

SELBORNE VILLAGE COMMUNITY PLAN



2013



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The following reports also form part of the work of the Selborne Village Community Plan Steering Group and are available as separate documents, accessible either through the Selborne Village Community Plan website www.selborne.org.uk or from the Selborne Parish Clerk

- Selborne Local Landscape Character Assessment
- Selborne Village Design Statement



Selborne seen from the air

SELBORNE PARISH COUNCIL RESOLUTION

It was **RESOLVED** that the Parish Council would adopt the village plan and LLCA as living working documents.

STATEMENT FROM JOANNA CLAY, CHAIRMAN, SELBORNE PARISH COUNCIL

“The Selborne Village Plan was formally approved and adopted by Selborne Parish Council on 13th March 2013. On behalf of Selborne Parish Council I would like to thank all the residents who helped with this project by giving their expertise, time, commitment, enthusiasm and effort. It has provided the village with a great opportunity to take stock and to look forward into the future. The Village Plan is a ‘living document’ which will be revised as time goes on, to ensure that Selborne remains a great place to live and work and to help the village improve and adapt over the years ahead.”



INTRODUCTION

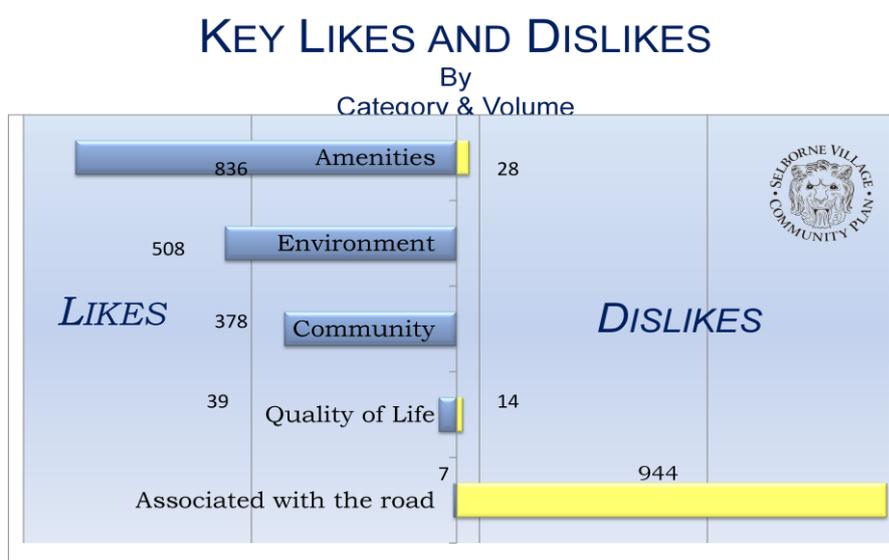
The Selborne Association agreed in early 2010 to lead the production of a Community Plan for the village of Selborne, should the community wish it.

HOW WAS IT DONE?

Residents from all 309 households received an invitation to a public meeting in the Village Hall in April that year outlining the proposed Village Plan. This was supported by a notice published in the Parish Magazine and throughout the residents have been kept informed of the Plan's progress. Some 200 people attended the meeting; Councillor Ashcroft, Linda Munday from East Hampshire District Council (EHDC) and Jo Dixon from Community Action Hampshire explained the purpose and standing of a Plan. Doug Jones, whose team was instrumental in producing the exemplary Buriton Plan, shared his experience with the meeting. A vote was taken and approval given to proceed with a Village Plan with only three dissenting. Many offered to help and it was immediately possible both to form a Steering Group as a sub-committee of the Selborne Association, and to build a team of volunteers.

The Steering Group met shortly after the public meeting. Sponsorship was obtained from the Parish Council (PC), EHDC and Hampshire County Council (HCC). On the advice of Linda Munday, the group produced in May 2010 a short questionnaire which asked residents to rate their top three 'Likes' and 'Dislikes' about the village. Selborne has many visitors and a small number of these also completed questionnaires left at the Church and The Wakes, as did members of the migrant population (fruit pickers) using the internet cafe at the Village Hall. A full list of 'Likes' and 'Dislikes' was drawn up from the responses we received.

This chart summarises the categories of the numbers of the key likes and dislikes as expressed by the villagers:

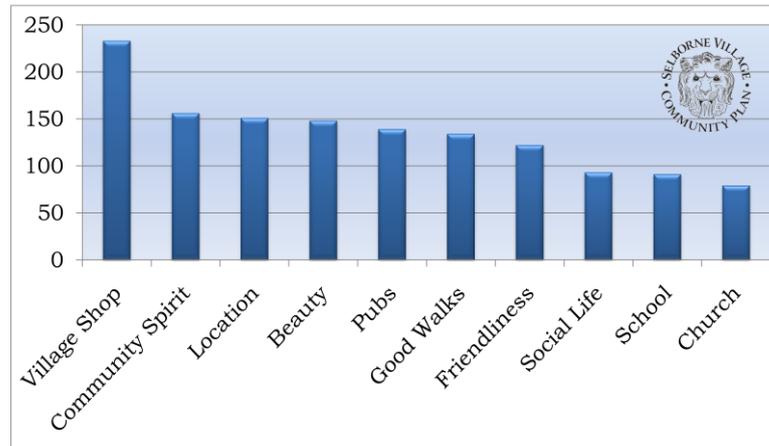




TOP TEN LIKES

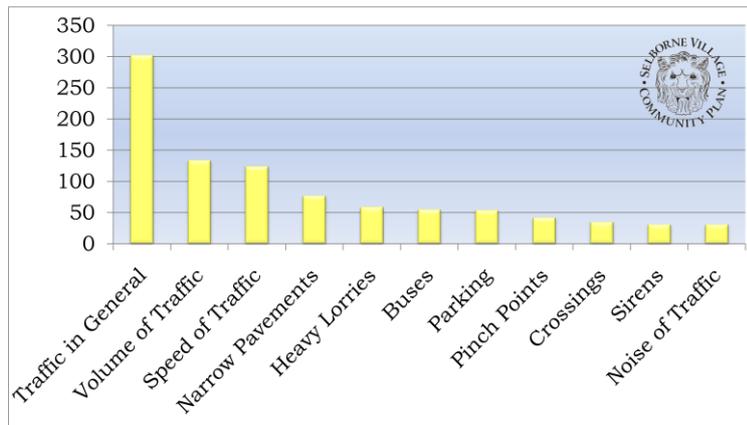
BY
VOLUME

Those Likes which appealed to villagers are evenly spread:



TOP TEN DISLIKES

BY
VOLUME



It is striking to see the depth of feeling and almost unanimous dislike of the traffic and its associated problems of volume, speed, noise (especially sirens), pollution, vibration, lack of pavement throughout, heavy lorries, dangerous exits on to the High Street formerly known as The Street, the pinch points and parking.

An informal Poll was also conducted at the annual Zig Zag Fest in October, which confirmed all the major concerns.

OPEN DAY

In February 2011 an all-day event was held at the Village Hall to talk through all the issues and to gauge reactions. This was attended by Linda Munday, representatives of the National Trust and the Police. Sergeant Johnson of the Police was most helpful in discussing traffic. When he suggested that a group of volunteers be formed to monitor traffic speed through the village, money was raised to pay for the purchase of speed monitoring equipment.



In conjunction with the proposal to draw up a Community Village Plan and in view of Selborne’s important position within the South Downs National Park and its known natural history, a Local Landscape Character Assessment (LLCA) team was put together to carry out the necessary surveys. A short report of the Open Day was published in the Parish magazine and it was also extensively covered in the Alton Herald, the local newspaper.

A volunteer at the Open Day in the Village Hall collected opinion on the many things that villagers like about Selborne:

Amenities	The Beauty of the Village Environment
<ul style="list-style-type: none"> ■ Post Office and village store ■ The Village Hall, central to so many activities ■ The school ■ The two pubs ■ The Church ■ The allotments ■ The Wakes and its museums and garden ■ Recreation Ground, tennis court and children’s playground ■ The pavilion housing the Playgroup ■ The Art Gallery and pottery ■ Gift shops 	<ul style="list-style-type: none"> ■ The rural characteristics ■ Open countryside within the National Park ■ National Trust areas ■ Neat, well-looked after cottages, houses and gardens ■ Excellent network of footpaths and bridleways ■ Easy access to motorways, railway stations and airports
Activities	The Community
<ul style="list-style-type: none"> ■ Village Lunches ■ Lectures ■ Films ■ Women’s Institute ■ Wine Society ■ Concerts ■ And many more 	<ul style="list-style-type: none"> ■ A mixed population ■ Unique and wonderful community spirit ■ Very low level of crime and graffiti

FURTHER CONSULTATION

Informal meetings were held in various people’s homes to discuss the concerns and to seek solutions. These resulted in many helpful suggestions and positive proposals. Further work teased out more details. Every household was sent a newsletter to inform them of the Plan’s progress. In the meantime, the Steering Group developed a questionnaire, with advice and help from Linda Munday, and delivered it to every household. Over two thirds (69%) of households completed the questionnaire. Answers were made in complete anonymity and no demographic data has been collected. Questionnaires were, however, colour-coded to assess variation in concerns in different parts of the village. A prize of £100 was offered to encourage a response to those prepared to divulge their names and addresses.

The Steering Group presented the findings from the questionnaire at the Village Hall in November 2011 to a meeting well attended by in excess of 200 villagers.

Following extensive analysis, the key elements were identified from the questionnaire, the draft written and distributed to every household.



A SHORT HISTORY

Selborne has a long and ancient history. It is the largest settlement today, but Norton, Temple and Sotherington are as old and were bigger than Selborne in the past. Evidence of an Iron Age village on the border of Selborne and Newton Valence confirms its ancient roots. Later, the Roman Road from Noviomagus (Chichester) to Calleva (Silchester) passed through the village (perhaps less busy than today). A large number of artefacts have been excavated, including the extremely rare bronze enamelled Selborne Cup (currently in the Curtis Museum, Alton) and many Roman coins, pointing to significant activity. From the 6th century it saw Saxon settlement due to its easily worked loams and the many springs. The present Norman Church of St Mary is known



The Selborne Cup



St Mary's Church

to have been built on the site of a wooden Saxon church. Its font may be Saxon. In medieval times, the open-field system gave way to the manorial system and Selborne had seven, or possibly eight, manors. The foundation of Selborne Priory in 1233 added another landholder, as did the Knights Templar foundation at Sotherington in the 13th century (hence the name of Temple). The Priory consolidated its holdings into a single farm, much of which was worked from its Grange in Gracious Street, with its Tithe Barn. This became Grange Farm, the largest in the area, now a private residence. The farmyard and barn, destroyed by fire in the 1980s, became a small housing estate.

William Waynefleete, Bishop of Winchester, dissolved the Priory in 1485 and used the money to fund the establishment of Magdalen College, Oxford. The College acquired the income from the Priory lands, and the right to nominate the Vicar.



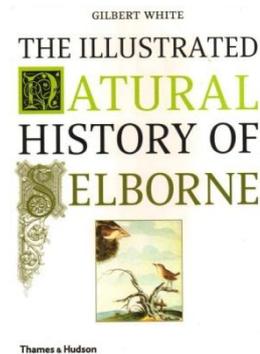
William Waynefleete



In 1681 Magdalen College appointed the Reverend Gilbert White (grandfather of the naturalist and author) as Vicar, who lived with his family on the site of the present Old Vicarage on the Plestor. He bought The Wakes for his family to live in after his death. His family moved there when his more famous grandson, also called Gilbert, was eight or nine. This Gilbert was a Fellow of Oriel College, Oxford, and, because the living of Selborne was in the gift of Magdalen, he could not become its Vicar. He chose to act as curate to the Vicar and lived his entire adult life at The Wakes. A keen naturalist and gardener, White both observed and recorded local nature over many years. In



1789, towards the end of his life, he published the many letters he had written to fellow naturalists as *The Natural History and Antiquities of Selborne*. It remains in print to this day and is said to be the fourth most published book in the English language, having also been translated into several others. Other residents of The Wakes, after the White family, have included Professor Bell, after whom Bell's Palsy was named, and the Pears family of soap fame. In 1955 the house was sold to Robert Washington Oates to establish a Museum to Gilbert White and to house the Oates' Libraries which commemorated Frank, the explorer in Africa, and Lawrence, who died on Scott's expedition to the South Pole, just over 100 years ago.



The Wakes

The houses in the village vary greatly in age with some extending back into the 15th century. Materials used also vary widely. The oldest surviving building is the Norman church of St Mary whose nave dates from c1180. Consolidation of individual farms produced changes in the village: many of the old timber-framed buildings, each formerly homes for a single peasant family, were subdivided to house two labourer families.

Further change occurred as the craftsmen, previously essential to the village (butcher, blacksmith, saddler, and carpenter), left and their former premises became private houses. As farms became bigger, barns became redundant and were then converted to private housing. There are currently 93 listed buildings in the village, many on the B3006. The 20th century saw the construction of private houses in Selborne, shared and affordable housing at Goslings Croft (most subsequently sold) and Ketchers Field at either end of the village, and further housing at Maltby's on the site of an engineering works, and on various side roads off the High Street.

The Bread or Blood or Swing Riots of the 1830s were prompted by the move to mechanical threshing and the consequent loss of jobs for agricultural labourers. These riots sprang up in many places in Hampshire; in Selborne rioters attacked the poorhouse in Gracious Street.

The greatest change to the village has arisen from the development of the B3006. First, replacing Gracious Street as the main road to Alton with a new road, and later widening it in the village by demolishing timber-framed buildings at the Liss end, and finally, the addition of the A3 Liss by-pass and Ham Barn roundabout. A survey for HCC recorded just under 10,000 vehicle movements per day through the village, Monday to Friday.



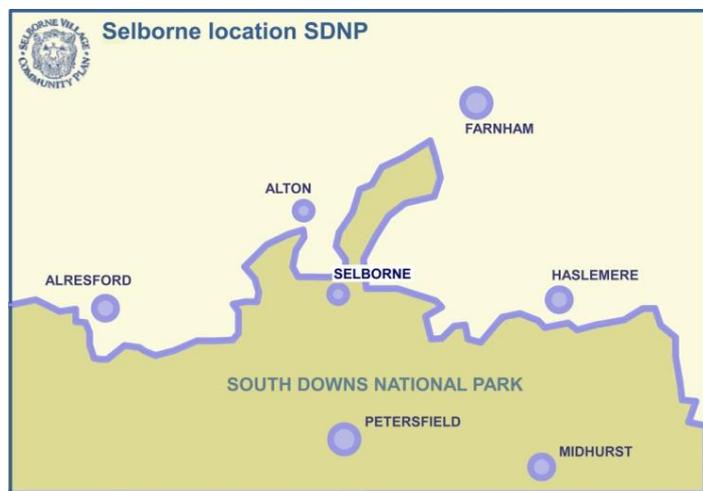
SELBORNE'S PARISH

Selborne, Blackmoor and Oakhanger are the three villages which historically constituted the old Ecclesiastical Parish of Selborne within the Winchester Diocese. Nowadays, Selborne and Oakhanger remain within that but Blackmoor is now part of the Portsmouth Diocese. The three villages now comprise the civil Parish of Selborne, and come under EHDC and HCC.

Selborne Parochial Church Parish is one of eight in the Northanger Benefice. The others are Newton Valence and East Tisted (with Colemore), with whom the Parish Magazine is shared, Farringdon where the Rector lives, Chawton, East Worldham, West Worldham (with Hartley Mauditt) and Oakhanger with Kingsley.

There were 309 households when work on the Plan began, rising to 310 before completion. Selborne is situated on the B3006, about 5 miles south-east of Alton. The nearest village is Newton Valence, 2 miles to the west. The village originally consisted of houses along and off the High Street and down Gracious Street, which was originally the main road to Alton. There are also many households outside the village hub: on Honey Lane leading to Oakhanger and Blackmoor (19); Sotherington (20) and Bradshott Lanes (13) both of which lead to Blackmoor; Norton Farm (6); Hartley Mauditt (5); and on Galley Hill (4) leading to East Tisted. There can be marked differences in opinions between these various areas of housing.

The village lies within the South Downs National Park and is a great



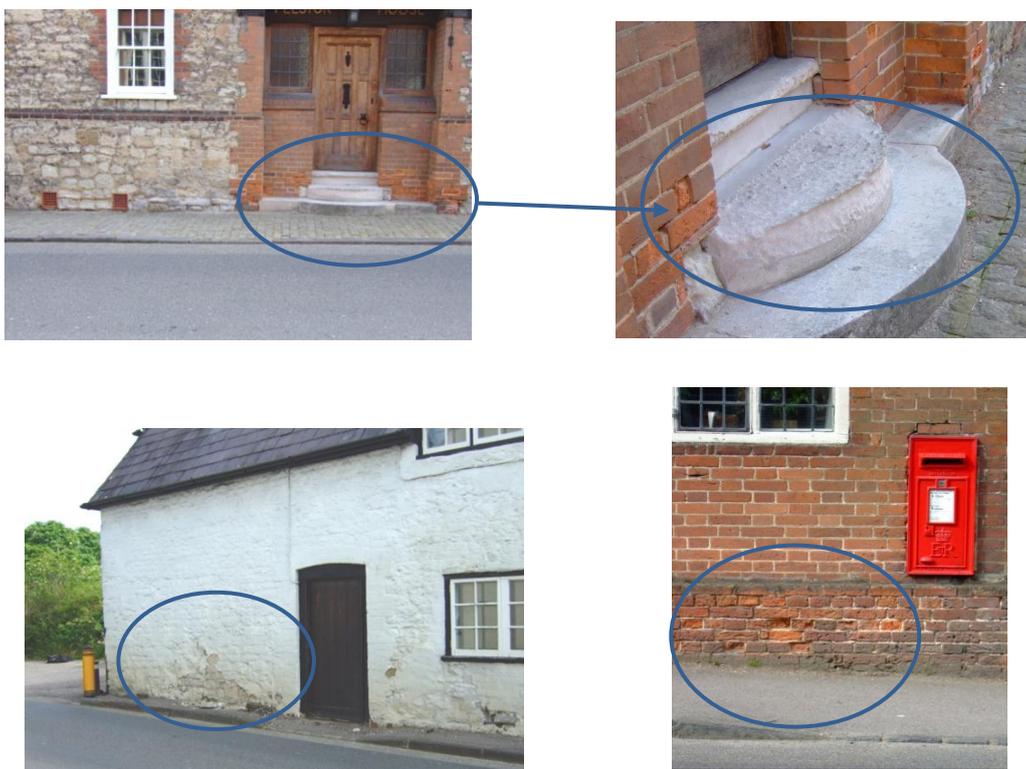
attraction to visitors both to walk, to visit St Mary's Norman church with the blighted remains of a 1,000-year-old yew tree, to visit the two public houses (The Selborne Arms and The Queens Hotel – which also has rooms), and to visit The Wakes (Gilbert White's House & Garden and The Oates Collection). There are also a shop with Post Office, an art gallery, a pottery and a gift

shop. The village lies in the shadow of the Hanger which is within the care of the National Trust and is accessed by many bridle ways and paths, of which the most notable is the Zig Zag, created in 1753 by Gilbert White and his brother John. The village is surrounded by farmland, criss-crossed with public footpaths. To the north of the church lies Church Meadow leading to the Long and Short Lythes, both popular walking areas under the care of the National Trust. There is one off-road car park behind the Selborne Arms, managed by EHDC. There is inadequate parking for all visitors.



There is a Church of England (Voluntary Aided) Primary School with 98 children who live in the catchment area of the village and outlying areas. Some children are walked to school, although there is no continuous foot pavement through the village and none near the School nor on the same side of the road. The average speed of traffic past the School is 36 mph (despite the 20 mph speed limit); a crossing is manned but is to be found in a dip between two hills with poor sight lines. Most parents drive their children to school, which has limited parking.

The majority of the 93 listed buildings in the village are along the High Street, where they are severely affected by vibration and exhaust fumes.



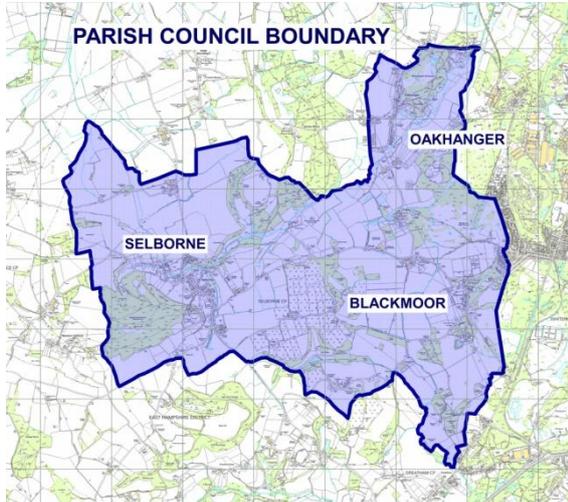
Examples of Erosion due to exhaust fumes and weight of traffic

The population is varied. The working population is divided into those who commute (mainly by train from Alton), those who are employed in the village or those who work from home. There is also a cadre of migrant workers employed on the apple farms of Blackmoor Estate and housed beside the Recreation Ground. A proportion of the population is retired. There are a number of young, the majority attending the village school and then College in Alton; some are at other educational establishments. The number of teenagers seeking entertainment in term-time is small, as is the choice of entertainment. The Recreation Ground, situated outside the village hub, provides a soccer pitch, a tennis court and a playground for young children. Previously there was a cricket pitch, but it was agreed that allotments would be more beneficial to the villagers.



PARISH COUNCIL

The Parish Council (PC) is the closest level of local government and its Councillors represent three villages rather than the interests only of the people of Selborne, although each village fields its Councillors. The other two villages, Oakhanger and Blackmoor, with which Selborne has historical links, are just over 3 miles from Selborne down narrow, winding country lanes and it takes nearly 10 minutes to reach either village by car.



Parish Council showing three constituent villages

Of the village households (69%) who responded to the questionnaire

- 136 wished Selborne to have its own Parish Council
- 73 wished to share a PC with Blackmoor
- 37 wished to share with Oakhanger.

ACTION

- Inform Selborne residents about the history of the Parish and the shared issues that face Selborne, Blackmoor and Oakhanger.
- Seek views on whether the Parish Council should be confined solely to Selborne after outlining the relative advantages and disadvantages



TRAFFIC

The B3006 was a quiet country road until the opening of the A3 Liss bypass and Ham Barn roundabout in 1992. The alteration of priorities at Greatham also contributed to the increase in traffic. This road has, by default, become part of the north-south strategic route joining points on the south coast from Portsmouth to Chichester with



Basingstoke, Reading, Farnborough, Camberley and points north. As a consequence, although a narrow B class road with a 7.5T weight limit, vehicle movements exceed 10,000 per day (higher than the A272).

There is a high incidence of overweight lorries undeterred by the signage at both ends of the road and on the roundabouts on the A31 and A3, the lack of policing and the low penalty levels (£30 fine).

Furthermore it is used by both the ambulance service and the police in emergencies with consequent use of sirens; the police are now headquartered in Alton and use the B3006 to police Petersfield and Bordon, which has led inevitably, to a significant increase in the volume of their traffic.

ACTION

- Work to change road layout with the relevant authorities
- Campaign to introduce gateways at the entrance to the village
- Support the Parish Council in the use of the Speed Indication Devices
- Work with the authorities to effect improvements to the pavements and prevent vehicles using them
- Work to improve the HGV warning signage
- Campaign to modify the B3006
- Campaign for the current legislation on lorry use on the B3006 to be enforced.
- Work with SatNav providers to mark the B3006 as unsuitable and illegal for heavy lorries.





An experimental speed limit of 20mph from the northern to southern village limits was put in place by Hampshire County Council in October 2010. It has proved mostly ineffective; it is unenforced, and many vehicle speeds have been recorded well in excess of the limit. Footpaths next to the road are narrow and do not allow pedestrians to pass without stepping into the road.

There are fears that within the next five years vehicle movements may increase due to the projected increase in road vehicles nationally and, significantly, due to the impact of the development of the Eco Town at Bordon. Further, visitors to the many attractions in the area and Selborne's inclusion within the South Downs National Park are expected to increase significantly, placing additional pressure on already heavily used village car parks.



Narrow pavements

Members of the community were asked six key questions on traffic management and parking within the village. These were related to:

- a road-engineered solution, i.e. road narrowing and 'build outs' within the village to slow traffic
- the complete closure of the Ham Barn roundabout, i.e. the junction of the B3006 and the A3
- the need for fixed speed indication devices at the entrance to the village at both the north and south entry points
- improvements to the Weight Restriction Regulation signs at both the A3 and A31 junctions
- a reconfiguration of the junctions between the B3006 and the A31 and A3 to make it much more difficult for HGVs to 'accidentally' route themselves on to the B3006 thereby breaking the traffic regulation order
- an extension of the car park behind the Selborne Arms public house on land at The Wakes Field Studies Centre



The Narrow High Street in Selborne



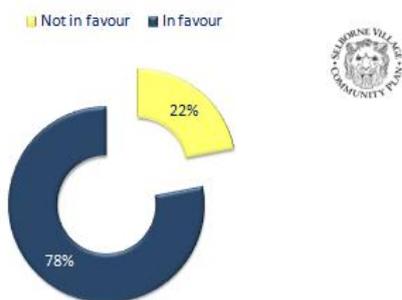
TRAFFIC VOLUME

Villagers recognise the difficulties and cost that reducing traffic volume could entail. However, they also see the need to balance the requirement for the advantages that through traffic brings to supporting local businesses against the inherent dangers to pedestrians using narrow pavements, the increased pollution and traffic noise from early in the morning until late in the evening, and the damage to the many listed buildings.

ROAD-ENGINEERED SOLUTION

The expressed preference is for a road-engineered solution to reduce both traffic speed and volume. The Parish Council have since begun discussions with the South Downs National Park Authority and traffic consultants Ben Hamilton Baillie with a view to commissioning a study across the Parish. Its aims are to identify the most appropriate methods to reduce both traffic speed and volume. In the meantime, the Parish Council in consultation with Hampshire

USING A ROAD ENGINEERING SOLUTION



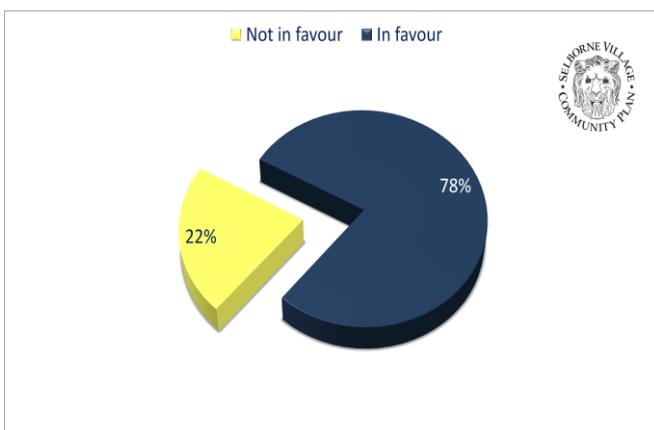
Constabulary has purchased Speedwatch equipment to monitor vehicle speeds and to offer some limited deterrent.

Constabulary has purchased Speedwatch equipment to monitor vehicle speeds and to offer some limited deterrent.

CLOSURE OF THE HAM BARN ROUNDABOUT

The Ham Barn Roundabout was developed with the improvements to the A3 20 years ago. It forms the southernmost junction between the A3 and the B3006. Members of the village community have mixed feelings about this junction and its importance to the local community. It enables through traffic to access the B3006 easily, but this has encouraged commuter traffic on the strategic north-south route to use the B3006 rather than the A325 less than 2 miles to the east. Some villagers would like to see the roundabout closed, thus reducing the traffic volume; others do not wish to see the village becoming isolated. Some believe that it could lead to the likely loss of village amenities such as the shop/post office and the public houses which thrive as a result of the business from outside.

CLOSING THE HAM BARN ROUNDABOUT



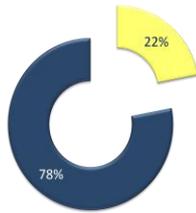


THE INTRODUCTION OF FIXED SPEED INDICATION DEVICES (SIDs)

Until recently, fixed speed indication devices (SIDs) could not be used within 20 mph limits. They are typically put in residential areas to remind drivers that they are breaking the speed limit. Their success varies depending on

INSTALLING FIXED SPEED DEVICES AT ENTRANCES TO THE VILLAGE

■ Not in favour ■ In favour



their location and when they are used. During the first week they are observed to have an impact in reducing the mean speed by up to 1.3 mph in a 30 mph limit. In the second and subsequent weeks their impact is lessened. The indication displayed is vehicle-activated and can show either the actual speed of the vehicle (up to 15 mph above the actual speed), a smiley face or a warning that the speed limit has been exceeded with a

request to reduce speed. 78% of residents indicate they are in favour of the deployment of SIDs.

REDUCING THE NUMBER OF HEAVY GOODS VEHICLES (HGV) USING THE B3006 AS A THROUGH ROUTE

The existing 7.5T traffic regulation order was put in place about 20 years ago. Although it is illegal, the B3006 provides a short, convenient link for lorry drivers between the A3 to the south and the A31, Basingstoke, Reading and points north rather than using the A325 to the east or the A32 to the west. Lack of Police enforcement and insignificant penalties (a £30 fine) for breaking the law are seen to contribute to the problem. More recent driver reliance on Satellite Navigation systems, particularly amongst foreign drivers, has compounded the problem.

The narrowness of the road through the village, particularly at its junctions with Honey Lane and Gracious Street, narrow footpaths (opposite Peel Cottage for example), and the need for emergency vehicles to transit at speed from Alton and Basingstoke to Petersfield and Portsmouth also confirm the unsuitability of the road for HGV use. In



many points along its length from the A31 junction to the north and the A3 junction to the south, it is too narrow for HGVs to pass each other without one stopping and pulling into the side of the road or illegally on to the pavement through the village – presenting a significant danger to pedestrians and damaging buildings, many of which are listed, through pollution and vibration.

Members of the village community are almost unanimous in their support for actions to reduce HGV traffic along the B3006. These fall into two main categories:

- improving signage at both junctions warning both of the weight restriction and the possibility of fines
- modifying the junctions at both the northern and southern junctions



to make it more difficult for HGVs to access the B3006

PARKING

During the summer months of 2011 the Parish Council initiated a study of the parking habits of drivers and balanced these against the availability of parking spaces. Dedicated public car parking exists behind the Selborne Arms, with an overflow facility on land at The Wakes Field Studies Centre. Both are currently administered by East Hampshire District Council.

Limited additional car parking exists on the Plestor (6 spaces including 1 disabled), by the school (unavailable during the school day) and at the Recreation Ground – some distance

away from the village centre. The Queens Hotel has its own private car park for approximately 40 cars. When car parking spaces are not available, or when drivers want to visit the shop on the way through the village, they often park on the roadside causing congestion or illegally on the pavement making them impassable for pedestrians and damaging the footways.

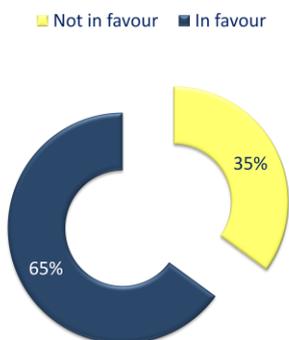
The study also noted the need for improved signage to the spaces that are available, the need to make more appropriate provision for the disabled and the elderly, to consider provision for residents whose houses are without parking and to consider ways in which existing parking spaces can be configured to make best use of the space available. Provision for coaches

ACTION

- Work to provide extra parking spaces
- Improve signage to parking

visiting the village, in particular for school parties at the Field Studies Centre, should also be made.

EXTENDING UPPER CAR PARK BEHIND SELBORNE ARMS



Given the likelihood of increased future need, members of the community recognise the need to plan for and make available additional parking in the short to medium term. To this end the questionnaire revealed that there is a willingness to accept an

extension to the existing overflow car park on land owned by The Wakes Museum, provided that neighbouring residents' gardens are suitably protected.



PUBLIC TRANSPORT

Three main areas were identified as being of concern to the residents of Selborne.

- Current public transport
- Car-sharing scheme
- Community bus scheme

CURRENT PUBLIC TRANSPORT

Public transport remains a concern as the bus service is centred on the school day. It does not cater for the needs of those who either wish to get to work (the first bus to Alton is currently at 7.54 am) or return from work (there is no bus after 4.54 pm). There is no service on a Sunday and the last bus on a Saturday is at around 5.00 pm.

The initial discussion raised the concern of the siting of bus stops. Many families living at Ketchers Field have children who go to school in Alton. At present there is a bus stop at Sotherington Lane and one at the Selborne Arms. Thus they have to walk down the High Street (in the dark in winter as there are no street lights and then have to cross the road) or along a road with no pavements and fast-moving traffic. 32 households favoured putting a bus stop at Ketchers Field so that these young people can return home from school more safely. One objected to the proposal.

CAR-SHARING SCHEME

Not all people have their own transport and cannot always use the bus because of the restricted hours in which it operates. 42 households offered to participate in a formalised car-sharing scheme.

COMMUNITY BUS SCHEME

In view of the current public transport and potential cuts in the future it seemed sensible to ask residents' views on introducing a community bus scheme run by volunteers.

- 63% (134 households) were in favour of a community bus scheme for Selborne
- 22% (46 households) stated they would use the service as passengers
- 18 people volunteered to be trained to drive the bus regularly

ACTION

Current Public Transport

- Investigate whether a bus stop can be put in at Ketchers through the Parish Council, HCC and other interested parties
- Investigate whether earlier and later buses can be provided (working with other interested communities)

Car-sharing Scheme

- Identify potential working group
- Agree parameters of car-sharing scheme
- Write and agree proposal for scheme

Community Bus Scheme

- Agree potential working group
- Draw up information from similar schemes (Harting for example)
- Investigate costs and detail of scheme
- Identify potential sponsors and working partners to create feasibility study



DEVELOPMENT

In March 2001, East Hampshire District Council formally adopted the Selborne Village Design Statement (VDS).

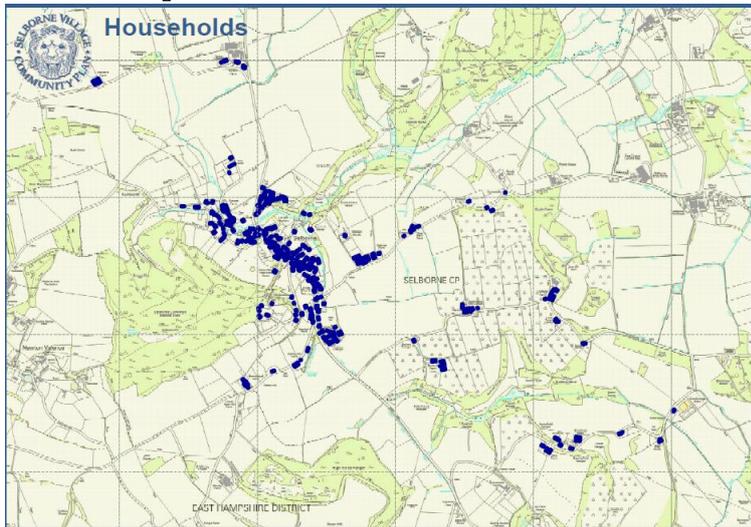
As the Statement explained, the VDS was *'intended to provide guidance for any development proposals and to influence the way the planning system works locally'*. It was not permitted to address the matter of where development should or should not take place.

*'See Selborne spreads her boldest beauties round
The varied valley, and the mountain ground,
Wildly majestic!'*

Gilbert White (1720–1793): The Invitation to Selborne

The VDS followed the (then) Countryside Agency recommended format and contained, amongst others, a section on 'Settlement pattern character'. The Statement said:

'Spaces between houses are important as they reflect the way the village has evolved and developed over the centuries. The Plestor, Barn Field and the School Field are



open spaces within the settlement, different in character and are important features which afford views through the village to the wider landscape beyond. Open spaces extend into the village in the form of pasture at Culverscroft (sometimes also referred to as Burlands Field), Kimbers as well as the Ewell and the other fields behind Gracious Street. They are very desirable features which need to be protected, as they contribute much to the

sense of rural tranquility even when viewed from a busy road.'

The design guidelines that followed from this were:

- Maintain the existing open spaces within the village identified in the paragraph above
- Maintain the linear form of the settlement by limiting backland development and emphasise the existing street pattern
- Sites for new development must reflect the traditional form of the settlement and recognise how they relate to the landscape setting. The impact of topography upon the form of the settlement should be acknowledged
- Any new development should be small-scale, informal and dispersed in small groups. Inappropriate infilling development could erode the



character of the settlement

- Ensure that no new development occurs on the skyline or ridges. New buildings should respond to contours and the natural form of the land

EHDC initiated the Second Review of the Local Plan which, having incorporated the recommendations of the March 2005 Inspector's Report, was adopted in 2006; this confirmed the Settlement Policy Boundary (SPB) for Selborne (see SPB Map in the Appendix iii). In his report, the Inspector (whose paragraphs on Selborne he chose to start with the quotation at the head of this section) confirmed the approach on open spaces in the VDS and specifically ruled out the inclusion of Culverscroft (Burlands Field) and Barn Field in the Settlement Policy Boundary.

As the Village Plan addresses development, it was important to establish from residents whether or not they supported the VDS and the preservation of the open spaces:

- 79% of responders said that any development should be within the SPB
- 87% said that open spaces should be maintained within or extending into the SPB
- 92% said that any development should be small-scale, informal, should maintain linear form of the settlement and be dispersed in small groups

It was also necessary to establish residents' willingness to support departures from the Design Guidelines in the VDS:

- 69% said that there should be strict enforcement of the guidelines where possible
- 33% were prepared to relax guidelines to build a small number of affordable houses outside the SPB
- 26% were prepared in certain limited circumstances to see guidelines relaxed to permit a mix of market-value and affordable housing to be built outside the SPB

ACTION

- Ensure that the village views as expressed in the Village Design Statement and the Selborne Village Community Plan are taken into account and incorporated into any future local Authority plans and that decisions are informed by the LLCA
- Ensure that decisions regarding the siting of any future development in the village be governed by the landscape issues identified in the LLCA.



AFFORDABLE HOUSING

INTRODUCTION

In the May 2010 Survey of Likes and Dislikes 13 households mentioned the lack of affordable housing. When the provision of affordable housing was raised subsequently in informal household meetings; in the Village Plan Open Meeting in February 2011; and later that year in an informal opinion poll taken at the Selborne Zig Zag Fest, the majority view was that any housing development in Selborne should be affordable housing.

In 2011, the Hampshire Rural Housing Enabler and EHDC conducted an initial survey of possible sites in Selborne for a small development of affordable houses. While many had potential, work continues to identify the most appropriate and suitable site.

There was tentative support in principle for one or possibly two affordable housing developments, modest in scale (up to 5 units) and sensitively located. Many lamented the loss of much of the affordable housing stock in the village due to tenants' rights to buy or because an increase in value had made them too expensive. Levels of support depend on the affordable housing being reserved for applicants with strong connections to Selborne and for it remaining part of long-term affordable housing stock.

HOUSEHOLD QUESTIONNAIRE

Applicants, currently on the EHDC waiting list who qualify for social housing in the whole of the Parish, include 25 seeking one-bedroom houses, 8 seeking two bedrooms, and 7 three bedrooms or more. These statistics do not include those with strong Selborne connections who live outside the Parish.

Households were asked to rank, in order of importance, four types of houses that might be built in Selborne:

- 77 ranked affordable housing highest
- 40 ranked affordable housing lowest

It emerged from the questionnaire that for Selborne Village two households had both someone in their household and a relative on the EHDC waiting list. Three households had someone in their household on the waiting list, while three households had a relative on the waiting list. All expressed a preference for 2-bedroom accommodation.

ACTION

- Work with Parish Council to ensure that the Local Planning Authorities acknowledge the interest in principle of one or two small developments (each up to 5 units) of affordable houses in Selborne, and for these to be subject to satisfying conditions relating to their allocation and their long-term status as affordable houses.
- Ensure that decisions are informed by the LLCA.



INFORMATION

Everyone should be confident that they are kept up to date with the latest information on plans, events, meetings, etc. They should also be able to share information with others and have somewhere to access archive documents. To this end, several suggestions were made.

NOTICE BOARDS

Not all residents have or wish to have access to computers and email, hence the need for notice boards:

- 71% favoured refurbishing village notice boards
- 22% favoured erecting more notice boards

USE COMPUTERS AND THE INTERNET

With the increasing use of computers and the internet across all generations it makes sense to use modern technology to keep villagers informed through:

IMPROVING VILLAGE WEBSITE (INCLUDE MINUTES OF PC MEETINGS)

Use village website to greater effect to display more information about village events

VILLAGE-WIDE EMAIL

It makes sense to create a village-wide email distribution list with the caveat that use will be restricted and no email addresses used without the owner's consent. It is likely that there will be a few 'guardians' of the address list and they will be responsible for sending out messages with appropriate safeguards.

ELECTRONIC NEWSLETTER

An e-newsletter could make good use of the village email but could well take time and effort to prepare.

ACTION

Notice Boards

- Identify project leader for notice board refurbishment
- Detail materials and budget required
- Create working party and carry out works

Websites

- Identify potential webmasters, i.e. responsible for updating website content
- Train webmasters and publicise as point of contact for website information
- Create website working party with webmasters and other volunteers
- Agree layout and structure of new website(s)
- Build website(s) – either using expertise in the village or with funding if available

Email & e-newsletter

- Draw up brief terms-of-use document
- Continue to build on existing Selborne Association email list
- Identify distribution list 'guardians'
- Identify parties interested in producing e-newsletter



The Selborne Village Community Plan and Landscape Character Assessment websites will have a comprehensive archive of all the information gathered throughout the village planning process and will be continually updated as the plan develops.

INFORMATION FLOW

A booklet/leaflet issued to all villagers, with contact numbers for information and support services, could be provided.

ACTION

Information Flow

- Production and maintenance of a village information leaflet with useful contact information for the services and organisations in the village and local area.



COMMUNITY – YOUNG PEOPLE

The views of the young in the village were gathered during several meetings, including one at the Youth club (under 16s) and a separate invitation to older teenagers (15 to 19) to discuss their views. As a result, several questions were added to the Village Plan questionnaire specifically aimed at those up to 19 years old.

The responses revolved around:

- Activities in the village for those under 16 (those over this age are more interested in going to the town)
- Transport

UNDER 16S

They expressed interest in:

- Talks aimed specifically at them on a range of topics, including careers and traditional crafts
- A workshop on Selborne history – there was a desire to know more about what life was like in the past, and about some of the buildings in the village. Reviving the Youth Club
- Activities supported by the young included a coffee bar (21 adults responded in the questionnaire to say that they would help run this) and fitness facilities

As a result of the questionnaire several adults also expressed interest in attending talks on at least one of the subjects offered to the young – traditional crafts.

OLDER TEENAGERS (15 – 19)

They showed a high level of awareness of issues in the village. They were particularly concerned about the infrequent buses and the complete lack of buses on a Sunday when they wanted to visit school friends or return from a 'sleep over'. They also mentioned the high cost of a single fare for students/under 21-year-olds to and from Alton. The buses are overcrowded and so they saw a need for separate buses for Alton College students and other schools. They highlighted the difficulty in returning home from Alton on a Friday and Saturday night. It was suggested that wider communication of availability of lifts from parents by placing a notice in the village shop window and/or Selborne Web site would be useful. Ideally, a lift home at a fixed time from a regular spot in Alton could be developed. A rota could be

ACTION

Investigate:

- Creating a programme of talks and workshops for the under 16s
- Reviving the Youth Club
- Introducing a coffee bar
- Introducing a fitness centre
- Formalise lift schemes from parents by putting a notice in the village shop window/ Selborne website
- Fixed-time lifts from Alton back to the village
- A wider scheme for the minibus to take people to restaurants, pubs and surrounding villages and collecting at the end of the evening

Establish:

- Working party to clean tennis court and surrounding area at the recreation ground



created with the returning lift service used by adults as well. A minibus could provide a wider service to various villages bringing people to village pubs/restaurants on Friday and Saturday evenings and returning people home at the end of the evening.

There were conflicting views regarding provision of recreation ground improvements for teenagers. The older ones would like a scaled-down adventure course similar to one at Alice Holt Forest, and/or a skate park, but some younger members of this group agreed that they like quiet places and didn't really want added 'attractions' for youths, some of whom might be seen to be 'undesirable'.

Others identified the need for some picnic benches to facilitate a meeting place for teenagers and others, both in Church Meadow and at the Recreation Ground. They also noted that the tennis court at the Recreation Ground needed to be cleaned along with the adjacent path and suggested that a working group be set up to do this.

COMMUNITY – THE ELDERLY

BACKGROUND

The more mature members of the village have the same interests and concerns as all villagers. However, there are areas where the elderly may have special needs, such as with Transport, Housing and information flow. There are also occasions where an independent source of general advice, practical help or company would be welcome. These areas are discussed in this section.

RESULTS OF SURVEY

TRANSPORT

Transport can be a major problem for the elderly, particularly for those unable to drive. Add to this mobility difficulties and an individual can become effectively housebound. Thus the introduction of a community bus that collects from the doorstep would be welcome, as would a scheme offering lifts to individuals who do not have their own transport. 42 households offered to participate in such a scheme. In addition, a greater visibility for the already well-used 'hospital' car service would be sensible. Enhancements to transport availability are outlined in the Transport section of the Plan.

HOUSING

The many types of housing required to meet our varying needs as we age vary from the nursing home to small flats for independent living. Providing

ACTION

Create a single contact point to include:

- Individuals prepared to make regular visits to those who are isolated, to offer company and general advice/help with everyday living
- Individuals prepared to offer lifts for shopping, etc. to those unable to use public transport
- Individuals with specialist experience or interest prepared to either offer advice and support, or arrange for such advice and support



any additional and specialist housing for the elderly is an unlikely (but not impossible) option in the village, but all types of accommodation are available in the local area.

Adaptations to a home to assist those with mobility problems are available via social services (see the Support coverage below).

SUPPORT

The village has a very good informal support system for those in need of advice and practical assistance. Often this support is provided by relatives, but also by friends and neighbours. However, a few can disappear from village life with, to date, 12 individuals expressing a wish to receive regular visits and some 94 offering to assist a senior citizen.

It should be possible to set up a support network via a single point of contact that would be available to senior citizens and also to those wishing to discuss possible support for an individual (i.e. Doctors, nurses, neighbours, etc.). Through that single point of contact arrangements could then be made to cover a variety of support measures such as:

- Regular visits
- Practical help around the home and with shopping
- Advice on the general running of life, including help with insurance, choice of utilities, arranging repairs and so on
- Advice on financial matters
- Advice on how to contact and deal with government agencies and allowances (Social Services, disability and age-related allowances, health issues)

Quite often the assistance would just involve connecting individuals with the correct agency to resolve the problem.

COMMUNITY – FOOTPATHS AND LITTER

Good walks were identified as a particular ‘like’ among 125 Selborne residents together with ‘location’ (138 people) and ‘beauty’ (140 people) representing the 7th, 5th and 4th most popular ‘likes’ in a village survey in August 2010.

However, footpaths were identified by residents as requiring attention, in particular:

- Replace bridge linking Dorton Wood and Coombe Meadow near the ponds
- Love Lane path and Bostal
- Top of Zig Zag to Newton Valence
- School Path

ACTION

- Campaign for better maintenance of footpaths by the Parish Council
- Campaign for council to provide and maintain more litter bins and more bins for dog muck (at the top of Church Meadow and the entrance to the Recreation Ground)
- Identify willing project leaders to work with teams to pick up litter around the village



- Cow Lane

Most households (182 of 214 or 85%) believed the Village Community should play a role in keeping the village tidy with the most popular solutions identified as:

- Council to provide and maintain more bins
- Rota of volunteers to pick up litter
- Households to pick up litter near their homes

Solutions were also outlined to help keep the village free of litter and other waste, including providing additional dog-muck bins at the top of Church Meadow and at the entrances to the Recreation Ground.

COMMUNITY – VILLAGE BUSINESSES

A meeting was held with representatives from most of Selborne's local retail businesses and the Selborne Arms and The Queens Hotel to obtain their views. From a Village Plan perspective, the key issue facing local businesses revolves around the lack of parking in the village, as well as poor signposting for the existing parking. A number of options were put forward and are reported further in the section on Car Parking.

A further issue was Selborne *'looking like a through route'* and it was suggested that the village be 'prettified': add gateways at entrances to village; add flowers and hanging baskets to businesses, pinch points and houses; enter Village in Bloom competition, run competition at school to identify how to enhance the village with flowers, etc.

Poor mobile phone reception and inadequate broadband speed were identified as issues for those running businesses in Selborne.

Other ideas included enhancing Selborne as a tourist destination including the addition of 'tourist' signposts for the Church, The Long Lythe, The Wakes, etc.

ACTION

- Identify project leader to work with businesses to introduce measures such as the Village in Bloom competition or hanging baskets to make the village even prettier
- Campaign to improve mobile telephone reception
- Campaign to lift broadband speeds to acceptable levels



RENEWABLES & ENERGY

As a first step, a meeting was held in the Village Hall to discuss renewable energy both for private houses and as a potential community scheme. Rising energy prices, changes in legislation and climate change will lead to energy being used more carefully than in previous generations.

Any renewable energy and energy-efficiency project would have to focus on three main areas:

RENEWABLE ENERGY TECHNOLOGIES FOR INDIVIDUAL HOUSEHOLDS

Give villagers access to the right information so that they can make decisions on the best and most appropriate technologies.

ENERGY EFFICIENCY

Provide the community with information on how to improve the energy efficiency of their homes, including basic home-energy surveys and advice on grants, subsidies and incentives for energy-efficiency improvements.

COMMUNITY GENERATION SCHEMES

Following the initial renewables & energy presentation in the Village Hall, the community has expressed an interest in exploring the options for a community generation scheme where the village would obtain funding to install one or more generation technologies to produce energy and revenue for the community. This is in its early stages and will need the support of the whole community for it to succeed.

ACTION

- Identify project leaders for various areas
- Identify people interested in becoming volunteers
- Create working parties
- Liaise with Energy Alton to learn from their experience
- Set up and advertise first 'Community Generation' meeting
- Identify test homes for energy-efficiency work
- Create renewables & energy area on website, create and circulate e-newsletter

All three areas will need the involvement of volunteers and interested parties.

MOVING FORWARD

The Action Plan is to be found in Appendix I. We realise that it is crucial that this be a working document so that as and when objectives are achieved, they can be removed and new concerns added. In the same way that the community has been kept informed of the creation of the Community Plan, so will they be informed of any progress that is made.

VISION FOR THE FUTURE

The vision for the village is that the beauty and accessibility of the surrounding countryside remain largely unchanged; that the beauty of the village be further enhanced; that the peace of the village be restored by a



reduction in the dangers, noise and pollution of heavy lorries and the massive flow of traffic; that visitors continue to be welcome in the village, but with adequate parking; that the size of the village remain largely unchanged unless by the addition of a small number of affordable houses; that the excellent community spirit be maintained and enhanced to provide more community services for the elderly and the young, and improved dissemination of information; that public transport be improved; that conditions for businesses be improved; that a renewable energy system be put in place.

ACKNOWLEDGEMENTS

We would like to express our thanks to all those who have provided us with financial support (Selborne Parish Council, and East Hampshire District Council, Hampshire County Council) without which our task would have been impossible.



The Steering Group would not have been able to produce this plan without all those people who have given so generously of their time and expertise. From those who have patiently returned to houses many times to obtain completed responses to the initial survey and questionnaire, to those who held meetings in their homes, all have provided immeasurable help. We are also grateful to Linda Munday (originally at EHDC) whose advice was of inestimable value. When she was no longer able to help, David Ashcroft, also now a District Councillor, was invaluable in answering our many questions.

But most of all, we wish to thank the residents and those who run businesses in Selborne for their help and enthusiasm in putting together this Plan.

The Steering Committee was formed from a representative cross-section of village residents, comprising David Ashcroft, Margaret Barnfield, Tom Blackburn, David Henderson, Richard Irwin, Melody King, John Liddle, Andrew Martin and David Newth.

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APPENDIX I

SELBORNE VILLAGE PLAN – SUMMARY OF ACTION PLAN 2013

The Action Plan is a working document which will be subject to change and revision as objectives are achieved and new concerns raised.

SELBORNE VILLAGE COMMUNITY PLAN SUMMARY OF ACTION PLANS 2013 Page 1				
Issue	Objectives	Actions	Priority	Agencies Involved
1. Selborne's Parish	To bring Local Government closer to the village	Carry out a poll of village residents. If sufficient numbers wish a separate Council, petition EHDC	Medium	PC, EHDC, HCC
2. Traffic				
2.1. Volume	Reduce the volume of traffic			
2.1.1	Make The High Street unattractive as a major highway	Campaign to change the road layout	High	PC, HCC, Highways Authority, SDNPAA, Police, Ambulance Service
2.1.2	Make drivers more aware that they are entering a village	Campaign to introduce gateways at the entrance to the village	High	PC, HCC, SDNPAA, EHDC
2.2. Speed	Reduce the speed of traffic, especially by the school	Support the PC in the use of the Speed Indication Device	High	PC, Police
	Reduce the speed of traffic especially at the school	Campaign to have the speed limit enforced		PC, HCC, Police



**SELBORNE VILLAGE COMMUNITY PLAN
SUMMARY OF ACTION PLANS 2013 Page 2**

Issue	Objectives	Actions	Priority	Agencies Involved
2.3. Footway safety	Safety of pedestrians, especially children and the elderly	Improve the pavements and prevent vehicles using them Create working party to investigate minimum standards for pavements (height, construction, etc)	High. With 2.1	PC, HCC, Highways Authority, SDNPA, Police, Ambulance Service
2.4. Overweight Lorries	Prevent damage and danger caused by lorries illegally using The High Street		High	
2.4.1	To ensure HGV drivers are aware	Improve the HGV warning signage	High	PC, HCC, Highways, Police, SDNPA
2.4.2	To doubly ensure HGV drivers are aware	Campaign to modify the B3006	Medium	PC, HCC, Highways, SDNPA, Police
2.4.3	To deter HGV drivers from breaking the law	Campaign to have the current law on lorry use of the B3006 enforced Work with other communities in North East Hampshire who suffer from similar problems	High	PC, SDNPA, Police,
2.4.4	To reduce likelihood of HGV drivers using the B3006	Seek assistance in persuading SatNav providers to mark the B3006 as unsuitable for heavy lorries Work with other communities within North East Hampshire who are similarly affected	Low	PC
2.5. Parking	Reduce danger caused by illegal parking	Campaign for the law to be enforced	Medium	PC, Police, HCC
2.5.1	Increase parking space	Campaign for extra parking space	Medium	PC, SDNPA, EHDC, National Trust, The Wakes



**SELBORNE VILLAGE COMMUNITY PLAN
SUMMARY OF ACTION PLANS 2013 Page 3**

Issue	Objectives	Actions	Priority	Agencies Involved
2.5.2	Advertise parking space	Campaign for signage to parking places	Medium	PC, SDNPA, EHDC
3. Transport	Give greater freedom to non-drivers			
3.1. Public transport	Make public transport more accessible	Campaign for later and earlier bus from Stagecoach And for a Bus stop at Ketchers	Medium Low	PC, SDNPA, HCC, Bus Company
3.2. Car-sharing	Set up a scheme	Identify a Working Group	Medium	Village
3.3 Community Bus	Set up a scheme	Identify a Working Group	Medium	Village
4. Development	Preserve what is Liked about the village	Ensure that the Village views, as expressed in the Village Design Statement and this Plan are taken into account	Medium	PC, SDNPA, EHDC
5. Affordable Housing	Provide Affordable Housing for those in need who are very closely associated with the Village	Ensure that the Village views, as expressed in the Village Design Statement and this Plan are taken into account	Medium	PC, SDNPA, EHDC
6. Information	Improve the dissemination of information in the village			
6. 1. Notice Boards	Refurbish	Identify a volunteer	Low	Village
6.2. Websites	Maintain	Identify a volunteer		Village
6.3. E-mail and - newsletter	Publish	Identify a volunteer	Low	Village
6.4. Information Flow	Leaflet	Identify a volunteer	Low	Village



**SELBORNE VILLAGE COMMUNITY PLAN
SUMMARY OF ACTION PLANS 2013 Page 4**

Issue	Objectives	Actions	Priority	Agencies Involved
7. Community				
7.1. Young People	Increase facilities for the young			
7.1.1. Youth Club	Revive	Identify a volunteer to organise and lead	Medium	Village
7.1.2 Talks and workshops	Instigate	Identify a volunteer to organise and lead	Low	Village
7.1.3 Coffee Bar	Provide	Identify a volunteer to investigate	Low	Village
7.1.4 Fitness Centre	Provide	Identify a volunteer to investigate	Low	Village
7.1.5 Parental Lifts Scheme	A scheme to provide transport for the young	Identify a volunteer to organise and lead	Low	Village
7.1.6 Use of Mini bus	To transport the young	Identify a volunteer to organise with the Community Bus	Low	Village
7.1.7 Working Party	To clean Recreation Ground and area	Identify a volunteer to organise and run	Low	Village
7.2 The Elderly	Overcome isolation of the elderly			
7.2.1	Set up an organisation to support the Elderly	Identify a volunteer to organise and run	High	Village
8. Footpaths	Maximise the enjoyment of the footpaths	Campaign for better maintenance of footpaths	Low	PC, SDNPA, National Trust
9. Litter	Remove unsightly and unhygienic mess			
9.1 Litter Bins	Provision of Bins	Campaign for more litter and dog-muck bins	Low	PC
9.2	Villagers to collect litter	Identify a volunteer to organise and run	Low	Village
10. Village Businesses	Improve conditions for local businesses			



SELBORNE VILLAGE COMMUNITY PLAN
SUMMARY OF ACTION PLANS 2013 Page 5

Issue	Objectives	Actions	Priority	Agencies Involved
10.1 Village in Bloom	To improve look of village	Identify a volunteer to organise and run	Low	Village
10.2 Mobile 'Phone Coverage	To improve	Identify a volunteer to campaign	Low	Village
10.3 Broadband Coverage	To improve	Identify a volunteer to campaign	Low	Village
11. Renewable Energy	Organise a community project	Identify a volunteer to organise and run	Low	Village
Reporting back to the Community	To ensure that the village know when objectives have been achieved and if not, why not	Identify volunteers to organise and report	High	Village

APPENDIX II

SELBORNE VILLAGE COMMUNITY PLAN
FURTHER ISSUES RAISED SINCE THE CONSULTATION

The state of The Plestor
Flooding in Fountain Road
Provision of a Selborne History room
Restoration of the Water Mill at Dorton Wood
Support for the Village Hall
Explore minimum plot sizes for housing development as the village of Headley has done.

March 2013