
Hythe and Dibden

Neighbourhood Plan

'Our Neighbourhood, Our Future'



HYPHENATED

NEIGHBOURHOOD DEVELOPMENT PLAN 2018 - 2026



IMPORTANT NOTE - ACCOMPANYING DOCUMENTS

The Hythe and Dibden Neighbourhood Development Plan should be read in conjunction with the following additional documents:

Statutory supporting documents

- Basic Conditions Statement
- Consultation Statement
- Evidence base and documentary sources

[NB References to evidence and sources shown thus (ref 5.1) in the text of the Plan]

Non-statutory accompanying documents (which do not form part of the statutory 'Neighbourhood Plan')

- Community aspirations not included in the Hythe and Dibden Neighbourhood Plan
- Strategic Environmental Assessment (voluntary submission)

This Neighbourhood Development Plan has been written in response to concerns within the community that the Parish of Hythe and Dibden is not preparing itself for the development the community needs in order to remain vibrant and sustainable.

The Neighbourhood Plan is a progression from the RevitalHythe Action Plan that was published in 2008. It is anticipated that the Neighbourhood Plan will lead to other follow-on work such as Local Distinctiveness design guidance, Village Design Statements and Sustainable Transport initiatives.

The response from the public for this plan has been excellent and the Hythe and Dibden Neighbourhood Planning Group has endeavoured to capture all feedback as evidence to support policies in the Plan that satisfy required planning tests and are legally enforceable.

The people that live in the four communities of Hythe, Dibden, Dibden Purlieu and Butts Ash that make up the Parish of Hythe and Dibden are passionate about their Village and the rural surrounds and want to retain the inherent charm, character, vitality and setting whilst accepting some development will be needed to accomplish this.

I believe that this Neighbourhood Plan, that has required sometimes difficult decisions to be made, will ensure that the community of Hythe and Dibden will be able to contribute in a significant way into how the area evolves into the future. I thank the members of the Hythe and Dibden Neighbourhood Planning Group who have, on a voluntary basis, given up large amounts of their time, often at the expense of their own goals, to develop and encourage this Plan to evolve.

I would especially like to thank the communities of Hythe, Dibden, Dibden Purlieu and Butts Ash for your support and I hope that you feel that we have all 'done you proud'.



*Councillor Graham Parkes,
Chair of the Hythe and Dibden Neighbourhood Planning Group*



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3 Introduction

Hythe and Dibden Neighbourhood Planning Group

Neighbourhood Plan

Introduction

- 3.1 Hythe and Dibden Neighbourhood Planning Group was established in February 2016 and is supported by Hythe and Dibden Parish Council. The aim of the group is to develop a neighbourhood plan that gives local people and businesses a say in shaping growth and developments within the Parish for the period until 2026, the same period covered by the two existing Local Plans with which it must be compatible.
- 3.2 Once the neighbourhood plan is adopted ('made') it becomes a statutory document that is taken into consideration alongside the New Forest District *Local Development Plan*, and the New Forest National Park *Local Development Plan*. The neighbourhood plan sets out a range of non-strategic policies that provide guidance to the planning authorities of New Forest District Council and the New Forest National Park Authority in respect to the parish of Hythe and Dibden. The time period covered by the plan has been deliberately chosen to coincide with that of the two statutory Local Plans.



3.3 Powers were introduced in the Localism Act 2011 and subsequent regulations that enable the development and introduction of neighbourhood plans. Within the regulations a parish council is considered a 'qualifying' body and this enables Hythe and Dibden Parish Council to facilitate a framework for the development of a neighbourhood plan and then produce such a plan. The Parish Council's intention is to give Hythe and Dibden residents a greater say than the District and

National Park plans allow in how the parish develops and to ensure that any development more fully reflects the needs of local people and brings benefit to the area.

3 Introduction

3.4 The first stage was to apply to the local planning authorities for the designation of the area to be covered by the neighbourhood plan (ref 1.1). This was agreed by the District Council and the National Park Authority in December 2015 and the area designated is the area defined by the existing Parish Council boundary (refs 1.2, 1.3, 1.4).

3.5 The Neighbourhood Plan process has taken heed of local people's thoughts and views that have been gathered through consultation events, surveys and personal representation. The Neighbourhood Planning Group has also worked hard to gather the views of relevant agencies and authorities and has taken account of evidence of need, the National Planning Policy Framework and emerging policies in Local Plan reviews as well as the currently adopted Local Plans. The group has also been mindful of the emphasis on sustainable development.

3.6 This Neighbourhood Plan:

- Provides an overview of the local planning context and the Parish of Hythe and Dibden;
- Sets out the Plan's vision, aims and objectives;
- Sets out and justifies each policy within the plan and links these to action points;
- Outlines the actions and commitments made as to how the plan will be implemented.

4 Local Planning Context

Designated Area

- 4.1 The designated Neighbourhood Development Plan area is the whole of the Parish of Hythe and Dibden (shown edged in pink on the map below). Part of the Parish lies within the New Forest National Park (shown edged in yellow on the map). The designation was formally agreed by both local planning authorities – for the area outside the Park by New Forest District Council on 17 November 2015 (refs 1.2, 1.3) and for the area inside the Park by the New Forest National Park Authority on 1 December 2015 (ref 1.4). Hythe and Dibden Neighbourhood Planning Group was formally notified of this on 2 December 2015 in accordance with the Neighbourhood Planning (General) Regulations 2012 by NFDC (ref 1.5) and by NFNPA (ref 1.6).



4 Local Planning Context

Local Development Plans

- 4.2 The adopted local plans with which this Plan is aligned are, for the area outside the National Park, the New Forest District Local Plan Part 1 – Core Strategy adopted 2009 and the New Forest District Local Plan Part 2 – Sites and Development Management adopted 2014, and for the area within the National Park, the New Forest National Park: Core Strategy and Development Management Policies adopted 2010.
- 4.3 Both local plans are currently under review. The New Forest National Park Local Plan 2016-2036 submission draft was published in January 2018 and its Examination is in progress (Hearings were held in November 2018). The New Forest District Local Plan Review 2016-2036 Part 1 – Planning Strategy submission draft was published in June 2018 and its Examination Hearings are scheduled for June 2019

5 Plan Development and Consultation

- 5.1 In accordance with the requirements of legislation this draft Neighbourhood Development Plan is supported by the following documents:
- 5.1.1 A Basic Conditions Statement that demonstrates how the Plan will meet the necessary legal requirements.
- 5.1.2 A Consultation Statement that summarises the engagement with the communities of Hythe, Dibden, Dibden Purlieu and Butts Ash and with the statutory consultees and how the information they provided was incorporated into the Plan. Throughout the period over which the Plan has been developed it has been a focus of the Neighbourhood Planning Group to be both transparent and engaging.
- 5.1.3 An Evidence base and schedule of documentary sources. References to evidence and sources are indicated thus (ref 5.1 etc) in the text of the Plan.
- 5.2 This Neighbourhood Development Plan has been prepared in accordance with all relevant legislation and guidance; principally Schedule 4B of the *Town and Country Planning Act 1990*, as amended by the *Localism Act 2011*, and the *Neighbourhood Planning (General) Regulations 2012* (later amended). Adherence to statute and guidance ensures that the Plan fulfils the ‘basic conditions’ required of it.
- Neighbourhood Planning Consultation and Community Engagement
- 5.3 The terms of reference of the Neighbourhood Planning Sub-Committee sets out the expected engagement and transparency of the group and 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
- 5.4 The Tasks and Activities required of the sub-committee clearly sets out its role of engagement.

5 Plan Development and Consultation

5.5 The sub-committee 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.

5.6 In addition to the community engagement the Hythe and Dibden Neighbourhood Planning Sub-Committee 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 Nationally Significant Infrastructure Project of port expansion.

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

5.8 The level of consultation undertaken is provided in the evidence sections of the Consultation Statement; this includes the strategies, the events, and the results.



6 Overview of Hythe and Dibden

History

- 6.1 Hythe is an Old English word for a hard, permanent landing place on a river or sheltered estuary, the earliest use of the name was in 1293. 'Dibden' derives from 'deep dene' or deep valley.
- 6.2 During the Middle Ages the villagers were occupied in a mix of agriculture, fishing and ferrying. The large ships visiting Southampton moored offshore and the boatmen of Hythe acted as lightermen, transferring goods from ship to quay. The presence of a yacht club and railway line in the late 19th Century made Hythe popular with wealthy Londoners.
- 6.3 The first mention of Hythe Ferry was in 1575, although clearly there was some sort of ferry service long before that. Hythe pier was opened in 1881 and the train was added in 1922.
- 6.4 Hythe has had a thriving ship building industry since the 18th century. In 1927 it became home to the British Powerboat Company and in 1960 to The Hovercraft Development Company. Between 1915 and 1949 Flying Boats were built and flew from Hythe. This rich maritime heritage continues on the site to the present day, first as RAF Hythe being a base for the US Army and latterly as Hythe Marine Park.
- 6.5 Throughout the 1950's and 60's Hythe, Dibden and Dibden Purlieu expanded rapidly to accommodate the employees of the petrochemical industries at Fawley. There are now more than 20,000 people living within the parish.

Population and health

- 6.6 Since 2011, the UK has been falling behind Europe and the rest of the world in terms of prospects for life expectancy. Life expectancy for women in the UK is now lower than the EU average, and lower than that in Greece and Slovenia. However, life expectancy in Hampshire is higher than the average for England, and on the majority

6 Overview of Hythe and Dibden

of health measures the county is better than average although there are a few exceptions, for example the proportion of adults who are overweight, and death or injury from road accidents (ref 9.8).

- 6.7 There are more older people than the England average. In Hythe & Dibden Parish, there are approximately 20,526 residents living in approximately 9,290 homes. Approximately one third of the population is aged under 30, just under one third is over 60 and the remainder is aged between 30 and 59. 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, Butts Ash/Dibden Purlieu (ref 9.9).

Natural Environment

- 6.8 In landscape terms, Hythe & Dibden is bounded by Southampton Water to the east and the New Forest National Park to the west. The city of Southampton is 2 miles away as the seagull flies, about 12 miles by road and 10 minutes via the Hythe Ferry.
- 6.9 The north western part of the Parish is within the boundary of the New Forest National Park and the New Forest Special Protection Area, and is also a designated Site of Importance for Nature Conservation.
- 6.10 The eastern boundary is 4 miles of diverse shoreline and is a designated 'Ramsar Site' (protected wetland), 'Important Bird Area', 'Special Protection Area' and parts of it are designated 'Special Area of Conservation' and 'Site of Special Scientific Interest'.

Built Environment

- 6.11 The southern part of the Parish is a mainly urban environment set among wooded areas which largely hide the residences to the visitor passing through on the main roads. The northern part of the Parish is largely fields, woodland, some heathland

6 Overview of Hythe and Dibden

and open areas of reclaimed land. Its 'centre', on the edge of Southampton Water is the village of Hythe and the smaller Dibden Purlieu is on the forest side to the west. Apart from Hythe Marine Park and a small industrial estate there is relatively little 'industrial' landscape. Most of the centre of Hythe is a designated Conservation Area and there are nearly 30 listed buildings. The High Street is an attractive mix of Georgian and Victorian frontages but there are very few examples left of the Victorian houses that characterised Hythe and Dibden in the 19th century. The majority of the architecture is post 1950 when the housing started to expand rapidly to accommodate the employees of the nearby Fawley Refinery and related industries.

Transport

- 6.12 The Parish is accessible by the A326 but this is becoming increasingly congested at peak times being the only main road in and out of the Waterside area. Bus services are frequent to Southampton. New Forest Tour Bus provide access to the New Forest and Lymington Hospital from the Parish during the summer months. However, this service does not run during the winter and this creates difficulties for access to hospitals, colleges and work, thus limiting options.
- 6.13 Uniquely Hythe has the Hythe Pier and Ferry, which has lived under the cloud of loss in recent years but following purchase by Blue Funnel Ferries and strong community support in the form of Hythe Pier Heritage Association, which has obtained Community Benefit Society status, its future seems secure for the moment.
- 6.14 The re-opening of the railway line (which is still maintained and useable) has been a local aspiration for a number of years but is not currently supported by Hampshire County Council or Southampton City Council, so would require a change of position by these bodies as well as long-term advocacy and commitment before it can become a reality.

6 Overview of Hythe and Dibden

Business and the Economy

- 6.15 The main source of income in the local economy is retail, centred around Hythe, Dibden Purlieu and an out of town supermarket, together with smaller parades of shops at Hollybank and Fairview. Unusually the majority of shops are independently owned; this is both a strength and a weakness, a strength is due to owners being committed to their local community and provide a consistently higher level of customer service. The weakness is due to a single proprietor having reduced staff and investment resources; the general public do gravitate to High Street brands and this contributes to the weakness. There is a small industrial park on Shore Road and a business centre at South Street. Hythe Marine Park has a number of marine-related businesses and currently employs around 300 people.
- 6.16 The position of a national supermarket in an 'out of town' location, the close proximity of a major shopping centre in Southampton and an increase in internet shopping has put pressure on the small retailers. Moving the weekly market from a car park to the centre of the village and introducing specialist markets has maintained footfall and alleviated some pressure. Hythe has survived the downturn since 2008 well, and currently the number of vacant premises stands at 3% which is considerably below the national average of 12.2%. Developing Hythe as a visitor destination is an ongoing process and there are reports from the businesses of rising numbers of summer visitors. Visitor attractions to develop are the Hythe Pier and Ferry and the Waterfront itself with its views of the Port.

Education

- 6.17 There are six primary, infant and junior schools within the parish of which 4 have Ofsted ratings Good, 1 has an Ofsted rating Outstanding and 1 has an Ofsted rating Needs Improvement. There are 2 secondary schools within the Parish both with Ofsted rating Good. In addition, there is a specialist school for children with moderate learning difficulties, which has an Ofsted rating Good, and a specialist school for children excluded from other schools, also rated Good.

6 Overview of Hythe and Dibden

Housing

6.18 A wide range of housing is available within the Parish and most needs are met. However, there is a shortage of housing for first time buyers, particularly single people, and a shortage of smaller-sized houses such as one and two bedroomed properties, and a lack of affordable housing. This has resulted in local young people having to move away from the area. The average house price in the area is £333,724 which is approximately 32% higher than the national average. There is also a significant specific need for affordable rented housing.

Note on Statistics

6.19 Figures included in the following information come from NOMIS (official labour market statistics) and the 2011 Census. For statistical purposes Hythe and Dibden Parish is made up of four wards – Butts Ash and Dibden, Dibden and Hythe East, Hythe West and Langdown and Furzedown and Hardley – it should be noted that Hardley is not part of Hythe and Dibden Parish.



7 Vision and Aims

Vision and Aims

- 7.1 The Hythe & Dibden Neighbourhood Development Plan covers the period to 2026 and is therefore aligned with the Local Plan timescales for both New Forest District and the New Forest National Park. It is in general conformity with the current strategic policies of the development plans for the area as set out in the 2010 Core Strategy and Development Management Policies for the National Park, and the 2008 Local Plan Part 1 and 2014 Local Plan Part 2 for New Forest District outside of the National Park. In both cases the Local Plans are currently under review. Although it is not a statutory requirement, New Forest District Council has confirmed that the Neighbourhood Plan is also in general conformity with the emerging NFDC Review Local Plan Part 1. Proposals for major port development would not be dealt with by the local planning authorities but via a separate process as a Nationally Significant Infrastructure Project (NSIP).
- 7.2 The vision, aims, objectives and policies of the Neighbourhood Plan have emerged from extensive engagement with the local community.

Vision

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

- 7.3 “In 2026, Hythe & Dibden will be a thriving parish with a population of around 20,000 confidently rising to the challenges of its key position at a unique crossroads where the land meets the sea, where the city of Southampton faces the New Forest, and where heavy industry borders areas of great environmental sensitivity including a National Park, and where with careful planning and forethought, sustainable economic growth is being achieved.
- 7.4 The parish will be notable for its **high standards of design** in the built and natural

7 Vision and Aims

environment. New development including housing will be informed by a clear understanding of the locally valued environmental and cultural assets of the parish and will be sensitively integrated into the existing environment.

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

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



mechanisms put in place to safeguard their future. Additional recreational space will have been made available and brought into use. Additional burial space, which might include woodland burial space, will be available.

7.7 The parish will be recognised as a **healthy place to live**. Physically active lifestyles will be supported and promoted. The design of new development will include the facilitation of good health amongst its required outputs, and the reduction of hazard and nuisance arising from vehicular use including the avoidance of air pollution and

7 Vision and Aims

traffic congestion. The parish as a whole, and in particular the village centre of Hythe, will suffer less from pollution and congestion. Local food sustainability and biodiversity projects and initiatives will be in place.

- 7.8 **Sustainable transport links** will be in place providing alternatives to private vehicles for commuting. The parish will be well connected to Totton and Southampton, with the continued direct ferry link from Hythe Pier to Town Quay in Southampton and excellent public transport links by road or rail from the centre of Hythe. The Pier will be in good condition and its future will be secure. Additional necessary infrastructure to support these transport links including safe, convenient and practical access for pedestrians and for motorists where required will be in place. There will be good provision for pedestrians and cyclists, with well-designed convenient routes. Congestion on the road network will have been reduced.
- 7.9 Prospects for local **employment** will be good, with reliable high-speed broadband connections for business premises and home workers. The parish will continue to respond to the rapid evolution of information and communication technology and ensure that necessary infrastructure is in place to support current and anticipated business needs.
- 7.10 The level of **crime, anti-social and nuisance behaviour** will be lower. New development will be designed to reduce the impact of these forms of behaviour, and to provide sufficient parking to minimise avoidable tension and conflict. Robust long-term maintenance and management arrangements will be in place for all new cycleways and footpaths.
- 7.11 The likelihood and severity of **flooding** will have been reduced. More stringent standards for new development across the parish will be in place, including standards that new housing and business premises in the highest flood risk zones will be required to meet.

7 Vision and Aims

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

7 Vision and Aims

Aims

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

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

8 Objectives and Policies

Aim 1

Objectives

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



1.1 New development shall be designed and built to high standards of quality based on a clear understanding and appreciation of the unique character of the area and what is valued locally.

1.2 New development shall respect and enhance the character and distinctiveness of the built and natural environment.

1.3 The design of new development shall contribute to 'sense of place' and support a locally appropriate balance of environmentally, economically and socially sustainable outcomes.

Policies

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

The design and materials used in the development should complement, but do not necessarily need to imitate, the best

8 Objectives and Policies

examples of design and building in the local area. Innovation in design is encouraged, provided it fully respects local context.



D2 All new development proposals in Hythe and Dibden other than non-operational development and applications for advertisements, tree preservation or materials storage, will be required to be supported by a Design and Access Statement, to a level of detail proportionate to the scale and environmental sensitivity of the proposed development.

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

8.1 Hythe and Dibden is a unique parish, with a unique set of challenges and opportunities. The special qualities of local character and identity are highly valued locally, and the local community places a very high value on design quality in the built and natural environment. There was over 94% support (51 out of 54 responses) for these policies in the summer 2018 consultation. However, recent built development has not always been of high design quality and in harmony with the locality, despite the existence of national and Local Plan policies supporting good design. It will therefore be of value to have another more local layer of policy support for good design, informed by a stronger appreciation of local context.

8.2 To better understand local context, we need to consider what it is that makes the environment of the parish special and unique.

8 Objectives and Policies

8.3 Hythe is an Old English word for a hard, permanent landing place on a river or sheltered estuary, and the earliest use of the name here was in 1293. 'Dibden' derives from 'deep dene' or deep valley, which is characteristic of the small-scale topography along southwestern edge of Southampton Water in this area.

8.4 The first definitive record of Hythe Ferry was in 1575, although clearly there was some sort of ferry service long before that. The large ships visiting Southampton moored offshore and the boatmen of Hythe acted as lightermen, transferring goods from ship to quay. The presence of a yacht club and railway line in the late 19th century made Hythe popular with wealthy Londoners. Hythe pier was opened in 1881 and the train was added in 1922.

8.5 Hythe has a rich maritime heritage. It had a thriving ship building industry from the 18th century onwards, and in the early part of the 20th century Flying Boats were built and flew from here, and it became home to the British Powerboat Company and later to the Hovercraft Development Company.



8.6 In landscape terms, Hythe & Dibden is bounded by Southampton Water to the east and the New Forest National Park to the west. The Plan area falls within National Landscape Character Area (LCA) 131 'New Forest' and is partly within the boundary of the National Park. At a more detailed level, in the New Forest District Landscape Character Assessment (2000) (ref 8.3) and the more recent New Forest National Park Landscape Character Assessment (2015) (ref 8.1), the Plan area lies partly within LCA 12 'Hythe and Ashurst Forest Farmlands' and partly within LCA 13 'Waterside

8 Objectives and Policies

Parishes'. In the Hampshire Integrated Character Assessment (2010) (ref 8.4) the Plan area crosses 3 different landscape character areas: LCA 2j 'Copythorne and Ashurst Heath Associated Wooded Farmland', LCA 4b 'New Forest Open Eastern Heath' and LCA 9c 'New Forest Waterside'. Each of these geographically distinct character areas are described in the various assessments and their defining landscape characteristics and qualities are identified.

- 8.7 The Plan area is exceptionally rich in biodiversity. There are three European designated sites immediately adjacent: The New Forest Special Area of Conservation (SAC), the Solent Maritime SAC and the Solent and Southampton Special Protected Area (SPA) and Ramsar site. There are three nationally protected sites within the Plan area: Dibden Bay Site of Special Scientific Interest (SSSI), the Hythe to Calshot Marshes SSSI and the New Forest SSSI. The Dibden Bay SSSI supports an outstanding number of rare invertebrates, associated in particular with the saline wetlands, with some 21 nationally-rare species and a further 67 nationally scarce species. The Hythe and Calshot Marshes are the most extensive area of saltmarsh and mudflats left in Southampton Water and are an important feeding and roosting area for migratory and over-wintering waders and wildfowl.
- 8.8 There are many important habitats within the Plan area in addition to the mudflats, saltmarshes and wetlands mentioned above, including lowland meadows, lowland heath, ancient and semi-natural woodland, wood pasture and parkland, and even two small areas of traditional orchards.
- 8.9 The southern part of the Plan area is a mainly urban environment set among wooded areas which largely hide the residences to the visitor passing through on the main roads, so in these areas the housing generally has a pleasing sylvan character. The northern part of the Plan area is less developed, consisting largely of fields, woodland, some heathland and open areas of reclaimed land, whilst its main 'centre' on the edge of Southampton Water is the village of Hythe, with the smaller Dibden

8 Objectives and Policies

Purlieu on the forest side to the west. Apart from Hythe Marine Park and a small industrial estate there is relatively little 'industrial' landscape. There are nearly 30 listed buildings in Hythe, and most of the village centre was designated as a Conservation Area in 1978. The boundary was extended in 1993 and again in 2000. A Conservation Area Appraisal was undertaken in 2004 (ref 6.10). The High Street is an attractive mix of Georgian and Victorian frontages but there are very few examples left of the Victorian houses that characterised Hythe and Dibden in the 19th century. The majority of the architecture is post 1950 when the housing started to expand rapidly to accommodate the employees of the nearby Fawley Refinery and related industries.

- 8.10 A detailed assessment of the built-up areas of Hythe and Dibden Purlieu was undertaken by Hampshire County Council in 2010 as part of its integrated character assessment for the county (ref 8.5). The assessment identifies thirty-two different urban character types, and seven distinct townscape character areas, each with their own individual qualities and characteristics, which helps paint a picture of what is locally distinct about the built environment of the Plan area. The character areas identified are: Historic Core and Waterfront; Hythe Marina; and five different residential suburban areas (Dibden Purlieu, Longdown, Furzey Piece, Hythe, Applemore).
- 8.11 Maintaining and raising design quality brings social and economic benefits as well as environmental benefits, as has been well documented (see for example Commission for Architecture and the Built Environment (CABE) reports 2001 (ref 6.7), 2002 (ref 6.8), 2006 (ref 6.9)).
- 8.12 An excellent initiative was launched by NFDC in 2012 to promote an enhanced understanding and respect for local character and identity, known as the 'local distinctiveness' programme (ref 6.2), and it was originally intended to produce tailor-made design guidance for all the major settlements within the district. Excellent guidance was published and adopted as SPD for New Milton, Lymington and

8 Objectives and Policies

Ringwood, but unfortunately due to constraints on resources the intended programme was curtailed and no further settlements have been brought into the programme.

- 8.13 The Parish Council therefore intends to commission local distinctiveness guidance for Hythe and Dibden and has included this as Action Point D-AP1 in Annex 1 of this Plan.
- 8.14 Notwithstanding the support for design quality in national policy and in local plan policies across the UK, the design quality of new development that actually gets built is often disappointing. It requires strong and continuous commitment on the part of all those involved in the development management process to ensure that design quality policy aspirations do result in the delivery of quality buildings and places. Many tools and techniques can be helpful, but the requirement for planning applications to be supported by appropriately formulated Design and Access Statements (DAS) is recognised as a particularly cost-effective and practical means of raising the quality of design in new development. When people responsible for submitting development applications are required to write design statements it brings into the open the design thinking behind the proposals, and allows the public, the professionals and elected representatives viewing the proposals to better understand exactly what is being proposed and make informed judgements as to how well or otherwise the development relates to the locality and satisfies policy objectives for quality in the built environment.
- 8.15 It is a national requirement that major development proposals and applications for development in 'designated areas' (subject to certain limitations) are accompanied by a DAS, with designated areas being defined to include Conservation Areas and World Heritage Sites although surprisingly not to include National Parks. Local requirements for information to be submitted with planning applications may be introduced, where there is a valid reason for doing so and subject to local consultation.

8 Objectives and Policies

- 8.16 Within the New Forest National Park, there is a local requirement to comply with a Design Guide SPD (NFNPA, 2011) (ref 6.1), but there is no additional requirement for a DAS beyond the national requirement. Outside the National Park, there is an enhanced local requirement for a DAS to be submitted, as set out in the NFDC 2006 Planning Advice Note (ref 6.5), although development of an existing dwelling house that is not within a Conservation Area is excluded from the requirement. The requirements are therefore currently somewhat more stringent outside the National Park than within it.
- 8.17 Policy D2 extends the local NFDC requirement slightly, and plugs the policy gap in respect of the area within the National Park, where making the requirement to submit a DAS more universal by improving the communication of design matters would bring the added benefit of making it easier for the NPA to determine whether its existing design policy requirements were satisfied, including compliance with its 2011 Design Guide SPD. The reasons why Policy D2 is justified may be summarised as follows:
- 8.17.1 Most development within the parish is small scale, often very small scale. The cumulative impact of many small changes over time can become significant;
 - 8.17.2 Outside the National Park, extending the requirement for a DAS to include householder applications whether inside or outside a designated area making it more universal will ensure that an enhanced level of care and attention to design will become routine;
 - 8.17.3 Inside the National Park, the policy would significantly extend the current requirement for a submission of a DAS. Given the environmental sensitivity of the National Park, developers should be required to take at least the same level of care and attention (and preferably greater) to design quality as would be the case outside the Park. If planning applications are accompanied by a DAS, it will be easier for the National Park Authority to determine whether the design quality requirements set out in its 2011 Design Guide SPD are being met.

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- 8.18 The level of sophistication of a DAS should always be proportionate to the scale and sensitivity of the development proposed. The guidance in the 2006 NFDC Planning Advice Note and in national guidance is very clear in this respect. Extending the requirement to submit a DAS does not mean that a DAS needs to be any more lengthy. For smaller or less sensitive developments, a very succinct statement will often be quite sufficient. As set out in Policy C1, development proposals will be required to demonstrate what steps have been taken to reduce the negative impacts of crime and anti-social behaviour. These matters should be addressed as an integral part of the design process and presented in the DAS.
- 8.19 The extension of the requirement for design and access statements as set out in Policy D2 will, by improving the clarity and communication of design ideas, also facilitate the achievement of Policies D1 and D3, since not only the Hythe and Dibden Parish Planning Committee, but also the Planning Committees of the two local planning authorities will be assisted in their task of evaluating the design merits of proposals that come before them.

8 Objectives and Policies

Aim 2

Objectives

To support the provision of suitable housing opportunities for the local community

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

Policies

- H1** To reflect local housing need, new dwellings permitted in those parts of the Parish within the National Park will have a maximum total internal habitable floor area of 100 square metres. Where permission is granted for new dwellings of up to 100 square metres, a condition will be attached removing permitted development rights in respect of extensions.

8 Objectives and Policies

H2 The design and specification of new residential buildings that facilitate future conversion and utilisation of roof space to provide additional accommodation will be encouraged.

8.20 The local planning authorities (NFDC and NFNPA) have jointly commissioned various specialist reports to analyse and evaluate local housing requirements as part of their local plan preparation and review processes, including the GL Hearn 2014 New Forest Strategic Housing Market Assessment (ref 7.3) and the JG Consulting 2017 Objectively Assessed Housing Need (ref 7.2) reports. These support the emerging housing policies in the review local plans, including emerging Policy 16 'Housing type, size and choice' in the NFDC Local Plan Review (ref 7.1, page 52) and emerging Policy SP21 'The size of new dwellings' in the NFNPA Local Plan Review (ref 7.4, page 57). The findings of local consultation, and the evidence from the studies undertaken on behalf of the local planning authorities, have highlighted particular needs in this Parish for:

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

8.21 The principal aims of Policies H1 and Action Points H-AP1 and H-AP2 set out in Annex 1 of this Plan are to:

- (a) Provide new housing of up to 3 bedrooms to meet local needs;
- (b) Provide substantial numbers of starter homes; and
- (c) 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.

8.22 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

8 Objectives and Policies

New Forest Strategic Housing Market Assessment (2014) (ref 7.3) and explanatory text as set out in paragraphs 7.13 to 7.15 of the Submission Draft Plan.

- 8.23 Another clear message emerging from local consultation was the desire to maximise opportunities for people with strong local connections to access new housing. Following extensive discussion with the two local planning authorities, it was concluded that rather than seeking to achieve this through a specific policy, it would be more appropriate to work closely with the planning authority's housing and planning officers to ensure that local connections, as well as the full range of local needs, are reflected to the fullest extent possible in district level housing policies and practices, so this has been included as Action Point H-AP1 in Annex 1.
- 8.24 Policy CS13 of the New Forest District Core Strategy (ref 3.1) includes a requirement for ensuring that 'new residential development includes housing suitable for newly forming households' but does not quantify this through defined percentages or otherwise. However, the emerging Policy 16 in the 2018 Local Plan Review Part 1 (ref 7.1) is much more detailed than Policy CS13 and does include quantified proportions for different house sizes. Although the wording of Policy 16 might benefit from slight refinement, it is understood from discussions with the LPA that Figure 6.1 would be applied to ALL residential development, not only to developments of 100 or more homes, and on this basis the Parish Council is content to support emerging Policy 16 and does not consider there to be a need for additional policies governing size and type of housing in order to meet its stated objectives.
- 8.25 An additional issue that has been identified locally is the difficulty faced by growing families, in circumstances where they have initially moved into a small property and later find they need to extend the accommodation to cater for additional children or elderly relatives. A significant number of properties have sufficient volume in the roof space to create additional living space, but have not been designed in a way that facilitates this. Policy H2 is intended to encourage the design and specification of new residential buildings that provides flexibility in allowing future conversion and utilisation of roof space to be achieved in a practical and economic manner.

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Aim 3	Objectives
To seek opportunities to conserve and enhance the landscape, recreational, ecological and historic assets of the parish both inside and outside the National Park, and minimise the environmental impact of development	<p>3.1 To protect and enhance the open spaces within the Parish whilst recognising an opportunity for neighbourhood housing development of smaller spaces where this can be achieved with no net loss of open space.</p> <p>3.2 To protect, conserve and, where appropriate, enhance the nationally protected landscape of the National Park, the SSSI, areas covered by European legislation and the Solent Recreation Mitigation Partnership ('Bird Aware'), the existing waterfront, woodland and other locally valued landscape.</p> <p>3.3 To protect and enhance the historic fabric and heritage of the Parish, in particular the heartlands of the communities.</p> <p>3.4 To conserve important community assets.</p> <p>3.5 To provide additional accessible natural greenspace.</p> <p>3.6 To meet the recognised needs of local residents for additional space for burial of the deceased within areas that are environmentally enhancing.</p>

8 Objectives and Policies

Policies

ENV1 Open spaces within the Parish will be protected and enhanced.

If opportunities arise for the provision of small-scale local needs housing in accordance with Aim 2 that involve the loss of existing open space, these will not be permitted unless (a) the development can be achieved in an environmentally sensitive manner and (b) new open space is provided that is of at least the same area and at least the same quality and accessibility as that lost, so there will be no net loss of open space in terms of either area or functional value.

ENV2 Opportunities will be sought in new development for the provision of additional accessible natural greenspace within the Parish.

8.26 Protection of the environmental assets of the Parish is a key element of achieving sustainable development.

8.27 Environmental matters considered important to the local community that have featured in responses to recent consultations include:

- Encouraging greater civic pride;
- Protecting green areas/open spaces and encouraging responsible use;
- Protecting green spaces from being built on;
- More tree planting and protection;
- Looking after the woodlands; and
- Protecting wildlife.

8 Objectives and Policies

- 8.28 Green open spaces are of great importance. The value of greenspace, not only environmentally but also in terms of quality of life, and social, environmental and health value is well documented (see for example publications by CABE, CABE Space, Design Council) (refs 6.4, 6.7, 8.6 and 8.7). However, provision of small-scale local needs housing is equally important, and there could be opportunities in the future to create new small-scale environmentally sensitive developments. Policy ENV1 recognises this and allows for the possibility that it might occasionally be appropriate to exchange open space in one location for another, in order to facilitate such development, provided this results in no net loss of open space, in terms of area, quality or functional value. Any proposals for specific schemes that come forward in future would need to be assessed on their individual merits.
- 8.29 Policy ENV2 seeks to ensure that opportunities will be sought for the creation of additional accessible natural greenspace, so that even if a small amount of open space might in future be used to meet the need for small-scale local needs housing subject to the provisions of Policy ENV1, the overall quantity of available and accessible natural greenspace should always be increasing not decreasing.
- 8.30 The Parish is fortunate in being unusually rich in environmental, cultural and historic assets, including a National Park, Sites of Special Scientific Interest and areas designated under European legislation. There is even an internationally designated long-distance footpath route passing through the Parish (European route E9, which follows part of the SW Coastal Path) (ref 8.10). These designated assets, together with woodland, river corridors, waterfront, other locally valued landscape, and the historic assets and heritage of the Parish are protected under existing and emerging Local Plan policies (eg adopted Policy CS3 and emerging Policies 9 and 10 in the Local Plan outside the National Park, and adopted Policies CP1, CP2, CP3, DP1, DP2 and emerging Policies SP5, SP6, SP7, SP8, SP9, SP10 in the Local Plan inside the National Park), so it is not considered necessary for additional policies to be introduced in order to satisfy Neighbourhood Plan objective 3.2.

8 Objectives and Policies

- 8.31 The biodiversity net gain approach (NPPF paragraphs 174 and 175) is incorporated into the emerging Local Plan policies (Policy SP6 within the National Park, and Policy 9 (Saved Policy DM2) outside the National Park) and the Parish Council supports this approach. The protection and enhancement of heritage assets is comprehensively addressed in the emerging Local Plans (Policy 11 (Saved Policy DM1) outside the National Park, and Policy SP16 inside the National Park) so there is no need for the Neighbourhood Plan to include additional policies to meet objective 3.3.
- 8.32 Water quality is an important aspect of the natural environment and needs to be taken into account in planning and land management decisions. 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 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 (ref 8.13).
- 8.33 A draft Schedule of Community Assets is currently being prepared by the Parish Council as indicated in Action Point ENV-AP1 set out in Annex 1 of this Plan. These assets can include environmental, cultural or historic features locally considered significant, and could include woodland, greenspace, river corridors etc, as well as features of the built environment. The formal identification of community assets, including the process of local consultation and publication, will bring these assets under the protection of the Local Plan environmental policies mentioned above, such as Policy CS3 which protects features of local heritage value and features contributing to local distinctiveness, and Policy CP7 which protects locally important sites and features of the built environment.

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- 8.34 All public bodies have a duty to have regard to marine planning, and this is clearly relevant to a coastal parish such as Hythe and Dibden. The South Marine Plan published by DEFRA in 2018 (ref 8.12) provides useful guidance.
- 8.35 The Strategic Environmental Assessment (SEA) of the draft Neighbourhood Plan (ref 8.11) has assessed the Plan and its policies against the formal environmental significance criteria set out in the regulations and concludes that the Plan will result in a range of beneficial environmental effects.
- 8.36 There is a local need to provide additional space for burial of the deceased within areas that are environmentally enhancing, and the Parish Council will undertake feasibility and site investigation work to identify one or more suitable sites within the Parish, as set out in Action Point ENV-AP2 in Annex 1 of this Plan.

8 Objectives and Policies

Aim 4

Objectives

To promote public health and wellbeing

4.1 Support public health, active lifestyles and community wellbeing

4.2 To design new developments so as not to exacerbate and where possible to ameliorate current air pollution, traffic congestion, parking and road safety issues

4.3 To promote improvements to the village centre infrastructure to address air pollution, traffic congestion, parking and road safety issues

4.4 To provide further opportunities for food sustainability and biodiversity

Policies

- WEL1** Development proposals should seek to support public health, active lifestyles and community wellbeing, for example, by
- Encouraging greater levels of physical activity by promoting and facilitating active travel (eg walking and cycling) and ensuring the availability of good quality open and green spaces
 - Supporting indoor and outdoor physical recreational opportunities including gentle activities suitable for older people

8 Objectives and Policies

- Ensuring that streets and public spaces are places where people feel comfortable and at ease, increasing social interaction and reducing anti-social behaviour, isolation and stress
- Supporting the community's physical and mental health, and social and cultural wellbeing.

WEL2 New developments should be designed so as not to exacerbate, and where possible improve, air pollution, traffic congestion, road safety and parking. New residential developments should provide infrastructure for charging electric vehicles.

8.37 In recent years there has been a considerable amount of new research highlighting the significant influence that planning in the built and natural environment can have on physical and mental health and wellbeing (refs 9.2, 9.3, 9.4 and 9.7). The consequences of sedentary lifestyles on public health are matters of national concern. Walking for Life (2013) (ref 9.5) stated that *“being inactive can take 3-5 years off your life”*. Cancer Research UK in its science blog of 24th September 2018 (ref 9.6) stated

“Smoking has topped the list of preventable causes of cancer for decades. But it might not be there forever. While smoking rates have been falling, the proportion of the UK population who are overweight or obese has risen. And if these trends continue, obesity looks set to overtake smoking as the biggest preventable cause of cancer at some point in the future.”

8.38 Of course, the planning system alone cannot solve these problems, but it can certainly make a useful contribution, for example by taking opportunities where they exist to support more physically active lifestyles, by encouraging walking and cycling,

8 Objectives and Policies

and making the outdoor environment more attractive and conducive to social interaction. There is real potential to help bring about improvements in mental health and general wellbeing as well as physical health.

- 8.39 The results of local consultations confirmed the need for more and better cycle paths, cycle routes and pedestrian routes, for improved safety for cyclists and pedestrians, for better provision of indoor and outdoor sports (eg badminton, tennis) including gentle activities suitable for older people, and for improved quality of public spaces in and around Hythe centre.
- 8.40 Policy WEL1 responds to these issues, supports public health and encourages greater levels of physical activity, better provision of indoor and outdoor physical recreational opportunities and making streets and public spaces more conducive to social interaction and human wellbeing.
- 8.41 Additional matters emerging from local consultation were the need to reduce air pollution from motor vehicles including idling buses, to reduce traffic congestion, to reduce the speed of traffic (eg 20mph zones) and to control parking better.
- 8.42 Policy WEL2 and Action Point WEL-AP1 (see Annex 1) address these issues, and seek to ensure that new developments do not worsen, and where possible improve air pollution, traffic congestion, parking and road safety, and promote improvements to the village centre infrastructure that will likewise address air pollution, traffic congestion, parking and road safety issues.
- 8.43 The Parish Council will work with Hampshire County Council and other agencies on issues relating to on-street parking and traffic congestion in and around the village centre, and investigate with them the feasibility of partial closure or a one-way system (Action Point WEL-AP1, Annex 1).

8 Objectives and Policies

8.44 Action point WEL-AP2 (see Annex 1) will provide further opportunities for food sustainability, including a 'grow your own food' project and also supports the provision of new allotments.

8 Objectives and Policies

Aim 5	Objectives
To secure and support existing and new transport provision as an alternative to the use of private vehicles	<p>5.1 To promote improved public transport between Hythe and Southampton, for example by seeking 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, or through provision of a 'mass transit system' such as that currently under consideration by Southampton City Council.</p> <p>5.2 To identify a suitable site and safeguard access for pedestrians and motorists for a possible future railway halt within the parish of Hythe & Dibden including the provision of additional parking in that location.</p> <p>5.3 To ensure the protection of the Pier and associated structures in order to sustain the ferry link to Southampton.</p> <p>5.4 To ensure provision at the Pier Approach and elsewhere in the Parish to ensure safe public access.</p> <p>5.5 To ensure the provision of new cycle ways and footpaths giving safe and sensible routing for all the community.</p> <p>5.6 To ensure that footpaths and cycle ways are designed to high standard and at gradients that are suitable for all users, so far as possible, and utilise as direct a route as possible.</p>

8 Objectives and Policies

5.7 To ensure that management and maintenance plans for new cycleways and footpaths are a condition of planning consent.

5.8 To eliminate pinch points and areas that cause delays in the current road layout.

Policies

- T1** Seek to ensure the provision of new and improved public transport links to Southampton, and work with relevant authorities, including Hampshire County Council and Southampton City Council, to identify the most practical and economically sustainable means of doing so.
- T2** Seek to protect the existing rail route and track to Totton and identify suitable sites for Park and Ride infrastructure, platform access, and a potential railway halt in the parish of Hythe & Dibden including access for pedestrians and motorists and parking, so that in the event that it proves economically viable and the relevant authorities agree, a rail/tram link to Southampton could be provided.
- T3** Seek to ensure the protection of Hythe Pier and associated infrastructure in order to sustain the ferry link to Southampton.

8 Objectives and Policies

T4 Promote the creation of a fully functioning efficient transport interchange at the Pier Approach with safe and convenient pedestrian access.

T5 New footpaths and cycleways should be designed to a high standard. Proposals should have regard to the suitability of their gradients for all users, the directness of the route, and matters of community safety.

T6 Applications for development that propose new cycleways or footpaths should include details of their future management and maintenance.

[Note – refer also to Policy C3]

8.45 Key issues for the local community that have been identified in recent years and confirmed in the summer 2018 consultation include:

- 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;
- and
- Reduce traffic congestion and air pollution from vehicles.

8.46 Many of these community aspirations are complex, would require multi-party approaches and considerable long-term investment of resources. Many involve matters that are not directly in the control of the Parish Council. It is clear from the adopted 2017 Waterside Interim Transport Strategy (ref 10.4), and from consultation

8 Objectives and Policies

responses to this draft Plan, that Hampshire County Council and Southampton City Council do not currently support the re-opening of passenger rail services between

Hythe and Southampton because they do not believe them to be viable, so although it has very strong community support this is unlikely to be possible in the short or medium term. Informed by discussion with the local planning authorities, the proposed policies and actions proposed in this Plan seek to adopt a realistic and pragmatic approach, taking steps that are deliverable and will enable tangible progress to be made towards fully meeting the community aspirations in the longer term.

- 8.47 Policy T1 seeks the provision of new and improved public transport links to Southampton. In the long term, this could include a passenger rail link, if changing circumstances altered the viability assessments and Hampshire County and Southampton City Councils changed their current stance. In the meantime, other options for improved public transport are being explored, such as the mass transit system. Policy T2 seeks to ensure that the essential infrastructure needed to support possible future passenger rail/tram links to Southampton are safeguarded, notwithstanding the fact that timescales for implementation could be considerable.
- 8.48 It may also be noted that it was announced in 2017 (ref 10.3) that a new feasibility study had been commissioned for a light rail or tram network linking Southampton to Portsmouth and other potential destinations in South Hampshire.
- 8.49 Policy T3 seeks the protection of the Pier and associated structures and improvements to Pier Approach in order to sustain the ferry link to Southampton.
- 8.50 There has been concern for many years that the approach to Hythe Pier and the area around the ferry ticket office does not function well either for vehicles or for

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pedestrians. Policy T4 seeks to promote a re-designed more efficient and better functioning transport interchange here, with a particular focus on ensuring safe and convenient pedestrian access.

- 8.51 There is strong support locally for the provision of additional cycleways, cycle routes and footpaths. A number of possible new routes have been publicly discussed, but there is a need for further feasibility and preliminary design work to be undertaken before specific proposals can be presented for formal planning consideration. Action point T-AP3 in Annex 1 of this Plan seeks to initiate necessary feasibility work on current ideas in order that these can be brought forward at an early date for formal consideration, and also to support future opportunities for additional pedestrian and cycle routes.
- 8.52 Where new footpaths and cycleways are provided, Policy T5 requires that they are designed to a high standard, with careful consideration of gradients that are suitable for all users, and taking full account of future maintenance and the need to minimise crime and anti-social behaviour in the design process. Linked to this, Policy T6 requires maintenance and management plans for new cycleways and footpaths to be submitted at the time of the planning application, to avoid the problems that have previously occurred due to lack of clarity over maintenance responsibility and funding arrangements. It is good practice for long term maintenance and management plans to be submitted in respect of public open space provided with new development, to avoid future erosion of functional value and environmental quality as a result of lack of clarity in relation to which bodies have responsibility, standards and resources. By the same logic, there is a need for maximum clarity over long term management arrangements for cycleways and footpaths.
- 8.53 Action Point T-AP4 in Annex 1 of this Plan seeks to reduce congestion by eliminating pinch points and areas that cause delays in the current road layout. This will clearly require a multi-agency approach, and involve close working with Hampshire County Council and others.

8 Objectives and Policies

Aim 6

Objectives

To enhance the prospects for employment locally

6.1 To seek the provision of suitable internet connections for business premises and home workers.

6.2 To protect existing employment opportunities and the retention of small and independent shops within the Parish.

Policies

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

8.54 Among the issues raised by the community in 2015 when the Neighbourhood Plan project was first discussed was a concern to maintain the economic vibrancy provided by local businesses. It was also clearly articulated at that time that maintaining and improving travel links to Southampton were priorities for economic and other reasons. There is a strong desire 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.

8.55 In the 2018 local business survey (ref 11.1), a clear majority of respondents felt it was important to protect existing employment sites from changes of use, for example to residential. There was also strong support for facilitating home working.

8 Objectives and Policies

- 8.56 To maintain economic vibrancy into the future, the Parish Council believes it will be particularly important to do whatever it can to support the rapidly evolving digital economy.
- 8.57 Policy EMP1 seeks to achieve this by supporting knowledge-based businesses and good access to high speed broadband and evolving communication technology. This Policy is also supported by two Action Points. To keep pace with the rapid advances in digital technology, Action Point EMP-AP1 in Annex 1 of this Plan sets out the Parish Council's commitment to keep abreast of research and evolving best practice in this field, so that the Parish can benefit from experience gained by others. Action Point EMP-AP2 in Annex 1 (linked to Aim 9) is a commitment to ensure that in the event that major port development comes forward, the ongoing dialogue with the landowner and local authorities should include discussion of opportunities for local employment, whether digital or not.
- 8.58 Objective 6.2 is to minimise the loss of existing employment opportunities in the Parish, and to retain as far as possible the small local and independent shops in Hythe and the other smaller centres which are a vital part of local community life, contribute to the distinctiveness of the area and are also of particular value to elderly and less mobile residents and those who do not have access to private transport. In the current economic and planning environment, it is proving very challenging to meet this objective, but the approach taken by Policy 22 in the emerging New Forest District Local Plan Review 2016-2016 Part 1 is considered to offer a sensible and practical way of addressing the issue, and also has the support of Hampshire County Council, so it is not necessary for the Neighbourhood Plan to include additional policies to meet Objective 6.2.

8 Objectives and Policies

Aim 7

Objectives

To reduce crime, anti-social and nuisance behaviour

7.1 To ensure that the layout of all new development and regeneration of existing is designed to reduce the current negative impact of crime, nuisance and anti-social behaviour.

7.2 To ensure that all new development including redevelopment of existing sites provides sufficient parking for residents and additional parking for essential visitors, such as doctors and nurses.

7.3 To ensure that crime and anti-social behaviour implications are taken into account in the formulation of maintenance plans for new cycleways and footpaths arising through the statutory planning system.

Policies

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

[Note – refer also to Policy D2]

8 Objectives and Policies

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

[Note – refer also to Policy T6]

8.59 Minimising crime and anti-social behaviour is an integral part of achieving sustainable development. If crime and anti-social behaviour increase, community cohesion is eroded, and without interventions which may be difficult and costly to put in place, environmental degradation and loss of economic confidence can ultimately ensue. Reducing crime and anti-social behaviour is therefore inextricably linked to environmental and economic sustainability, as well as to social sustainability.

8.60 Planning has an important role to play in ensuring that new development does not inadvertently lead to future problems of crime and anti-social behaviour through lack of attention to these matters at the initial project planning and scheme design stages.

8.61 Whilst it is true that crime rates in the Parish, and indeed across the district, are well below the national average, the impact of crime, nuisance and anti-social on victims is distressing and often traumatic for the individuals and their families, and therefore deserves to be a key focus for action, as has been consistently confirmed in local consultations and surveys.

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- 8.62 Over the past 30 years, a considerable body of evidence and expertise has developed concerning the relationship of crime and anti-social behaviour to the planning, design and layout of the built environment, commonly referred to as Crime Prevention Through Environmental Design (CPTED) (ref 12.6). The early police Secured by Design (SBD) initiative has evolved into a much more sophisticated source of guidance than it was in its early days, and now has a range of relevant guidance applicable to different types of development (ref 12.5). A wealth of practical advice and links to a wide range of relevant information sources may also be found at 'The Crime Prevention Website' (ref 12.4).
- 8.63 The Parish Council itself has considerable experience and expertise in addressing crime and anti-social behaviour. It already works closely with the police and with a range of other partners including New Forest District Council to address these issues, through the Safer New Forest Partnership (refs 12.1 and 12.2).
- 8.64 Specific matters raised by the community in the summer 2018 consultation included:
- Support local community policing;
 - Ensure community safety;
 - Provide sufficient car parking (to reduce nuisance, neighbour disputes and general frustration); and
 - Tackle issues of vegetation maintenance along cycleways and footpaths.
- 8.65 Policy C1 aims to ensure that the layout of all new development (and regeneration of existing) is designed to reduce the current negative impact of crime, nuisance and anti-social behaviour. Unless the development is of such a scale and significance that a separate assessment report is warranted, the most practical and efficient means of demonstrating that crime and anti-social behaviour have been adequately addressed will normally be for these matters to be incorporated into the Design and

8 Objectives and Policies

Access Statement (DAS), since as set out in Policy D2 above this will become a routine requirement for the vast majority of applications. This approach accords with Secured by Design advice (ref 12.5), since as stated in SBD New Homes 2014 (page 7): “Design and Access Statements for outline and detailed applications should demonstrate how crime prevention measures have been considered in the design of the proposal.” This approach reinforces the important principle that minimising the potential for crime and anti-social behaviour should be an integral part of the design process and the achievement of sustainable development, rather than being treated as a separate independent matter.

- 8.67 The aim of Policy C3 is to ensure that crime and anti-social behaviour implications are fully considered when maintenance plans are drawn up for new cycleways and footpaths.

8 Objectives and Policies

Aim 8	Objectives
To reduce the likelihood and impact of flooding through coastal and fluvial causes	<p>8.1 To ensure all proposals for housing and business premises in coastal flood risk Zones 2 and 3, having been subject to the sequential test and having satisfied the exception test, have baseline levels that meet prevailing Environment Agency recommendations.</p> <p>8.2 To ensure the provision of coastal flood prevention measures to a constant height to protect the low-lying areas of Hythe currently being flooded at periods of inclement weather and enhanced high tides.</p> <p>8.3 To ensure the provision of suitable mechanisms to reduce the likelihood of fluvial floodwater.</p> <p>8.4 To ensure that current storm water removal systems are efficient and can cope with the maximum fluvial flows and rainfall without backing up and overflowing</p> <p>8.5 To ensure that all new build development affecting drainage is only permitted consequent to demonstrating no adverse effect on existing water removal systems.</p>

Policies

- F1** In line with the application of the Sequential Test, any future development within the Hythe and Dibden area will be directed to the areas at the lowest probability of flooding (Flood Zone 1). Development will not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. The Sequential Test should be informed by the Strategic Flood Risk Assessment for the area, as well as other background documents such as the District Council's Strategic Housing Land Availability Assessment. Applications for development should be accompanied by a site-specific Flood Risk Assessment setting out flood risk mitigation measures.
- F2** To promote the delivery of coastal flood risk management infrastructure, ensuring that it provides a level of protection that includes climate change allowances, any coastal flood risk management measures should have regard to relevant strategies including the New Forest District Council Strategic Flood Risk Assessment and the Shoreline Management Plan.
- 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.

8 Objectives and Policies

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.

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.

8.68 Flooding is a matter of significant concern to residents within the Parish, especially in Hythe, parts of which are subject to tidal flooding. The height of the existing sea wall is currently variable, so there is a need to bring it up to a constant height, and there is also local concern to future-proof Hythe against rising sea levels. There are particular issues of localised flooding in South Street. Feedback from local consultation also highlights the need to ensure that new building takes full account of flood risk and rising sea levels, and the need to ensure that public drainage systems are kept in good order.

8.69 Policies F1, F2 and F3 are intended to ensure that:

- New housing and business premises in areas subject to tidal flooding are built with sufficiently elevated floor levels;
- Coastal flood prevention measures are provided to a constant height to protect the low-lying areas of Hythe currently being flooded at periods of inclement weather and enhanced high tides;
- Suitable mechanisms are in provided to reduce the likelihood of riverine floodwater; and that

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- New build proposals should demonstrate that current water removal systems are operating efficiently and have adequate capacity to take any additional flows resulting from the development.
- 8.70 Actual flood levels that buildings or defences will need to be designed to will depend on a number of factors including (a) the type of development and its vulnerability as defined by the NPPF, (b) the lifespan of the building or defences, and (c) the required freeboard, which is the allowance made to take account of wave action over and above predicted still water levels.
- 8.71 Policy F3 seeks to ensure that as an integral part of new development, reasonable measures should be taken to demonstrate that there is sufficient capacity in the existing drainage network and that no adverse impact on flooding or drainage will result.
- 8.72 With reference to Action Point F-AP2 set out in Annex 1 of this Plan, Hampshire County Council wishes to make clear that flood alleviation schemes are only provisionally programmed initially, so dates for implementation should be taken as indicative, since more detailed assessments of cost, practicality and wider environmental effects will inform final decisions on implementation and timing.

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Aim 9

Objectives

In the event of major port development on Dibden Bay reclaim, to create a multifunctional buffer zone to positively manage the interface with the surrounding land

The objectives of the Buffer Zone will be to:

9.1 Act as multifunctional green infrastructure

9.2 Provide a creative and integrated approach to mitigating negative environmental and community impacts

9.3 Support an environmentally focussed approach to the use and development of the land

9.4 Support local as well as national infrastructure planning

9.5 Assist in creating and maintaining a place that is attractive to residents and visitors

9.6 Support public health, active lifestyles and community wellbeing

Policies

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

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

8 Objectives and Policies

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

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

BZ3 Seek to ensure that the extent of the Buffer Zone is sufficient to allow it to meet all its objectives effectively, and to provide sufficient separation between operational port land and nearby residential properties to adequately reduce or mitigate adverse environmental effects including noise, light and air pollution. The boundaries of the Buffer Zone will need to extend sufficiently beyond the operational port boundary (once defined) including essential infrastructure, to fulfil its functional objectives and ensure the necessary protection of the natural drainage pattern.

8.73 The decision as to whether or not major port development will be permitted at Dibden Bay will be taken by the government under the Nationally Significant

8 Objectives and Policies

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, and opportunities for potential community benefits are not missed.

8.74 The Parish Council believes 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;
- Help create and maintain a place that is attractive to residents and visitors; and
- Support public health, active lifestyles and community wellbeing.

8.75 This is what Policies BZ1, BZ2 and BZ3 seek to achieve. The Policies and Actions for a Buffer Zone are entirely contingent on major port development occurring. In the absence of such development they will have no effect.

8.76 The Parish Council's view is that it is likely to achieve better outcomes for the local community in the long run by engaging with the relevant authorities and the landowner, seeking constructive dialogue and promoting imaginative and co-operative ways of assimilating such development (should it occur) into the local area in ways that minimise potential harms and maximise potential gains environmentally, socially and economically.

8.77 Meetings have been held with the landowner, Associated British Ports, who is supportive of the approach being taken, and considers that the Parish Council's

8 Objectives and Policies

suggested aims in relation to possible future port development are ‘sensible and practical’. Both local planning authorities strongly support the approach. New Forest District Council has commended the Parish Council for ‘putting forward positive measures which seek to address the impacts that port development at Dibden Bay may have on their community.’

- 8.78 However, feelings run high on this issue amongst local residents. There is widespread and strong local opposition to port development at Dibden Bay. Given this, it is noteworthy and encouraging that in the summer 2018 initial public consultation, 88% of those who responded (44 out of 50) supported the Buffer Zone approach being taken, notwithstanding the opposition to the principle of port development that they frequently expressed at the same time. This would suggest that the logic of the pragmatic and realistic approach being advocated by the Parish Council is understood and widely accepted by the local community.
- 8.79 It is often observed that land immediately surrounding a major port comes under intense pressure to accommodate ancillary or overspill activities associated with the operational port. This is of course operationally convenient and economically advantageous, but can be environmentally harmful. It would be particularly harmful were it to occur in the case of Dibden Bay due to the high sensitivity of the local environment and the proximity of the National Park.
- 8.80 The intention of Policy BZ1 is to seek to reduce the likelihood of such pressure on land outside but close to the boundaries of the port.
- 8.81 Policy BZ2 sets out the principal objectives for a Buffer Zone, but there is no existing precedent or model elsewhere in the UK that could serve as a ready-made template. The precise details of the buffer zone will therefore need to be formulated through the development of imaginative and innovative approaches, coupled with continuing dialogue with the landowner, with the local planning authorities and relevant statutory bodies, and with the full engagement of the local community.

8 Objectives and Policies

- 8.83 The planning balance between local and national economic benefits and potential community and environmental effects will be tested elsewhere, if and when detailed port proposals come forward, but the Neighbourhood Plan has the potential to contribute to making economic growth in its area more sustainable in the broadest sense, by engaging positively with the landowner, the relevant authorities and others, so that business expertise, environmental expertise and social/community expertise may be jointly harnessed, increasing the prospects of achieving genuinely sustainable outcomes.
- 8.84 Determining the precise boundary of the Buffer Zone will be a delicate task. It will of course need to reflect the boundary of the operational port land when this is established. The intention of Policy BZ3 is to ensure that the boundaries of the Buffer Zone are drawn realistically, to allow it to meet its objectives and to ensure that natural drainage systems are adequately protected.

9 Going forward – delivery and future action

9.1 The formal adoption, or ‘making’, of the Hythe and Dibden Neighbourhood Plan is a significant milestone, but it is not the end of the process because Hythe and Dibden Parish Council will be taking active steps through engagement with partners and community to ensure that the policies and actions bear fruit, and that the intended outcomes of the Plan are delivered. Alongside the Neighbourhood Development Plan the Council will continue to develop, review and implement the RevitalHythe Action Plan that will continue to be a valuable means of delivering improvements to the Parish that fall outside the province of the Neighbourhood Development Plan.

Local Plan Review

9.2 The continuing review work on the New Forest District Council Local Plan and the New Forest National Park Local Plan will have implications for Hythe and Dibden. The Parish Council will continue to liaise closely with the District Council and the National Park Authority to influence the outcomes in relation to the new Local Plans.

Community aspirations not included in this Plan

9.3 Earlier drafts of the Neighbourhood Plan that were consulted on in the spring and summer of 2018 included a number of suggested site allocations, for housing, open space, allotments, park & ride infrastructure, burial grounds and cycleways. It was not possible to include them in the Plan being taken forward, because the very substantial requirements for technical investigations and feasibility studies under current planning regulations exceeded the resources available to the Parish Council to be achievable without seriously delaying the delivery of the Plan.

9.4 The community aspirations not included this Plan are set out in ‘Report B – Future community aspirations’, which constitutes a non-statutory companion document to this Plan. It should be emphasised that Report B does not form part of the ‘made’ Neighbourhood Plan and therefore has no weight as a material planning

9 Going forward – delivery and future action

consideration; or status as part of the statutory ‘development plan’ for the relevant areas of New Forest District and the New Forest National Park. .

Deloitte Economic Development Study

- 9.5 There is expected to be ongoing dialogue with the private and public sector partners in relation to a study that is aiming to deliver recommendations for work to provide economic development along the Waterside.

Monitoring

- 9.6 Hythe and Dibden Parish Council intends to monitor progress with the Neighbourhood Development Plan on an annual basis that will be in addition to any statutory monitoring by the District Council or National Park Authority.

Annex 1 – Actions dealing with non-land use matters

Annex 1 – Actions dealing with non-land use matters

The Government's National Planning Practice Guidance (NPPG) resource on 'Neighbourhood Planning' confirms that Neighbourhood Plans should contain policies for the development and use of land. This is because the adopted (or 'made') Neighbourhood Plan is part of the statutory development plan for the area and will be used to help determine planning applications within the parish of Hythe and Dibden.

The NPPG is clear that wider community aspirations than those relating to the development and use of land need to be clearly identifiable if they are to be included as part of the Neighbourhood Plan. The NPPG advises that this can be done through the use of a companion document or annex.

The Neighbourhood Plan-making process identified a number of relevant actions that will support the delivery of the Plan's objectives and policies, but which lie outside the scope of the land use planning system. These actions are set out in this annex of the Neighbourhood Plan and relate to non-land use matters.

Annex 1 – Actions dealing with non-land use matters

Neighbourhood Plan Action points relating to non-land use matters

Aim 1 To promote high standards of design in the built and natural environment

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

Aim 2 To support the provision of suitable housing opportunities for the local community

H-AP1 Work closely with NFDC housing and planning officers to ensure that local needs and local connections are reflected to the fullest extent possible in housing policies and practices, and that a suitable mix of housing types and sizes is provided to meet the needs of local people, to retire to, and for young families, couples and single people to start their first home.

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

Aim 3 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

ENV-AP1 A draft Schedule of Community Assets is being prepared by the Parish Council, and will be consulted on and refined during 2019 and 2020. Once it has been formally approved, the assets identified will become protected under Local Plan policies supporting local distinctiveness (Policy CS3 for assets outside the National Park, and Policy CS8 for assets within the National Park). Once completed, the schedule will be subject to regular monitoring and review and to periodic updating.

ENV-AP2 Feasibility and site investigation work will be undertaken in order to identify one or more suitable sites to meet the recognised needs of local residents for burial of the deceased in an environmentally enhancing setting.

Annex 1 – Actions dealing with non-land use matters

- ENV-AP3 Investigations will be undertaken and a local partnership convened of public, private and voluntary sector partners who provide and/or manage open space with the parish. (To be undertaken under the RevitalHythe initiative.)
- ENV-AP4 Investigations will be undertaken and a local partnership convened of public, private and voluntary sector partners who look after the heritage assets of the parish. (To be undertaken under the RevitalHythe initiative.)
- ENV-AP5 Investigations will be undertaken and a local partnership convened of public, private and voluntary sector partners who look after the community assets of the parish. (To be undertaken under the RevitalHythe initiative.)

Aim 4 To promote public health and wellbeing

- WEL-AP1 The Parish Council will collect evidence on the problems associated with on street parking and traffic congestion in and around the village centre, taking advice from HCC on the best way of doing so. Informed by the evidence gathered, the Parish Council will work with HCC and other agencies to promote improvements to the village centre infrastructure to address air pollution, congestion, parking and road safety issues, including (if supported by the evidence gathered) detailed investigation into the feasibility of partial closure to traffic or creation of a one-way system in the village centre.
- WEL-AP2 Further opportunities to promote food sustainability will be provided, including the provision of land for an educational community-based *Grow Your Own Food* project and support for the provision of new allotments.

Aim 5 To secure and support existing and new transport provision as an alternative to the use of private vehicles

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

Annex 1 – Actions dealing with non-land use matters

- T-AP2 The Parish Council will undertake an assessment of the existing footpaths and cycleways 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 cycleways and footpaths giving safe and convenient routes for all the community.
- T-AP4 The Parish Council will explore with HCC the most practical 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, mindful of HCC’s funding priorities which are focussed on safety and mitigation necessitated by new development. It is recognised that reducing the use of private vehicle and encouraging more active travel (human powered) will help address these issues, and may ultimately be the most productive approach.

Aim 6 To enhance the prospects for employment locally

- EMP-AP1 Undertake further research and review approaches taken by other local councils and local planning authorities, to ensure that the Parish keeps up to date and benefits from examples of best practice in supporting the digital economy from across the UK and globally.
- EMP-AP2 Linked to Aim 9, in the event that major port proposals come forward, ensure that opportunities for local employment opportunities (digital and otherwise) are part of the ongoing dialogue with the landowner and the local planning authorities.

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

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

Annex 1 – Actions dealing with non-land use matters

- C-AP2 HDPC Planning Committee will assess all planning applications within the parish and send comments to the local planning authority on parking provision as appropriate.
- C-AP3 HDPC Planning Committee will assess all planning applications within the parish and send comments to the local planning authority on cycleways and footpaths as appropriate.

Aim 8 To reduce the likelihood and impact of flooding through coastal and riverine causes

- F-AP1 Evidence will be gathered and presented to the Environment Agency to support the case for completion of the sea wall defences, and in particular to support the intended Hythe Coastal Flood Alleviation Scheme scheduled to commence in 2020/21.
- F-AP2 Evidence will be gathered and presented to the Environment Agency and Hampshire County Council to support fluvial flood alleviation schemes, and in particular to support the intended Hythe Centre Watercourse Flood Alleviation Scheme being led by the Environment Agency scheduled to commence in 2021/22, and the Hythe Surface Water Flood Alleviation Scheme (Butts Ash Lane) being led by Hampshire County Council scheduled to commence in 2023/24 (indicative dates only).
- F-AP3 Evidence will be gathered and presented to Southern Water and to Hampshire County Council (as Lead Local Flood Authority) to support the case for improvement of valve systems from surface water drains to the sea.
- F-AP4 To liaise with Southern Water and Hampshire County Council with respect to current water removal systems in Hythe, and actively work with them to ensure that improvements are made to the system as a whole.
- F-AP5 Southern Water will be formally requested to ensure that all its planning consultation responses within the parish of Hythe and Dibden are accompanied by drainage system maps of the area, in order to allow the Parish Council Planning Committee to undertake monitoring and verify that Policy F3 is being complied with.

Annex 1 – Actions dealing with non-land use matters

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**

NB Action points for Aim 9 are contingent on proposals for port development on the Dibden Bay reclaim coming forward

- BZ-AP1 Wherever possible, seek a co-ordinated approach with the local planning authorities in respect of policies and responses to major port development.
- BZ-AP2 Establish constructive dialogue and seek to work with the landowner, the local planning authorities and other relevant bodies in the development of detailed proposals for the Buffer Zone.
- BZ-AP3 Seek to work with the landowner and other interested parties in the development of a long-term strategy and detailed plans for the management of the Buffer Zone.

Glossary

Ancient woodland: An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).

Conservation (for heritage policy): The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Conservation Area: An area identified and designated by the local planning authority for its special architectural or historic interest, the character and appearance of which it is desirable to conserve or enhance.

Design & Access Statement (DAS): A succinct report accompanying and supporting a planning application, through which the applicant explains how a proposed development is a suitable design response to the site and its setting, and demonstrates that it can be adequately accessed by prospective users. A DAS is obligatory with planning applications for major development under national guidance, and can be made a requirement for other types of planning application under local policy.

Development plan: Is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made.

Freeboard: A term used by the Environment Agency when formulating advice on recommended heights for sea defences, representing an additional allowance over and above the predicted still water levels based on factors such as sea level rises and tidal ranges, to take account of wave action. The freeboard allowance will vary in different coastal areas, reflecting local geography and conditions.

Green infrastructure (GI): A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

Historic environment: All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Glossary

Important Bird Area (IBA) (also known as Important Bird and Biodiversity Area): An area identified using an internationally agreed set of criteria as being globally important for the conservation of bird populations. IBA was developed and sites are identified by BirdLife International.

International, national and locally designated sites of importance for biodiversity: All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

Local planning authority (LPA): The public authority whose duty it is to carry out specific planning functions for a particular area. For this parish, the two LPAs are the New Forest District Council and the New Forest National Park Authority.

Local plan: A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

Nationally Significant Infrastructure Project (NSIP): Large scale developments (relating to energy, transport, water, or waste) which require a type of consent known as “development consent”. The Planning Act 2008 introduced a new development consent process for NSIPs which was subsequently amended by the Localism Act 2011. A Development Consent Order (DCO) automatically removes the need to obtain several separate consents, including planning permission, and is designed to be a much quicker process than applying for these separately. The DCO decision is made by the Secretary of State.

Neighbourhood plan: A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.

Non-strategic policies: Policies contained in a neighbourhood plan, or those policies in a local plan that are not strategic policies.

Older people: People over or approaching retirement age, including the active, newly-retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.

Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Ramsar sites: Wetlands of international importance, designated under the 1971 Ramsar Convention.

Glossary

‘RevitalHythe’: A Hythe & Dibden Parish Council initiative originally launched in 2008 that followed the market towns health check process and focusses on 4 main themes: Environment; Economy; Social & Community; Transport & Accessibility. This initiative provides a focus for action as the Parish plans for its future.

Special Areas of Conservation (SAC): Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.

Special Protection Areas (SPA): Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.

Site of Special Scientific Interest (SSSI): Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Strategic environmental assessment (SEA): A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Strategic policies: Policies and site allocations which address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004.

Supplementary planning documents (SPD): Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Sustainable transport modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

Village Design Statement: A document produced by the community to describe the distinctive qualities and characteristics that local people value in their village and surroundings. It functions primarily as informative guidance, but may be adopted by the local planning authority as a supplementary planning document, in which case it becomes a material consideration in the determination of planning applications.

Acknowledgements

Membership of the Hythe and Dibden Neighbourhood Planning Group was as follows:

Chairman and Lead on Housing:

Graham Parkes

Leads on Transport and Environment:

Dan Poole

Lead on Environment:

Jo Fowler

Lead on Young Person's Sector:

Candy Huxham

Lead on Older Person's Sector:

Peter Nutbeam

Lead on Spiritual Sector:

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