where you can take a dog to swim in the water it is all restricted and not much for people either

Protect the trees from "Tree Surgeons" hacking down

Dimmer street lighting

Constant building on green fields should cease. Regardless of the fact that we are very near the New Forest youngsters need open spaces that they can access easily and they enhance the area. More trees need to be planted, I feel the council agrees to trees being felled too easily.

retain all open space in Hythe and dibden purlieu

Restore the pier.

See 6.1 above. More could be done with Hythe centre in terms of making it a place of bloom.

Ensure there are no planning threats to the Forest, or the waterside.

Ask the building trade, who have to pay to deposit hardcore, to put it on the edge of the water in Shore road

The woodland off challenger way going up to Noadswood needs a tidy up

Smarten up Hythe in general, to attract visitors

It would be a great asset to the area if more flood controls could be put in place along Shore Rd, perhaps a way to block the road in the event of a high tide or flood

Tending and pruning of trees, shrubs etc. Wild flower seeding & less mowing of grass verges

Make a public footpath through Dibden bay again

Restore the New Forest to it's pre 1960 condition when conifer plantations are felled (follow National Trust Scotlands example)

Introduce schemes to stop people dropping litter

Footpaths need trimming back and street lighting also obscure (e.g. Challenger way)

Continue and extent planting and tending/ pruning of trees, shrubs, flowers etc.

Keep pavement clear from bushes and brambles on the hill out of Hythe

Keep the tip free and unencumbered for use

Keep pedestrian areas, i.e promenade, free of vehicles

Plant more trees, particularly in areas where there is a limited number of mature trees (primarily in some of the older housing estates).

Great concern over the depletion of the salt marsh on Shore Road, which is home to a variety of wildlife.

Protect dibden Bay at all costs for, development, and support more public transport to limit traffic. Education with schools on protecting habitats and protecting historical trees.

Provide a sandy beach at prospect place, Hythe

Toilets near the to the Hythe play park

Do more about the speeding across the forest

More litter bins and litter collection

Christopher Cockerel bungalow to be done up and advertised to visitors (blue plaque maybe?)

Stop fly tipping in fields

Cut down on traffic and pollution in Prospect place

Already good

Establish a community orchard on Ewart recreation ground. Also, stop using weedkiller.

Stop dogs who foul on the walkway on the walkway. also rubbish dropped on the footpaths

Reduce the number of people

Take on litter and publish you are doing it, there will be heavy fines, evening years to come.

Trim inner edges of pavements more often. Don't trim planting, shrubs and trees too much

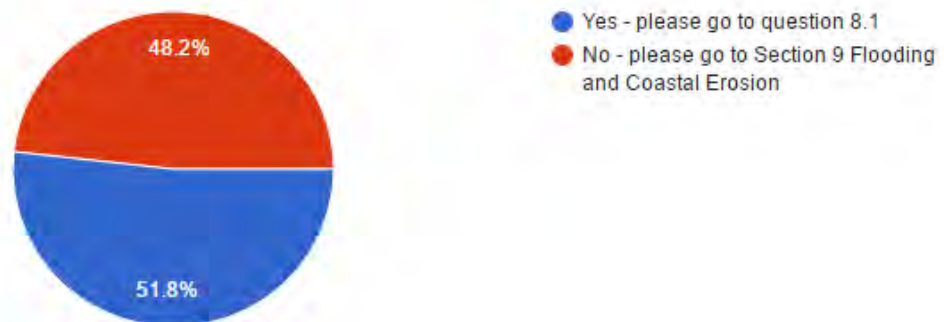
An untidy look of cars parking anywhere because of a lack of parking will lead to people being less inclined to visit and stay in Hythe. People do have cars so accommodate for them

Make a beach

Be proud of it and celebrate the location of Hythe and Dibden being between the New Forest and 'the sea', well Southampton Water. There has been very little done to connect the two. This would assist on the destination aspect.

8.0 Is there anything you feel we should do to protect our natural environment?

(114 responses)



8.1 What should we do to protect our natural environment?

See answer to 7.1

Rubbish left behind is a issue

As above

An area (perhaps at allotments) should be set aside for beekeepers.

as above

education and see if volunteers around to help with natural environment to run small projects tasks set up by parish employees

reduce tree cutting for profit

Recruit and encourage volunteers/community groups to maintain and oversee the upkeep and appearance of these valuable spaces.

Change the use of pavements. On side of road for pedestrians, and one side for cyclists

Maintain as many trees and open spaces as possible.

Build a case for more civic pride!

work to prevent coastal erosion particularly along Shore Road.

Keep open spaces protected from buildings and infilling.

See above!

I think that that this parish has a major litter and to a slighter lesser degree dumping problem. Despite the efforts of councillors and members of the public (including me) to pick up other people's rubbish we don't seem to make a real dent on the apparent throw away culture. It is always somebody else's problem. I believe that the Parish Council should take a real lead in education, backed up with a 'stick' as necessary to try and improve this situation. Other areas do it, who don't we?

Rubbish clearance from the foreshore - signage to discourage littering the water from Hythe promenade. Educational notices about Southampton Water

fewer polluting buses - air quality poor between Prospect Place & village

As in question 7.1

As above

Be very, very, very careful with the increased need for roads, schools, hospitals and housing in the area. Green spaces are vital.

Protect the trees from "Tree Surgeons" hacking down

As above - more protection for our green fields.

as at 7.1 above

Keep Dibden Bay free from port expansion.

Keep the current open spaces we have and support ventures like Barry's Farm in Shore Road, Hythe. Also provide/ensure adequate flood protection to protect the environment (eg in Prospect Place).

As above

Reduce traffic, increase non concrete non Tarmac roads/paths

Build a sea barrier, at the water's edge.

Used to be lovely- Encourage voluntary groups to help in these environments

If we had the resources, improve our wooded areas as we need to keep the, for future generations

No chemical spraying of grass verges

Minimise light pollution (street lighting). Minimise noise pollution (from petrochemical facilities at Hardley)

Better management of green spaces, more creative planting.

High fines for dropping litter and not picking up dog poo

Do not spray weedkiller around lamp-posts etc. On our grass verges

Provide tourists leaflets with sensible advice about accidents avoidance with forest livestock

Stop the building of houses on sites such as Forest Lodge Farm. Dissuade people from dropping litter and particularly fly tipping, which I have seen on a few occasions in the area (notably on Roman Road, at the exit of Applemore College). Make it more difficult for people to remove trees just because it doesn't suit their lifestyle to have them nearby when they move in to a property. This could be achieved by putting more tree preservation orders on existing trees to prevent them from being removed.

Please can signs be placed along Hollybank Crescent to stop dog fouling, it is now a problem

Train service would take a lot of traffic from A326

New Forest

Sea defences

Control industry in Shore road

Make sure the first is protected from damage by people, dogs and cars

Dibden bottom stream block, cause rd flooding

As above, it is too narrow a road for the amount of heavy traffic

Already being protected

No weedkiller

No large traffic through the village

Keep dogs off of open areas

Bring back our community workers with no restrictions

Protect and enhance all our existing small patches; grass/ shrubs and same for larger areas

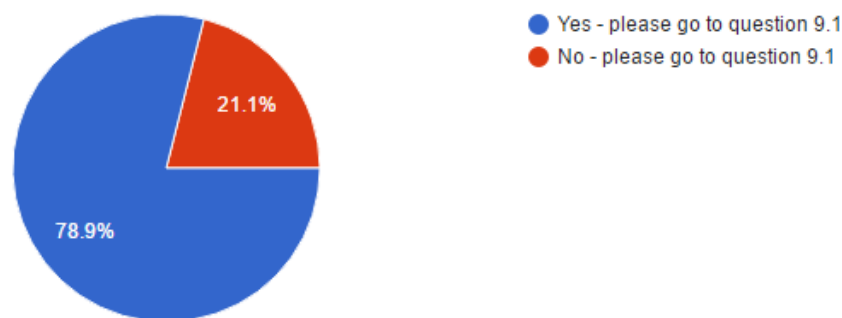
Ensure speeds limits are enforced

Ensure that we never have a port at Dibden bay

Keep our green spaces, but make sure that people are aware of them and are encouraged to use them in a responsible way. Make features of them and encourage local schools and societies to assist.

9.0 Concerns are frequently raised about rising sea levels and associated tides, surface water drainage and coastal erosion. We will look at this as a priority. Do you agree with this being a priority?

(114 responses)



9.1 Do you have any specific comments about flooding, surface water drainage and coastal erosion?

No

Shore road is a frequent flood plain. Future proof hythe for rising water

The brick sea wall adjacent to Seashells restaurant leaks though the mortar on spring high tide. The area adjacent to the wall could be improved to be safer with a better path and some improved shrubs/planting (I'd be happy to provide a design.)

no

look for least worst option when putting in facilities why always tarmac concrete etc.

protect our beaches more=calshot/leep

Shore road needs sorting

Dont build on flood plains, they have been there for thousands of years, it wont change because some clerk approves the idea of building a house on it. Its not rocket science.

Flood damage is out of scope for a Parish Council to be effective in.

As put in question 2.1

Beverley Rd and parts of Heatherstone Ave flood easily.

There is a pump on constantly in the cellar of St John's Church. South Street has problems at the Shore Road end, apparently this will be rectified when the Lidl development takes place.

Will proposed gravel extraction plant have an impact on new housing nearby.

The area around the Sea Scouts

but not in Hythe and Dibden - it is addressed already along Shore Road

Flooding. Probably an issue for those people who are likely to be affected, but personally not a major issue.

Coastal Erosion. This is a major environmental concern. I can see it as a prime concern for NFDC eg along the Barton cliffs and HCC eg at Lepe but recent reports eg about the scout hut on Shore Road also means that the issue is closer to home!

No I have no expertise in this field.

This should be dealt with great care for the environment and wild life

Regret I don't have enough knowledge or practical experience to comment here properly. But this must be an important aspect, covered by the increase in population and usage of the area.

Lack of drains in Guillemot Close, increases Surface water in rainfall

Rising sea levels on coastal erosion are natural where there is Surface water do not build unless it is on stilts.

To be made priority

Needs sea walls improved

Make sure the pumps in the car park are tested on a regular basis

Urgent action is required to address the central Hythe village flooding, especially in Pylewell Road. This is caused by inadequate surface water drainage from the Brinton Lane carpark which should never have been built without planning permission requiring adequate drainage. Some of these properties are listed buildings which should be preserved for the enjoyment of the wider community. The flooding causes distress and damage to properties (commercial and private).

Camberless side roads in DP, Oak and Talbot Roads for example.

See question 8.1

Big concerns about drains in South street. Shame about erosion along Shore road.

Rectify Shore Rd flooding

The repairs to the South St drains seem to have been stopped due to the development in PC Builders, broken pipes and collapsed pipes should not be affected by the new building works, they still need to be sorted

Shore Rd and the Sea Scout hut will be under water in the future, if funds allow, try to improve the defences

Clean road drains to stop road flooding

Professional survey, but also invite comments from local residents who have local, historical knowledge.

Drains and ditches should be a priority in the autumn

In the worst case, sea levels are only expected to rise a few inches this century

Shore Rd needs something to avoid flooding

Tidal rising you can't stop. Deal with the surface water drainage, Butts Ash Lane has flooded in the same place for over 25 years

Carry out a professional survey and risk assessment to identify what protection is needed where

No

Keep the drains clean and cleared above all and maybe flooding won't occur

No

Dissuading people from concreting / paving over their front gardens, thereby removing natural habitats for wildlife and increasing the risk of poor surface water drainage (and potentially flooding), could be something to consider.

This is of grave concern, particularly in Hythe village. The current drainage system is woefully incapable of serving its purpose, partly due to age, partly due to poor maintenance and also due to increased building and paving of gardens.

We must work with Council partners to ensure shore road a village centre residents are not unduly affected by flooding. Sea walls must be adequately updated.

Flooding in South St.

Hythe town centre needs work in the future

Huge ponds in West street after rain, slow draining

It should be expected and dealt with

Surface water in Frost lane both at top (Rosebery) and near level crossing

Shore rd is prone to flooding at very high tides, need to ensure the gates to the flood plane behind the railway are well maintained

The town centre is increasingly vulnerable to tidal surges but could be protected cheaply and easily by raising grass in prospect place

No

No one can stop environment change- waste of money let nature take it's course.

Clear drains. More rocks to dissipate ships wash and cut erosion

More protection needed in Shore road from high tides. Also better drainage in South street and Shore road

Not really, although coastal erosion will always be a problem unless dealt with regularly

Dibden bottom stream not been cleared by environment agency

Drains could be cleared in the village as a preventative measure instead of allowing them to become blocked

Surface water drainage in South St

Keep public drains clear

More frequent checking and clearing of drains where necessary. improve sea water flood risk at Prospect place/ bottom of Jones laniard by Hythe pier

Shore rd flooding

Flooding in South Street

Alexandra road needs urgent improvement for surface water drainage. Flooding frequently occurs causing gardens and garages to flood

Coastal erosion in lighterman Quay area (old dreamland site)

I thought this was sorted previously

-

Drainage generally; certainly Dibden purlieu is very poor, with giant puddles left around (The Heath car park)

Ensure new business developments have correct and well monitored drainage systems as to not increase the already serious issue in South St. I have had issues for 2 years which has damaged by house, forcing me to leave at one point

The scout hut in Shore rd will soon be flooded

The residents need to know where the risks are and what is being done about it. What does the modelling show in how Hythe would be affected? Also, how are current sea defences holding up, how long will they last, and what plans are there to replace them. Also, what will the impact of ABP and Dibden Bay have on any of this.

10.0 We enjoy where we live. Is there anything we need to do to enhance our and our visitors' experiences?

(114 responses)

10.0 We enjoy where we live. Is there anything we need to do to enhance our and our visitors' experiences?

yes

Publicise Hythe more

Make sure that the jobs of the ACSOs are maintained. It is a shame, in my opinion that the St John's Car Park has been sold to Lidl for development, which will accrue funds for NFDC but not for the benefit of Hythe and Dibden and will make Hythe even more 'downmarket' in its character. It is essential that the ill effects of this development be mitigated.

no

Keep leap beach open later in summer calshot is with no problems

Keep the ferry running it's a big attraction

Cut back on heavy traffic going through Hythe. Open a museum of the history of Hythe.

no

Hythe has a great historic past. Perhaps you need to focus on visitors knowing/seeing that they have arrived. How about a classic/vintage Hythe/Dibden flag at a few vantage points - it needs to have an authentic look though. e.g. Both ends of the pier, St Johns church, The Grove, Drummond Ct. etc. see <http://www.newbury.gov.uk/the-newbury-flag.php>

Take more pride in our environment

As I said before (2.1)easier movment for vehiicles to be able to drive into Hythe without the problems of congesttion which occur at present

rubbish, get bins in more places for dogs and waste, local advertising get us in NPA and forest blubs etc (brockenhurst Lymington burley Beaulieu Lyndhurst seem to hog the limelight)

no

More local events like summer fairs.

beter visitor info on line

Better shops

No

Keep it clean and litter free.

I should not be expected to pay for town car parking at the same rate as visitors to the area.

No comment, all is well here.

Hythe Arts Festival is good but used to be better.

no

Better signage for visitors when they arrive in Hythe village

No

I think the old railway line in to Esso should be developed as a cycle and walkway now that it is no longer used.

No opinion on this

No, nothing to add to those comments already made.

encourage better maintainance and use of the pier through council and crowd funding to get viewing platforms and serivces to end of pier and preserve this unique selling point of our town for all. Other places would kill to have something as unique and historical . Maybe a museum ref hovercraft, flying boats, spitfires etc. OR cruise ship ocean liners since so many peoplw come to watch them nowadays.

Reduce buses idling & producing noise & fumes

Provide free parking on the marina.

Tidy up the Hythe ferry terminal at both ends, it's a wreck! A great opportunity for a cafe as the view is 2nd to none!

Put pressure on NFDC to improve links. There could be bikes/ Twizy's here so people can get to the NF once they get here. There is nothing out of season.

No

Keep the Hythe ferry and pier train running. Beach buses and tourist buses in Summer are great, I strongly believe that areas such as Hythe and the Waterside needs to have more made of its history and wealth of achievements even into more recent times, e.g. Sir Christopher Cockerell and the hovercraft.

No

NOT send out email in Community Safety Bulletin from NFDC encouraging Flytipping of fridges and Freezers - see 20th October from Stephanie Bennett, Clerk to the Council.

Continue to care for the open spaces, and improve the roundabouts.

Be honest when publicising Hythe. Sometimes I have seen information which exaggerates the attraction of Hythe for people visiting the New Forest when they are on holiday in the area.

More control over on-street parking

More safe cycle lanes without hindering Motorists driving in the New Forest try to encourage more cycling off road.

Fight for keeping the ferry.. Make the train more colourful.. More opening on Sunday's

Free parking in village to encourage support for local business

Yes better opening hours especially Sunday opening even if it just summer months. Several people coming across the water are surprised that town is closed on Sunday. Improving shop choice would encourage visitors and improve village economy.

Advertise Hythe more openly in the New Forest. Support Hythe ferry.

Save the ferry

Create/rebuild a designated footpath from Hythe waterfront along the riverside to Marchwood. Clearly signpost walking routes for the whole area.

Extend the promenade round to the Marina.

Make a feature of the pier and ferry.

Publicise in a more professional, holistic way what the area has to offer and the calendar of events. The parish council website tries to do this to a certain extent but could be really ramped up with some creative thinking to be a much more 'whizzy' interactive site without great cost. Local publications often lack necessary detail for visitors (eg the last RNLI raft race didn't give the start times online - you had to check a lamp-post poster). A template of 'required' information would help. There isn't much co-ordination with neighbouring areas so it must be difficult for a visitor (or person coming to live in the area) to get a sense of all that goes on in the area. For example, there is no easy way to search online for clubs, activities etc.

Keep ferry running! Keep variety of high streets shops and not get Lidl. Keep community spirit through local events.

Just keep the place looking tidy and colourful (lovely planters which are well-maintained). Unfortunate that you've got rid of ***redacted*** who was invaluable in keeping an eye on the community's small but significant unruly element. We all feel less safe in, and out of our homes, now that he has been forced to leave.

Continue to strike a balance between needs of visitors and residents

Reduce traffic increase pedestrian areas

Fix the ferry! Plus 2 new fast boats

Make plenty of parking available

Yes. Hythe centre and adjacent areas to be part of a plane to encourage more tourists and visitors. With the fantastic views across the waters plus cruise ships passing, Hythe is a great place for them. Encourage a café at the end of Hythe Pier, which will be a huge benefit

We need to improve Hythe to entice visitors, improving the ferry services would be a help, I have suggested that the weekend where the public help to tidy the station at the end of the pier as an example of ways to help the ferry

The town chief needs replacing - Someone young and tidy

Promote the village when cruise ships dock from America etc

Improve the pier- It's an eyesore!

Sign posted walking routes, leaflets of items of local history interest, information plaques

Hythe pier needs more investment or perhaps a Lottery Grant

The footpath from Hythe marina to Marchwood could be greatly improved. Also, persuade Crown to allow a cycle track across forest from Dibden Purlieu to link up with cycle tracks in the New Forest.

Keep pier up together, keep ferry running and have a train service to and from Southampton

Increase bus services to the New forest (limited service currently)

No

Shops open on Sunday in summer and possibly later than 5

Signposted or way-marked walking route(s) around main places of interest, with informative plaque at each place

Yes, leave St. Johns car park alone for parking and not develop it

Provide a well signposted visitors centre instead of rude people in The Herald

Enough spaces in car parks!

More notices clearly displayed i.e. Toilets, no parking, do not feed seagulls, no cycling

Protect the public library in Hythe as this is a useful resource for the local community but also probably for tourists in the area looking for local information.

We need to make much more of the tourism attraction that Hythe is - rejuvenate the approach from the ferry office to the village. We do not encourage people to use the Prom. It almost feels as though it doesn't quite flow with the rest of the village.

Support ferry as much as we can, organise tours within local, holiday and cruise companies to encourage visitors to come over to the village. More events and organised massive events with live music , comedy etc. A local ytransport ticket show your ticket get local discounts etc.. More shops,with tourist focus or even pop up shops.

Keep St Johns parking open

No

Maintain our present excellent standards of public services- street cleaning, weekly rubbish clearing

We could do with a decent hotel with meeting rooms for business and pleasure

Provide more car parking

No charge for pensioners at the attractive walks at Hythe Marina

No

No

See Seashells remarks above

Advertise more. All the forest towns do much more than Hythe

Just keep it quant, no new buildings

Don't loose the pier, train or ferry

No

Hythe is lovely - A great tourist attraction. More needed to aid local traders, rents too high

Yes lovely, homely village ruined by businesses -lloyds bank car park- eyesore with weeds and clippings just left to rot. Bell warehouse very unsightly and forecourt is a bad state. Barclays car park, raised bed and full of weeds.

No

Cafe at the end of the pier

Keep the ferry

No! This is a village on the edge of the New Forest should be adequate enough to bring people in.

Hold events on Hythe green between the marina and public toilet. More events in the village centre

Smarten up Hythe pier and train

n/a

Don't need visitors

No! I think Hythe is a wonderful village, I like the flag, hanging baskets and the promenade etc

Less charity shops and estate agents and more of retail cloths and gift shops. Should please the visitors to hythe

See question 5. Use railway line for goods delivery

See litter is kept tightly under control. Signposting enhanced. An information office with signs to it Hythe has immeasurably except for the drainage issue. I would enjoy living here if drainage and speeding improves.

Tidy the garden and repair the seats at the back of the promenade

Yes. Hythe is not a destination for visitors; there is little accommodation and very little to do other than a brief half hour to look at the pier from the Promenade. There is very little to do in the evening other than restaurants and a couple of pubs. For residents, there is little to engage them either.

11.0 Is there anything else that you think should be included in the Neighbourhood Planning considerations?

(89 responses)

11.0 Is there anything else that you think should be included in the Neighbourhood Planning considerations?

Community policing

A decision needs to be made as to whether Hythe is a New Forest village or a suburb of Southampton. If it is considered a New Forest village, which I very much hope is the case, it is incumbent upon the Council to preserve and enhance it as such like Brockenhurst, and not to allow the development of businesses that will make it look more and more like Shirley High Street.

no

Having council officers who take on board the community opinions and not do what ever their own opinions suit.

no

Waterside heritage (in the old station) needs to be more integrated into Hythe and Dibden tourism and culture 'circuit'. It needs something to attract people to visit e.g. those that now find the library a non usable environment. The library focus is now about access to the internet, social contact and advice. Maybe the waterside heritage could focus on those wanting to study, read and concentrate in a quieter environment.

no

efficiency , do we need to have all roles can some be redeployed to support other areas which are suffering ie dedicated workers health youth etc to take over roles lost, don't want to lose staff but want best value rather than just coasting (if such roles are around)

as said in question one single bedrooms flats in hythe for over 55s not over 60 I lost my husband aged 57 to cancer and have been trying to find one bedroom properties ever since as I can not afford my private rent

Hythe Library is a good local resource, this should not be closed.

carefully consider the amount of retirement flats proposed they do nothing for the infrastructure we are becoming the retirement capital of the south

Make it safe to walk around our wonderful area..... Traffic speed control and enforcement through the many emerging 'rat-runs'....

Roman Road south, Beaulieu Road through Dibden Purlieu, Hythe town 20mph area, Frost lane & Shore Road, Butts Ash Lane, Butts Bridge Hill between Frost lane and Langdown Lawn.

When council planning consent is refused, why are large commercial entities allowed to bulldoze there application through. Dibden Purlieu now has yet more 'retirement housing' , ones that Parish and Local Council did not approve. How is this democratic.

Yes, my wife & I walk a lot, we often encounter over grown hedges along the Fawley Road from Netley View to Butts Ash Lane and Frost Lane and Shore Road

Also Butts Ash Lane walking towards the Gleneagles pub, as too is the corner of Crete Lane, so bad we have to walk in the road. The cycle path from Netley View to Butts Ash Lane has no designation for cyclists and pedestrians, here the hedges are particularly overgrown.

Since the population is only likely to increase we should not lose car parking spaces.

I have sent a lengthy letter to The Grove. There are several issues regarding traffic in New Road and the need to expand the library car park BEFORE the Lidl development begins. I have expanded on these in my letter.

Public forum to meet District councillors on gravel, Lidl.

Housing for low income families and young single people needs to be a priority

mentioned in question before

Lidl will be very welcome!!

how to support a unique festival/celebration to promote the area- like the snowdrops in Shaftsbury , hat fair winchester, kettlewell scarecrow festival something that could be built up over years and become something locals and schools could participate in along side the councils

Keep the Marchwood recycling centre open.

The reintroduction of PCSO struction and old way of information distrubution

proper review of how Normal Bareham was pushed to retire. Should recognise the work he did to keep our streets tidy, youngsters mindful and us informed.

Bring back our Norm!

Get our PCSO s back in the beat....they were invaluable...and kept us uptodate ..not days later.. Too late

We do not need another supermarket or more retirement flats that will bring more congestion to our village and lack of parking spaces for the people who already live and work here that would change the whole infrastructure of the village

We urgently need to enforce speed restrictions - especially on the Beaulieu Road down from the Heath roundabout through Dibden Purlieu. Lets have reduced speed limits/speed control devices, enforce them and make it safer for everyone

The housing that is urgently needed is low cost affordable for first time buyers and those on lower incomes.

Health services (see comment under community facilities). .

No

Long term provision of adequate road and rail infrastructure - the 326 is at capacity, and the railway now a totally unused major resource

Cut out the green places outside people houses and put in lay by's to ease parking, it's a very big problem
Hythe and Marchwood bypass to be made 2 lanes each way
I think this survey should have been sent to everyone in the area. I have received this form as a neighbour found a copy and has past it on. Most people will not have seen this
No parking in Mousehole lane. No more than 2 taxis by the ferry
No Lidl shop, theres too many big companies in the village; Costa, Dominos, Subway
Car parking, especially if/ when Lidl comes. There has been no thought given to locals who use St. Johns car park, the church or car parking clocks. The other car parks will not be sufficient and will push more cars onto the side roads
More yellow lines to stop traffic parking on foot paths
Continuing funding of local community police. More public toilet at car park by St. Johns
-
What has happened to the gravel extraction plan now that houses are being built in the same area? Ban gravel extraction
-
Ensure the areas for which you are responsible for are clean, tidy and well looked after and encourage others to do the same
Refuse the proposed Lidl development in Hythe
No
retain or provide alternative/ smaller police station or enquiry office
Yes, more 1st time houses and no more retirement flats
Sensible guidance without fear to the bored youth
no
Employ more traffic wardens and collect fines
I'd like to draw attention to the growing problem of an increasing number of cars and vans being parked in inappropriate places on main roads and access routes in the area (and also on grass verges, cyclepaths and footpaths), particularly in and around junctions. I'd like to see measures put in place to encourage people to leave industrial vehicles (vans, lorries etc.) at their places of work (rather than bringing them home and parking them in inappropriate places in residential areas), which might help to alleviate this problem.
Resident parking in South St
No
No
No
Put Lidl in the police station building or find new use for it (shelter for the homeless)
No
Dense housing developments (flats) should incorporate more parking spaces
Can it be made an offence to feed seagulls in a built up area, on Hollybank crescent there are residents who are now feeding these birds for the greater part of the day, causing a nuisance, not only with the mess these birds make but the constant squawking and fighting which we are being subjected to for prolonged periods can be quite distressing. Surely this is as anti-social as dog fouling
No
Listen to the public more over all issues not just at council meetings
Make people use car parking, free up the road
no

Elderly and well off people are very well catered for. 1st time buyers/ social housing

No

Railway bridge in New St a lot of dumped rubbish behind wire fence

No

Footpath between gold course and clay pits lane, joining up to Hythe

Costa Coffee spoils the litter free area with their napkins littering the precinct. they need a litter warning

Traffic in South St

Revamp area to Hythe pier. Cut dead trees and tidy walkways between

No

Less charity shops

Like in Europe, no large lorries should be allowed in the village

Tighten up planning rules to stop the paving over front gardens

Wheelie bins would be great

Why is Sir. Christopher Cockerell house not a museum to him, tea rooms at the back with a view, could serve tea/drinks to people on the green

Try hard to find a use/ user for the railway from Totton to Fawley

Cannot think of anything that hasn't been covered. What a good idea this whole questionnaire is.

Children and young people need to congregate in safe places, they may be more responsible than we think. Also, police support needs to remain, their presence helped.

Demolish the tin warehouse next to St. Johns church hall, it has been an eyesore for years

Use of the Hythe ferry, and the effect on the town if it goes. Also, the traffic on the A326 needs to be addressed. Also, connections to the New Forest need to be established in both Hythe and Dibden.

6.0 Ongoing Engagement and Transparency

6.0.1 The Neighbourhood Planning Group is keen to maintain engagement and transparency through the process and resolved to undertake a second set of consultations to check that the group was delivering what the community wished.

6.0.2 The group was also aware that the community had become more suspicious of planning related matters following high profile planning decisions that were controversial. Decisions to allow retirement homes when the community were requesting affordable does not result in positive engagement for Neighbourhood Planning.

6.0.3 The group was offered a media resource available to the Parish Council and was able to produce a 2-minute video explaining the Neighbourhood Plan process and what the group was aiming to achieve. The video can be viewed here https://www.youtube.com/watch?time_continue=1&v=w5yRyNJDCDg. The video has been viewed 463 times and was shown as a trailer at the Community Cinema. It has received favourable comment.

6.0.4 The group resolved to undertake a further series of roadshows and a google survey.

6.1 Roadshows

Date	27/07/2018, Hythe Marina
Consultation Format	A 'roadshow' event. A gazebo featuring PVC side panels with photos of Hythe & Dibden 'Then & Now'. Exhibition Boards with laminated copies of the Aims and Objectives and the associated maps. Also paper copies of the 'Aims and Objectives' featuring the questionnaire for those requiring hard copy and leaflets giving future dates of roadshows, website address for electronic copy of the questionnaire and contact details.
Methods of Publicity	The event was publicised on Social Media Groups (8 groups total 31,932 but many belong to more than one group) The Herald Leaflets Hythe Peer (weekly email newsletter) Hythe & Dibden Parish Council Website Hythe Marina Newsletter Google Survey
Participants	The event was not particularly well attended around 30 people. However, of those around 15 had seen the adverts and made a special visit and wanted to discuss the plan in detail.
Outcomes	This was a quiet event but the people that came along were engaged with the Plan. It was also a useful surgery and we were able to answer queries and signpost people to the right place. There was overall support for the Plan, particularly the Buffer Zone. Additional points raised were parking and charging for mobility scooters and stabling for horses

Date	7/8/2018, Tuesday Market
Consultation Format	A 'roadshow' event. A gazebo featuring PVC side panels with photos of Hythe & Dibden 'Then & Now'. Exhibition Boards with laminated copies of the Aims and Objectives and the associated maps. Also paper copies of the 'Aims and Objectives' featuring the questionnaire for those requiring hard copy and leaflets giving future dates of roadshows, website address for electronic copy of the questionnaire and contact details.
Methods of Publicity	The event was publicised on Social Media Groups (8 groups total 31,932 but many belong to more than one group) The Herald Leaflets Hythe Peer (weekly email news letter) Hythe & Dibden Parish Council Website Hythe Marina Newsletter
Participants	Shoppers, passersby, visitors
Outcomes	This was a busy event with people engaged with the photos, plans and Aims and Objectives. In general people agreed with the Aims and Objectives and there were a few other discussions that were captured on post-it notes and will be incorporated and recorded and used as supporting evidence. There was overall support for the Plan, particularly the Buffer Zone, housing for young people and one-way through Hythe Village Centre Additional points raised cycle routes through Hythe Village and stabling for horses.

Date	15/8/2018 Sports In The Park Youth Event
Consultation Format	A 'roadshow' event. A gazebo featuring PVC side panels with photos of Hythe & Dibden 'Then & Now'. Exhibition Boards with laminated copies of the Aims and Objectives and the associated maps. Also paper copies of the 'Aims and Objectives' featuring the questionnaire for those requiring hard copy and leaflets giving future dates of roadshows, website address for electronic copy of the questionnaire and contact details.
Methods of Publicity	Via HANDY Trust Youth Team and Youth Club
Participants	The event was aimed specifically at young people and their families, some of whom come from more disadvantaged areas of the Parish.
Outcomes	This was a busy event with young people and their families engaged with the photos, plans and Aims and Objectives. In general people agreed with the Aims and Objectives and there were a few other discussions that were

	<p>captured on post-it notes and will be incorporated and recorded and used as supporting evidence. There was support for the Buffer Zone and Housing for Young People. Additional points raised were Safe Routes to Schools and either a Water park or better access to the water in the Parish.</p>
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6.2 Google Survey

A further google survey was undertaken and the questionnaire incorporating the results is set out in the report below.

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

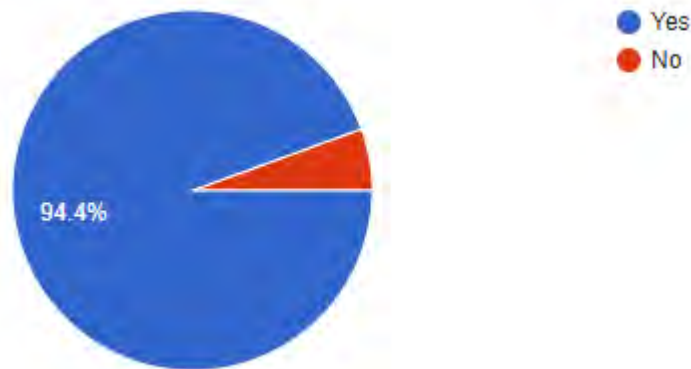
- Hythe is wonderful – keep it that way!
- Appreciated by residents and visitors – need to retain the character of the village
- Hythe has a great historic past – make more of the opportunities of ‘Waterside Heritage
- Give visitors more of a ‘sense of arrival’
- Hythe is lovely – a great tourist attraction

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?



Please explain to us what we have got right or wrong

Over built. Need more for young people and families. Fed up of reading same old rubbish from REDACTED and his friends. The area needs positive change.

Lidl's is in no way whatsoever going to 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.

With all the retirement flats etc being built in Hythe, please will some one wake up and start planning more doctors surgeries, have you tried to get an appointment recently?

Bit vague, so on that basis difficult not to agree. Could be more specific

There are too many retirement homes being granted planning permission. As a pensioner and lived in Hythe for 55 years feel the need for affordable homes for the younger generation needs to be a priority. Hythe now is now becoming a village for old people. We need to attract younger people. Local shops, banks closing, we are left with charity shops.

Yes and No - not an option to tick. Retain character of Hythe but must be open to new innovations and ideas.

Essential to preserve and renovate the pier, support the ferry, get recognition of the historic value of pier, train and other associated sites.

It perhaps is not necessarily your fault, but there does seem to be a surfeit of accommodation for "older" citizens in the way of serviced apartment living in the Hythe & Dibden area. The developers oft spout that providing this accommodation permits existing housing to be placed on the market to the benefit of local housing stock availability - this is utter tosh of course, as most of the serviced older-peoples properties (McCarthy & Stone and such like) are purchased by people in the main from outside the area who want to come and retire here. This sales pitch nonsense must be challenged and new housing built for the benefit of everyone.

good design of any development is very important

The development of the pedestrian precinct in the centre of Hythe, along with the imposition of the 20 mph speed limit on the surrounding roads is to the well being of those shopping or just wandering about the village. However, the congestion and air pollution produced by buses and taxis standing at the bus stop and taxi rank at the pier head is to the detriment of all. Could the buses be forced to switch off their engines for the time they are at the bus stop? Unfortunately there is little else that could be done to relieve these problems due to the private property in the area.

I agree to this statement to a degree however there are a number of proposed developments within the New Forest National Park, including housing and the main Park & Ride site. Following the designation of the National Park by the Government in 2005, we understood that the land within the National Park had the highest level of landscape protection (higher than Green Belt for example). We therefore object to the proposed allocation of greenfield land within the protected National Park for housing development. The National Park boundary was established around the built up area of Hythe & Dibden following a detailed assessment and public inquiry and we object to the Neighbourhood Plan effectively re-drawing to boundary to allow housing development.

I very much agree with this approach (It might be difficult to achieve everything following!)

Encourage visitors - a small hotel - eg Premier Inn would be great!

The Hythe Pier and train needs a major makeover to improve its safety and appearance and then would be a great asset to Hythe. Try and improve and place a plaque on Sir Christopher Crockrell house - it is part of our history and could be a great tourist attraction.

Although Lidl is an excellent supermarket it should not be located in the village centre but up at Hardly thus retaining the car park. I realise it's too late to change but do feel it was a mistake.

You say built to high standards & quality, these are important but shouldn't be to the detriment of price as youngsters are really struggling

I think you are perhaps considering standards of quality against what the poorer people here can afford. Yes they want well built but not so dear they can't afford them. Same goes for elderly widows/widowers. Some have been left with plenty, some like me struggle to make ends meets. There will always be them & us. Just make sure its affordable to all

The proposed development for 6 houses in Wildground lane is not in keeping with the surroundings at all it is not even a through rd and is very tranquil and quiet not to mention a beautiful old house plus numerous trees will have to be demolished ruining the privacy of the lane plus increase traffic on a very congested rd.

Aim 2

To provide suitable housing opportunities for the local community

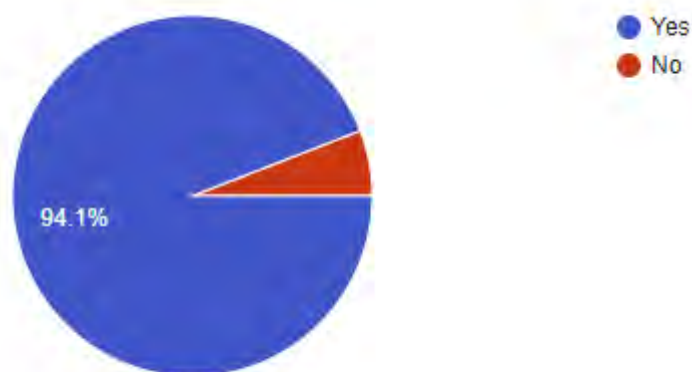
These are some of the things you told us you wanted

- 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?



Please explain to us what we have got right or wrong

There are too many retirement places being built. Local young people cannot stay where they grew up and have support because they cannot afford to live here, and there's no truly affordable housing being built

At present, way too many retirement flats & way too few family/starter homes.

In my opinion, suitable downsizing properties for local older people are not the extremely expensive and restrictive McCarthy and Stone developments which have appeared in Hythe recently. Until better priced, less ghettoised accommodation is available, I shall continue to live alone in my 3 bedroomed semidetached house.

Again excellent as long as it is enforced. No more homes for the elderly please.

An easy way to make extra room is for some social housing properties to be adapted to fit more families in. More social housing for the elderly to feel safe.

Too many retirement flats which I am guessing could be slightly out of your control - however can be influenced as you strongly influence other planning decisions!

Ensure all existing buildings are being utilised before building more and encourage any plans to make multi occupant accommodation from existing buildings

The third bullet point needs clarification on homes for retiring residents. There is currently more than sufficient "supported " housing for LOCAL residents. To avoid isolation and maintain a cross age mix any "downsize" homes need to be included as part, not whole, of any development

Already quite a few smaller houses in Dibden and also Hythe.

YES AND NO. In order to raise the quality and attractiveness of the area it is also necessary to attract high value property developments. All the points above address a critical need, but planning cannot leave it to commercial interests to provide a true mix of property. An over concentration of the sort here outlined would not bring wealth into the community. It is private money invested by wealthier individuals that often funds leisure activities encourages investment in local business and helps local charities.

YES AND NO

Difficult to please everyone but you are listening. Communication, so well done.

See my first answer!

The present developers' profit driven practice of either building large, five bedroomed properties with reasonable gardens or small two or three bedroomed properties on very small gardens needs to be prevented. The smaller properties are jammed in without thought of public needs or services (Dibden has no open space where one can walk and sit to contemplate or socialize and except for the open area at Forest Front there is nowhere in Dibden Purlieu to sit except in the air pollution and traffic noise caused by the pedestrian crossing in Beaulieu Road). A variety of housing types and sizes needs to be incorporated into the designs at the planning stage.

Again i agree to a degree but think that you should re-visit where you are planning to build these new houses, remember that we do have SSSI areas along with the fact that we border the National Park and would need to mitigate any impact these new homes would have on these areas.

Whilst I agree with suitable downsizing properties for local residents to retire to, this should mean affordable housing and not luxury flats such as offered by McCarthy & Stone & Churchill.

Do not make assumptions re older couples downsizing and only wanting 2 bedrooms for many like us, 3 bedrooms needed to accommodate study/hobbies room and later a room for live-in carer. The garden is what we can no longer cope with!

Also need three bedroom apartments for retirement of couples who don't want gardens.

It would be prudent to encourage solar panels to save on energy with all new builds.

No sign of much progress on the starter homes

A mix of housing is good but it needs to be focused more on the affordable 1 or 2 bedroom places.

At present properties built by housing associations, like flats with service charges, are far too expensive for most local residents who want to downsize. Most seem to be bought by folk from other areas where they can receive more money from the home they are selling.

Lidl in the village centre is totally wrong

I think the mix of being able to downsize to retire mixed with starters home should work well

Remove the "downsizing" properties. The problem is we have more than enough already and it's not achieving the goal. We are importing downsizers from out of the area, swamping the doctor surgeries and other infrastructure.

We need 3 bed homes as renting is 1000 month That's what my daughter pays she's been on list 7 years and gets stressed finding this and works hard

Too many overpriced flats for the elderly with high maintenance charges which make it difficult for people to downsize. Need more small low rent places instead to encourage downsizing. More social housing needed for those unable to afford to buy as private rental charges are very high.

Its all relevant so the question before has the same answer

If these houses go ahead they will not be affordable either two detached and four three bedroom semis.

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?



Please explain to us what we have got right or wrong

I would like a woodland burial ground in the space allocated on the map to accommodate those of us who don't want a church burial.

Excellent approach, but needs to be enforced.

Ask schools to be involved with the environmental issues. This might help the whole family to get on-board with recycling and looking after and respecting our local area.

The burial space for deceased is particularly needed

But also need to improve the provision of recreational parks if you wish to encourage families not just the retired to live in Hythe and Dibden and not just natural greenspace. Also, greenspace at Hythe waterfront (near the ferry) in need of more flowers and plants and something to encourage it's use - it is rather uninspiring. Hythe Marina very soulless and again needs flowers/plants and even sculptures and more restaurants, cafe etc to encourage more visitors.

See our answer to AIM 2 as it has relevance to this.

Implication now.

We must also have a zero tolerance approach to those within the community who do not share these aims, and seek to damage the lovely open spaces, parks and play areas. It is not good enough to say we must do more to give the youth of today more opportunities - we must also back it up with discipline to enforce responsible social behaviour.

them...

More tree planting of shade trees must take place with the probability of increased daytime temperatures and stronger sunlight caused by climate change. More seating is also required in the shade due to the increasing numbers of elderly persons living in the area. Most seating in the Hythe is placed in direct sunlight and there is no such seating placed in Dibden and little in Dibden Purlieu.

It would be good to have a memorial garden with contributions from the people who want to have something to remember their loved ones.

One of our greatest historical assets to the Parish is our Hythe Pier and Train. It is listed in The Guinness book of records and something to be proud of.

I agree with all of the last paragraph

But take care of the budget, people before trees

as previous answers

Aim 4

To promote public health and wellbeing

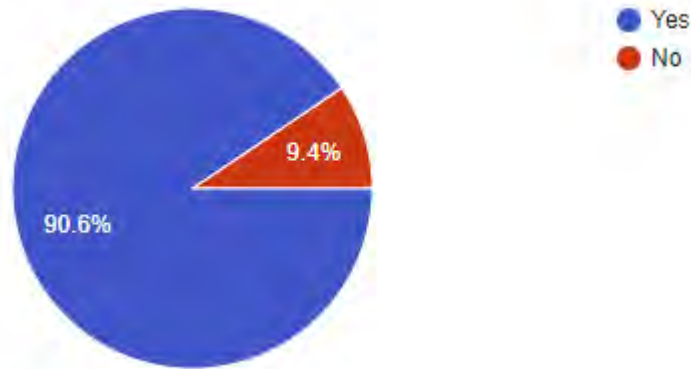
These are some of the things you told us you wanted

- 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?



Please explain to us what we have got right or wrong

I do agree but you don't say HOW you will do these things. "Promises" are all well and good, but without telling us how you intend to do it, it's not meaningful consultation.

Where are the bike routes?

Village parking is now at a premium due to the sale of the St Johns Street car park, which I feel was a mistake as it will increase traffic congestion and air pollution. There are already numerous community facilities in Hythe and there is no need for more. The village halls can accommodate badminton, as can the excellent facilities at Gang Warily and Applemore so there is no need for more.

Excellent.

20 mph speed limit is never enforced

Public transport is too expensive. More needed in Hythe. More free parking.

Parking in the Village is now greatly reduced, putting off visitors to the area.

Provision of more electric vehicle charging points - I am all for electric vehicles however they are not at a point where they are self-sustaining at the moment. The cost of this proposal needs to be seriously thought through before

I think parking is already well controlled with existing park parking facilities but the disposal of the car park to provide Aldi is likely to have an adverse effect which no doubt the parish and district councils took into consideration

If you can influence prices at recreational centres locally then please consider as too high when compared to commercial gyms in Southampton. Encourage and publicise outdoor groups and a local outdoor paddling pool

Applemore Leisure Centre already provides plenty of opportunities for healthy lifestyles for all age ranges. Air pollution and traffic congestion in Hythe and Dibden is not a problem issue! Try driving in Southampton!! Neither is parking - there is plenty for the size of the village. Public spaces - see my comments on Aim 3. Put the Market on at the weekend to allow those that work to visit it.

Cruise ships, lorries, delivery vans, not private cars, are the biggest polluters. Stopping the ABT planned expansion on our side of Southampton Waterway is the most important thing we can do to stop more pollution.

As the plan is to encourage more people to walk and use public transport I am surprised that there is no provision for a platform to get on and off the train on the allotments by the Hythe school crossing. I would suggest a simple platform for pedestrians with NO provision for cars. There are many people who walk into Hythe down School Road and I am sure they would hop on a train at that point, were it available. The entrance to the Housing and Landscaping area on Map 2.2 is on West Street on a Blind downward inclined bend. An exceedingly dangerous place. The location of the public open space, allotments and housing should be re-evaluated as there is already an area of allotments the other side of the railway line and a fine open space and play area at the Ewart Recreation grounds, a five-minute walk away.

Create more parking in the library car park by using the site of the old library.

Irresponsible and selfish on-road parking is a continual problem - liable to increase with the opening of a new Lidl store, and the possible building of over 40 accommodation units by Churchill (with little parking) right in the centre of the village. More yellow lines I'm afraid are required to stop the inevitable creep of such on-street parking into St Christopher Court and the Shipyard Estate, and Shore Road (which is already a nightmare with parking on pavements etc), and outside the Marine Industrial Park. It is a "must do".

address the issues of persons using the Grove and all the organisations attached to it, who just think that because they know a resident of Sir Christopher Court, they can park anywhere in the court while they attend "the grove"

Please note my comments on tree planting in the last section which are still relevant in this for supporting public health. More provision of well designed cycle and pedestrian routes is necessary. I cycle whenever I need to journey anywhere in the Waterside: the bank, shopping, doctors' surgery, chemist, etc and secure, well placed (in easily observed places, not hidden around the back of a shop or wherever) cycle parking must be placed in logical places. (In Haarlem, the Netherlands, I noticed secure cycle parking outside MacDonalds). Cycle parking should be placed at the Fairview shopping centre opposite the doctors' surgery and outside the Cycle shop on South Street, for instance (I believe that the latter is on private land, unfortunately). All new developments should incorporate cycle provision, whether they be domestic, commercial or industrial and safe cycle and pedestrian routes developed to those developments. Cars should be discouraged from entering the village and designated HGV routes signposted to commercial and industrial destinations.

It would be good to improve the taxi rank and stop them from having their engines running and also blocking the road

I and others have felt for a long time that entry into Hythe Village should be a one way system. With different types of buses, taxis and cars all trying to get in and out one way, just causes congestion. All travelling in the same direction would create a better flow and keep traffic moving. We arrived 53 years ago and the village was so much smaller then, but with so many more buildings, houses and cars it may be a time of change.

Too many taxi parking spaces by the ferry causing snarl ups. The one way system with buses going down Jones Lane is an excellent idea.

I think improving the village centre might destroy the ambiance there us now except I think the buses should turn at the pier & leave via Jones lane. I don't think there is any need for more food sustainability & biodiversity.

If you achieve all that well budget gone!!

Aim 5

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

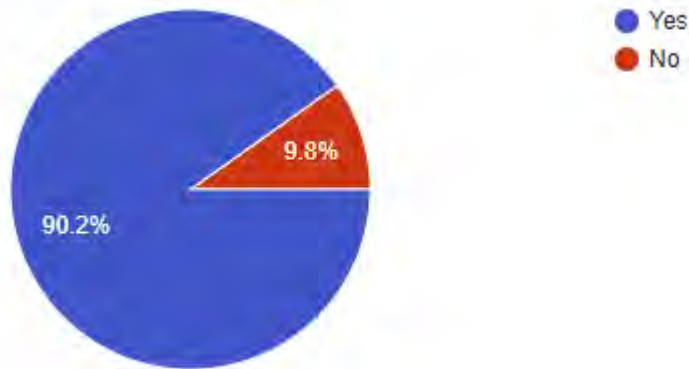
These are some of the things you told us you wanted

- 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?



Please explain to us what we have got right or wrong

You've cancelled the bus that tours through Hythe

All this sounds good, but public transport is expensive and the ferry is inconvenient and unreliable in my experience. I would like the A326 to be a dual carriageway, particularly if Dibden Bay goes ahead. Also, restricting traffic or parking in Hythe may cause more pollution if cars are idling while in queues for parking slots or on the road.

The protection and enhancement of the Pier is a good thing. We do not need any more cycle routes as all connections are adequately catered for. The cycle route up Frost Lane for instance has resulted in torn tarmac and an abundance of unnecessary signage - a total waste of money. A passenger train service to Southampton is a total waste of time, especially as that route is catered for by the ferry, and a train service would make the ferry un-tenable. Also, as the South Street Car Park has not been lost where would cars park to use this service?

Excellent. Suggest Blue Funnel could provide boat trips to I.O.W., Hamble, etc. during the Summer months.

Greater emphasis on safe maintained cycle tracks. Train line is unlikely to be financially viable, would only go as far as Totton. The ferry nearly went out of service due to lack of support

Yes to cycle paths. Yes to train

The pier is a vital landmark of Hythe to attract visitors. More must be done to promote the use of the Ferry and therefore the pier, in order for pricing reductions to be a reasonable request to become a true competitive alternative transport.

I would love to see a rail link to Totton to make my daily commute outside the area (beyond Southampton) a possibility, but now believe that if it was going to happen it would have before now.

However the pier seems to be in the process of being saved by a charity group not the parish council.

Keeping Hythe ferry running is an essential service, its not only used by locals, but by many visitors to the many attractions the New Forest has to offer.

A326 is always busy and congested, alternative modes of transport need to be prioritised

You will not achieve your aim if your policies only refer to "cycleways and footpaths". Bridleways and restricted byways are also "pedestrian routes".

The proposed site of the railway platform and park and ride is not suitable. It is not suitably located for sustainable travel interchange. Frost Lane would require significant safety improvements to its various junctions and account needs to be taken that Frost Lane is the IGV road to Hythe Marine Park. It is recognised that there have been objections to the original reserved site in the library car park. These relate to rail safety requirements concerning the gradient at this point but this problem can be overcome and would produce a centrally placed station and a readymade car park with no loss of woodland.

Yes and No. Yes - Hythe Ferry an asset to be maintained and valued. No - Better bus service from Southampton to Hythe and Dibden in the evening so that the Youth and young at heart can go out of an evening without the need for a car or a very expensive taxi journey. No - Commuting journeys also include to places in the New Forest ie Lymington/Lyndhurst, not just Southampton. This area is promoted on its nearness to the New Forest yet it is impossible to commute through the New Forest from here as there are no buses. No buses either from here to Beaulieu or Exbury Gardens for those without a car (except a worse than useless service that runs only 2 days and only for a few hours) yet you promote tourism and visitors. How nice it would be to visit a pub at Beaulieu without my car but I can't!

The idea of a train service to Southampton is a poor one. It would kill the ferry and damage the bus service.

As the train line is predominantly a single track, to improve train times multiple tracks and passing place will be necessary. A platform with a covered waiting area and cycle park would seem to be more sensible than a full car park. It would be interesting to see the passenger numbers on trains from Lymington to Southampton that do not connect with the Isle of Wight Ferry for a utilisation comparison. Map 2 - I live in Deepdene House on Southampton Road, adjacent to the top of West Street, I question the premise that people will get in their cars and drive to a park-and-ride down West Street, park and wait for what will probably be an infrequent train to Southampton rather than drive into town or park in Hythe and use the Ferry or use the excellent bus service, all of which take similar times for the journey.

Action speak louder than words.

introduce a 50p a journey charge for OAPs, and look at reducing cost of using public transport for others if you want us to reduce car usage

You fail to mention cyclist access to a proposed railway halt in Central Hythe, along with secure cycle parking. Cyclists do use trains, I did during the winter when I commuted for 27 years to Eastleigh College on my bicycle using the ferry and then either cycling all the way to the college or using the train from Southampton. Please note my comments referring to cycle paths in my last comment. The cycle paths, if they are to be unsegregated between cyclists and pedestrians need to be wide enough for both to use. Segregated routes are the best but education of the pedestrians is necessary to prevent conflict between the users, especially pedestrians who believe that cyclists should not be using cycle routes as I have encountered in Claypits Lane. The police also should prevent obstruction of such routes as has happened during the reconstruction of Appletree Cottage in Claypits Lane.

There are currently no passenger train services on the Waterside railway and we are not aware of any plans from Network Rail to reintroduce them. The Park & Ride proposal is therefore unnecessary and should only be revisited if and when passenger train services are running on the line. We agree that

more should be made of the passenger ferry, it is a very valuable asset. However people from Southampton would not visit Hythe as there is nothing to bring them to the village.

I don't think the train route will happen - although I could be wrong but how useful would it really be - is it going to tie in with train times to London etc - how many services a day would there be? could be a lot of expense and wasted time pursuing this.

A passenger train service would be far too expensive for both commuters & locals, better to support existing ferry & bus services, especially the H1/2 service

Surely it is time to make the A326 into a dual carriageway since we have lived here, it has changed from a country road into a major road and from what I hear, takes people hours most days to get to work

Because roads and pavements are so narrow in this area restriction should be placed on the number of cyclists travelling together. At the moment cyclists seem to have priority over motorists who are the ones paying tax and insurance.

Agree with the proposal to make more cycle paths

I think if money is going to be spent on cycle tracks as in Claypits Lane, then Cyclists should be made to use them. I also believe as these tracks are shared with pedestrians the cyclists should, by law, use a bell or horn to warn pedestrians of their approach.

The pier and ferry are quaint but uneconomical and obviously not wanted. It's not worth wasting our money supporting a commercial operation that hasn't attracted enough customers. If the railway scheme ever takes off it will remove the last few customers.

Please please please make sure if cycle paths are shared with pedestrian that all cyclists have & use a bell/horn so walkways are safe
t tt please EVERY bicycle has a horn or bell

Aim 6

To enhance the prospects for employment locally

These are some of the things you told us you wanted

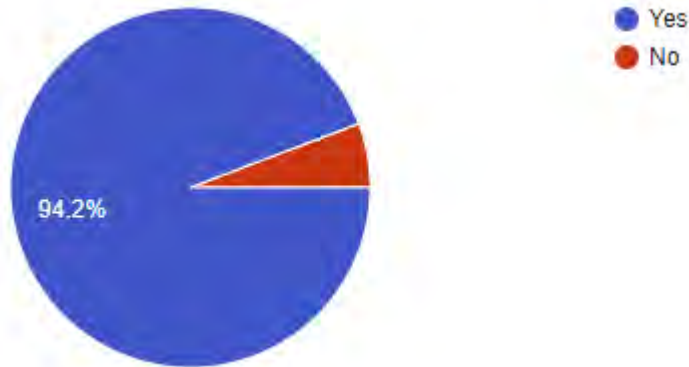
Employment was not on the list of questions we asked you in 2016, although you told us that maintaining and improving travel links to Southampton were priorities for economic and other reasons. From other feedback we believe you also want us to safeguard and enhance the prospects for employment locally, 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?



Please explain to us what we have got right or wrong

How about providing deals on land at hardley ind. EST. And other places in the village to bring businesses in.

There is no work in the area other than healthcare

Too many empty shops, too many charity shops

Can you work with landlords to encourage businesses into the empty shops in Hythe centre?

Excellent but additionally attract new business to the village to fill vacant shops. Turn vacated Banks into small business centres with small offices to let to local businesses.

Allowing the high cost of operating shop premises in the village. All the non charity shops and estate agents are closing down. Hythe is in danger of becoming a ghost town

Broadband still needs work :-)

Encourage small local businesses into Hythe, too many estate agents and charity shops means Hythe is not a tempting place to visit and shop

I would urge the Parish Council to ensure that it is consulted by, and responds to, the District Council on additions to the brownfield site register.

Plenty of employment in Southampton. No need to enhance it here - maybe better transport infrastructure links from Hythe Ferry to Town Quay to further parts of Southampton to avoid having to drive the distance. Broadband ok here - but not in the New Forest.

See answer to AIM 2 it is necessary to attract high value residential development not only affordable low cost housing to bring in business we need to do both!!

Also refers to previous Aim 5 -During the Dibden Bay public enquiry, comment was made about using the rail line for public use when it is predominantly an industrial and military facility. There was much comment about the cost of upgrading the line and the crossing points to confirm to passenger rail safety legislation.

Great words but must act

In the main I agree with this approach - but I would always be careful about being too prescriptive about new development not replacing existing business premises. We need both.

Good to see that you are looking at future employment, however due to the nature of the businesses in Hythe, mainly Charity shops with volunteers it proves to be difficult for people to gain employment in the village.

Quite right to think about digital jobs - remember many may be home based - so property needs to reflect need for space to work.

No comment

Aim 7

To reduce crime, anti-social and nuisance behaviour

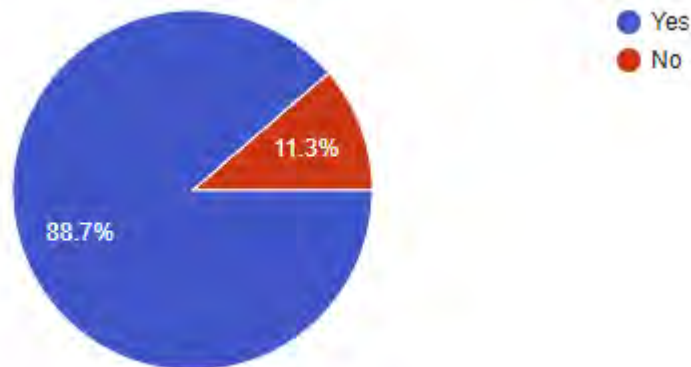
These are some of the things you told us you wanted

- 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?



Please explain to us what we have got right or wrong

We have no police station no police or community officers

Total lack of visible police presence

Just provide some police presence on the streets. Bring back REDACTED or some replacements.

Plus increase to Police presence in the whole area. Provide a small Police base for public in the absence of a Police Station.

Very rarely see a police presence in Hythe

As i said before fed up of hearing REDACTED. He only listens to certain people and not others when options are talked about.

The most important one appears to be missing - Support local community policing.
Development will have little no impact on crime - if they think they will get away with it, they will try it. Currently we have no one to stop them!

The council needs to reappoint its ACSO's scheme properly supervised and trained to provide proper support to achieve a turnaround to the current negative impact which has returned following the regrettable vacancies of the two efficient and affective ACSO's. The current PCSO's and police support is worse than useless

With the local police station closed and now proposal to switch off street lights at given times, all the proposed policies mentioned above, require more policing, where are the police or ACOS?.

No mention of managing pathways in terms of overgrown hedges as mentioned above

Again you do not seem to be aware of bridleways and restricted byways.

Haven't noticed Hythe and Dibden as having any significant crime and anti-social issues myself. Perhaps more facilities for the Youth, if there are existing problems.

YES AND NO. Lobby Hampshire Police to have MUCH more visibility of police on our streets not just in cars.

Get home owners to cut back hedges overhanging footpaths. Curtillage on Oak Road

See previous answer on on-street parking - your approach doesn't mention creating more restrictions here (and of course policing them) - more parking is only part of the answer!

The police need to monitor obstructive parking on footways and cycle routes such that I regularly see when travelling in the area. As mentioned before, I had much difficulty in passing the reconstruction of Appletree Cottage in Claypits Lane even though there was ample parking in the carpark of the Claypits Lane football ground just yards away. Extreme laziness was the cause of this obstruction, no one wants to walk anywhere any more. One reason for the increase in obesity in the country. Regular surveys of overhanging vegetation need to be made to prevent the possibility of the vegetation causing injury as is now the case along Claypits Lane.

As a resident of Dibden Purlieu i rarely see any police officers around in the village, there has recently been a spate of indecent exposure to young people near to the schools it would be helpful if police or PCSO's are patrolling at these times. I also believe there should be more police talks in school to advise children of what they should do in these situations and with the recent dry weather people need to be more aware of the impact they would have on building fires on the forest or open spaces.

Policing is less visible than it used to be

For all new developments to allow for parking of vehicles and to ensure there is enough room and space for fire engines to pass. Some Estates have little or no room for a fire engine to attend a fire.

Community policing seems to have taken a back seat?

When new flats are built by companies, there is not enough parking made and we have seen certain streets getting harder to negotiate because of all the parking outside these flats. We have also lost an important car park to Lidl's and it is getting harder and harder to find a parking spot on certain days of the week. What is going to happen when there are weddings and funerals at St John's Church?

It was totally wrong to get rid of REDACTED and REDACTED who were so dedicated and had such a good rapport with young people. Anti social problems have increased since their departure.

agree with making enough parking spaces for developments in the planning stages

I think policing is a must. I haven't personally seen a pc or a community support worker in Dibden or Hythe in the last 12 months at least & I'm out & about most days.

I'm fed up with paying for policing twice. We don't have our own pcsos anymore. Stop taking our money for them. Hampshire police have a responsibility to patrol Hythe, no other community pays twice for it. We only all agreed to pay for REDACTED and REDACTED, not forever. This needs stopping because it must be illegal.

Would be helpful to reinstate community police.

Need much more visible policing in the area at night and the centre of hythe.

Aim 8

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

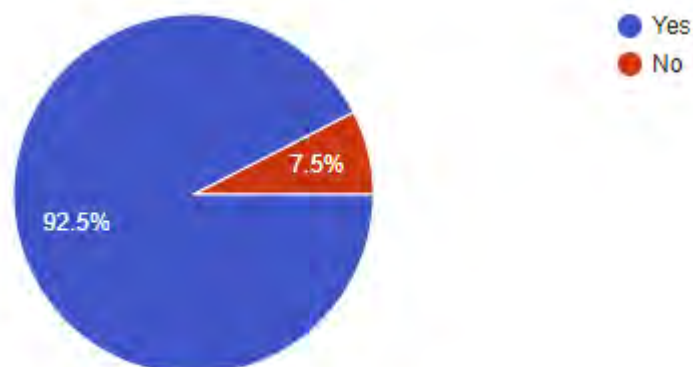
These are some of the things you told us you wanted

- 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?



Please explain to us what we have got right or wrong

Do not agree with,

New housing and business premises in areas subject to tidal flooding to be built with sufficiently elevated floor levels.

It reads as a copout to do anything. If anything new building should be considering underground development to increase usable space without impact to visual sightline. If flood prevention was in place adequately this clause would not be necessary, which restricts possibilities.

These appear to be missing!

Future-proof Hythe against rising sea levels

- Improve the existing sea wall
- Address problems of flooding in South Street
- Keep public drains in good order

Need to ensure building agreements are followed as drainage needs to be agreed. Example is local estate next to Seadown Vets have not followed plans and this is flooding nearby properties

New developments are not automatically connected to "public drains" and have no automatic rights to such a connection. If a development does not include "public" drainage provision must be made for long term maintenance. For a practical example see the current problems concerning the Vivid development at Forest Lodge Farm.

ALL SUPPORTED

I hope under all the plans, due attention will be paid to the existing water table and water run off places. Having suffered severe subsidence due to the building of the Mountfield estate and flooding of the allotments down West Street, I would remind the planners that water cannot read planning drawings - it goes its own way.

Agree

Good luck with this - I wonder where Hythe's priority will be in this area?

Again partly agree with this statement however we must ensure housing is not built on floodplains and coastal defences are kept up to scratch.

Water companies to ensure existing drainage works efficiently?

Shore Road is slowly disappearing and the marshes are dying back and the shingle is creeping up to the road.

No comment

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

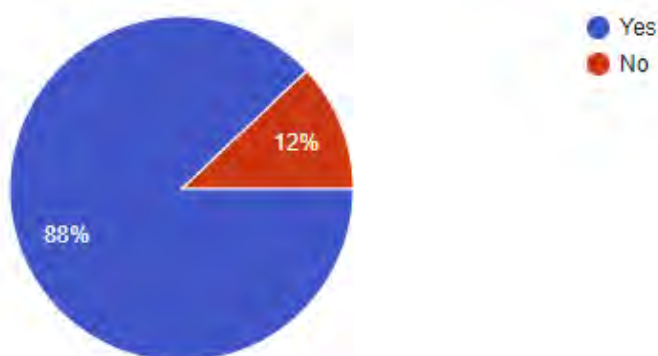
- Prevent port development on the Dibden Bay land

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?



Please explain to us what we have got right or wrong

Find an bay should NOT go ahead. It will ruin the waterside and you can't control noise, the a326 and those LORRIES congestion is getting worse

Really hope Dibden Bay never gets go ahead. If it does then a buffer zone would be good.

If Dibden-Bay does go ahead sufficient safeguards should be in place to prevent another land grab by ABP as in the last proposal they were going to dump mud along Shore Road to a height of 30ft in preparation for the next port expansion. Any development should be limited to being North of Hythe Marina.

Yes, but will anyone listen?

another opout. Dibden bay will make this questionnaire irrelevant. There is no consideration as to noise or light pollution should there be a necessity - indicating that you have not got any viable solution to such a scenario.

It is completely out of your hands - get on with something where you can make a positive difference.

I don't see how anyone could disagree with the aims you have set out, they would all help to preserve the best things about the area, and add considerable advantages to the local residents. However I don't see how we could possibly afford more than a very few and you have not suggested any priorities in your aims. Have you any ideas about saving the High Street which seems to be in great difficulties at the moment (not that they are In any way unique in this)?

I have lived in Hythe for very many years and have watched it grow from a very sleepy village to the attractive area it is now, I think the Council are to be congratulated on their work but vigilance is obviously needed and I wish you good luck in your good intentions.

More vehicles on A326 not acceptable.

Any intrusion by ABP into Dibden Bay would be against all public thinking for the area

A326 will be a nightmare if port expansion occurs, stopping it needs strong support, this is too woolly, what has point about "supporting public health" got to do with saying No to Dibden Bay?

Traffic management of the inevitable monstrous HGV/LGV's that would increase in number and cause more dangerous conditions. Protection of the habitats of the bird life and migrating birds. Environment for all before economics for the few.

By compromising, as this would do, we weaken our case to prevent development on Dibden Bay land by ABT. Pollution of ships, noise, air pollution, increased road or rail traffic, negative impact on wildlife etc. All dictate we should not allow ANY development of the port on this side of the Southampton waterway. Even with a buffer zone, the impact would be enormous. If we concede a buffer zone we make a terrible mistake.

Please see AIM 6

Up against ABP, goof luck

I do not agree with the need to create another port for Southampton, especially as the present port is to be converted into housing which was the thinking when the last plan was mooted. Buffer zones and the need to prevent air and noise pollution will be needed. The need for new infrastructure is paramount which will prevent, in my view, the possibility of using the present railway for passenger use into Southampton. The need to improve the road network north of Marchwood to cater for the increase in HGV movements, along with the proposed development on the electrical power station in Calshott will take years to complete, thereby blighting the whole Waterside and Totton north to the M27 for years to come. This will mean increased traffic in the New Forest (the route from Ashurst to the Ipley Crossroads through Colbury is now regularly travelled by cars going well above the speed

limit). This increased traffic will not be obeying the speed limit so more animals and vulnerable road users will be at risk. It must be remembered that this widening could also take place south of Dibden Purlieu and Holbury, thereby forcing more motor vehicles into the Forest and using Beaulieu as a bridging point over the Beaulieu River. The area will become heavily congested and traffic jams could extend throughout the eastern part of the Forest, especially during the summer months and the various Jumble Sales in the Motor Museum) for miles and years to come.

If the worst has to happen, as it probably will, looking at this government, the area needs as much protection as possible to prevent noise pollution (I can hear the present port every day in still conditions), air pollution and congestion. Look at the traffic in western Southampton and realise that one day that will be over here. I also realise that categorising land as SSSI and AONB, etc means nothing at this present time.

But at the end of the day the people of Hythe & Dibden won't get any benefit from ABP extending to Dibden Bay. No jobs, no proper infrastructure in place as ABP won't do anything about the A326. We won't have to worry about HCC cutting the hours of street lighting due to the light from the Port will we? Plus any buffer zone will still not prevent the noise pollution either.

Drastically improve roads - a rail link in Totton and Rumbrindge Street level crossing! Problems could back up onto A326

Continue to vigorously oppose development of Dibden Bay

Just hope it doesn't happen!

Agree with the buffer zone

Just try to avoid it please

7.0 Development and Testing of Policies

7.1 The Neighbourhood Planning Group became aware that the Local Plan reviews were taking an extended time and that it was unlikely that there would be any policy in place to mitigate against the negative impact of the potential National Strategic Infrastructure Project being proposed for a large area within the designated Neighbourhood Plan area. It was therefore considered important to progress with the Plan and the proposed inclusion of a Buffer Zone as soon as practicable.

7.2 The earlier version of the draft Plan that was under discussion in the early part of 2018 included site allocations for small scale local needs housing, for a new burial ground and for transport-related infrastructure. It also included a number of site-specific cycleway proposals. Although there was strong public support for all of these elements, it became clear from discussions with the local planning authorities that a substantial amount of additional technical evidence, compliance and feasibility work would be required before the planning authorities would be in a position to either support the allocations or provide more detailed substantive advice.

7.3 With this testing completed it was clear to the Group that the Project Plan needed adjustment to encompass the omission of the proposed site allocations. The Group does not have the resources or time available to complete the additional technical work and assessments required by the Planning Authorities and to provide evidential documentation to support the proposals to the level required.

7.4 The decision was therefore taken to split the Neighbourhood Plan work into two streams with the Neighbourhood Plan progressing with the policies and Buffer Zone, but excluding the site allocations, and the group aiming to work with the Planning Authorities through the Local Plan processes to further develop responses to the needs of the community, including more substantive consideration of the sites under consideration in the early part of 2018.

8.0 Pre Submission Consultation

8.0.1 The Neighbourhood Planning Group entered the Regulation 14 consultation period with considerable negative feedback from the community who wished to see sites for starter homes, a burial ground, and increased public open space included. The group has endeavoured to be very clear about the challenges it is facing and undertook to provide face to face contacts and engagement events in a similar fashion to those that had been undertaken throughout the Neighbourhood Planning process. The group wished to emphasise that it was delivering policies and a Buffer Zone that were supported by the community and focussed on seeking people's comments on the draft Plan especially if they did not agree with the content.

8.0.2 The group was also aware that the community remained suspicious of planning related matters following high profile planning decisions that were controversial. Decisions to allow retirement homes when the community were requesting affordable family homes posed considerable challenges for community engagement.

8.0.3 The group resolved to undertake a further series of roadshows, a google survey and undertook formal consultation with partners as required.

8.1 Roadshows

Date	20 th November, Hythe Cinema
Consultation Format	A presentation was given at the beginning of the two showings and the video was shown. Paper copies of the Draft Neighbourhood Plan A questionnaire for those requiring hard copy Leaflets giving future dates of roadshows, website address for electronic copy of the questionnaire and contact details.
Methods of Publicity	The event was publicised on Social Media Groups (8 groups total 31,932 but many belong to more than one group) The Herald Leaflets Hythe Peer (weekly email newsletter) Hythe & Dibden Parish Council Website Hythe Marina Newsletter Parish noticeboards The Hythe Cinema posters Google Survey
Participants	The presentation was given to 200 community members and 32 approached the group members to ask about the Plan at the end of the film.
Outcomes	There was very positive support for what the Plan was trying to achieve especially in relation to the Buffer zone. All persons spoken to were encouraged to complete a hard copy questionnaire or to visit the online survey however all said that they had no further comment to make.

Date	1 st December 2018, Mistletoe Fayre
Consultation Format	<p>A 'roadshow' event with a minimum of two group members in attendance. A gazebo featuring PVC side panels with photos of Hythe & Dibden 'Then & Now'.</p> <p>Paper copies of the Draft Neighbourhood Plan</p> <p>A questionnaire for those requiring hard copy</p> <p>Leaflets giving future dates of roadshows, website address for electronic copy of the questionnaire and contact details.</p> <p>The gazebo was erected adjacent to the Christams Tree and there was a constant stream of people talking to the group members.</p>
Methods of Publicity	<p>The event was publicised on Social Media Groups (8 groups total 31,932 but many belong to more than one group)</p> <p>The Herald</p> <p>Leaflets</p> <p>Hythe Peer (weekly email newsletter)</p> <p>Hythe & Dibden Parish Council Website</p> <p>Hythe Marina Newsletter</p> <p>Posters for the Mistletoe fayre</p> <p>Google Survey</p>
Participants	The market was busy (albeit very cold) and 20 people were spoken with.
Outcomes	<p>There was overall support for the Plan. A number of persons spoken to stated that they visited Hythe because of the atmosphere of the Village and supported any work to maintain the attractive place. The people that came along were engaged with the Plan. There was overall support for the Plan, particularly the Buffer Zone.</p> <p>All persons spoken to were encouraged to complete a hard copy questionnaire or to visit the online survey however all said that they had no further comment to make.</p>

Date	18 th January 2019, Hythe Marina
Consultation Format	<p>A 'roadshow' event with a minimum of two group members in attendance. A gazebo featuring PVC side panels with photos of Hythe & Dibden 'Then & Now'.</p> <p>Paper copies of the Draft Neighbourhood Plan</p> <p>A questionnaire for those requiring hard copy</p> <p>Leaflets giving future dates of roadshows, website address for electronic copy of the questionnaire and contact details.</p>
Methods of Publicity	<p>The event was publicised on Social Media Groups (8 groups total 31,932 but many belong to more than one group)</p> <p>The Herald</p>

	<p>Leaflets Hythe Peer (weekly email newsletter) Hythe & Dibden Parish Council Website Hythe Marina Newsletter Parish noticeboards Google Survey</p>
Participants	The event was not particularly well attended and 17 people were spoken to.
Outcomes	<p>This was a quiet event but the people that came along were engaged with the Plan. It was also a useful surgery and we were able to answer queries and signpost people to the right place.</p> <p>There was overall support for the Plan, particularly the Buffer Zone with the potential port expansion likely to have a huge impact on Marina residents. All persons spoken to were encouraged to complete a hard copy questionnaire or to visit the online survey however all said that they had no further comment to make.</p>

Date	22 nd January 2019, Tuesday Market
Consultation Format	<p>A 'roadshow' event with a minimum of two group members in attendance. A gazebo featuring PVC side panels with photos of Hythe & Dibden 'Then & Now'.</p> <p>Paper copies of the Draft Neighbourhood Plan A questionnaire for those requiring hard copy Leaflets giving future dates of roadshows, website address for electronic copy of the questionnaire and contact details.</p>
Methods of Publicity	<p>The event was publicised on Social Media Groups (8 groups total 31,932 but many belong to more than one group)</p> <p>The Herald Leaflets Hythe Peer (weekly email newsletter) Hythe & Dibden Parish Council Website Parish noticeboards Google Survey</p>
Participants	The market was busy and 35 people were spoken with.
Outcomes	<p>The people that came along were engaged with the Plan. There was overall support for the Plan, particularly the Buffer Zone.</p> <p>All persons spoken to were encouraged to complete a hard copy questionnaire or to visit the online survey however all said that they had no further comment to make.</p>

Date	29 th January 2019, Tuesday Market
Consultation Format	<p>A 'roadshow' event with a minimum of two group members in attendance. A gazebo featuring PVC side panels with photos of Hythe & Dibden 'Then & Now'.</p> <p>Paper copies of the Draft Neighbourhood Plan A questionnaire for those requiring hard copy Leaflets giving future dates of roadshows, website address for electronic copy of the questionnaire and contact details.</p>

Methods of Publicity	The event was publicised on Social Media Groups (8 groups total 31,932 but many belong to more than one group) The Herald Leaflets Hythe Peer (weekly email newsletter) Hythe & Dibden Parish Council Website Hythe Marina Newsletter Google Survey
Participants	The market was busy (albeit very cold) and 20 people were spoken with.
Outcomes	The people that came along were engaged with the Plan. There was overall support for the Plan, particularly the Buffer Zone. All persons spoken to were encouraged to complete a hard copy questionnaire or to visit the online survey however all said that they had no further comment to make.

8.2 Google Survey

8.2.1 A further google survey was undertaken and the questionnaire incorporating the results is set out in the report below.

1.0 Please could you provide us with the area that you live in, work in or have a business in eg. Hythe centre, Dibden Purlieu etc.

Dibden Purlieu

I live at (*redacted*)Hobart Driver, Hythe, Southampton (*redacted*) and back onto one of the proposed development sites.

Frost Lane

Hythe Resident (Promenade)

In the process of moving to Hythe

Dibden Purlieu

Hythe centre

Live in Endeavour Way, Hythe Marina Village

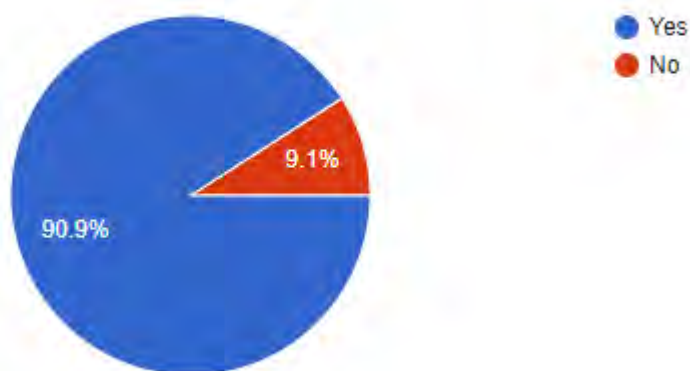
Hythe Marina

Hythe Marina

SO45 5

2.0 Are you broadly in agreement with the Vision, Aims and Objectives, and Policies set out in the draft Neighbourhood Plan?

11 responses



3.0 Please let us know of any further thoughts and comments that you might have on the draft Neighbourhood Plan. It would be helpful to us if you could indicate the page number you are referring.

My name is (*redacted*) and I am interested in the possible '1 / 2 Bedroom Flats and Infrastructure' development which has been mentioned on the following web addresses;
<https://www.hytheanddibden.gov.uk/maps-of-draft-land-allocation/>
<https://www.hytheanddibden.gov.uk/maps-relating-to-np/>
(Map 6)

My property, (*redacted*) backs onto the allocated land and this possible development has caught my attention.

As part of the Deeds for our property we are guaranteed access to the back of our property over and across the outlined land. We have gates onto this land and we have a garage,(shown on your maps), at the back of our garden which uses this rite of passage to gain vehicular access to and from Park Close. We also have control over the lockable bollards which regulates access to the land in question which are located after Park Close once the existing garages end.

It has been confirmed to me in writing by (*redacted*) Estates and Valuation Manager, that I, 'have, as you stated, a right of access across this land to the rear of your property which is in perpetuity.'

This would indicate that any future development would have to include access across the indicated land for me to maintain access to my property, and I would please expect any proposed development plans be shared and discussed with myself to insure adequate and full access is maintained.

I have also expressed interest in purchasing this section of land as far back as 2011 when I contacted (*redacted*), Property Records Officer & Practice Manager, who at the time expressed that she would pass my request onto the correct people. (This was not done or followed through with)

I have since as of July 2018 been in contact with *(redacted)* about the purchase of this land and have been informed that while the proposal is being discussed the possibility of me purchasing this land will not be considered until such time that the proposal is no longer an option. Despite the fact I expressed an interest back in 2011.

At such a time I would please like to be approached about my interest in purchasing this land.

I have also been in touch with many of my neighbours and none of them are impressed with the idea of a block of flats being built so close to the back of their properties and having their gardens being looked over.

If you could please keep me apprised of any further developments pertaining to the proposal in question I would be much appreciative.

(redacted)

Thank you.

All ideas seem good in principle however I fail to see where all the space is coming from to provide more green areas, more housing, more parking, train station and a green buffer for potential ABP development. There is only so much free space therefore something must be suffering to provide adequate facilities for the above. The village centres' congestion will only be worsened by Lidl and it's omnipresence of design make s mockery of intentions of developing sympathetically to the landscape. It is difficult to imagine how attracting more people to the area by creating more family housing will not put constraints on the infrastructure (more people in schools/ green areas/ cars etc). So all problems will inherently worsen.

More people will mean more crime and therefore more policing will be required. It would be nice to imagine residents will be consulted on how money should be prioritised as I would think most people would prefer more community policing presence to a snazzy expensive cycle lane. Money was spent on a cycle lane down Frost Lane only for it now to not be in use....

Great ideas.... but more detail on which areas specifically will be chosen for potential housing sites or train/ parking facilities need to be provided in order to really determine whether this plan can be supported by it's residents or not.

Regarding the improved access to the pier: I agree with this HOWEVER there is currently no public transport link at the Southampton end to meet the Hythe ferry. The "Quay Link" is timed to meet the Red Funnel so currently Hythe passengers have either to wait 15 minutes or walk. This is inconvenient to those who have less mobility and also those commuters who, in bad weather, do not want to arrive at work cold/wet!

I am concerned about the emphasis on cycle-ways which seems a national obsession at the moment and in an area of variable topography and gradients is not eminently suited to the majority elderly population - on my current commute I follow cycleways for approximately 10 miles and see very little usage. Combine this with the considered further pedestrianisation of the village it would seem contradictory to attempting to retain the current retail businesses. These already suffering business are sustained by ensuring that they are as accessible as they can possibly be to potential customers and driving the cars away is not the way to achieve this.

I certainly support the retention of the railway and ferry links to Southampton if they can be persuaded to run later in the evening - how much better to be able to go for dinner or a show in Southampton and not be concerned about how to get back afterwards or thinking about having to drive.

I see it as somewhat difficult to promote the provision of "affordable homes" in an area which already has an average house price in excess of the national average - builders are only interested in profit - they don't want to be building cheap to buy houses, rather as with McCarthy & Stone and similar, they wish to build houses affordable elderly retired people moving from London to the south coast with deep pockets, as indicated by the intended conversion of the old police building. This will not release affordable housing to local people as they trumpet as their argument, because the local people who can afford to purchase these proposed flats will already be living in houses which are unaffordable to first-time buyers and young families.

Regarding keeping Hythe and Dibden Purlieu attractive, I agree that The Council are doing a great job. I have lived in this area for 52 years and the it looks even better now. Except for that awful eye which is Capers. It has been like it for ages and ages. Surely this property could be made useful for something.

My wife and I support all the aspirations in the Draft Neighbourhood Plan and hope that they will be achieved.

We have particular concerns over the buffer Zone BZ. Page 61. and would suggest that there needs to be the suggestion/request that shipping when docked in any new Dibden Bay port should be obliged to shut down generators and be connected to shore power. There should also be reference in the justification for the buffer zone to the damage from both air and light pollution to residents of Hythe. More generally, H1 Page 31- when recognising the need for more new housing in Hythe there should be an Environmental Planning requirement for all new buildings to incorporate solar panels on the roofs . There should also be realistic parking provision for all new buildings, commercial and residential.

Thank you(*redacted*)

I refer to page 64 and am concerned about the Buffer Zone. Somewhere it is suggested the there should be a landscaped buffer zone of 500 meters between the ABP expansion and our fence. I also learn that the expansion will not be a container terminal but used for car transporter vessels. I accept that all this is subject to plans yet to be submitted by ABP. Having lived here through ABPs last attempt to develop the site I am sure you will understand my concern.

I am (*redacted*) e-mail address: (*redacted*)

Despite the public enquiry rejection in 2004 I accept that a port development is likely to happen. I believe that 500 metres is inadequate to give us the protection from the noise and light pollution from the port operations which will be day and night. We should endeavour to establish a minimum 1km buffer zone and require ABP to mitigate the noise and light pollution.

8.3 Statutory Consultees

8.3.1 The table below indicates the organisations that were contacted as part of the Regulation 14 consultation and whether the Neighbourhood Planning Group received a response.

<i>Organisation</i>	<i>Response received and reference</i>
New Forest District Council	Yes 8.3.2
New Forest National Park Authority	Yes 8.3.3
Hampshire County Council	Yes 8.3.4.1 and 8.3.4.2
Marchwood Parish Council	X

Fawley Parish Council	Yes 8.3.5
Denny Lodge Parish Council	X
Hound Parish Council	X
Southampton City Council	Yes 8.3.6
The Coal Authority	X
Homes England	X
Natural England	Yes 8.3.7
The Environment Agency	Yes 8.3.8
The Historic Buildings and Monuments commission for England (Historic England)	Yes 8.3.9
Network Rail Infrastructure Ltd	X
Highways England	Yes 8.3.10
The Marine Management Organisation	Yes 8.3.11
CTIL (Vodafone and Telefonica)	X
EE, T-Mobile and Orange	X
Three	X
BT Openreach	X
West Hampshire CCG	X
National Grid	X
SSE	X
SGN	X
Southern Water	Yes 8.3.12
Office of Police and Crime Commissioner	X
Hampshire Local Nature Partnership	X
Solent Local Enterprise	X
New Forest Business Partnership	X
Hythe Alive	X
Citizens Advice Bureau	X
Waterside Cancer Support Centre	X
Hythe Pier Heritage Association	X
Age Concern New Forest	X
Dibden Allotments Fund	X
Handy Trust	Yes 8.3.13
Solent Mind	X
Two Saints	X
New Forest Disability Information Service	X
Community First New Forest	X

Hythe & District Voluntary Car Group	X
Cornerstone Hythe URC	X
St John's/St Anne's:	X
St Andrews/All Saints The Parish of Dibden:	X
Waterside Methodist Church	X
St Michael's Catholic Church:	X
Horrill Day Care Centre	X
Associated British Ports	Yes 8.3.1

8.3.2 Response from Associated British Ports



Associated British Ports
Ocean Gate
Atlantic Way
Southampton
SO14 3QN

Telephone: +44 (0)23 8048 8800
Facsimile: +44 (0)23 8033 6402

e-mail: southampton@abports.co.uk
www.abports.co.uk

31st January 2019

Stephanie Bennett
Clerk to the Council
Hythe & Dibden Parish Council

By Email

Hythe & Dibden Neighbourhood Plan – Regulation 14 Consultation

Dear Stephanie,

We are pleased to respond to the consultation on the Parish's draft Neighbourhood Plan – it is clear that the Council has undertaken significant work to understand the core values and vision of its parishioners.

Through the Port Consultative Forum and other meetings we have engaged with you to keep you informed of the latest news and events at the Port.

Clearly any plans to undertake significant port expansion at our Strategic Land Reserve at Dibden Bay are of interest to the Parish Council and local residents - our position remains that we are reviewing the future demand for port facilities and services over the short, medium and longer term as well as the existing capacity.

Our priority will continue to be to maximise the existing port footprint; however, in order to continue to best serve British business across the whole of the UK, we believe that at some point in the future there will be a case for looking at port expansion and that the Strategic Land Reserve is the only location where significant port expansion can occur - a point recognised by the District Council's Local Plan. Should our analysis decide that port expansion should be pursued in the interests of



the local and national economy, minimising the footprint and impacts of any development on people and wildlife will be our priorities.

As you correctly identify any decision will be undertaken by the Secretary of State, however, we would be committed to extensive stakeholder engagement to ensure that those priorities are met. To this extent I consider that the Council's suggested aims for any future port development are sensible and practical:

those aims being defined as –

- To prevent inappropriate expansion
- Act as a 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.

I note that the draft plan highlights that determining the precise boundary of any buffer zone will be a delicate task and that there does not exist a ready-made template. My team and I look forward to working with the Parish Council – and others – on this issue in the future. I also note the specific reference in Policy BZ3 which indicates that the buffer needs to be 'at least 500m' from the edge of any port development. The precise distance will, I believe, need to be subject to detailed considerations acknowledging that through Policy BZ1 the Council would have sufficient controls in place to ensure that relevant boundaries are drawn appropriately.

I look forward to our ongoing collaboration and

engagement. Yours sincerely,

(redacted)

Alastair Welch

Director

8.3.3 Response from New Forest District Council



Policy and Strategy

Service Manager: Louise Evans

Cllr Graham Parkes
Chair – NP Planning Group
Hythe & Dibden Parish Council

My Ref: NDP_Reg14 Response
Your Ref:

Date: 29 January 2019

Dear Sir/Madam

RE. Hythe & Dibden Neighbourhood Plan – NFDC Response to Regulation 14 Consultation Draft

The Parish Council has made good progress in drafting its Neighbourhood Plan for Hythe and Dibden. Some of the policies, as previously drafted, provided little 'added value' to policies already in the Local Plans for the two local planning authorities. In some cases, policies in the Neighbourhood Plan gave less guidance than current Local Plan policies. Following the response of NFDC to the previous consultation in summer 2018, and further written feedback from NFDC, a number of points have been successfully addressed in particular:

- The Parish Council has clarified the period to be covered by the Neighbourhood Plan and has revised its timetable for preparation;
- It has published its evidence base alongside the Reg 14 consultation document;
- It has taken steps to ensure that, in general, its policies and proposals are robust and effective;
- The deletion of all proposed housing allocations in the plan removes the need to undertake a full Strategic Environmental assessment (SEA) and Habitats Regulations Assessment (HRA).

The Neighbourhood Plan seeks to address the possibility of port development on the Dibden Bay reclaim by the inclusion of proposals to encourage the creation of a 'buffer zone' around potential operational port land. The Parish Council is commended for putting forward positive measures in the Neighbourhood Plan which seek to address impacts that port development at Dibden Bay may have on its community.

We are also encouraged, as noted on p.64 of the draft Neighbourhood Plan, that the Parish Council has met with ABP who are stated to be supportive of the buffer zone concept. Any correspondence from ABP that sets out their support, or agreed notes of that meeting, would be a useful addition to the published evidence base. Such addition would assist the future examiner in their consideration of the deliverability of the NDP policy proposals.

With regards the proposal that the buffer be 'at least 500m from operational port land', whilst appearing reasonable relative to the size of the port reclaim a specific figure set out in policy may need to be justified e.g. on the basis of specific environmental, landscape and amenity effects. A form of words in policy that seeks a buffer 'sufficient to adequately reduce or mitigate' such effects may be preferable, with the figure of at least 500m in supporting text as a guideline – not least in case a larger buffer is actually needed as and when specific port development proposals are submitted.

newforest.gov.uk

Appletree Court, Beaulieu Road, LYNDHURST, SO43 7PA

Once the Parish Council has had an opportunity to reflect on the responses received to this latest consultation, and following any changes it might make to the Neighbourhood Plan, Hythe & Dibden Parish Council should progress its plan towards submission to the local planning authorities.

The Parish Council has made good progress in drafting its Neighbourhood Plan for Hythe and Dibden. It has addressed the key issues identified in the NFDC response of August 2018 and there remain only a few outstanding points which the Parish Council should consider in its final submitted version (set out above). The plan is in general conformity with the adopted Local Plan and the consultation process has been implemented in line with the relevant planning regulations. The Parish Council should progress its plan towards submission to the local planning authorities.

We also consider that the draft Neighbourhood Plan is in general conformity with the submission Local Plan 2016-2036 Part One: Planning Strategy. Whilst not a basic conditions test this matters for the longevity of its relevance after the replacement Local Plan is adopted.

Yours sincerely



Policy and Plans Team
New Forest District Council

8.3.4 Response from New Forest National Park



Stephanie Bennett
Clerk, Hythe & Dibden Parish Council
The Grove
25 St John's Street
Hythe
SO45 6BZ

15 January 2019

Dear Stephanie,

Revised Draft Hythe & Dibden Neighbourhood Plan (December 2018)

Thank you for consulting the New Forest National Park Authority on the revised draft Regulation 14 Hythe & Dibden Neighbourhood Plan (December 2018).

As you are aware the revised draft Neighbourhood Plan was discussed by the Authority's Planning Committee this morning (15 January 2019) and set out below is the consultation response that was unanimously endorsed by our members. The full report considered by our Planning Committee can be viewed [here](#).

Basic Conditions Test: General conformity with strategic development plan policies

The removal of the proposed greenfield land allocations within the National Park for housing, open space, significant new transport infrastructure and burial land from Chapter 8 of the Neighbourhood Plan is supported. The overall effect of this revision is that the revised draft Neighbourhood Plan is now considered to be in general conformity with the strategic development plan policies for the National Park.

Reference to the previous proposed allocations should also be removed from Chapter 10 'Community aspirations not included' to avoid confusion, as well as the risk of encouraging speculative planning applications. Chapter 10 states that the community aspirations not included are set out in Annex A (a non-statutory accompanying document), but this Annex is not available as part of the current consultation. This should be clarified prior to the formal submission of the Neighbourhood Plan.

Linked to this, the statement on page 74 that, "...the Parish Council will maintain contact with the Neighbourhood Planning Group with the intention of realising these community aspirations at the earliest practical time" does not appear to be supported by evidence or practical details of how this will be achieved. It is therefore recommended that this wording is also removed prior to the submission of the Neighbourhood Plan.

New Forest National Park Authority
Lymington Town Hall, Avenue Road, Lymington, Hampshire SO41 9ZG
Telephone 01590 646672 Fax 01590 646666 Email david.illsley@newforestnpa.gov.uk
www.newforestnpa.gov.uk

CHAIRMAN OLIVER CROSTHWAITTE-EYRE CHIEF EXECUTIVE ALISON BARNES

Basic Conditions Test: Has regard to national policies and advice

In November 2018 Authority officers wrote to the Parish Council supporting their work in preparing a Basic Conditions Assessment, which includes a section on the national policies and advice pertinent to National Parks. Authority officers also provided advice on how the Basic Conditions Statement could be further strengthened in this regard.

Although there is no legal requirement to do so, the Authority supports the decision to publish the working draft version of the Basic Conditions Assessment alongside the draft Neighbourhood Plan in December 2018. This provides consultees with information on how the preparation of the Neighbourhood Plan has had regard to relevant national policies and advice and puts the Parish Council in a good position for the formal submission of the Neighbourhood Plan. The draft Statement is considered appropriate in its scope and focus on the basic conditions. The coverage of the Parish Council's statutory duty to have regard to the two National Park purposes in Section 3 of the draft Basic Conditions Statement is also welcomed.

It is noted that a number of the other supporting documents referenced within the revised draft Plan do not appear to have been published. Although this is not a legal requirement, the Parish Council will be aware that supporting documents such as the Consultation Statement must be submitted alongside the draft Plan to the two local planning authorities and prior to the final Regulation 16 consultation.

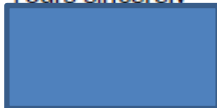
Proposed Dibden Bay Buffer Zone

The Authority commends the overall approach taken in the draft Neighbourhood Plan to the proposed creation of a buffer zone around the operational port land at Dibden Bay whose primary function would be to act as multi-functional green infrastructure (Aim 9 and associated objectives, policies and action points).

The Authority suggests the Parish Council revisit the objectives for the proposed buffer zone (set out in objectives 9.1 – 9.7) prior to the submission of the Neighbourhood Plan. Although Policy BZ2 states that the primary function of the buffer zone will be multi-functional greenspace, the listed objectives include supporting economic growth (objective 9.4) and the Neighbourhood Plan could be clearer on the overall aims of the buffer zone policy approach. As currently drafted, there is a potential conflict between the aim of supporting economic growth and that of mitigating environmental impacts.

I hope these comments are helpful and the Authority remains available to support the Parish Council in advance of the formal submission of their Neighbourhood Plan, Consultation Statement and Basic Conditions Statement later this year.

Yours sincerely



David Illsley BA MA MRTPI
Policy Manager

8.3.5 Responses from Hampshire County Council

8.3.5.1 HCC Landowner Response

Planning and Design response for Hythe & Dibden Neighbourhood Development Plan

NEIGHBOURHOOD PLAN CONSULTATION	New Forest District Council
Hampshire County Council landowner response	January 2018

Hampshire County Council in its role, as a landowner, supports the principles and aspirations of the document. The County Council offers the following comments, in the spirit of its duty to cooperate, in line with the Town Planning (Local Plan) Regulations and to further ensure the Neighbourhood Development Plan (DPD) has been positively prepared, justified, and consistent with national policy.

If a comment is referenced as objection, this is only in order to effect a positive change to the draft policy.

Policy/ document reference	Object/ support	Planning and Urban Design (PUD) comment	Planning and Design suggested amendment
EMPLOYMENT			
Policy EMP2 Seek to avoid the loss of existing employment opportunities and to support the retention of small and independent shops throughout the Parish.	Object	<p>Hampshire County Council in its role as a public landowner, supports the principle of Policy EMP2.</p> <p>Notwithstanding this, the County Council is concerned that the draft policy does not meet the tests of soundness as:</p> <ul style="list-style-type: none"> i. it is not sufficiently flexible to respond to unexpected changes during the plan period so may not be effective; ii. it could be said not to be consistent with National Policy as the NPPF provides greater flexibility for employment uses (Chapter 6); and 	<p>The County Council would be mindful to overcome its objection if the policy is amended to remove the reference to existing employment opportunities or to introduce sufficient flexibility in the wording as seen in New Forest District Council Local Plan Review 2016-2036 Part One: Planning Strategy. (Policy 22: Retention of employment sites and consideration of alternative uses.)</p> <p><i>Employment sites and small and independent shops throughout the Parish that remain suitable for employment/retail use will be retained for continued employment/retail use wherever possible. Other uses that require planning permission will be supported provided that:</i></p>

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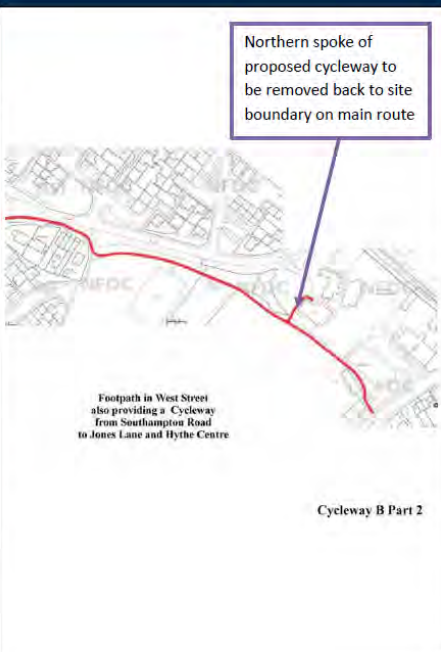
Planning and Design response for Hythe & Dibden Neighbourhood Development Plan

		<p>iii. not in general conformity with the strategic policies contained in the development plan New Forest District Council Local Plan Review 2016-2036 Part One: Planning Strategy (Policy 6: Sustainable economic growth).</p> <p>This is because it is overly restrictive with the use of the unqualified phrase "avoid the loss" with regard to employment opportunities. It is not clear how this broad statement is to be achieved, or whether there are any criteria that justifies the exception to this approach.</p> <p>The New Forest District Council Local Plan Review 2016-2036 Part One: Planning Strategy also wishes to ensure "development contributes to a diverse and thriving local economy providing an overall balance of uses, services and opportunities" (Policy 1: Achieving Sustainable Development) but suggests that this "will be achieved by:</p> <ul style="list-style-type: none"> i. Safeguarding opportunities for future businesses by retaining employment sites and site allocations that are suitable and viable for continued employment use;" (Policy 6: Sustainable economic growth) <p>The County Council considers that this approach to support and retain employment opportunities is positively prepared as it gives</p>	<p><i>i. The primary purpose of the use is to provide a supporting service to businesses or to the workforce in the local area; or</i></p> <p><i>ii. For other non-employment uses, it is demonstrated that the employment site is no longer suitable or viable for continued employment use, by submission of proportionate evidence showing that:</i></p> <ul style="list-style-type: none"> <i>a. The condition of the site or building renders it unsuitable for its present or any other realistic and appropriate employment use, and it would not be viable to refurbish or redevelop the site for an alternative employment use; and/or</i> <i>b. The site has been actively but unsuccessfully marketed for employment use on unrestricted terms fair to potential occupiers and at a realistic price, for a minimum period of twelve consecutive months prior to the date at which the planning application for an alternative use was submitted. And in addition to either (i) or (ii)</i> <i>iii. The alternative use would not have a significant detrimental impact on the operation of other businesses in the local area</i>
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31/01/19

		<p>regard to the suitability and viability of the employment use, which the proposed draft policy of the NP does not. It offers the security that "proposals for other non-employment uses that require planning permission on existing employment sites will only be considered where the site marketing criteria in this policy have been met, unless there are other significant and specific material considerations in the public or local community interest for the alternative use in the location proposed, and these considerations outweigh the employment objectives of this policy." (New Forest District Council Local Plan Review 2016-2036 Part One: Planning Strategy)</p>	
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CYCLEWAYS			
<p>Cycleway B Plan 2</p>	<p>Object</p>	<p>The County Council understands that earlier drafts of the Neighbourhood Plan included proposed cycleways, and although there was strong community support for these proposed site allocations, it was not possible to include them in the Plan being taken forward. However, these community aspirations not included in this Plan are set out in Annex A, which constitutes a non-statutory companion document to this Plan.</p> <p>Hampshire County Council in its role as a public landowner, supports the principle of the aspirations for greater connectivity through Hythe with a clear cycle route.</p> <p>Notwithstanding this, the County Council is concerned as the plan (Cycleway B Plan 2) gives the impression of a permanent public access into the West Shore House site to the Parish Hall, which is not the case at present and may not be within the gift of the County Council to give. It is therefore suggested to avoid confusion that the plan is adjusted to reflect the current situation and the proposed cycleway restrained to the main east west route on the existing Right of Way.</p> <p>In addition, the County Council welcomes the opportunity to discuss how to realise this</p>	

Planning and Design response for Hythe & Dibden Neighbourhood Development Plan

		community aspiration in an alternative appropriate forum once this detail has been resolved.	
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8.3.5.2 HCC Planning Response



<p>Hythe and Dibden Neighbourhood Plan Regulation 14 consultation Hampshire County Council Response – January 2019</p>	
<p>Subject / Theme / Site / Policy (page, paragraph)</p>	<p>Object / Support / Comments Reasons (Including Proposed Changes / Amendments)</p>
<p>Transport and connectivity</p>	<p>Hampshire County Council as the local Highway Authority notes that in general, the plan is well written and comprehensive, setting out a series of aims and objectives for the 4 parishes covered by the plan. The neighbourhood plan however, does not make reference to the adopted Waterside Interim Transport Policy, which is Hampshire's current policy position in respect of transport in the locality.</p> <p>There are a number of specific issues which relate to this plan area defined and acknowledged both geographically and by the mixes of land uses, the presence of the Port and the demographics.</p> <p>HCC has the following comments on the neighbourhood plan:</p> <p>Policy context:</p> <p>The Waterside area, is served by the A326 which is the main highway access to and from the strategic road network. The peninsular nature of the Waterside means there are no reasonable alternatives. As a result, the Waterside settlements, including Dibden and Hythe are dependent on the A326 working effectively. The Waterside Interim Transport Policy, was formally adopted by HCC on 14 November 2017. The interim policy supports the Local Planning Authorities in the New Forest in developing their Local Plans and to aid planning for strong and sustainable economic and housing growth.</p> <p>The key recommendations of the policy are as follows:</p> <ul style="list-style-type: none"> • The A326 to J2 M27 is the preferred route to the strategic road network from the Waterside and will need to be improved to accommodate future growth (both the proposed growth in the NFDC Local Plan – including Fawley redevelopment and that expected from the Port on the Waterside) • If Port expansion plans utilising ABP's strategic land reserve come forward that it should be accessed directly from the A326 by the shortest, least environmentally impactful route, and not involve traffic routing through residential areas

	<p>Whilst this is supported and would be equally encouraged by HCC; commuting is just one purpose for using a car. All car journeys, regardless of purposes should aim to be reduced. The options suggested for achieving the reduction in commuting trips are noted, however, a number have concerns: -</p> <ul style="list-style-type: none"> • To 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><i>HCC Response:</i> A previous rail study conducted by Hampshire County Council indicated a very poor business case for the re-introduction of passenger rail on the Waterside due to the lack of demand. As a result, the Executive Member for Economy Transport and Environment formally agreed on 21 January 2014 "not to commit further funding or resources" to the project unless "there are significant changes in either future funding arrangements for rail projects or local circumstances". This policy position still stands. Park and Ride still encourages driving as part of the journey, it requires land for car parking which has costs in terms of delivery and on-going maintenance.</p> <ul style="list-style-type: none"> • A new rail halt for Hythe. <p><i>HCC Response:</i> As above.</p> <ul style="list-style-type: none"> • To ensure the protection of the Pier and associated structures in order to sustain the ferry link to Southampton. <p><i>HCC Response:</i> It is acknowledged that the Ferry and Pier terminal are locally important for recreational and leisure trips and should remain.</p> <ul style="list-style-type: none"> • The need for more and better cycle and walking routes for all and that they are adequately maintained. <p><i>HCC Response:</i> This is noted, and again is supported in principle, however, the funding of these routes is likely to come from new development in the locality as other funding sources are limited. Equally the County Council is stretched with on-going maintenance of highway assets, and there is a</p>
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	<ul style="list-style-type: none"> • Future port expansion proposals should include comprehensive freight routing, enforcement and management strategies and lead to a high mode share of freight on rail • Future transport proposals will need to consider impact on the Clean Air Zone designation on the Western Approach to Southampton • In the short to medium term, appropriate and proportionate bus, walking and cycling improvements will be developed and secured through the development control process. These should focus on making bus services quicker and more reliable, connecting waterside settlements (and the National Park) by improving the quality of the pedestrian environment for day to day trips and a direct cycle corridor • Until further evidence is forthcoming, the current County Council Position on reopening passenger rail services on the Waterside remains unchanged (no development of passenger services). <p>Work has recently commenced on the second phase of the Waterside Transport Strategy, as there is a need to further develop the strategy arising from discussions with Associated British Ports (ABP) and their emerging Master Plan and possible land uses in the Waterside area.</p> <p>There is also likely to be funding opportunities for major transport improvements in the Waterside area through the Transforming City Fund and the Major Road Network fund. This offers the opportunity to engage with Local Parishes, Members and key stakeholder groups during the lifespan of this work and makes the on-going work by the Parishes useful and pertinent.</p> <p>Focussing on the specific policies and content of the neighbourhood plan:</p> <p>Aim 4 - To promote public health and wellbeing; through improvements to village infrastructure to address air pollution, traffic congestion, parking and road safety.</p> <p>Whilst this aim is supported, there are however concerns regarding the partial closure or one-way routing for traffic in the village centre without the proper traffic assessment and consideration of the impacts on the wider highway network of traffic dispersal and the impact upon users and land uses. The proposed action which states that the Parish Council will collect evidence on the problems associated with on street parking and traffic congestion in and around the village centre, is welcomed. However, many of the outcomes will depend on the quality of evidence and what it indicates.</p> <p>Aim 5 – it is stated that it aims to secure and support existing and new transport provision – alternatives to the car for commuting.</p>
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	<p>need to consider the specification of materials to ensure that any highway scheme is resilient and has funding to ensure maintenance going forward.</p> <ul style="list-style-type: none"> • To eliminate pinch points and areas that cause delays in the current road layout. <p><i>Response:</i> HCC as Highway Authority seeks to ensure the safe and efficient use of the highway and to reduce the incidents of delay to those using it and therefore is keen to ensure obstructions and delays are minimised. However, in accordance with HCC policies, new highway schemes will only be implemented where there is a highway demonstrated safety need, or where a junction or link requires measures to mitigate a nearby development. HCC capital funding has been prioritised to ensure that the existing highway assets can be maintained and arising safety priorities can be addressed.</p> <p>Therefore, HCC has some concerns regarding Policies T1 and T2 (relating to rail provision in the Waterside) in the Neighbourhood Plan for the reasons set out above.</p> <table border="1" style="width: 100%;"> <tr> <td style="width: 5%;">T1</td> <td>Seek to ensure the protection of the existing rail route and track to Totton and seek to identify suitable site(s) for 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.</td> </tr> <tr> <td>T2</td> <td>Seek to identify a suitable site for a proposed railway halt in central Hythe, safeguard access for pedestrians and motorists and include for provision of additional parking in that location.</td> </tr> </table> <p>The County Council supports the actions listed for the Parish Council in respect of transport matters:</p> <table border="1" style="width: 100%;"> <tr> <td style="width: 5%;">T-AP2</td> <td>The Parish Council will undertake an assessment of the existing footpaths and <u>cycleways</u> within the Parish to identify what improvements are needed. </td> </tr> <tr> <td>T-AP3</td> <td>The Parish Council will undertake necessary feasibility work and seek opportunities arising from new development and otherwise for the provision of new <u>cycleways</u> and footpaths giving safe and convenient routes for all the community</td> </tr> </table> <p>The County Council has concerns regarding the following actions:</p>	T1	Seek to ensure the protection of the existing rail route and track to Totton and seek to identify suitable site(s) for 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 proposed railway halt in central Hythe, safeguard access for pedestrians and motorists and include for provision of additional parking in that location.	T-AP2	The Parish Council will undertake an assessment of the existing footpaths and <u>cycleways</u> within the Parish to identify what improvements are needed.	T-AP3	The Parish Council will undertake necessary feasibility work and seek opportunities arising from new development and otherwise for the provision of new <u>cycleways</u> and footpaths giving safe and convenient routes for all the community
T1	Seek to ensure the protection of the existing rail route and track to Totton and seek to identify suitable site(s) for 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 proposed railway halt in central Hythe, safeguard access for pedestrians and motorists and include for provision of additional parking in that location.								
T-AP2	The Parish Council will undertake an assessment of the existing footpaths and <u>cycleways</u> within the Parish to identify what improvements are needed.								
T-AP3	The Parish Council will undertake necessary feasibility work and seek opportunities arising from new development and otherwise for the provision of new <u>cycleways</u> and footpaths giving safe and convenient routes for all the community								

	<p>"The Parish Council will work with HCC to find ways to remedy existing 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."</p> <p>Without evidence to demonstrate severe delays or a road safety issue, the County Council has limited resources and funds to address local traffic delays. These can possibly be reduced through encouraging more use of public transport and active modes.</p> <p>In conclusion, HCC would suggest that the Parish Council note the concerns that HCC have and are aware of the current Waterside Strategy and the forthcoming phase 2 of this workstream. It is important that the Neighbourhood Plan should not compromise any of the outcomes of the adopted strategy. There will be opportunity to be consulted on the phase 2 strategy later in the year as the email (sent to the Parish Clerk on 22/10/18 and set out below) suggests:</p> <p><i>"There is no committee set up to look at the A326 at this time.</i></p> <p><i>This said, the 2017 Interim Transport Strategy for the Waterside states that currently the A326 the northern section of the Waterside A326 is a busy route and a number of identified junctions on and adjacent to A326 have existing capacity issues. Going forward with local plan allocations, Fawley Waterside, ABP expansion and Port Intensification of Marchwood Military there will be a need for further improvements to the A326.</i></p> <p><i>HCC are about to commence a further study to look at appropriate and proportionate bus, walking and cycling improvements and to focus on making bus services quicker and more reliable, connecting waterside settlements (and the National Park) by improving the quality of the pedestrian environment for day to day trips and a direct cycle corridor. We will be looking at the northern section of the A326 in the first instance. A further phase, likely to be next financial year, will look at junction capacity options on this northern section also; although not yet confirmed.</i></p> <p><i>HCC would obviously consult the relevant and appropriate community groups as and when it had developed options which could be progressed."</i></p>
<p>Minerals and Waste Safeguarding</p>	<p>Hampshire County Council as the Minerals and Waste Authority notes that the Neighbourhood Plan Basic Conditions Statement specifies that: "does not deal with county matters (mineral extraction and waste development)". Whilst we fully appreciate these are issues Hampshire County Council is responsible for overseeing as Minerals and Waste Planning Authority, there is still a responsibility for Local and Neighbourhood Plans to acknowledge these are key issues for consideration in terms of planning. This</p>

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	<p>Neighbourhood Plan Development Document references the Neighbourhood Plan will cover the period to 2026. This period has been selected as it mirrors the periods of both the New Forest District Council and New Forest National Park Local Plans, and the Neighbourhood Plan will need to be compatible with both of these Local Plans. Therefore, indirectly, the Hythe and Dibden Neighbourhood Plan needs to consider the adopted HMWP (2013) too, and particularly because it is within an area which includes a number of safeguarded waste sites and areas of safeguarded mineral resource.</p> <p>Mineral resources as well as safeguarded minerals and waste sites are set out in a Mineral and Waste Consultation Area (MWCA) which is issued by the County Council and the information sits alongside / supports the adopted HMWP (2013). The MWCA ensures non-minerals and / or waste development do not needlessly sterilise viable mineral resources and development does not negatively impact the operation of existing minerals or waste sites.</p> <p>Having reviewed the Map of the Plan Area for the Hythe and Dibden Parish Council Neighbourhood Plan, it is apparent there are a number of safeguarded waste sites within the Neighbourhood Plan Area. These include 'land located west of Hythe', 'Eastern Docks', 'Marchwood Military Port' to the north and 'Forest Lodge Home Farm', and 'Fawley Waste Processing Plant' to the south. There are numerous safeguarded waste sites within close proximity to the north of the plan area too. These sites are safeguarded through Policy 26: Safeguarding – waste infrastructure of the HMWP (2013). In addition to this, there are parts of the Plan Area which are underlain by sand and gravel; a safeguarded mineral resource. These are safeguarded through Policy 15: Safeguarding – mineral resources and Forest Lodge Home Farm is safeguarded under Policy 20: Sand and Gravel Extraction as an allocated sand and gravel extraction site. The purpose of these policies is to protect current and potential minerals and waste sites from pressures to be replaced by other forms of development, including through 'encroachment' where nearby land-uses impact their ability to continue operating. It is often the case that appropriate buffers and mitigation measures can make potential nearby development compatible. Any mitigation measures would need to be undertaken by the proposed non-minerals or waste development and reduce potential impacts to and from the safeguarded site to levels that would ensure the safeguarded site could continue its intended minerals or waste use.</p> <p>As previously stated, HCC acknowledge it is not the responsibility of a Neighbourhood Plan to deal directly with minerals and waste issues, but there is a responsibility for Neighbourhood Plans to acknowledge and adhere to (adopted) local minerals and waste plans. Therefore, we would suggest adding in (perhaps to the Neighbourhood Plan Basic Conditions Statement) that the Hythe and Dibden Neighbourhood Plan will</p>
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	<p>accord with the adopted Hampshire Minerals and Waste Plan (HMWP) (2013) with particular attention being made to the safeguarding policies.</p> <p>We would like to take this opportunity to highlight that if any significant development does come forward in the future, consideration should be given towards addressing their impacts on the area of potential viable mineral resources and the operation of the existing waste site. In such cases, Hampshire County Council as the minerals and waste planning authority, require to be consulted at the earliest stage. Further information of what is required of local planning authorities and developers can be found within Hampshire County Council's Supplementary Planning Document (SPD) titled Minerals and Waste Safeguarding in Hampshire (http://www3.hants.gov.uk/mineralsandwaste/planning-policy-home/hmwp-spds.htm).</p>
Flood and Water Management	<p>Hampshire County Council has the following comments in respect to 'local flood risk' for which Hampshire County Council as the Lead Local flood Authority (LLFA) has a management responsibility i.e. flooding from surface water, groundwater and ordinary watercourses.</p> <p>Aim 8: To reduce the likelihood and impact of flooding through coastal and fluvial causes. Action Points F-AP1 – 4</p> <p>The intention to gather evidence to support the case for flood alleviation schemes in the locality is a helpful initiative and welcomed.</p> <p>In respect to the '<i>Hythe Surface Water Flood Alleviation Scheme being led by Hampshire County Council scheduled to commence in 2023/24.</i>' referenced in F-AP3, this is believed to refer to Butts Ash Lane, Hythe. This project currently sits in a pipeline programme outside both the current 6-year Flood and Coastal Erosion Risk Management (FCERM) capital investment Grant in Aid (GIA) programme (2015/16 to 2020/21) and the County Council's Flood Defence Programme.</p> <p>The Plans authors are asked to note that the timing of projects in the pipeline programme is indicative only. Each project will require further assessment to establish whether there are potential works that are cost beneficial, buildable and not detrimental to the environment. Dependent upon the outcome of the assessments, the schemes deliverability will be dependent upon the availability of funding. Funding is prioritised to ensure that communities at most risk are better protected.</p>

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8.3.6 Response from Fawley Parish Council

As discussed. The team have clearly done a load of work on this well done. I have read the attached and would comment there is an inaccuracy in the below extract on page 14 as Holbury/North Blackfield is not in your parish so in my opinion it either needs removing or treating in the same way you have correctly indicated re Hardley at heading 6 page 17, and would question its inclusion as I know my Cllrs will pick up on this reference!

Although New Forest District as a whole scores well in terms of Indices of Multiple Deprivation (ranked 255 out of 326 where 1 is worst and 326 is best), and most of the Parish reflects this, there are notable pockets of deprivation within the Parish, for example Holbury/North Blackfield and, to a slightly lesser degree, Butts Ash/ Dibden Purlieu (ref 9.9).

Personally I don't like to see percentages without the numbers behind them (page 24 last para , page 65 first para) as it can be miss-leading as these are 'key' stats from a consultation perspective that add weight to your statement.

8.3.7 Response from Southampton City Council

Development Management
Southampton City Council
Lower Ground Floor
Civic Centre
Southampton SO14 7LY



18th January 2019

Reference: Hythe and Dibden Neighbourhood Development Plan
Phone: 023 8083 2603
Please ask for: Amber Trueman - Planning Policy

Dear Sir/Madam,

Southampton City Council (SCC) would like to submit the following comments with regards to the forthcoming Hythe and Dibden Neighbourhood Development Plan and to reaffirm its continued support for neighbourhood planning and the Council's willingness to engage with neighbouring local authorities across the south coast/Solent region.

There are strong ties that exist between the Parish of Hythe and Dibden and the City of Southampton; the two communities share a wealth of maritime history and are both heavily involved with Southampton Water and the future of its coastline. SCC also recognises the importance of the consistent commuter flows from the west, some of which come directly from or via the parish of Hythe and Dibden. Commuters travel into Southampton for various reasons including employment, leisure and onward travel and all contribute greatly to the economic stability of the city. In light of the above, the Council believes it is important to support and encourage effective plan-making within our neighbouring authorities in order to ensure the perpetuation of these flows into and out of the city.

Whilst SCC supports the broad aims and objectives illustrated within the draft Hythe and Dibden Neighbourhood Plan, the Council does have a concern regarding the deliverability of one of the transport-related aspects of the plan.

The reliance on Southampton as a regional employer and leisure centre means good transport infrastructure is vital. SCC therefore supports the aim to provide better transport connections between Hythe, The Waterside and Southampton whether this be by improving existing links or providing new transport infrastructure. The City's wish to improve these connections has already influenced part of the wider draft Local Transport Plan strategy in 'Connected Southampton – Transport Strategy 2040'. Despite the Council's support for bettering local transport connections, SCC currently holds reservations about the feasibility of further train or tram infrastructure as has been proposed in the Hythe and Dibden Neighbourhood Development Plan. In light of SCC having already realised this viability issue, we have started looking at the possibility of developing a mass transit system, i.e. a conglomeration of rail, bus rapid, high quality bus, demand responsive bus and physical infrastructure, to be delivered via the emerging Southampton Public Transport Strategy, and suggest that this may be something that the parish should consider whilst taking the neighbourhood plan forward.

Notwithstanding the above concern, we believe the plan presents a thorough and well-rounded neighbourhood plan that will form an effective supplement to both the New Forest National Park and New Forest District Development Plans and we wish you all the best with its adoption.

If you have any queries or we can be of any more assistance please do not hesitate to contact us.

Yours faithfully,

Amber Trueman
Planning Officer
Southampton City Council
amber.trueman@southampton.gov.uk



8.3.8 Response from Natural England

Date: 31 January 2019
Our ref: 266506
Your ref: Hythe and Dibden REG 14



Stephanie Bennett
Clerk to the Council
Hythe and Dibden Parish Council

By email only:
Stephanie.bennett@hytheanddibden.gov.uk

Customer Services
Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T 0300 060 3900

Dear Stephanie

Hythe and Dibden Neighbourhood Plan pre-submission consultation Regulation 14

Thank you for your consultation on the above dated 3 December 2018

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.

We note that Hythe and Dibden has no allocated sites for development in the Neighbourhood Plan. Policies in the plan align with the New Forest District Local Plan and the New Forest National Park Authority Local Plan (both currently under review) and these development plans have undergone sustainability and Habitat Regulations Assessment processes. Neighbourhood Plan objectives include sustainable development and suitable future housing provision, and any development opportunities will be subject to project level assessment within the Local Plan framework. This includes mitigation policies in the adopted SPD, to avoid any adverse impacts on European sites.

Mitigating recreational pressure on the New Forest with suitable natural green spaces, and on the Solent, are pertinent to any future residential development in the plan area (including potentially visitor accommodation if relevant, should the Hythe area develop as a destination). Natural England would support reference to the Bird Aware initiative for managing recreational pressures on the Solent sites.

Further Natural England comments and advice are below:

Designated Areas

The New Forest SPA and Ramsar designations need to be in the list of designated sites adjacent to the plan area, as well as the SAC. In understanding the specialness and sensitivities of the biodiversity both within or adjacent to the plan area, the plan should recognise the designated features of interest of the international sites, as has been done for the SSSIs.

Green infrastructure

Multi-functional green infrastructure can perform a range of functions including improved flood risk management, provision of accessible green space, climate change adaptation and biodiversity gains.

Natural England supports the incorporation of open space policies in the Neighbourhood Plan. These should include biodiversity enhancement and net gain of biodiversity wherever possible, with

consideration of networks that contribute to ecological connectivity. We welcome the policies for additional accessible natural green space, and the plan recognises the importance of establishing long term management and maintenance mechanisms. Open space suitably designed that provides community recreation areas close to homes and reduces pressure on the New Forest, is particularly relevant with the New Forest in such close proximity, and to mitigating cumulative impacts from any future housing developments.

In relation to potential port development, outside the scope of this plan, we note the green buffer proposals being considered as an approach for helping to positively manage impacts.

Water Quality

Water quality gets little mention in the Neighbourhood Plan, however policies should acknowledge the requirements for robustness to ensure that any development, infrastructure, or land management proposals do not contribute to a deterioration in water quality of any water courses /resources that enter the Solent. Development policies should aim to be nutrient neutral.

BAP (Biodiversity Action Plan) Priority Habitat

Natural England note that there is BAP Priority Habitat both within and around the boundary of the Neighbourhood Plan. These areas should be considered when locating any potential new development, and opportunities taken to enhance the ecological value of these areas, including through planning gain, to contribute to preserving and protecting their integrity.

There are a number of Ancient Woodlands within the plan area - our standard advice on this is that you should consider any impacts on ancient woodland and ancient and veteran trees in line with paragraph 175 of the NPPF. Natural England maintains the Ancient Woodland [Inventory](#) which can help identify ancient woodland. Natural England and the Forestry Commission have produced [standing advice](#) for planning authorities in relation to ancient woodland and ancient and veteran trees. Natural England will only provide bespoke advice on this however where they form part of a SSSI or in exceptional circumstances.

Rights of Way, Access land, Coastal access and National Trails

Further to above, the NPPF highlights the importance of public rights of way and access. The NP has recognised opportunities connected with the England Coast path and long distance routes, and the need to protect and enhance these (and all public rights of way) so that they integrate with the sustainable development objective of the plan.

Natural England has no further substantive comments to make on this pre-submission consultation. We would be happy to comment further should the need arise.

For any queries relating to the specific advice in this letter only please contact **Sarah Skinner** on 07813593588. For any new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

Yours sincerely

Sarah Skinner
Planning and Conservation Adviser
Dorset, Hampshire and Isle of Wight Area Team
sarah.skinner@naturalengland.org.uk

8.3.9 Response from Environment Agency

Thank you for consulting the Environment Agency on the Hythe and Dibden Neighbourhood Plan Regulation 14 consultation. We are a statutory consultee in the planning process providing advice to Local Authorities and developers on pre-application enquiries, planning applications, appeals and strategic plans.

We aim to reduce flood risk, while protecting and enhancing the water environment. We have had to focus our detailed engagement to those areas where the environmental risks are greatest.

We are working with your Local Planning Authority as they are developing their Charging Schedule and would also welcome the opportunity to work with your neighbourhood forum on this to ensure environmental infrastructure is taken into consideration when looking to fund local infrastructure.

We have reviewed the documents submitted and would like to make the following response.

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.

We would ask that biodiversity net gain approach ([National Planning Policy Framework](#) paragraphs 170, 174 and 175) is referenced in this section. Biodiversity net gain is the delivery of more or better habitats for biodiversity and demonstrating the measurable gain through the use of a metric.

Environmental net gain is a key principle of the 25 Year Environment Plan. It builds on the biodiversity net gain approach and is a more inclusive way recognising the broader suite of benefits that carefully planned development can bring - for example natural flood management, recycling waste materials, carbon neutrality, and water efficiency.

It's an approach that puts in place measurable improvements for the environment, while ensuring cost-effective, sustainable development. This means all new homes will be built to the highest environmental standards, and environmental protection is taken into account with any new development.

It would also be helpful to understand what environmental assets are in the NP area.

Aim 8 – To reduce likelihood and impact of flooding throughout coastal and fluvial causes

In accordance with the National Planning Policy Framework (NPPF) [paragraph 14, footnote 9] inappropriate development in locations at risk of flooding should be restricted. This should be done by directing development away from areas at highest risk (NPPF para. 100) through the application of the Sequential Test (NPPF para. 101). Paragraph 022 of the Planning Practice Guidance requires that through the Sequential Test and Sustainability Appraisal process that where other sustainability criteria outweigh flood risk issues, the decision making process should be transparent with reasoned justifications for any decisions to allocate land in areas at high flood risk given in the Sustainability Appraisal report.

Objective 8.1 which states “to ensure all proposals for housing and business premises in coastal flood zones 2 and 3 have baseline levels that meet prevailing Environment Agency recommendations” suggest that the objective goes against the NPPF rather than avoiding is concentrating on mitigation which is not in-line with the NPPF.

Policies F1 and F2

These policies include references to precise design levels for buildings and defences. The actual flood level that should be designed to will depend on a number of factors, including, amongst others:

- the type of development and its associated vulnerability as defined by the NPPF
- the lifespan of the development or defences
- the required freeboard

The design flood level for new developments is already defined within the NPPF and its supporting guidance. As currently written **we would find the policies unsound** and we would advise that all reference to actual design flood levels is removed from policies F1 and F2.

Should you have any further queries please do not hesitate to contact me on the number below.

Many thanks,

Charlotte



Charlotte Lines | Principal Planning Officer Sustainable Places West | Solent and South Downs Area | Environment Planning and Engagement | Environment Agency | Romsey | Canal Walk | Romsey | SO51 7LP | Tel: 02084745838
charlotte.lines@environment-agency.gov.uk or PlanningSSD@environment-agency.gov.uk

8.3.10 Response from Historic England



Historic England

Ms Stephanie Bennett
Clerk to the Council
Hythe and Dibden Parish Council
The Grove
25 St John's Street
Hythe
Hampshire, SO45 6BZ

Our ref: HD/P5235/
Your ref:
Telephone: 01483 252040
Fax:

29th January 2019

Dear Ms Bennett,

Hythe and Dibden Neighbourhood Development Plan – Statutory Consultation under Regulation 14 of the Neighbourhood Plan (General) Regulations 2012

Thank you for your e-mail of 3rd December 2018 advising Historic England of the consultation on your Neighbourhood Plan. We are pleased to make the following general and detailed comments in line with our remit for the historic environment.

The nature of the locally-led neighbourhood plan process is that the community itself should determine its own agenda based on the issues about which it is concerned. At the same time, as a national organisation able increasingly to draw upon our experiences of neighbourhood planning exercises across the country, our input can help communities reflect upon the special (heritage) qualities which define their area to best achieve aims and objectives for the historic environment. To this end information on our website might be of assistance – the appendix to this letter contains links to this website and to a range of potentially useful other websites.

We welcome the sections on the history and built environment of Hythe. However, we consider that it would be helpful to explain when the Conservation Area was designated, whether that designation has been reviewed, what its special architectural or history is (the reason for its designation) and whether or not there is a character appraisal and/or management plan for the Area. If not, then the preparation of a character appraisal would be an excellent community project to add to the evidence base for the Plan. The appendix to this letter contains a link to the Oxford Character Assessment Toolkit and we would be pleased to advise further.

In addition to 28 listed building entries for the parish, the National Heritage List for England has one scheduled monument. Non-designated heritage assets, such as locally important buildings, can make an important contribution to creating a sense of place and local identity. Have any such buildings or features been identified? If not, then the preparation of such a list would be another excellent community project to further add to the evidence base for the Plan. The appendix to this letter contains a link to our advice on local listing and we would again be pleased to advise further.

National Planning Practice Guidance states “... where it is relevant, neighbourhood plans need to include enough information about local heritage to guide decisions and put broader strategic heritage policies from the local plan into action at a neighbourhood scale. ... In addition, and where relevant, neighbourhood plans need to

include enough information about local non-designated heritage assets including sites of archaeological interest to guide decisions”. The Guidance notes that “*The local Historic environment record and any local list will be important sources of information on non-designated heritage assets*”.

We also welcome the inclusion of “heritage” in the Vision but we suggest that the word “historical” be added as a value of the resources i.e. “*The ecological, historical, landscape and recreational value.....*” and that “heritage assets” be added to the list of features that will be actively conserved i.e. “*The waterfront, woodland, SSSI, heritage assets and nationally and locally valued landscapes will be actively conserved*”.

We welcome Aim 1, the inclusion of “historic assets” in Aim 3 and Objectives 1.1, 1.2 and 3.3. We also welcome and support Policies D1 and D3 which we consider to be consistent with paragraph 125 of the Framework: “*Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development*”.

We welcome the reference to Hampshire County Council’s Integrated Character Assessment as we consider that Neighbourhood Development Plans should be underpinned by a thorough understanding of the character and special qualities of the area covered by the Plan. We believe that characterisation studies can help inform locations and detailed design of proposed new development, identify possible townscape improvements and establish a baseline against which to measure change. The Assessment, together with the proposed local distinctiveness guidance,

provides the required “*understanding and evaluation of the area’s defining characteristics*”.

We are, however, disappointed not to see a policy in the Plan for the conservation and enhancement of the heritage assets in the parish, to give force to Objective 3.3. Although not essential, such a policy could be tailored to the specific characteristics and issues of those heritage assets. For example, has there been any or is there any ongoing other loss of character, particularly in the Conservation Area, e.g. through inappropriate development, inappropriate alterations to properties under permitted development rights, loss of vegetation, insensitive streetworks etc that affect local character ?

There are no buildings within the parish on the Historic England Heritage at Risk Register. However, the Register does not include Grade II listed secular buildings outside London. Has a survey of the condition of Grade II buildings in the Plan area been undertaken ? If not, this could be another community project to add to the evidence base for the Plan and we would be pleased to advise further. As a general comment, it is our experience that Neighbourhood Plans set out the sustainability issues facing the Plan area, which in turn helps justify the policies and proposals of the Plan. These do not appear to be set out clearly anywhere in the Plan.

Finally, the preparation of the Neighbourhood Plan offers the opportunity to harness a community’s interest in the historic environment by getting the community to help add to the evidence base perhaps by, as noted in our comments above, a detailed character assessment of the Conservation Area, the preparation of a local list of locally important buildings and features or a survey of Grade II listed buildings to see if any are at risk from neglect, decay or other threats. These could be identified as Action Points.

We hope you find these comments helpful. Should you wish to discuss any points within this letter, or if there are particular issues with the historic environment in Hythe and Dibden, please do not hesitate to contact us.

Thank you again for consulting Historic England.

Yours faithfully,



Martin Small

Principal Adviser, Historic Environment Planning,
(Bucks, Oxon, Berks, Hampshire, IoW, South Downs National Park and Chichester)
E-mail: martin.small@historicengland.org.uk

8.3.11 Response from Highways England

Thank you for inviting Highways England to comment on Hythe and Dibden Neighbourhood Plan - Regulation 14 consultation.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We will therefore be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN, in this case the M27.

We have reviewed this document and supporting evidence and have no comments.

8.3.12 Response from Marine Management Organisation

Thank you for including the MMO in your recent consultation submission. The MMO will review your document and respond to you directly should a bespoke response be required. If you do not receive a bespoke response from us within your deadline, please consider the following information as the MMO's formal response.

Kind regards

The Marine Management Organisation

Response to your consultation

The Marine Management Organisation (MMO) is a non-departmental public body responsible for the management of England's marine area on behalf of the UK government. The MMO's delivery functions are; marine planning, marine licensing, wildlife licensing and enforcement, marine protected area management, marine emergencies, fisheries management and issuing European grants.

Marine Licensing

Activities taking place below the mean high water mark may require a [marine licence](#) in accordance with the [Marine and Coastal Access Act \(MCAA\) 2009](#). Such activities include the construction, alteration or improvement of any works, dredging, or a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence. Local authorities may wish to refer to our [marine licensing guide for local planning authorities](#) for more detailed information. You can also apply to the MMO for consent under the Electricity Act 1989 (as amended) for offshore generating stations between 1 and 100 megawatts in England and parts of Wales. The MMO is also the authority responsible for processing and determining harbour orders in England, and for some ports in Wales, and for granting consent under various local Acts and orders regarding harbours. A wildlife licence is also required for activities that that would affect a UK or European protected marine species.

Marine Planning

As the marine planning authority for England the MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. As marine plan boundaries extend up to the level of the mean high water spring tides mark, there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark. Marine plans will inform and guide decision makers on development in marine and coastal areas.

Planning documents for areas with a coastal influence may wish to make reference to the MMO's licensing requirements and any relevant marine plans to ensure that necessary regulations are adhered to. For marine and coastal areas where a marine plan is not currently in place, we advise local authorities to refer to the [Marine Policy Statement](#) for guidance on any planning activity that includes a section of coastline or tidal river. All public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with the [Marine and Coastal Access Act](#) and the UK

Marine Policy Statement unless relevant considerations indicate otherwise. Local authorities may also wish to refer to our [online guidance](#) and the [Planning Advisory Service soundness self-assessment checklist](#). If you wish to contact your local marine planning officer you can find their details on our [gov.uk page](#).

[The East Inshore and Offshore marine plans](#) were published on the 2nd April 2014, becoming a material consideration for public authorities with decision making functions. The East Inshore and East Offshore Marine Plans cover the coast and seas from Flamborough Head to Felixstowe. For further information on how to apply the East and Inshore and Offshore Plans please visit our [Marine Information System](#).

[The South Inshore and Offshore marine plans](#) were published on the 17th July 2018, becoming a material consideration for public authorities with decision making functions. The South Inshore and South Offshore Marine Plans cover the coast and seas from Folkestone to the River Dart in Devon. For further information on how to apply the South Inshore and South Offshore Marine Plans please visit our [Marine Information System](#).

The MMO is currently in the process of developing marine plans for the remaining 7 marine plan areas by 2021. These are the [North East](#) Marine Plans, the [North West](#) Marine Plans, the [South East](#) Marine Plan and the [South West](#) Marine Plans.

Minerals and waste plans and local aggregate assessments

If you are consulting on a mineral/waste plan or local aggregate assessment, the MMO recommend reference to marine aggregates is included and reference to be made to the documents below:

- The Marine Policy Statement (MPS), section 3.5 which highlights the importance of marine aggregates and its supply to England's (and the UK) construction industry.
- The National Planning Policy Framework (NPPF) which sets out policies for national (England) construction minerals supply.
- The NPPF [Minerals Planning Practice guidance](#) which includes specific references to the role of marine aggregates in the wider portfolio of supply.
- [The National and regional guidelines for aggregates provision in England 2005-2020](#) predict likely aggregate demand over this period including marine supply.

The NPPF informed Minerals Planning Practice guidance requires local mineral planning authorities to prepare Local Aggregate Assessments, these assessments have to consider the opportunities and constraints of all mineral supplies into their planning regions – including marine. This means that even land-locked counties, may have to consider the role that marine sourced supplies (delivered by rail or river) play – particularly where land based resources are becoming increasingly constrained.

If you wish to contact the MMO regarding our response please email us at consultations@marinemanagement.org.uk or telephone us on 0300 123 1032.

8.3.13 Response from Southern Water



The Clerk to the Council
Hythe & Dibden Parish Council

By Email Only

Your Ref:

Our Ref:

Date:
22 January 2019

Contact:
01273 663742

Dear Sir/Madam,

Hythe & Dibden Neighbourhood Plan – pre-submission

We welcome the opportunity to comment on the Pre-Submission Hythe & Dibden Neighbourhood Plan.

Southern Water is the statutory water and wastewater undertaker for the Parish of Hythe & Dibden. Southern Water has a statutory duty to serve new development, and is committed to ensuring the right wastewater infrastructure in the right place at the right time in collaboration with developers, the Parish Council and the Local Planning Authority.

Please find following our response in respect of specific policies. In summary, we seek policy provision to support the provision of utility infrastructure, both to serve individual development, and to meet the needs of the wider community.

We hope that you find our response useful and that it will be taken into account in the next version of your Neighbourhood Plan. We look forward to being kept informed of future progress.

Yours faithfully,



Charlotte Mayall
Development Manager

Policy F3

Southern Water supports the intention of policy F3 to ensure that appropriate assessments have been made in relation to the impact of new development on the existing drainage network. We have assumed the 'drainage network' includes both surface water and wastewater (foul) drainage. Southern Water has limited powers to prevent connections to the wastewater network, even when capacity is limited. This could increase the risk of foul flooding if the timings of delivery are not effectively managed.

It should be noted that where existing drainage capacity is demonstrated to be limited, this is not a constraint to new development as Southern Water will provide the necessary network reinforcements in order to increase capacity to accommodate new development. However, Southern Water would in such cases look to neighbourhood plan policies to ensure that development is coordinated with the provision of such reinforcements, and that development is not occupied ahead of its provision, in order to minimise the risk of flooding.

This is in line with the National Planning Policy Framework 2018 (NPPF), which defines objectives for achieving sustainable development, including in paragraph 8(a) that economic sustainability may be achieved 'by *identifying and coordinating the provision of infrastructure.*' (our highlight)

In addition, we would look to local and neighbourhood plans to support proposals by service providers, such as Southern Water, for the delivery of any new and improved infrastructure that may be needed to serve the wider community or meet stricter water quality objectives.

In order to address the above, we propose the following additions to Policy F3 (new text underlined):

F3 All new development in Hythe and Dibden affecting drainage will be required to take reasonable measures to demonstrate that the wider drainage network has adequate capacity and is operating effectively, and that the proposed development will have no adverse impact on the existing network. Should water or wastewater network reinforcements be required, development will be coordinated with the provision of the necessary infrastructure, in liaison with the service provider.

Proposals for new and improved utility infrastructure by service providers will be encouraged and supported in order to meet the identified needs of the community.

8.3.14 Response from Handy Trust

Thank you for the attached information. As a member of the Neighbourhood Planning Group I would like to say that as a small community group we have worked very hard to get to where we are today. Special thanks go to Steph and Graham.

The Handy Trust completely supports this piece of work and would like to say that as the local Youth Service the majority of local young people have enjoyed being part of the consultations and being given the opportunity to have their say regarding their future in Hythe & Dibden.

8.4 Formal submissions by Businesses

8.4.1 Response by Gladman Developments Ltd



Hythe and Dibden Neighbourhood Plan
The Grove,
25 St John's St,
Hythe,
Southampton,
SO45 6BZ

Gladman House, Alexandria Way
Congleton Business Park
Congleton, Cheshire
CW12 1LB

T: 01260 288800
F: 01260 288801

www.gladman.co.uk

By email only to: stephanie.bennett@hytheanddibden.gov.uk

29th January 2019

Dear Ms Bennett,

This letter provides Gladman Developments Ltd (Gladman) representations in response to the draft version of the Hythe & Dibden Neighbourhood Plan (HDNP) under Regulation 14 of the Neighbourhood Planning (General) Regulations 2012. This letter seeks to highlight the issues with the plan as currently presented and its relationship with national and local planning policy. Gladman has considerable experience in neighbourhood planning, having been involved in the process during the preparation of numerous plans across the country, it is from this experience that these representations are prepared.

Legal Requirements

Before a neighbourhood plan can proceed to referendum it must be tested against a set of basic conditions set out in §8(2) of Schedule 4b of the Town and Country Planning Act 1990 (as amended). The basic conditions that the HDNP must meet are as follows:

- (a) Having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the order.
- (d) The making of the order contributes to the achievement of sustainable development.
- (e) The making of the order is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area).
- (f) The making of the order does not breach, and is otherwise compatible with, EU obligations.

Revised National Planning Policy Framework

On the 24th July 2018, the Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework. The first revision since 2012, it implements 85 reforms announced previously through the Housing White Paper.

§214 of the revised Framework makes clear that the policies of the previous Framework will apply for the purpose of examining plans where they are submitted on or before 24th January 2019. Given that submission of the Hythe and Dibden Neighbourhood Plan will occur after this date, the comments below reflect the relationship between Neighbourhood Plans and the National Planning Policy Framework adopted in 2018.

Directors: D J Gladman BA, K J Gladman MCSP, SRP, J M S Shephard BSc, CEng, MBE, G K Edwards DipFP, MRTP
VAT Registration No. 627 6792 65
Registered Address: Gladman House, Alexandria Way, Congleton Business Park, Congleton, Cheshire, CW12 1LB, Registration No. 3341567

National Planning Policy Framework and Planning Practice Guidance

The National Planning Policy Framework (the Framework) sets out the Government's planning policies for England and how these are expected to be applied. In doing so it sets out the requirements for the preparation of neighbourhood plans to be in conformity with the strategic priorities for the wider area and the role they play in delivering sustainable development to meet development needs.

At the heart of the Framework is a presumption in favour of sustainable development, which should be seen as a golden thread through plan-making and decision-taking. This means that plan makers should positively seek opportunities to meet the development needs of their area and Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change. This requirement is applicable to neighbourhood plans.

The recent Planning Practice Guidance (PPG) updates make clear that neighbourhood plans should conform to national policy requirements and take account of and most up-to-date evidence of housing needs in order to assist the Council in delivering sustainable development, a neighbourhood plan basic condition.

The application of the presumption in favour of sustainable development will have implications for how communities engage with neighbourhood planning. §16 of the Framework makes clear that Qualifying Bodies preparing neighbourhood plans should develop plans that support strategic development needs set out in Local Plans, including policies for housing development and plan positively to support local development.

§17 further makes clear that neighbourhood plans should set out a clear and positive vision for the future of the area and policies contained in those plans should provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency. Neighbourhood plans should seek to proactively drive and support sustainable economic development to deliver the homes, jobs and thriving local places that the country needs, whilst responding positively to the wider opportunities for growth.

§184 of the Framework makes clear that local planning authorities will need to clearly set out their strategic policies to ensure that an up-to-date Local Plan is in place as quickly as possible. The Neighbourhood Plan should ensure that it is aligned with the strategic needs and priorities of the wider area and plan positively to support the delivery of sustainable growth opportunities.

Planning Practice Guidance

It is clear from the requirements of the Framework that neighbourhood plans should be prepared in conformity with the strategic requirements of the wider area as confirmed in an adopted development plan. The Framework requirements have now been supplemented by the publication of Planning Practice Guidance (PPG).

On 11th February 2016, the Secretary of State (SoS) published a series of updates to the neighbourhood planning chapter of the PPG. In summary, these update a number of component parts of the evidence base that are required to support an emerging neighbourhood plan.

On 19th May 2016, the Secretary of State published a further set of updates to the neighbourhood planning PPG, providing clarity on the measures a qualifying body should take to review the contents of a neighbourhood plan where the policy evidence base becomes less robust. As such it is considered that where a qualifying body intends to undertake a review of the neighbourhood plan, it should include a policy relating to this intention which includes a detailed explanation outlining the qualifying body's anticipated timescales in this regard.

Relationship to Local Plan

To meet the requirements of the Framework and Neighbourhood Plan Basic Conditions, neighbourhood plans should conform to the strategic policy requirements set out in the adopted Development Plan. That relevant to the preparation of the HDNP is the New Forest Local Plans Parts 1 and 2, which is made up of the Core Strategy and Sites and Development Management. The Core Strategy determined that New Forest would be required to deliver 3920 homes between 2006 and 2026.

To meet the requirements of the Framework the Council is reviewing the Core Strategy and is currently awaiting the commencement of Examination hearings on the Local Plan Review 2016 – 2036. It is therefore important that the HDNP provides flexibility to ensure that the policies contained in the HDNP are not overridden upon the adoption of the future Local Plan; as section 38(5) of the Planning and Compulsory Purchase Act 2004 states:

'if to any extent, a policy contained in a development plan for an area conflicts with another policy in the development plan the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approached, or published (as the case may be).'

Hythe & Dibden Neighbourhood Plan

This section highlights the key issues that Gladman would like to raise with regards to the content of the HDNP as currently proposed. It is considered that some policies do not reflect the requirements of national policy and guidance, Gladman have therefore sought to recommend a series of modifications to the plan to ensure compliance with the basic conditions.

Policy H1 - *unnamed*

Policy H1 precludes the development of individual dwellings of greater than 100 square metres, if they fall within the National Park boundaries, so as to meet the local housing need.

Should a developer or, more likely, a self-builder intend to construct a dwelling of this nature, they are likely to seek out a suitable location in both physical and policy terms. Policy H1 may therefore have the unintended consequence of discouraging potential investors outright. Developments in the National Park already require significant policy support to gain approval and are more likely to attract higher value and therefore, larger dwellings.

Arbitrarily restricting suitable development from coming forward does not accord with the positive approach to growth required by the Framework and is contrary to basic condition (a).

As currently drafted, this is considered to be an overly restrictive approach and provides no flexibility to reflect the circumstances upon which the HDNP is being prepared. It should be recognised that housing needs do change over time. We suggest wording is added to the policy to allow flexibility for changing needs. Gladman suggest adding the wording 'This should be evidenced through an up to date assessment' to this policy.

Policy T6 - unnamed

At its heart, Policy T6 appears to insert an overly detailed requirement to provide management and maintenance plans for walking and cycle infrastructure, which would essentially form a benefit to the local area. Faced with this, applicants may choose the path of least resistance, risking removal of such improvements prior to the submission of a planning application.

The HDNP should strike a balance between creating a policy environment which assists developers in providing infrastructure within the Neighbourhood Plan area and actually preventing the provision of such benefits in the first place. Gladman suggest that this policy is worded in such a way that would advocate provision of cycleways and footpaths, built to an adoptable standard. The same consequence can be expected from the trepidatious approach of Policy C3 – *unnamed*.

Conclusions

Gladman recognises the role of neighbourhood plans as a tool for local people to shape the development of their local community. However, it is clear from national guidance that these must be consistent with national planning policy and the strategic requirements for the wider authority area. Through this consultation response, Gladman has sought to clarify the relation of the HDNP as currently proposed with the requirements of national planning policy and the strategic policies for the wider area.

Gladman is concerned that the plan in its current form does not comply with basic condition (a). The plan does not conform with national policy and guidance. Gladman hopes you have found these representations helpful and constructive. If you have any questions do not hesitate to contact me or one of the Gladman team.

Yours faithfully,

Paul Emms
Gladman Developments Ltd.

8.5 Callers to Hythe and Dibden Parish Council

8.5.1 A total of 11 people called into the Parish council office and spoke to staff. All expressed support for what the Neighbourhood Planning Group were endeavouring to achieve however all also expressed concern that the area needed more family homes. There was overall support for the Buffer Zone specifically, and the draft Plan. All persons spoken to were encouraged to complete a hard copy questionnaire or to visit the online survey however all said that they had no further comment to make.

9.0 Consideration of Regulation 14 Consultation Results

9.1 The results of the Regulation 14 consultation were considered by the Neighbourhood Planning Group. The information and subsequent changes agreed are tabulated below:

	<i>Organisations</i>
1	New Forest District Council (NFDC) Portfolio Holder decision dated 18.1.2019 and letter dated 29.1.2019
2	New Forest National Park Authority (NFNPA)
3	Southampton City Council (SCC)
4a	Hampshire County Council main representation (HCC)
4b	Hampshire County Council additional (landowner) representation (HCC Property Services))
5	Fawley Parish Council
6	Associated British Ports (ABP)
7	Marine Management Organisation
8	Southern Water
9	Environment Agency
10	Natural England
11	Historic England
12	Highways England
13	The Handy Trust
14	Gladman Developments Ltd
	<i>Individuals</i>
15	Resident, Dibden Purlieu
16	Resident, Hythe
17	Resident, Hythe
18	Resident, Hythe
19	Prospective resident, Hythe
20	Resident, Dibden Purlieu
21	Resident, Hythe
22	Resident, Hythe Marina Village
23	Resident, Hythe Marina Village
24	Resident, Hythe Marina Village
25	Resident, Hythe

<i>ID</i>	<i>Representee</i>	<i>Summary of representation</i>	<i>HDNDP ref</i>	<i>Change suggested</i>	<i>Action</i>
1	New Forest District Council	Key issues raised in previous NFDC response (August 2018) have been addressed and good progress has been made. The draft Plan is in general conformity with the adopted Local Plan, and also with the emerging new Local			Confirmation of general conformity noted

<i>ID</i>	<i>Representee</i>	<i>Summary of representation</i>	<i>HDNDP ref</i>	<i>Change suggested</i>	<i>Action</i>
		<p>Plan 2016-2036 Part One: Planning Strategy, which although not a statutory requirement supports the longevity of the Neighbourhood Plan.</p> <p>The Parish Council is commended for putting forward positive measures which seek to address impacts that port development at Dibden Bay may have on its community.</p> <p>Evidence to confirm the support of ABP to the buffer zone concept would be useful.</p>	<p>p64</p>		<p>The response of ABP to the Regulation 14 consultation is now in the public domain and confirms that ABP considers the approach being taken by the Parish Council as set out in the Neighbourhood Plan is both sensible and practical (see representation 6 below)</p>
		<p>The requirement for the buffer zone to be at least 500m from operational port land may need more detailed consideration and justification.</p>	<p>p62</p>	<p>The width of the proposed 'Buffer Zone' (Policy BZ3) may be better expressed in functional terms such as 'sufficient to adequately reduce or mitigate' adverse effects with the 500m shown as a guideline in the supporting text rather than being included</p>	<p>Policy BZ3 has been revised to emphasise width must be sufficient fulfil all functional objectives and adequately reduce or mitigate adverse effects. The 500m figure is now expressed as an expected minimum rather than an absolute minimum width.</p>

<i>ID</i>	<i>Representee</i>	<i>Summary of representation</i>	<i>HDNDP ref</i>	<i>Change suggested</i>	<i>Action</i>
				in the policy wording.	
2	New Forest National Park Authority	<p>Confirms that the draft Neighbourhood Plan is in general conformity with the strategic development plan policies for the National Park.</p> <p>Recommends removal of reference to previously proposed allocations from Chapter 10 'Community aspirations not included' to avoid confusion.</p> <p>Annex A did not appear to be available with the consultation documents, and other supporting documents referred to in the draft Plan do not appear to have been published.</p> <p>The decision to publish the working draft Basic Conditions Statement</p>	p74	<p>Removal of references to previously proposed land allocations from Chapter 10 to avoid confusion.</p> <p>Removal of the wording on p74 that "the Parish Council will maintain contact with the Neighbourhood Planning Group with the intention of realising these aspirations at the earliest practical time" because it is not supported by evidence or details of how this will be achieved.</p>	<p>Confirmation of general conformity noted.</p> <p>Chapter 10 is titled 'Going Forward – Delivery and Future Action'. 'Community aspirations not included' is one paragraph within this chapter. The Plan already makes clear that these are simply aspirations rather than specific proposals, but the wording of this paragraph has been edited to reinforce this message.</p> <p>The availability of supporting and companion documents accompanying the Plan will be checked prior to Submission.</p>

<i>ID</i>	<i>Representee</i>	<i>Summary of representation</i>	<i>HDNDP ref</i>	<i>Change suggested</i>	<i>Action</i>
		<p>is welcomed, its scope and focus is considered appropriate, and the coverage of the parish Council's statutory duty to have regard to the purposes of the National Park is also welcomed.</p> <p>Overall approach taken for creation of a buffer zone around future operational port land is commended. Suggests revisiting the objectives for the proposed buffer zone, in particular to reconsider potential conflict between the objectives of supporting economic growth and of mitigating environmental impacts.</p>	Aim 9 p61	Review objectives for buffer zone, to avoid potential conflict between economic and environmental objectives.	<p>The objectives for the buffer zone have been carefully reviewed.</p> <p>Policy BZ3 has been revised to emphasise width must be sufficient fulfil all functional objectives and adequately reduce or mitigate adverse effects.</p> <p>Additional supporting text has been added to clarify the relationship between supporting sustainable economic growth and mitigating adverse environmental effects.</p>
3	Southampton City Council	<p>A thorough and well-rounded neighbourhood plan that will form an effective supplement to both the New Forest National Park and New Forest District Development Plans.</p> <p>Whilst SCC supports the broad aims and objectives illustrated within the draft Plan, it has a concern over the deliverability of one of the transport-related</p>	Aim 5 p44	Consider including reference to a 'mass transit system' as a potentially feasible	<p>In the light of comments from SCC and HCC, Objectives 5.1 and 5.2, and Policies T1 and T2 have been revised and now include</p>

ID	Representee	Summary of representation	HDNDP ref	Change suggested	Action
		<p>aspects of the Plan, specifically the feasibility of further train or tram infrastructure, which SCC believes is unlikely to be viable, and is therefore examining an alternative 'mass transit system' ie a conglomeration of rail, bus rapid, high quality bus, demand responsive bus and physical infrastructure, to be delivered via the emerging Southampton Public Transport Strategy. It is suggested that this may be something the Parish Council should consider as it takes forward the Neighbourhood Plan.</p>		<p>alternative to further train or tram infrastructure.</p>	<p>reference to the option of a 'mass transit system' approach.</p>
4a	Hampshire County Council	<p>Transport and connectivity (HCC comments as Local Highway Authority)</p> <p>In general, the Plan is well written, however it does not make reference to the adopted Waterside Interim Transport Policy, which is Hampshire's current policy position in respect of transport in the locality.</p> <p>This policy includes appropriate and proportionate bus, walking and cycling improvements, but until further evidence is forthcoming, the County Council</p>	Aim 5 p44	The Plan should make reference to the adopted Waterside Interim Transport Policy.	Reference has been included in the Plan, and document added to the Evidence Base.

ID	Representee	Summary of representation	HDNDP ref	Change suggested	Action
		<p>position on re-opening passenger rail services on the Waterside remains unchanged (no development of passenger services).</p> <p>Funding opportunities for major transport improvements in the Waterside area are anticipated through the Transforming City Fund and the Major Road Network Fund, and ongoing dialogue with the parishes on this will be useful and pertinent.</p> <p>Aim 4 – Concerns regarding the partial closure or one-way routing in the village centre without proper traffic assessment and consideration of impacts on the wider road network. Many of the outcomes will depend on the quality of the evidence and what it indicates.</p> <p>Aim 5 – this is supported, but the aim should be to reduce all car journeys, regardless of purpose (ie not only commuting).</p> <p>Regarding the proposed train/tram link to Southampton (subject to viability) and associated infrastructure, HCC's response is:</p> <p>“A previous rail study conducted by</p>	<p>Aim 4 p41</p> <p>Aim 5 p44</p>	<p>Review Action Point WEL-AP1</p> <p>Amend wording – aim should be to reduce all car journeys not only commuting journeys</p>	<p>Action Point WEL-AP1 has been revised to emphasise the need for robust evidence before decisions can be taken on partial closures or one-way systems.</p> <p>Wording of Aim 5 has been amended as suggested</p>

<i>ID</i>	<i>Representee</i>	<i>Summary of representation</i>	<i>HDNDP ref</i>	<i>Change suggested</i>	<i>Action</i>
		<p>Hampshire County Council indicated a very poor business case for the re-introduction of passenger rail on the Waterside due to the lack of demand. As a result, the Executive Member for Economy Transport and Environment formally agreed on 21 January 2014 “not to commit further funding or resources” to the project unless “there are significant changes in either future funding arrangements for rail projects or local circumstances”. This policy position still stands. Park and Ride still encourages driving as part of the journey, it requires land for car parking which has costs in terms of delivery and on-going maintenance.”</p> <p>HCC supports the protection of the Pier and the ferry link to Southampton.</p>			Support noted

<i>ID</i>	<i>Representee</i>	<i>Summary of representation</i>	<i>HDNDP ref</i>	<i>Change suggested</i>	<i>Action</i>
		<p>HCC supports the principle of providing more and better walking and cycling routes but points out that funding is likely to come from new development since other funding sources are limited, and that adequate funding for maintenance and management also needs to be secured.</p> <p>HCC supports the principle of eliminating pinch points and areas that cause delays in the current road network, but points out that as a matter of policy, funding is prioritised to respond to safety issues or where junctions or links require mitigation as a result of new development and that therefore as currently drafted Action Point T-AP4 is unlikely to be productive.</p> <p>HCC supports Action Points T-AP2 and T-AP3.</p> <p>In summary, HCC has concerns in relation to Policies T1 and T2, and Action Point T-AP4.</p> <p>Minerals and Waste Safeguarding (HCC comments as Minerals and Waste Authority)</p>	<p>T-AP4</p> <p>T1, T2</p>	<p>Review Action Point T-AP4 in the light of these comments</p> <p>Review Policies T1 and T2 in the light of these comments</p>	<p>Comments noted regarding issues of funding for initial provision and for future maintenance and management</p> <p>Wording of Action Point T-AP4 has been amended in the light of comments</p> <p>Objectives 5.1 and 5.2, Policies T1 and T2 and supporting text have been revised in the light of the concerns expressed by HCC and SCC</p>

ID	Representee	Summary of representation	HDNDP ref	Change suggested	Action
		<p>HCC accepts that it is not part of the function of the Neighbourhood Plan to deal directly with mineral extraction and waste development, but points out that there is still a responsibility for Local and Neighbourhood Plans to acknowledge that these are key issues for consideration in terms of planning.</p> <p>The neighbourhood plan area includes at least five safeguarded waste sites, as well as numerous safeguarded sites within close proximity to the north of the plan area. Parts of the plan area are also underlain by sand and gravel, a safeguarded mineral resource.</p> <p>It is recommended that a reference is included within the Plan documentation (perhaps in the Basic Conditions Statement) to the need to accord with the adopted Hampshire Minerals and waste Plan (HMWP) (2013) with particular attention being paid to safeguarding policies.</p> <p>Flood and Water Management (HCC comments as Lead Local Flood Authority)</p>		<p>Include reference in Plan documentation to the HMWP (2013)</p>	<p>Reference added to Basic Conditions Statement and document included in Evidence Base.</p>

ID	Representee	Summary of representation	HDNDP ref	Change suggested	Action
		<p>Aim 8 - The intention to gather evidence to support the case for flood alleviation schemes in the locality is a helpful initiative and is welcomed.</p> <p>Action Point F-AP3 – the reference to Hythe Surface Water Flood Alleviation Scheme being led by HCC is believed to refer to the Butts Ash Lane scheme. HCC requests that it be made clear that implementation timings for such schemes are indicative only, final decisions on timing being dependent on further detailed assessments of cost, practicality and overall environmental effect.</p>	F-AP3 p59	Clarify that implementation timing for HCC flood alleviation schemes (such as Butts Ash Road) are indicative only	<p>Support noted</p> <p>Reference should in fact be to F-AP2 not F-AP3. Wording of Action Point F-AP2 and supporting text has been amended as requested.</p>
4b	Hampshire County Council (Property Services)	<p>(HCC comments as public landowner)</p> <p>HCC supports the principle of Policy EMP2, but considers that it</p> <ul style="list-style-type: none"> • is not sufficiently flexible to respond to unexpected changes during the plan period so may not be effective; • could be said to be not consistent with NPPF which provides greater flexibility for employment uses, and • is not in general conformity with the New Forest District Local Plan Review 	EMP2 p50	Policy EMP2 should be amended to introduce greater flexibility as seen in the NFDC Local Plan Review 2016-2036 Part One (Policy 22: Retention of employment sites and consideration of alternative uses).	Having reviewed this policy and HCC's comments, the Parish Council has taken the view that Policy 22 in the emerging New Forest District Council Local Plan Review 2016-2036 (which is well advanced) will be effective in meeting Objective 6.2 of the Neighbourhood Plan, so Policy EMP2 has been deleted and the supporting text amended accordingly.

<i>ID</i>	<i>Representee</i>	<i>Summary of representation</i>	<i>HDNDP ref</i>	<i>Change suggested</i>	<i>Action</i>
		<p>2016-2036 Part One (Policy 6: Sustainable economic growth)</p> <p>HCC supports the approach taken to employment in the NFDC Local Plan Review 2016-2036 and recommends that the Neighbourhood Plan should adopt a similar approach.</p> <p>Although it is not part of the Neighbourhood Plan, HCC also comments on one of the cycleway plans which form part of Annex A, a non-statutory companion document to the Plan. HCC points out that there is not currently a permanent public access into the West Shore House to the Parish Hall, and that this may not be possible to achieve, therefore the northern spur on the route should be omitted, and only the main east-west route be shown on the plan.</p>		<p>The plan for Cycleway B Part 2 in Annex A (a non-statutory companion document) should be amended to omit the northern spur.</p>	<p>This cycleway plan has no formal status, and is outside the scope of the Reg 14 consultation. The Parish Council believes there is in fact public access, but the comments are noted and this issue will be addressed as part of the cycleways feasibility study currently being commissioned in accordance with Action Point T-AP3</p>
5	Fawley Parish Council	<p>Well done.</p> <p>One correction is needed on p14 in relation to Indices of Multiple Deprivation – ‘Holbury/North Blackfield’ is in the parish of Fawley rather than Hythe & Dibden.</p> <p>For completeness, suggests numbers as well as percentages should be shown in the</p>	<p>p14</p> <p>p24</p> <p>p65</p>	<p>One factual correction required on p14.</p>	<p>Erroneous reference to Holbury/ North Blackfield has been deleted</p> <p>Numbers of responses as well as percentages are now shown</p>

<i>ID</i>	<i>Representee</i>	<i>Summary of representation</i>	<i>HDNDP ref</i>	<i>Change suggested</i>	<i>Action</i>
		statistics appearing on p24 last paragraph, and p65 first paragraph.			
6	Associated British Ports	<p>In the event of future port development at Dibden Bay, minimising the footprint and impacts of development on people and wildlife will be priorities, and ABP is committed to extensive stakeholder engagement.</p> <p>The Parish Council's suggested aims in relation to any future port development are considered to be both sensible and practical.</p> <p>Given that the determination of the precise boundary of any buffer zone will be a delicate task and there is no ready-made template, ABP looks forward to working with the Parish Council and others on this in the future. It is suggested that the requirement for the buffer zone to be 'at least 500m in width' may need to be subject to more detailed consideration, with the focus being on fulfilling the functional policy objectives.</p>	<p>Aim 9 p61</p> <p>BZ3</p>	<p>Suggests further consideration of 500m width requirement in Policy BZ3</p>	<p>Support noted</p> <p>Policy BZ3 has been revised to emphasise width must be sufficient fulfil all functional objectives and adequately reduce or mitigate adverse effects. The 500m figure is now expressed as an expected minimum rather than an absolute minimum width.</p>
7	Marine Management Organisation	Under the Marine and Coastal Access Act (MCAA) 2009 clause 58 (1) and 58 (3) there is a legal duty on public authorities to		Include reference in the draft Plan to the legal duty to co-operate with	The Parish Council does have a legal duty to have regard to marine planning under the MCAA 2009, and a

ID	Representee	Summary of representation	HDNDP ref	Change suggested	Action
		<p>have regard to marine planning, and this should be referred to in the draft Plan.</p> <p><i>[Note – some of the detailed recommendations in this representation are relevant to Neighbourhood Plans and Parish Councils, but others, such as NPPF paragraph 166 and the PAS soundness self-assessment checklist, are only relevant to Local Plans and Local Planning Authorities. Hythe and Dibden Parish Council is not a Local Planning Authority.]</i></p>		<p>the Marine Management Organisation and also include reference to Marine Planning, the Marine Policy Statement and the South Marine Plan.</p>	<p>reference to this has been added to the Basic Conditions Statement.</p> <p>Some of the other recommendations made by the MMO are not legal obligations for the Neighbourhood Plan, but the Parish Council recognises the value of marine planning and will include reference to useful sources of guidance such as the South Marine Plan.</p>
8	Southern Water	<p>The intention of Policy F3 is supported, but some additional wording is recommended to address the issue of co-ordinating the provision of new infrastructure that might be needed to serve the wider community or to meet stricter water quality objectives.</p>	F3 p58	<p>Add the following wording at the end of Policy F3:</p> <p>“Should water or wastewater network reinforcements be required, development will be co-ordinated with the provision of the necessary infrastructure, in liaison with the service provider.</p> <p>Proposals for new and improved utility infrastructure by service providers will be encouraged</p>	<p>The additional wording suggested by Southern Water is accepted and policy F3 has been amended accordingly</p>

<i>ID</i>	<i>Representee</i>	<i>Summary of representation</i>	<i>HDNDP ref</i>	<i>Change suggested</i>	<i>Action</i>
				and supported in order to meet the identified needs of the community.”	
9	Environment Agency	<p>Aim 3 – requests that the ‘biodiversity net gain approach’ (ref NPPF paragraphs 170, 174 and 175) is referenced in this section. It would also be helpful to understand what environmental assets are in the plan area.</p> <p>Objective 8.1 should be reviewed since it appears to be focussing more on mitigation rather than avoiding, which would be contrary to the key principle in the NPPF that inappropriate development in locations at risk of flooding should be restricted.</p> <p>It is not appropriate for references to precise design levels to be included within Policies F1 and F2 because the actual flood levels that should be designed to will depend on a number of factors including:</p> <ul style="list-style-type: none"> • the type of development and its vulnerability as defined by the NPPF; • the lifespan of the development or defences; 	<p>Aim 3 p35</p> <p>p57</p> <p>F1, F2 p57</p>	<p>The principle of ‘biodiversity net gain’ should be referenced under Aim 3.</p> <p>Objective 8.1 should be reviewed to clarify its compatibility with the NPPF.</p> <p>References to precise design levels should be removed from Policies F1 and F2 and replaced by references to the criteria set out in the NPPF and its supporting guidance.</p>	<p>Reference to this principle has been included in the supporting text.</p> <p>The wording of Objective 8.1 has been revised to clarify that the sequential test and exception test are requirements.</p> <p>The levels included in these policies followed advice given by the EA on design levels and freeboard in 2018, but in the light of the representation now received, Policies F1 and F2 have been amended to remove the references to precise design levels, and the supporting text revised accordingly.</p>

<i>ID</i>	<i>Representee</i>	<i>Summary of representation</i>	<i>HDNDP ref</i>	<i>Change suggested</i>	<i>Action</i>
		<ul style="list-style-type: none"> the required freeboard. 			
10	Natural England	<p>Welcomes the policies for additional accessible natural greenspace, and the recognition of the importance of establishing long-term management and maintenance mechanisms. Supports the reference to the Bird Aware initiative for managing recreational pressures on the Solent sites.</p> <p>New Forest SPA and Ramsar designations need to be added to the list of designated sites adjacent to the plan area, as well as the SAC.</p> <p>Policies should acknowledge the importance of water quality, and the need to ensure that development, infrastructure or land management proposals do not contribute to a deterioration in water quality of any water courses/resources that enter the Solent.</p>		<p>Add New Forest SPA and Ramsar designations to the list of designated sites adjacent to the plan area, as well as the SAC.</p> <p>Include reference in policies to the importance of water quality.</p>	<p>The New Forest SPA is already mentioned on page 26. Ramsar sites are already mentioned on pages 14 and 26. An additional reference to the New Forest SPA has been added to page 14.</p> <p>The Parish Council supports the approaches being taken by both local planning authorities in their emerging Local Plans on water quality and is therefore not proposing any additional policies in the Neighbourhood Plan. It is covered in the New Forest National Park Local Plan 2016-2036 Submission Draft in paragraphs 5.32 to 5.39 and Policy DP8 'Safeguarding and Improving Water Resources', and in</p>

<i>ID</i>	<i>Representee</i>	<i>Summary of representation</i>	<i>HDNDP ref</i>	<i>Change suggested</i>	<i>Action</i>
		<p>It should be noted that there is a BAP (Biodiversity Action Plan) Priority Habitat both within and around the boundary of the plan area, there are several Ancient Woodlands within the plan area, and that the importance of public rights of way and access is highlighted in the NPPF.</p>			<p>the New Forest District Local Plan Review 2016-2036 Part 1 in paragraphs 5.28 to 5.31 supported by the evidence in the Integrated Water Management Study (2018) prepared for the Partnership for Urban South Hampshire.</p> <p>The supporting text under Aim 3 has been updated to make this clear.</p> <p>The additional comments on BAP Priority Habitat and Ancient Woodland have been noted.</p>
11	Historic England	<p>Welcomes the sections on the history and built environment of Hythe. Further detail on the Conservation Area and reasons for designation would be helpful.</p> <p>Asks whether non-designated heritage assets have been identified, and whether a condition survey of Listed Buildings has been undertaken.</p>	Aim 1 p27		<p>Additional information on the Conservation Area has been added. The 2004 Conservation Area Appraisal is already included in the Evidence Base.</p> <p>Action Point ENV-AP1 confirms that a schedule of community assets (to include non-designated heritage assets) is in preparation.</p>

ID	Representee	Summary of representation	HDNDP ref	Change suggested	Action
		<p>Welcomes reference to heritage in the Vision but suggests adding the word 'historical' in the reference to value of the resources, and adding 'heritage assets' to the list of features that will be actively conserved.</p> <p>Disappointed not to see a policy for conservation and enhancement of heritage assets in the parish.</p> <p>Suggests that sustainability issues facing the Plan area could be more clearly set out.</p> <p>Suggests 3 potential additional Action Points.</p>	<p>Vision p20</p>	<p>Suggests wording change in Vision to read "The ecological, historical, landscape and recreational value...".</p> <p>Suggests "the waterfront, woodland, SSSI, heritage assets and nationally and locally valued landscapes will be actively conserved"</p> <p>Suggests additional policy for the conservation and enhancement of heritage assets in the parish.</p> <p>Suggests additional Action Points for:</p>	<p>Undertaking condition surveys of listed buildings is a local planning authority responsibility.</p> <p>Wording has been amended as suggested.</p> <p>Wording has been amended as suggested.</p> <p>There is no need for an additional policy to meet the objectives of the Plan, because this is already fully addressed by policies in the adopted and emerging Local Plans.</p> <p>Sustainability issues are addressed throughout the Plan, and are brought together in Section 2 of the Basic Conditions Statement.</p>

<i>ID</i>	<i>Representee</i>	<i>Summary of representation</i>	<i>HDNDP ref</i>	<i>Change suggested</i>	<i>Action</i>
				<p>(a) detailed character assessment of the Conservation Area;</p> <p>(b) preparation of a local list of locally important buildings or features, or</p> <p>(c) condition survey of Grade II Listed Buildings.</p>	<p>Primary responsibility rests with the local planning authority. The published appraisal dated 2004 is included in the Evidence Base. Further character assessment work will, however, be undertaken as part of the local distinctiveness guidance proposed under Action Point D-AP1</p> <p>This will be considered as part of Action Points D-AP1 (local distinctiveness guidance) and ENV-AP1 (schedule of community assets)</p> <p>This is the responsibility of the local planning authorities.</p>
12	Highways England	Documents and supporting evidence have been reviewed - no comments	n/a	No change suggested	n/a
13	Handy Trust	The Handy Trust completely supports this piece of work and would like to say that as the local Youth Service the majority of local young people have enjoyed being part of the consultations and being given the opportunity to have their say regarding the future of Hythe & Dibden.	n/a	No change suggested	n/a

<i>ID</i>	<i>Representee</i>	<i>Summary of representation</i>	<i>HDNDP ref</i>	<i>Change suggested</i>	<i>Action</i>
14	Gladman Developments Ltd	<p>Some policies do not meet the requirements of national policy and guidance and therefore the Plan does not comply with basic conditions.</p> <p>Policy H1 is considered to be overly restrictive and lacking in flexibility.</p> <p>Policies T6 and C3 are considered to impose unduly onerous requirements on developers which might have the unintended consequence of developers choosing not to provide desirable infrastructure.</p>	<p>H1 p31</p> <p>T6 p46</p> <p>C3 p54</p>	<p>Policy H1 – suggest adding the wording ‘This should be evidenced through an up to date assessment’.</p> <p>Policies T6 and C3 should be re-worded in such a way that would ‘advocate provision of cycleways and footpaths, built to an adoptable standard.’</p>	<p>Both local planning authorities have confirmed that the draft Plan satisfies the Basic Conditions requirement to be in general conformity with the adopted Local Plans, so it seems unlikely that the proposed policies do not accord with national policy and guidance.</p> <p>Policy H1 is aligned with Policy SP21 of the emerging New Forest National Park Local Plan 2016-2036 Submission Draft (Jan 2018) and is supported by evidence in the New Forest Strategic Housing Market Assessment (2014) and explanatory text as set out in paragraphs 7.13 to 7.15 of the Submission Draft Plan. The supporting text has been updated to make this clear.</p> <p>Seeking clarity at the outset as to how new infrastructure will be managed and funded once it has been provided demonstrates that the Parish Council is acting prudently, and helps ensure that community assets are robust and durable. This principle is supported by HCC in their response.</p>

<i>ID</i>	<i>Representee</i>	<i>Summary of representation</i>	<i>HDNDP ref</i>	<i>Change suggested</i>	<i>Action</i>
					It is normally a matter for the local planning authority to determine when such infrastructure must be provided by a developer, rather than being a matter of choice.
15	Resident, Dibden Purlieu	Broadly in agreement...? YES		No change suggested	n/a
16	Resident, Hythe	Broadly in agreement...? NO Property owner adjacent to land proposed for possible housing development (Map 6) in an earlier, now superseded, version of the draft Neighbourhood Plan, wishes to register an interest in access arrangements and possible acquisition.	n/a	No change suggested	The HDNDP contains no proposed land allocations. Interest noted and will be taken into account when potential housing land allocations are being considered by the Parish Council at a future date.
17	Resident, Hythe	Broadly in agreement...? YES All ideas seem good in principle but sceptical as to how sufficient land and money will be found to make it all happen. Local residents need to be involved in deciding how funding is prioritised.	n/a	No change suggested	Comments noted
18	Resident, Hythe	Broadly in agreement...? YES Supports improved access to the pier and ferry, but suggests bus	Aim 5 p44	No change suggested	Comments will be passed on to Southampton City Council

<i>ID</i>	<i>Representee</i>	<i>Summary of representation</i>	<i>HDNDP ref</i>	<i>Change suggested</i>	<i>Action</i>
		link at the Southampton end requires improvement.			
19	Prospective resident, Hythe	Broadly in agreement...? YES Queries emphasis on promoting cycleways and footpaths, suggests current level of use is low. Businesses need people to be able to use their cars. Supports improved ferry and rail transport. Considers it difficult to provide 'affordable housing' in an area such as this.	Aim 2 p31 Aim 5 p44	No change suggested	Comments noted. Provision of affordable housing and shifting towards greater use of public and human powered transport are indeed not easy, but are both important objectives.
20	Resident, Dibden Purlieu	Broadly in agreement...? YES The Council is doing a great job in keeping Hythe and Dibden Purlieu looking attractive, apart from Capers which has been closed for ages and is an eyesore (<i>ref to Capers Restaurant, Beaulieu Road, Dibden Purlieu</i>)	n/a	No change suggested	Comments noted.
21	Resident, Hythe	Broadly in agreement...? YES		No change suggested	n/a
22	Resident, Hythe Marina Village	Broadly in agreement...? YES Support all aspirations in the draft Plan and hope they will be achieved. Some concerns over Buffer Zone (p61), suggest specific reference needed to air and light pollution.	BZ3 p61	Include reference in Buffer Zone justification to potential harm	Policy BZ3 has been revised to emphasise width must be sufficient fulfil all functional objectives.

<i>ID</i>	<i>Representee</i>	<i>Summary of representation</i>	<i>HDNDP ref</i>	<i>Change suggested</i>	<i>Action</i>
		<p>Any ships docking in the new port if built should be obliged to shut down generators and connect to shore power instead.</p> <p>Any new housing provided should be required to incorporate solar panels.</p> <p>Realistic parking provision should be made for all new development.</p>		caused by air and light pollution.	<p>Specific reference has now been made to noise, light and air pollution.</p> <p>Additional comments have been noted.</p> <p>Additional comments have been noted.</p>
23	Resident, Hythe Marina Village	<p>Broadly in agreement...? YES</p> <p>Concerns over port development and Buffer Zone.</p>	Aim 9 p64	No change suggested	Concern over possible new port development is recognised. More detailed proposals for the Buffer Zone will emerge if and when new port proposals are brought forward, and the views of local residents will be sought again at that time.
24	Resident, Hythe Marina Village	<p>Broadly in agreement...? YES</p> <p>Concern over anticipated port development, and in particular noise and light pollution from port operations which should be mitigated. Suggests minimum 1km Buffer Zone rather than 500m.</p>	Aim 9 p64	Minimum width of Buffer Zone should be increased from 500m to 1km.	Policy BZ3 has been revised to emphasise width must be sufficient fulfil all functional objectives. Specific reference has now been made to noise, light and air pollution.
25	Resident, Hythe	Broadly in agreement...? YES		No change suggested	n/a

10.0 CONCLUSION

10.1 Public engagement in the process of developing the Neighbourhood Plan has been incredible and this is demonstrated in the volume of evidence presented in this Consultation Statement.

10.2 The feedback from the Regulation 14 consultation has been very positive with many comments recognising the work of the Neighbourhood Plan Group; especially their work to develop the Buffer Zone. There was disappointment that the group did not have the resources to pursue the key issue of housing site allocation for starter homes but the community accepted that the group would continue its work to bring this to the forefront of the Local Planning Authorities during the Local Plan processes. Of the persons spoken with all were encouraged to complete the survey but the Group members received consistent feedback that the community had no further comment to add.

10.3 The Neighbourhood Planning Group believes that it has done all that is required of it and that it complies with the Neighbourhood Planning Regulations and is providing a suitable Neighbourhood Plan for Hythe and Dibden that is ready for independent examination.

10.4 Following the statutory Regulation 15 consultation by the Local Planning Authorities and independent examination it is anticipated that there will be a favourable vote for the adoption of the Hythe and Dibden Neighbourhood Plan at referendum.

APPENDIX A

Terms of Reference Neighbourhood Planning Sub Committee

1. Background

Through the last two years discussion has taken place about developing a Neighbourhood Plan for the communities of Hythe, Dibden and Dibden Purlieu. It is intended that this process will enable communities to actively influence land use and development, and improvements to infrastructure as part of the planning processes. The Parish Council believe that Neighbourhood Planning provides an opportunity to shape future development in the area whilst safeguarding and enhancing what is valued by the community.

In January 2016 the Parish Council received agreement for the proposed Neighbourhood Plan to cover the area contained within the whole of the Parish Council boundary and in February 2016 the Council agreed to the formation of a sub committee to act as an 'engine room' for the Neighbourhood Plan process.

2. Purpose

The sub committee's purpose is to design, implement and oversee two action plans:

- The Neighbourhood Plan development process
- Communication, engagement and training to facilitate the Neighbourhood Plan process

These two action plans when delivered will produce the Neighbourhood Development Plan that will then progress to Independent Examination and a successful community referendum. Ultimately the Plan will be adopted by New Forest District Council to sit alongside the Local Plan developed by that authority.

3. Principles

- That the sub committee will undertake the process in a democratic, transparent and fair fashion, allowing opinions and ideas to be put forward by all.
- That the sub committee will give or encourage those who live in the parish or operate a business in the parish the opportunity to inform and shape the process e.g. through taking part in the consultation and development process.
 - That the sub committee will make this a positive and constructive process.

4. Tasks and Activities of the sub committee

- Work with the Parish Council and ensure that the Council is fully informed throughout the process, with appropriate decisions referred to them when applicable;
- All key decisions must be recommended by the sub committee and agreed by the Parish Council;
- Prepare a project plan, with milestones, to set out how the sub committee will undertake the process of developing a Neighbourhood Plan;
- Prepare a communication, engagement and capacity building plan that aims to encourage engagement in the process;
- Meet regularly to agree actions and discuss issues that arise, in order that the process is dealt with in an efficient and timely manner;
- Gather baseline information;
- Establish and understand the needs of residents and businesses, and what the long term vision or aspiration is;
- Decide upon and, if required, set up sub-groups (or theme groups) to gather statistics, information and views. All sub-groups to be agreed by the full sub committee;
- Liaise with all stakeholders throughout the development of the Plan;
- Consult as widely and thoroughly as is possible to ensure that the draft and final Plan is representative of the views that have been collected;
- Analyse the available information to prepare the draft and final Plan;
- Produce notes/minutes from sub committee meetings and publish these and any relevant reports and data on the Parish Council Neighbourhood Planning webpage
- Set up a process of timely updates to the community and stakeholders
- Actively publicise the draft Plan prior to the Referendum;
- Agree financial arrangements and budget with the Parish Council.

5. Membership of sub committee

- The sub committee shall consist of no less than 12 representatives:
 - Chairman of the Parish Planning Committee
 - 5 parish councillors
 - 1 representative of the spiritual sector
 - 1 representative of the business sector
 - 1 representative of the voluntary sector
 - 1 representative of the transport sector
 - 1 representative of the young people/young family sector
 - 1 representative for the environment sector
- Members must reside or operate a business/organisation in the Parish Council area;
- The sub committee shall be quorate when at least half of the members attend;
- Parish Council or other council/agency officers or Councillors, as well as other agencies appointed by the Council to support the process cannot be voting members of the sub committee but are able to attend meetings and contribute to the discussions as required.

6. Roles within sub committee

The sub committee shall elect a Chairman and Vice Chairman. If neither are able to attend a meeting then a temporary Chairman (selected from the sub committee members) will be elected for that meeting.

The Clerk to the Parish Council will provide administration to the sub committee.

7. Sub Committee Meeting Arrangements

- The sub committee (and sub or theme groups) shall meet regularly and as necessary;
- The public can observe the meeting and speak at the Chairman's discretion;
- Recommendations from theme groups will be relayed back to the full sub committee for ratification and/or information;
- From time to time other stakeholders or interested parties may be invited to attend a specific sub committee (or theme group meeting) to give a presentation and/or discuss their interest in the proposed Plan;
- A list of sub committee members and contact details shall be maintained.
- Details of, and any changes to, the sub committee membership will need to be notified to, and agreed by the Parish Council.

8. Finance and resource management

- Finance and resources required by the sub committee will be made available by the Parish Council for specific uses
- Expenditure to be agreed by majority decision by the sub committee.
- Finance decisions will be recorded in the minutes and must not result in an overspend on funds allocated

9. Changes to the Terms of Reference

Any amendments to the terms of reference may be identified by the sub committee and will be considered and agreed by the Parish Council.

The Terms of Reference was adopted by Hythe and Dibden Parish Council on the 23rd March 2016