



Hythe and Dibden Neighbourhood Planning Group

"Our neighbourhood, our future"

The next meeting of the Hythe and Dibden Neighbourhood Planning Group will be held on Monday 5th February, 2018 at 10.30am at the Community Centre, Brinton Lane, Hythe.

ATTENDEES

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

AGENDA

1.0 APOLOGIES

2.0 NOTES OF LAST MEETING

To consider the notes of the meeting held on 20 November, 2017. See pages 3 – 6.

3.0 IMPORTANT BUILDINGS AND INFRASTRUCTURE

a. To consider the responses to the consultation that was run from 5th – 26th January, 2018. See all survey responses and excel sheet summary below



heritage survey.csv



Heritage survey final
- Google Forms.pdf

b. To agree the approach regarding listed buildings, those in the Conservation Area and those of local distinctiveness

4.0 BUFFER ZONE

a) Group to consider the draft buffer zone editorial and nominate changes and/or additions/deletions. See pages 7 – 9.

b) Clerk to report on initial discussion with ABP

c) Management of the Buffer Zone

Do we want to include a short paragraph on this? We could suggest that the principal focus for management should be public benefit? If we're suggesting local nature reserves and public open space etc, arguably the land should be in public or charitable ownership, but this of course raises the issue of who pays to look after it. We could suggest a levy on ABP to pay for its upkeep?

d) What policy/actions do we prefer?

e) What next?

5.0 HYTHE PIER APPROACH & TRAFFIC IN HYTHE CENTRE

Chairman to report on initial discussions with Mr J Percy

6.0 INTRODUCTION AND PROFILE

Group to consider the draft sections of the Neighbourhood Plan.

- a. Introduction. See page 10
- b. Profile. See pages 11 - 13

7.0 VISION, AIMS AND OBJECTIVES

- a. To consider the proposed ordering and wording of the aims. To be forwarded
- b. To consider how to develop the actions for delivery of the aims and objectives

8.0 ADMINISTRATION

Chairman/Clerk to report

- a. Project planner. See pages 14 - 15
- b. Consultant assistance

9.0 DATE OF NEXT MEETING

To be agreed at the meeting

Notes of the meeting of the Hythe and Dibden Neighbourhood Planning Group that was held on 20th November, 2017 at 10.30am at the Community Centre, Brinton Lane, Hythe.

ATTENDEES

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

AGENDA

1.0 APOLOGIES

John Currin. It was requested that a letter be sent to Cllrs Wade and Johnson to ask if they still wished to be on the Group and to Nathan Ibbotson asking if he still wished to be included on the group but to also advise that the RevitalHythe refresh work is due to commence in 2018 and that this will be very relevant for businesses.

2.0 NOTES OF LAST MEETING

The notes of the meeting held on 20 October, 2017 were agreed

3.0 NEIGHBOURHOOD PLANNING ADMINISTRATION

Clerk reported that the grant period had ended and we were required to return unspent funds but that a further application for the returned monies had been made. The strategic environmental assessments have not yet been received.

4.0 CONSULTATION ON IMPORTANT BUILDINGS, SPACES AND FEATURES PRESERVATION

The draft editorial and consultation questions were considered, adjusted and agreed. These will now be sent to the Herald for inclusion in the post Christmas edition. See page 2 onwards for agreed documents.

5.0 PRESERVATION PROCESS AND REQUIREMENTS

The Chairman explained that the preservation considerations are complex and that it is important not to slow down the Neighbourhood Plan. It was agreed to consider including some buildings, streets, open spaces and features for preservation but to consider any larger lists within a neighbourhood plan refresh.

6.0 DATE OF NEXT MEETING

5th February, 2018 at 1030 at Hythe Community Centre, Brinton Lane



Hythe and Dibden Neighbourhood Planning Group

"Our neighbourhood, our future"

Do you live or work in Hythe and Dibden? Are you interested in Hythe and Dibden?

The Neighbourhood Planning Group has been working to develop the Neighbourhood Plan and so far we have looked at housing, environment and recreation, pollution and congestion, transport, community services and assets, flooding, crime and anti-social behaviour, and employment.

If you would like to find out more about our work so far please have a look at our web page <https://www.hytheanddibden.gov.uk/neighbourhood-plan/> or contact Stephanie.bennett@hytheanddibden.gov.uk for more information. We are aiming to have our draft plan ready by Spring 2019

What makes Hythe and Dibden look special? Is there a building, area or feature that has an interesting story to tell?

We have identified a further piece of work that we are told is important for Hythe and Dibden; the preservation of how our community looks. That is the preservation of streets, buildings, features and open spaces. We have buildings that are listed and we have buildings in the Hythe conservation area, and we are keen to hear from you what you think is important to how our parish area looks or what you feel is important as it has an interesting story to tell.

We have put together a short questionnaire and we ask that people fill it in and let us know what they think. Don't worry about trying to find out if any buildings that you feel are important to our community are already listed or in the conservation area; we can check that.

You can fill in this questionnaire or you can fill in the survey on line that automatically is sent to us – there is a link on www.hytheanddibden.gov.uk. Completed surveys can be dropped into the Grove or posted to 'Hythe and Dibden Parish Council', 25 St Johns Street, Hythe, Hampshire. SO45 6BZ. Our closing date is January 25th, 2018 at 12.00pm.

If you would like to be involved in the work and discussions around the Neighbourhood Plan please contact Stephanie.bennett@hytheanddibden.gov.uk or telephone 02380 841411.

After the results of the survey have been received we will let you know the results in the Herald and on our website

Questions for Neighbourhood Planning Consultation on Special Buildings, Areas and Features

Hythe and Dibden Neighbourhood Planning Group

Special Buildings

1. Do you think there are any buildings that we should try to keep looking the same or that have an interesting story to tell?

Y/N

If No go to question 2

If yes go to question 1.1

- 1.1 Please give the address of the building or tell us where it is

FREE TEXT BOX

- 1.2 Why do you feel that this building is important

FREE TEXT BOX

Special Areas (Streets and open spaces)

2. Do you think that there are any special areas that we should try to keep looking the same or that have an interesting story to tell?

Y/N

If no go to question 3

If yes go to question 2.1

2.1 Please give the tell us where the special place is
FREE TEXT BOX

2.2 Why do you feel that this space is important
FREE TEXT BOX

Special Features

3. Do you think that there are any special features that we should try to keep looking the same or that have an interesting story to tell?

Y/N

If no survey completed

If yes go to question 3.1

3.1 Please give the tell us where the special feature is
FREE TEXT BOX

3.2 Why do you feel that this feature is important
FREE TEXT BOX

Completed surveys can be dropped into the Grove or posted to 'Hythe and Dibden Parish Council', 25 St Johns Street, Hythe, Hampshire. SO45 6BZ. Our closing date is January 25th, 2018 at 12.00pm.

Hythe and Dibden Neighbourhood Plan

Port Buffer Zone

Consultations undertaken as part of the Neighbourhood Planning process in Hythe and Dibden have highlighted a key concern of the community: the impact of the likely expansion of the Port of Southampton, which if it goes ahead would be dealt with as a Nationally Significant Infrastructure Project (NSIP). The port expansion is being promoted by Associated British Ports (ABP) for the area to the west of Southampton Water that is commonly referred to as Dibden Bay Reclaim and is being driven by the increasing pressure of providing maritime import and export capacity within this region.

An earlier proposal by ABP to expand its port operations onto the Dibden Bay Reclaim was rejected by the Secretary of State in 2004, principally on environmental grounds, but ABP's intention is to bring forward new proposals for port development on this land that it believes will be able to satisfy the stringent environmental tests that would be applied.

ABP's draft Port of Southampton Masterplan published for consultation in 2016 envisaged that the process of seeking approvals for development of the Dibden Bay Reclaim will commence 'some time before 2020', that there will be a lead-in time of around 9-10 years and that the land will be in operational port use before 2035. A final version of the Port of Southampton Masterplan is currently awaited.



Under the current NSIP regime, new port proposals would be considered by an independent inspector reporting to the Secretary of State who would take the final decision. Hythe & Dibden residents are aware that notwithstanding the government's support for local community influence on planning there will be limited direct influence that they will be able to bring to bear on the nature, timescales and detailed agreements for any such major port proposal. However, what this Neighbourhood Plan does aim to do is to mitigate as far as is achievable the negative impacts on the local community that such a development could bring.

Principles of the Buffer Zone

The Neighbourhood Plan proposes the creation of a buffer zone around the new port in the event that it gains consent. The buffer zone is intended to be multifunctional and to act simultaneously to minimise the impact of any port expansion on the environment and community whilst addressing the socio and economic needs of the port. The principles that should determine the creation and functions of the Buffer Zone are that:

- In the event that a new port on the Dibden Bay Reclaim is given consent, its operational boundaries should be defined to include sufficient land to meet all reasonably anticipated needs for future growth and ancillary port-related development
- The primary role of the Buffer Zone is to act as multifunctional green infrastructure
- Limited built development can be accommodated within the Buffer Zone provided that it is of a scale and nature that does not compromise its primary green infrastructure functions
- The Buffer Zone is intended to fulfil the widest possible variety of functions compatible with its overall purposes
- The Buffer Zone will
 - Provide a creative and integrated approach to mitigating negative environmental and community impacts
 - Support an environmentally focussed approach to the use and development of the land
 - Support sustainability, including sustainably managed economic growth
 - Support local as well as national infrastructure planning
 - Assist in creating and maintaining a place that is attractive to residents and visitors
 - Support public health, active lifestyles and community wellbeing

Extent of the Buffer Zone

There is no guidance available for determining the extent or boundaries of a practical buffer zone, and in any event this Buffer Zone will be unique in the details of its functions as well as in its location. Bearing in mind the existing topography and infrastructure a buffer zone extending at least 500 metres beyond any operational port boundary (including essential infrastructure and the necessary protection for the existing natural drainage pattern) is anticipated, but the precise extent would need to be determined as and when specific port proposals were known. Any boundary line chosen would need to be both logical and practical and would preferably follow existing natural or infrastructure features where possible. The New Forest National Park is in close proximity to the site of the proposed port, and land within the boundaries of the National Park already has a very high level of protection. Additional designation as part of a Buffer Zone would not increase the level of protection from environmentally harmful development, but could potentially be beneficial in terms of extending the area available for positive environmental or community interventions and initiatives.

Design of the Buffer Zone

It is not intended that the buffer zone should be a 'No Mans Land' - instead it should be a zone that addresses the needs of the community; the backdrop of which is any new port area. It is expected that if the port is developed on the Dibden Bay Reclaim there will be increased noise generation from both the direct port operations and from associated freight movement, and increased light pollution that will particularly impact on the National Park area. Detailed environmental and habitat assessments accompanying any planning process will provide specific impact calculations and predictions, and will show how these impacts can be best be mitigated through measures including

the design and management of the port development and linked services and facilities and the provision of a Buffer Zone. It will not be possible to define the Buffer Zone precisely until the details of the port proposals and accompanying impact assessments are available, but it is anticipated that the Buffer Zone will include:

- Noise and light reduction design features
- Starter homes and social housing
- Community facilities including public open space
- Nature reserves
- Sustainable transport infrastructure

Management of the Buffer Zone

The provisions of the Buffer Zone will create specific community services to be managed. It is proposed that, with landowner agreement, inclusive management plans are developed and implemented

Hythe and Dibden Neighbourhood Planning Group

Neighbourhood Plan

Introduction

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 next 15 years..

Once the neighbourhood plan is adopted it becomes a statutory document that is taken into consideration with the District Council's *Local Development Plan*, and the New Forest National Park's *Local Development Plan*. The neighbourhood plan sets out a range of non statutory policies that provide guidance to the planning authorities of New Forest District Council and the New Forest National Parks Authority in respect to the parish of Hythe and Dibden. The plan is intended to cover, approximately, the same time period as the statutory Local Plans.

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 council's intention is to provide 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 reflects the needs of local people and brings benefit to the area.

The first stage was to apply to the planning authorities for the designation of the area to be covered by the neighbourhood plan. This was agreed by the District Council and the Park Authority in December 2015 and the area designated is the area within the parish council boundary.



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 the developing policies within the developing Local Plan. The group has also been mindful of the emphasis on sustainable development.

Hythe & Dibden Parish – A Profile

History

Hyth 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,

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 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.

By 1750 Hythe already had a thriving ship building industry, in 1927 it became home to the British Military Powerboat Company and in 1960 The Hovercraft Development Company. Between 1915 and 1945 the Flying Boats were built and flew from Hythe. This rich maritime heritage continues into the present day, with the former RAF base, following purchase by SEEDA, continuing as Hythe Marine Park.

Throughout the 1950's and 60's Hythe, Dibden and Dibden Purlieu expanded rapidly to accommodate the employees at Fawley Refinery, there are now more than 20,000 people living within the parish.

Population

There are approximately 20,526 residents living in approximately 9,290 homes within Hythe & Dibden Parish.

31% of the population are under 30

16.7% of the population are aged 30-44

21% of the population are aged 45-59

23.5% of the population are over retirement age 60/65

Natural Environment

Hythe & Dibden is shoehorned into the landscape between Southampton Water and the New Forest National Park; the city of Southampton is 2 miles away as the seagull flies, about 12 miles by road and 10 minutes via the Hythe Ferry.

The northern most part of the Parish is within the boundary of the new Forest National Park that is a designated Site of Importance for Nature Conservation.

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 Scientific Interest'.

Built Environment

Most of the centre of Hythe is in a Conservation Area and there are nearly 30 listed buildings. The High Street is a pretty mix of Georgian and Victorian Frontages but there are very few examples of the Victorian Villas 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 new Fawley Refinery. Today the Parish is largely a dormitory town with comparatively little business or industry.

Transport

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. The Beach Bus and new Forest Tour Bus provide access to the New Forest side of the Parish during the summer months. However this service is none existent during the winter and creates difficulties for access to hospitals, colleges and work, thus limiting options.

Uniquely Hythe has the Hythe Pier and Ferry, this has lived under a 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 it's future seems secure for the future.

The re-opening of the railway line (which is still maintained and useable) has been on the table for a number of years and nothing looks set to change in the near future.

Business and the Economy

The main source of income in the local economy is retail, centred around Hythe, Dibden Purlieu and Tesco 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. There is a small industrial park on Shore Road and a business centre at South Street. 200 jobs in a specialised skillset were saved in 2008 when, following the closure of RAF Hythe, SEEDA purchased the site and converted it to Hythe Marine Park.

The position of Tesco in an 'out of town' location, the close proximity of West Quay 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 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 but there are anecdotal reports of more visitors in the summer. Visitor attractions to develop are the Hythe Pier and Ferry and the Waterfront itself with it's views of the Port.

Education

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. Applemore In addition is Oak Lodge, a specialist school for children with moderate learning difficulties and this has an Ofsted rating Good.

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Housing

The type of housing within the Parish is wide ranging and most needs are met. There is a shortage of affordable housing for first time buyers, particularly single people, and this has resulted in working local young people having to move away from the area. The average house price in the area is £ £333,724 that is approximately 32% higher than the national average. There is also a need for affordable rented housing.

Note on Statistics

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

NEIGHBOURHOOD PLAN PROJECT PLANNER

PROJECT/EVENT | HYTHE AND DIBDEN
 ORGANISER | HYTHE AND DIBDEN NEIGHBOURHOOD PLANNING GROUP



PROJECT PHASE	PROPOSED START DATE	PROPOSED END DATE	ACTUAL START DATE	ACTUAL END DATE	ANY COMMENTS
Strategic Environmental Assessment and Habitat Regs Assessment scoping decision sought			22/01/18		Assistance granted
Local SEAs of housing and land allocations to be undertaken when funding approved			22/01/18		Ongoing
Skeleton of Neighbourhood Plan scoped				20 September 2017	Complete
Neighbourhood Planning writing commenced			July 2017		ongoing
Pre-submission consultation	01/06/2018	31/06/2018			
INDEPENDENT EXAMINATION					
Local planning Authority appoints examiner	01/07/2017	30/07/2017			
Examination	01/08/2018	31/11/2018			
Examiners report published	01/12/2018	30/12/2018			
REFERENDUM					
Publication of pre-Referendum	01/02/2019	01/02/2019			

information and documents

Referendum	02/05/2019	02/05/2019			
Publication of Referendum decision	[Select Date]	[Select Date]			
Neighbourhood plan is 'made'	[Select Date]	[Select Date]			