

Sparsholt Parish Plan

August 2017

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1 Introduction

1.1 Foreword

The Parish Plan builds upon the Sparsholt Village Conservation Appraisal and Management Statement (2008) and the Sparsholt Village Design Statement (2012) which were attempts to ensure that future development is well managed and that change enhances the rural community.

In 2006 a White Paper on Local Government expressed an aim of "giving local people and local communities more influence and power to improve lives". To further that aim our Parish Council called for volunteers to prepare a Parish Plan "to provide a comprehensive view from those who live in the Parish of how they wish to see it develop over the next ten years".

This document is the result. It identifies those things we would like to see changed or retained in the Parish and, at its heart, provides an Action Plan to help achieve those desired outcomes. Sparsholt Parish Council adopted the Parish Plan on 15 December, 2017.

However, a plan by itself produces no consequences. Implementation of the plan requires individuals to put effort into making things happen.

Some of the actions are for the Parish Council. Some are for other Agencies and the Parish Council will take the lead in planning, reminding and encouraging in those areas. Actions which are not within the remit of the Local Authorities will only happen if volunteers are prepared to come forward to lead, organise and work together to make them happen.

Which volunteering action will you contribute your time and talents to?

1.2 Summary

The Plan has been prepared by a Working Group consisting of 5 village volunteers and a Parish Councillor seconded by the Parish Council. Preparation of the Parish Plan followed guidelines and advice from both local and district council sources. A preliminary survey was used to sample residents' opinion on Housing Needs and to prepare a questionnaire which was distributed to every adult resident of the Parish. A separate questionnaire was distributed to young people, aged 11-17 years old.

A 54.3% response rate was achieved. Adult residents supplied 123 responses and 23 responses were received from young people. The Parish Plan is formulated from the responses to these questionnaires.

So what will the Sparsholt of ten years hence look like, if we have our way?

Essentially, not much different from the Sparsholt of today. The overwhelming majority of us

- Like living here,
- Like the village atmosphere and the style of life,
- Treasure the tranquillity and the open space,
- Like the many activities that take place in the Parish although we might wish for more,
- Value the community spirit and
- Would like to preserve those qualities for future generations.

The plan includes a number of actions to help foster this sense of community.

Principal amongst our concerns are the state of our roads and the volume and speed of traffic passing through the Parish. Recognising this, the plan includes a number of actions to be pursued with Hampshire County Council Highways and Traffic Management Departments, via our Parish Council, with the aim of creating safer and better roads over the coming years.

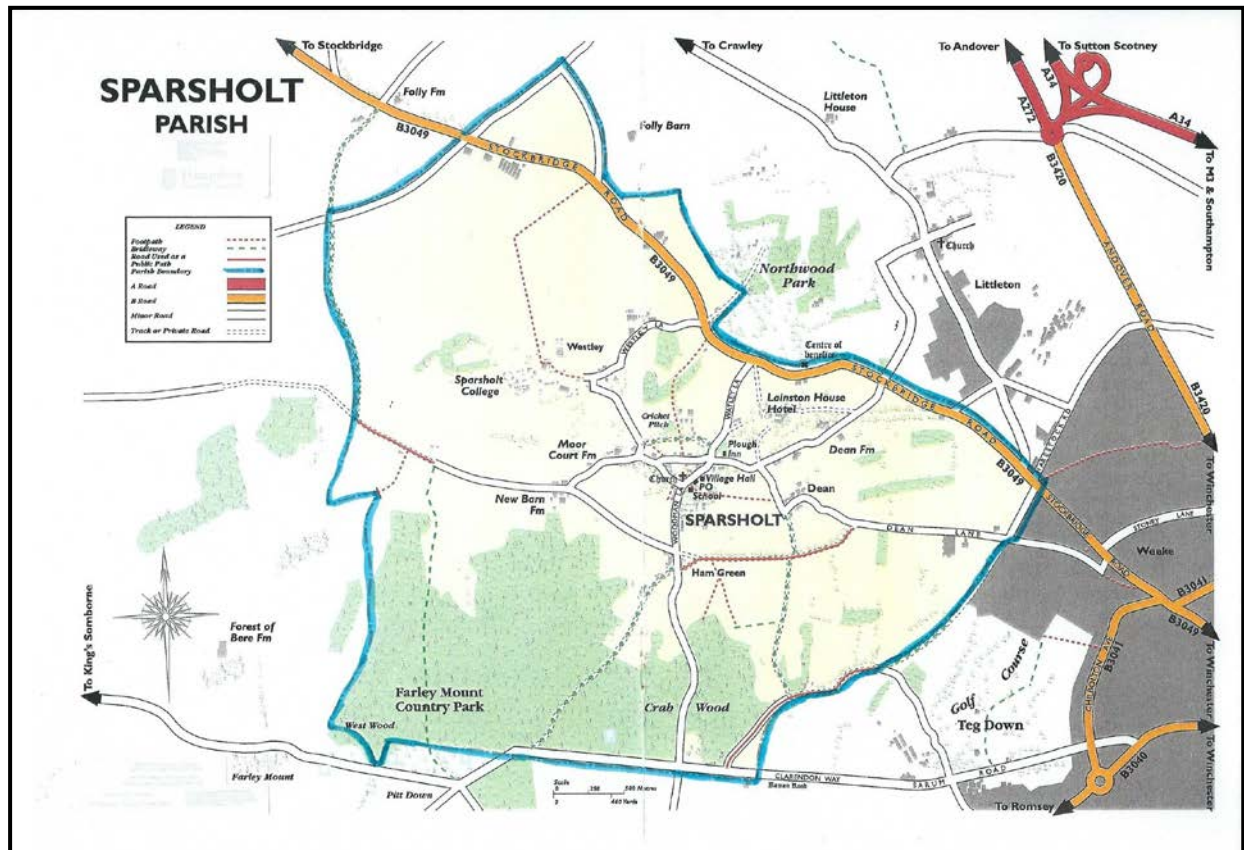
We clearly appreciate the value of our existing Parish amenities and we wish to see them nurtured and developed. The Village Hall is often at the centre of village activities and some actions for its future feature in the Action Plan.

We are also concerned about our environment. Reflecting these desires, the plan contains a number of actions to maintain and improve our environment.

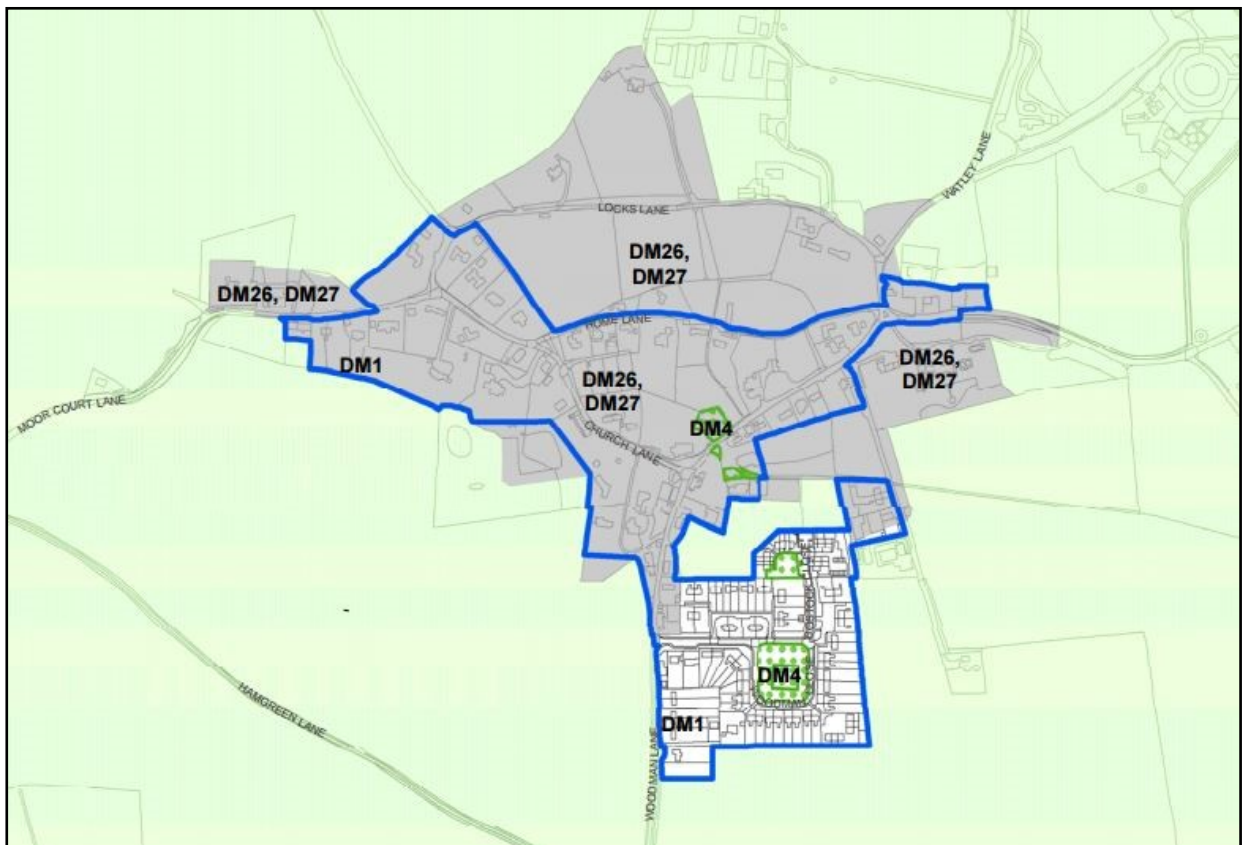
Development is at the forefront our thoughts. Whilst we consider ourselves open to change, we want to discourage the further spread of new housing beyond the building envelope and back garden developments. However, we also recognise that a future need may be identified and the plan includes flexibility should that be the case.

Finally, we strongly support an increase in the Parish Precept to provide our Parish Council with the additional resources it deems necessary to help implement these actions.

1.3 Sparsholt Maps and Parish



The Conservation Area is shaded blue/grey and the Building Envelope is outlined in Dark blue.



The Parish of Sparsholt is a compact hill-top village well camouflaged by trees. Narrow gently curving lanes contain a mixture of listed buildings with more modern infill, mostly set in spacious plots. The village is very much a living community with church, primary school, shop / post office and village hall at its centre. The current population is around 640 and there are 297 dwellings including 20 houses within the College. The College includes a 400 acre working fully-functioning farm, and has an extensive variety of specialist training areas.

There is no doubt most people love living in Sparsholt. Its quiet rural environment, open spaces and network of footpaths for walking, the friendly village atmosphere and community spirit are particularly valued by residents. The lack of street lighting and consequent absence of light pollution enhances the rural ambience and enables, on clear evenings, spectacular views of the night sky.

However, the question we have to ask ourselves is whether this lifestyle can be maintained, given the pressures placed on communities like Sparsholt to change and develop. Whilst many would like to see Sparsholt stay the same as it has been for years, we face continuing pressure for more homes and further development. Are we better to try to control the scale and location of development rather than try to prevent it?

Sparsholt is a compact settlement, but as can be seen from the above, the Parish stretches some considerable distance along narrow, hedge and verge bounded, rural roads radiating from the centre. With increasing development on the margins of Winchester City and the over capacity on the M3 and access roads to the City at peak times, the state of repair of the roads, the volume, speed and type of traffic coming through the Parish and the safety of pedestrians, cyclists and riders have become significant issues.

1.4 Parish Plans

The Local Government White Paper *Strong and Prosperous Communities* (26 October 2006) had the aim of giving **"local people and local communities more influence and power to improve lives. It is about creating strong prosperous communities and delivering better public services through a rebalancing of the relationship between central government, local government and local people"**.

Communities everywhere are constantly changing. **The government wants local communities to take more control of their lives, to say what they want doing in their own neighbourhoods and to engage with other organisations to take appropriate actions.** We cannot prevent change but we can try to influence it.

Winchester City Council (WCC) has already recognised the importance of Parish Plans in the development of its future policies.

These include the Community Strategy which guides joint work by councils, police, health services and voluntary agencies, and the Local Plan the key planning document for the district, setting out how land should be used to meet community needs between now and 2031.

The consultations involved in developing our Parish Plan provided an opportunity for everyone in Sparsholt Parish to make their views heard and help shape a resulting Action Plan.

The benefits of producing an Action Plan within the Parish Plan include:

- The ability to influence and inform those officials preparing the Community Strategy and the Local Development Framework.
- Providing clear evidence of community needs and priorities for Parish, City and County Councils.
- Developing increased local voluntary action.
- Reinvigorating local democracy by stimulating interest in community affairs.
- Highlighting those projects which need involvement from other agencies.

2 Consultation Methodology

In summer 2015 Sparsholt Parish Council called for volunteers from the community to form a working group with the aim of producing a Parish Plan. The Group was formally constituted in September 2015.

Throughout the process the Group has been guided by the 'Parish And Community Toolkit' published by Action with Communities in Rural England (ACRE) the national umbrella organisation of the Rural Communities Councils (RCC).

Additionally, advice has been received from WCC Community Officers.

It was decided that the views of the residents would be sought through the medium of a questionnaire which would be delivered to every adult in the Parish and a separate questionnaire for each young person, aged between 11 and 17 years old.

An initial Housing Needs questionnaire was circulated to establish the importance or otherwise of changes to the village housing and to assist in preparing the full questionnaire.

The adult questionnaire consisted of 34 individual questions covering 7 major issues and also provided an opportunity to add additional comments on those, or other, issues. A separate questionnaire was also developed aimed specifically at young people.

In March 2016 volunteers delivered questionnaires to every household in the Parish. 123 adult and 23 young persons completed questionnaires were returned, a response rate of 54.3%. 50% is the nationally recognised benchmark reflective of a sound community plan.

Our web site <http://sparsholtparish.org/> was used to remind and encourage the completion of the questionnaire.

The responses have been analysed and the detail is provided in the Appendices. From that detail and the level of response a number of possible aims were established and together with a summary are included in Section 3 – Key Issues. These were further considered and combined where there was overlap, particularly in the area of Roads and Traffic and are now contained in the Action Plan in Section 4.

3 Key Issues

3.1 Rural Ambience



From Moor Court Farm

Of the Sparsholt Parish residents who responded to the questionnaire, strong majorities stressed the importance of the Parish being **peaceful and tranquil** (86.2%), having a **strong community spirit** (81.3%) and having a **friendly and welcoming atmosphere** (82.9%) and, that these attributes should be nurtured and improved.

Issues raised by respondents included: not using lawnmowers or noisy garden machinery on Sundays; need for wider involvement of residents in helping to sustain village activities; rural businesses should be encouraged; church facilities could be improved; keep the village “dark skies”.

Derived aims are:

- Nurturing the community spirit by improving communications, including a better parish website.
- Improving the welcoming atmosphere by creating a village welcome pack for new arrivals.
- Looking at ways to encourage wider involvement of residents in village activities.
- Improving the peace & tranquillity by keeping Sundays peaceful.

Aims and Actions

Aims and recommended actions are in the Action Plan, Section 4.1.

3.2 Roads

The substantial majority (64.9%) were very concerned about the **state of repair of the roads** in the Parish.

Poor road drainage and flooding were seen as significant issues, as were the **state of road verges**, the need to **improve sight lines**, better **maintenance of existing signs** and **improvement of signage** at specific locations.

A strong majority (65.9%) were concerned with **the safety of pedestrians** in the village. They also agreed there was a strong need to increase **safety for children** walking in Woodman and Church Lanes. Villagers should be encouraged to walk rather than drive, within the village, but this needs to be safe. On all of the above issues, **Young People** shared the same concerns.

A comment was also received regarding **restricted views for wheelchair users** around the village.

A strong majority (66.7%) agreed there was no need to install **street lighting** in the Parish. Only a few villagers (9.8%) and **Young People** (17.0%) felt the need for street lighting - most of both wish to keep the village “dark

Derived aims are:

- Improve the state of repair of the roads.
- Improve the safety of pedestrians and wheelchair users through the village.
- Change and improve the configurations of some junctions – see Section 3.3 Traffic for details
- Better maintenance of existing signage.
- Provide improved signage, where appropriate.

Aims and Actions

Aims and recommended actions are in the Action Plan, Section 4.2

3.3 Traffic



Village Centre & School Entrance

A very strong majority (74.8%) considered **vehicles are driven too fast** through the Parish, whilst 75.6% believe there is **too much through traffic** especially during the morning and evening peak times. The village has become a very busy “rat run” at certain times. These vehicles in particular show a lack of courtesy to pedestrians and other road users, with their “me first” attitude and speed.

There was also strong support for **reducing the speed limit to 20mph** in the village centre.

Similarly, there was concern (68.3%) that **too many HGVs** pass through the Parish, causing traffic jams, and damaging the roadside banks and road edges. This is seen as a significant issue, despite the existing advisory signs saying “Unsuitable for HGVs.”

Respondents were extremely concerned about **parking in the village**, with (49.6%) very concerned about the **drop-off facilities for the school** and the subsequent overspill into surrounding lanes. **Parking for the Memorial Hall** attracted similar amounts of concern.

Safety of road junctions. Concern was expressed by nearly (40%) of respondents over the following junctions:

- Watley Lane - speed of traffic turning left from Woodman Lane,
- Woodman Close/Woodman Lane - poor visibility,
- Woodman Lane exit to Stockbridge Road - speed of traffic and visibility ,

- Westley Lane exit to Stockbridge Road - speed of traffic and visibility
- Dean Lane exit onto Woodman Lane - a dangerous exit, with almost no visibility to the right.
- Village Centre - speed limit reduction **to 20mph (62.2%)**.

The responses from **Young people** also showed strong concerns regarding the **speed of traffic** (52.0%), the **volume of traffic** (35.0%) and the **number of heavy vehicles** (43.0%).

Other issues raised by respondents included: lack of effective speed enforcement on Stockbridge Road; hard surfaced passing places are required on all lanes; no public car park in the village; make part of Westley Lane one-way only.

Derived aims are:

- Change and improve the configurations of some road junctions, to make them safer to use.
- Improve sightlines and visibility at some junctions.
- Improve speed enforcement on the Stockbridge Road.
- Consider ways to reduce traffic speed through the village.
- Consider ways to reduce traffic volume through the village.
- Restriction on HGVs using the village and surrounding roads.
- Consider having a 20mph speed limit through the centre of the village.
- Investigate ways to improve parking in the village, especially school related problems and safety.
- Need hard surfaced passing places on narrow lanes.
- Make part of Westley Lane one-way only.

Aims and Actions

Aims and recommended actions are in the Action Plan, Section 4.2.

3.4 Amenities



Parish Church

The responses to many of the questions in this section showed a fairly high proportion of “no replies” (16% – 36%). This may have occurred because these questions were aimed at specific groups of parish residents, leaving others feeling not able to comment.

Overall, almost half of adults were satisfied (46.3%) with **existing activities, societies and clubs**, with only a small minority not satisfied (8.9%). Many believed there should be more **clubs and activities for 11-17 year olds** (33.3%). With regard to **activities for the elderly**, opinions were split between those satisfied (23.6%) and those not satisfied (22.8%), with (26.0%) not able to comment.

A majority (52.9%) were satisfied that there are **sufficient amenities (meeting places, Shop, Post Office, pub)**, with a minority (8.1%) not satisfied. A strong majority were very satisfied with the **Shop & Post Office** (78.9% for each), but some concerns were raised about the continuation of these facilities.

The most popular **facilities that Young People would use**, if provided, were: social functions (76.0%), a youth club (66.0%), an indoor meeting place (70.0%), a basketball court/rings (80.0%) and an outdoor meeting place (75.0%). There was less demand for a BMX track (50.0%) or a skateboard area (50.0%).

The most **popular activities for Young People** were: **shopping**, in Eastleigh, Basingstoke, Southampton and Winchester (90.0%); **meeting friends**, in Sparsholt, Eastleigh, Southampton and Winchester (94.0%); **leisure activities**, in Eastleigh, Basingstoke, Southampton and Winchester (98.0%); **sport** in Sparsholt, Southampton and Winchester (69.0%); **clubs** in Sparsholt and Winchester (84.0%) and **hobbies** in Sparsholt and Winchester (69.0%).

A large overall minority (47.2%) were satisfied with **school provision for local residents' children** but, the high proportion of “no replies” (28.5%) meant that, of those able to comment (65.9%) were satisfied. However, the School is now at full capacity and concerns were raised that there may not always be places available for local children.

Overall (48.0%) were satisfied with the **play facilities**, whilst (9.8%) were not satisfied. The high proportion of “no replies” to this question (22.8%) may indicate

these respondents did not have young children, so did not feel able to comment. Of those who felt qualified to comment, (62.1%) expressed their satisfaction and agreed that the facilities should be maintained and improved

The **bus service** was judged satisfactory by only (36.6%) of respondents, with (21.1%) being not satisfied. This question also had a high proportion of “no replies” (16.3%), perhaps indicating that many respondents did not use the bus service, so felt unable to comment. The **loss of the 08.56 bus into Winchester** has caused concern for those trying to get to work for around 09.30 – 10.00.

For **Young People using the bus service** only (24.0%) travel to school, college or work and only (10.0%) travel to social activities by bus. For travel within the village area, walking (11.0%) and cycling (9.0%) are popular but, for travel out of the village cars are the most popular form of transport (61.0%). However, (91.0%) would use the bus service more often if it was more frequent, but only (74.0%) if it ran later in the evening.

With regard to the **Broadband and Mobile Phone Services**, overall satisfaction levels are very low for both services. Overall (22.0%) were satisfied with the **Broadband Service**, whilst (48.8%) were not satisfied and, (20.3%) were satisfied with the **Mobile Phone Service**, whilst (51.2%) were not satisfied. **For the Young People**, they were very concerned about the **poor Broadband Service** (83.0%) and the **poor Mobile Phone Service** (79.0%). Obviously, there are different levels of satisfaction depending on where in the village you live and, which service supplier is used but, overall these services are very poor. Sparsholt is scheduled to receive an upgrade to broadband provision by 2018 as part of wave 2 of the Hampshire Superfast Broadband Programme.

Issues raised by respondents included: the loss of the 08.56 bus into Winchester and, the length of time that the bus takes to get into Winchester; more financial support for the Shop & Post Office; a coffee shop/ meeting place; a parcels returns box outside the Post Office when closed; need faster broadband, especially in Dean; lack of facilities for Young People; need a bus shelter at the top of Woodman Close.

Derived aims are:

- Attempting to re-instate the 08.56 bus.
- Generating more financial support for the Shop & Post Office.
- Consider setting up a coffee shop/ meeting place, and providing more facilities for Young People, including perhaps a youth club
- Providing a parcels returns box outside the Post Office.
- Continuing to pursue the provision of faster Broadband for the whole parish.
- Consider providing a bus shelter at the top of Woodman Close.
- Ensuring sufficient places for residents children at the local School.
- Maintaining/ improving the play facilities.

Aims and Actions

Aims and recommended actions are in the Action Plan, Section 4.3

3.5 Environment



Open Space

76% of respondents rated the **villages open spaces** as very important or important.

The **network of footpaths** surrounding the village was similarly rated as very important or important by two thirds of respondents.

The **Woodman Close playground** was considered important by the majority of village respondents not just those who live in Woodman Close.

Maintenance of **verges and drains** along with the provision of **litter disposal**



Woodman Green

facilities was considered adequate.

Issues raised by respondents included: protect the paddock land and open spaces, encourage villagers to walk from home when moving round the village, keep the village dark i.e no street lighting, discourage people from parking on the verges in Woodman Close and cut the verges and open spaces more often during Summer

Derived aims are:

- Protect paddock land
- Discourage further kerbing as it makes the village look too urban
- Keep the village dark
- Discourage people from parking on the verges in Woodman Green
- Cut the verges more often during summer
- Encourage villagers to walk from home

Aims and Actions

Aims and recommended actions are in the Action Plan, Section 4.4.

3.6 Development

When asked about new housing in the Parish a majority, (65%) of respondents expressed a preference for a mix of **housing types**, (private, Council and Housing Association) with a further majority (69%) in favour of a mixture of **housing sizes**, reflecting the existing village character.



Supporting the 76% score of respondents who highly value the current village **open spaces**, a majority, (48%) felt that it was important not to change or expand the existing **village building envelope**, whilst 40% would only support a change if there was a justifiable and defined local need.

Issues raised by respondents included: Affordable houses for local people and the adverse impact of additional housing compromising the rural setting and preservation of the village character.

Aims and Actions

Aims and recommended actions are in the Action Plan, Section 4.5.

Possible Actions

Monitor the need for affordable housing and ensure the impact of any future additional housing does not adversely affect the rural and open character of the village setting and conforms to the Sparsholt Village Design Statement and the Sparsholt Conservation Character Appraisal and Management Strategy.

3.7 Financial Implications

A strong majority of respondents (65.04%) supported an increase in the Parish Precept, if necessary, to implement relevant proposals in the Parish Plan's Action Plan, whilst only 17.9% were in disagreement.

Aims and Actions

Aims and recommended actions are in the Action Plan, Section 4.6.

3.8 Implementing The Action Plan

Consideration needs to be given to the most appropriate mechanisms to achieve the best results. Some of the Actions will require the Parish Council to call for volunteers to assist in the implementation of the recommendations contained within the Parish Plan. It is suggested that the Parish Council co-opt members of the community to form Project Groups to assist in fulfilling some of the Actions

This is our Parish, how it develops and changes will be determined, to a significant extent, by how we respond to the challenges. If many of us participate, change can be shaped to meet our wishes.

3.9 Monitoring and Delivering the Action Plan

The Parish Council should commit to reporting to the Parish on the progress of the individual initiatives and actions listed in the Plan at least annually, and to appointing one of the Councillors to adopt this as one of their portfolios.

4 Action Plan

4.1 Rural Ambience

Aim	PPWG Proposed Action	Priority	By When	Responsibility	Resources	Note
4.1.1 Nurturing the community spirit by improving communications.	A. Continue to develop list of village email addresses	L		SPC		
	B. Identify a webmaster	L		SPC		
	C. Review content and consider integrating current websites covering different aspects of the Village	L		SPC		
	D. Include details in monthly newsletter and parish magazine	M		SPC		
4.1.2 Improving the welcoming atmosphere by creating a village welcome pack for new arrivals.	Produce a welcome pack with Directory. Initially one to every existing household.	None		Volunteers		
4.1.3 Looking at ways to encourage wider involvement of residents in village activities	Recommend village film nights & promote involvement	None		Volunteers		
4.1.4 Improving the peace & tranquillity by keeping Sundays peaceful.	Consider placing a restriction on very noisy garden equipment before 1100 on Sundays & include in Welcome Pack	L		SPC		

4.2 Roads and Traffic

Aim	PPWG Proposed Action	Priority	By When	Responsibility	Resources	Note
4.2.1 Improve the state of repair of the roads.	A. Continue to raise the profile of the traffic volume and therefore the greater need for more frequent repairs	H		SPC		See Appendix D for HCC responses to Roads and Traffic Issues
	B. Feedback progress in newsletter & on website.	M		SPC		
4.2.2 Improve the safety of pedestrians and wheelchair users through the village by considering ways to reduce traffic volume and speed through the village (20 limit?)	A. Consider placing a 20mph limit from Woodman Close to The Plough	H		SPC		
	B. White pedestrian line in 20mph limit where space permits	M		SPC		
	C. Solar panel speed monitoring signs	M		SPC		
	D. Priority signs at pinch points North and South of village in favour of traffic leaving the village.	H		SPC		
4.2.3 Change and improve the configurations of some junctions to make them safer to use. Improve sightlines and visibility at some junctions.	A. Woodman Lane to Watley Lane – remodel triangle and make into a T junction	H		SPC		
	B. Woodman Close to Woodman Lane – explore widening Woodman Lane to the West of Woodman Close to improve sightlines	M		SPC		
4.2.4 Better maintenance of existing signage	A. Include cleaning with Village Clean-up biannually.	H		SPC and Volunteers		
	B.. Adjacent owners to keep vegetation cut back from signs	H		SPC		
4.2.5 Provide improved signage, where appropriate and better restriction of HGVs using the village and surrounding roads.	A. Investigate the provision of legalised weight restriction signs for through traffic (the rat run) excluding farm vehicles	M		SPC		
4.2.6 Need hard	A. Consider for the through road	M		SPC		

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surfaced passing places on narrow lanes.	(the rat run)					
4.2.7 Make part of Westley Lane one-way from College entrance to junction with Locks Lane only excluding farm vehicles.	A. Recommend to Highways and link to Watley Lane junction	M		SPC		
4.2.8 Discourage further kerbing as it makes the village look too urban	A. None planned and existing does slow traffic. No further action.	None		None		
4.2.9 Ways to improve parking in the village.	<p>A. Ensure school only uses its allocated spaces (see C Below)</p> <p>B. Relocate the extra spaces used by school to field on protective grass surface.</p> <p>C. Mark the School 8 places and require the School to issue visible permits to the users of these spaces.</p> <p>D. School to provide Traffic Manager at drop off and pick up times.</p> <p>E. Get hold of school traffic plan and review</p>	<p>H</p> <p>H</p> <p>H</p> <p>H</p> <p>M</p>		<p>SPC/ Hall Ctte/ Governors</p> <p>Hall Ctte / Governors</p> <p>Hall Ctte Governors</p> <p>SPC</p>		
4.2.10 Improve speed enforcement on the Stockbridge Road.	<p>A. Increase use of double white lines in 50 mph limit.</p> <p>B. Consider solar speed monitoring signs</p>	<p>L</p> <p>L</p>		<p>SPC</p> <p>SPC</p>		
4.2.11 Discourage people from parking on the verges in Woodman Green	A. Publicise in Newsletters and WCC to remind tenants of their Lease obligations then to be monitored	L		SPC		
4.2.12 Consider preparing a Traffic Plan for the Village		L		SPC		

4.3 Amenities

Aim	PPWG Proposed Action	Priority	By When	Responsibility	Resources	Note
4.3.1 Consider providing a bus shelter at the top of Woodman Close	A. Provide bus shelter	M		SPC		See Note 3
4.3.2 Continuing to pursue the provision of faster Broadband for the remainder of the parish.	A. Recommended	M		SPC	Sparsholt upgrade to broadband provision by 2018 as part of wave 2 of the Hants Superfast BB Programme.	See Note 4
4.3.3 Pursue the provision of better mobile reception for the whole parish.	A. Self-help with boost boxes available from most providers	None		Self help		
4.3.4 Protect the future of the Shop & Post Office	A. Welcome pack and shop monthly e-newsletter to promote more footfall, SPC newsletter and on website. B. Consider nominating as an Asset of Community Value.	M		SVSA		
4.3.5 Consider setting up a coffee shop/ meeting place, and providing more facilities for Young People, including perhaps a youth club	A. Show a demand and identify organisers –Use village hall	None		Self Help		
4.3.6 Ensuring sufficient places for residents children at the local School						Priority is given to resident children apart from children in WCC care.
4.3.7 Attempting to re-instate the 08.56 bus.	A. Only if Westley Lane becomes one way – See Traffic	None		None at present		
4.3.8 Improve the play facilities	A. Investigate adult training equipment as in Weeke playground and a possible grant	L		SPC		

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4.3.9 Providing a parcels returns box outside the Post Office	A. Not practical – shop already has limited system in place	None		None		
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4.4 Environment

Aim	PPWG Proposed Action	Priority	By When	Responsibility	Resources	Note
4.4.1 Protect the open spaces	A. Maintain the Building Envelope and oppose any attempts to amend it.	H		SPC		
4.4.2 Keep the village dark	A. Agreed – No further action	None		None		
4.4.3 Keep the village tidier – junction triangles, litter etc	A. Possibly grass over. B. Remodel one triangle – see Traffic 4.2.3A C. Adjacent owners responsible.	M H M		SPC SPC SPC		
4.4.4 Cut the verges and hedges more often during Summer	A. Adjacent owner. B. SPC to promote via Welcome Pack and consider how to deal with defaulters..	None L		Adjacent owner SPC	Vane Cottage – SPC to write to owner – National Trust	
4.4.5 Encourage villagers to walk from home	A. Welcome Pack and occasional newsletter B. Put map of village footpaths on website.	L L		Volunteers SPC		

4.5 Development

Aim	PPWG Proposed Action	Priority	By When	Responsibility	Resources	Note
4.5.1 Continue to protect the village beyond the building envelope	A. Monitor the need for affordable housing. B. Ensure the impact of any future additional housing does not adversely affect the rural and open character of the village setting and conforms to the Building Envelope, the Parish Plan, the Sparsholt Village Design Statement and the Sparsholt Conservation Character Appraisal and Management Strategy.	H		SPC		

4.6 Financial Implications

Aim	PPWG Proposed Action	Priority	By When	Responsibility	Resources	Note
4.6.1 Increase the precept	A. Recommended	H		SPC		

4.7 Notes To The Action Plan

1. Funding for the production of a Residents Welcome Pack could be through commercial sponsorship in return for advertising space.
2. The Hampshire County Council, Hampshire Villages Initiative provides advice and 50% funding support to a current maximum of £1000 to Parish Councils to support improvements to village signage, village entrances, Parish maps/notice boards and rights of way, amongst other things.

3. Response from HCC re Bus Shelter

“Thank you for your enquiry re a proposal by the PC for a bus shelter, the site will need to be confirmed as highway and the agreement (if such) will need to be made by the highway unit, the parish council should have a contact for the highway unit for the area.

Re cost, shelters can be between 2k and 8k depending on type, construction and size and how much of a hardstand is required. Unfortunately there are no grants available from HCC to assist.

A company I would recommend (who do a range of shelters at differing costs) is Queensbury - <http://www.queensburyshelters.co.uk/> - based in Farlington. Perhaps you may wish to contact them for a brochure?

I hope that information assists and please be in touch if I can help further.

Adam Craig,
Project Officer-Infrastructure & Information Team, Passenger Transport Group,
Hampshire County Council”

Sparsholt Parish Plan

4. High Speed Broadband Availability (All predictions obtained using <https://www.dslchecker.bt.com/>)

Postcode	Location	Tel. No.	BT Cabinet	Downstream (Mbps)			Upstream (Mbps)		
				VDSL (clean)	VDSL (impacted)	ADSL (up to)	VDSL (clean)	VDSL (impacted)	ADSL (up to)
SO21 2PA	Burrow Road	776558	Sparsholt Cabinet 2	30 - 22.1	23.4 - 10.9	4	5.9 - 4	5 - 1.3	-
SO21 2NQ	Moor Court Farm	776197	Sparsholt Cabinet 2	49 - 35	36.5 - 20	3	8.3 - 6	7.8 - 4.1	-
SO21 2PA	Ham Green	776778	Sparsholt Cabinet 2	49 - 35	36.5 - 20	5	8.3 - 6	7.8 - 4.1	-
SO21 2QH	Bostock Close	776664	Sparsholt Cabinet 2	54 - 40	41 - 22.4	5	10.5 - 7.2	8.8 - 4.6	-
SO21 2LP	Dean	776570	Sparsholt Cabinet 2	55 - 40.5	42.6 - 22.8	5.5	12 - 7.9	9.9 - 5	-
SO21 2NJ	Locks Lane	776255	Sparsholt Cabinet 2	55 - 40.5	42.6 - 22.8	8	12 - 7.9	9.9 - 5	-
SO21 2NT	Woodman Close	776543	Sparsholt Cabinet 2	63.4 - 48.8	48.6 - 27.4	5.5	15.8 - 10.5	13.0 - 6	-
SO21 2LR	Lainston	776233	Sparsholt Exchange	n/a	n/a	5.5	n/a	n/a	-
SO21 2LZ	Balldown Lane	776368	Sparsholt Exchange	n/a	n/a	8	n/a	n/a	-
SO21 2NA	Balldown Workshops	776797	Sparsholt Exchange	n/a	n/a	8	n/a	n/a	-
SO21 2ND	Garston	776306	Sparsholt Exchange	n/a	n/a	8	n/a	n/a	-
SO21 2PH	Kirton Farm	776493	Sparsholt Exchange	n/a	n/a	5	n/a	n/a	-
SO22 5RB	West View	862459	Winchester Cabinet 21	26.6 - 18	21.5 - 10.2	4	5.9 - 3.9	4.7 - 1.4	-
SO22 5QS	Crab Wood	855660	Winchester Cabinet 50	10.2 - 5.1	7.9 - 2.5	1	1.2 - 0.8	1.2 - 0.6	-

5 Acknowledgements & Documentation

5.1 Acknowledgements

In preparing the plan we are indebted to a great number of people and to various organisations. So, thank you to:

- The volunteers who distributed the questionnaires.
- Our Funding Partners
 - Sparsholt Parish Council,
 - Winchester City Council,
- The residents who completed the questionnaires and the young people who gave their views.
- The Sparsholt Parish Plan Committee:
 - Parish Council Representatives Sue Annesley,
 - Members: John Cooper, Terry Dunn, Chris Tovey, Mike Hodder and Norman Wood.

5.2 Documentation

The web site <http://sparsholtparish.org/> includes documentation used in the preparation of the Sparsholt Parish Plan:

- Main Questionnaire,
- 11-17 Year Olds' Questionnaire,
- Summary Questionnaire Results,
- Presentation to the Sparsholt Annual Village Meeting, April 2017.
- Questionnaire Results Summary

Appendix A: Questionnaire Summary

Questionnaires

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No	Topic				
Rural Ambience		Important	%	Not Important	%
	1.1 Peace & Tranquillity	106	86.18	0	0
	1.2 Community Spirit	100	81.30	3	2.44
	1.3 Welcoming & Friendly	102	82.93	2	1.63
Roads		Concerned	%	Not Concerned	%
	2.1 State of Repair	81	65.85	3	2.44
	2.2 Safety of Pedestrians	81	65.85	9	7.32
	2.3 Street Lighting	12	9.76	82	66.7
Traffic		Concerned	%	Not Concerned	%
	3.1 Speed of Vehicles	92	74.80	0	0
	3.2 Volume of Traffic	93	75.61	0	0
	3.3 School Drop-off Facilities	61	49.59	18	14.6
	3.4 Memorial Hall Parking	37	30.08	37	30.1
	3.5 HVG's Using the Village	84	68.29	6	4.88
	3.6 Safety of Road Junctions	47	38.21	21	17.1
Amenities		Satisfied	%	Not Satisfied	%
	4.1 Activities in the Parish	57	46.34	11	8.94
	4.1 11 - 17 yrs Clubs	12	9.76	41	33.3
	4.3 Elderly Activities	29	23.58	28	22.8
	4.4 Meeting Amenities	65	52.85	10	8.13
	4.5 School Provision for Residents	58	47.15	10	8.13
	4.6 Bus Service	45	36.59	26	21.1

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	4.7	Play Facilities	59	47.97	12	9.76					
	4.8	Shop Facilities	97	78.86	6	4.88					
	4.9	Post Office Facilities	97	78.86	5	4.07					
	4.10	Broadband Services	27	21.95	60	48.8					
	4.11	Mobile Phone Services	25	20.33	63	51.2					
Environment			Satisfied	%	Not Satisfied	%					
	5.1	Open Spaces	98	79.67	2	1.63					
	5.2	Footpaths	86	69.92	7	5.69					
	5.3	Woodman Close Green	76	61.79	10	8.13					
	5.4	Maintenance of Verges	53	43.09	18	14.6					
	5.5	Maintenance of Drains	30	24.39	43	35					
	5.6	Litter Disposal Provision	30	24.39	34	27.6					
Development			Private	%	Council	%	Association	%	Mix	%	
	6.1	Types of New Houses	15	12.2	13	10.6	10	8.13	69	56.097	
			3+ Bed	%	2 Bed	%	1 Bed	%	Retirement	%	Mix %
	6.2	Size of New Houses	11	8.94	14	11.4	0		9	7.32	75 60.98
			Yes-No Local Need	%	Yes-Local Need	%	No Change	%			
	6.3	Village Building Envelope	13	10.57	44	35.8	52	42.28			
Financial Implications			Yes	%	No	%					
	7.1	Support Parish Precept Increase	80	65.04	22	17.9					

Appendix B: Comments Summary

Question	Topic	Comment	Responses	Totals
1.1	How Important is the Peace and Tranquillity of the Parish	No lawnmowers or noisy garden machinery on a Sunday	1	1
2.1	State of Repair of Roads	Repair the roads	2	
		Clean (& repair) road signs	1	
		Erosion of banks and verges	1	4
2.2	Safety of Pedestrians in the Village	Encourage villagers to walk from home	1	
		Concern for school children walking in Church/Woodman Lane	1	
		Restricted views for wheel chair users	1	
		Encourage villagers to walk from home	1	4
2.3	There is a lack of Street Lighting in the Parish	Keep village “dark”	3	3
3.1	Speed of Vehicles through the Parish	Reduce traffic speed (speed limit ?)	8	
		“Rat run” problem (speed)	5	
		No speed enforcement on Stockbridge Road	1	
		Driver discourtesy through village.	1	15
3.2	The Volume of Traffic in the Parish	“Rat run” problem (volume)	5	5
3.3	The Drop-off Facilities at the School	Bad at school times	5	
		Too many school cars	4	
		Congestion from mothers chatting	3	
		Parking in Woodman Close (on verges etc)	2	14
3.4	Hall Parking	Overflow onto village lanes	4	
		Need more spaces (closer parking?)	4	
		Affects parking and blocking Woodman Lane	1	
		Better parking for the Village Hall	1	
		No public car park in village	1	
		Pay to park at Village Hall car park	1	
		Encourage walking or cycling	1	13
3.5	The number of Heavy Vehicles Passing through the Parish	No large vehicles (exc. for farm) HGV's damaging banks	6	6

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Q3.6	Road Junctions – Woodman Lane & Woodman Close	Dangerous	10	
		Poor visibility	9	
		Traffic too fast here	4	
		More signs	2	
		Convex mirror	1	
		Wheelie bins left in road	1	
		Misuse of passing places	1	
		Dangerous for pedestrians	1	29
	Road Junctions – Woodman Lane & Stockbridge Road	Dangerous	3	
		Poor visibility from Littleton Lane	2	
		Slowdown traffic turning into Woodman Lane	1	
		Dangerous bend by Ham Farm	1	7
	Road Junctions – Woodman Lane & Watley Lane / Home Lane	Dangerous	3	
		Traffic too fast here	2	5
	Road Junctions – Watley Lane & Stockbridge Road	Poor visibility	4	
		Traffic too fast here	2	
		Dangerous	2	8
	Road Junction – Dean Lane & Woodman Lane	Dangerous exit	1	1
	Stockbridge Road	No speed enforcement	1	1
	Village General	Dangerous junction are positive as they slow traffic	1	
		Make Westley Lane 1-way	1	
		Widen Woodman Lane to allow 2 way traffic	1	
4.2	Clubs & Activities	Youth club	4	4
4.6	The bus service	Reinstate 08.56 bus	2	
		Bus takes too long to get into town	1	3
4.8	The shop Facilities	Keep shop	2	
		More financial support for shop	1	
		A coffee shop would be nice	1	4
4.9	The Post Office Facilities	Keep PO	2	
		Parcels returns box outside Post Office when closed	1	3

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4.10	The Broadband Services	Improve broadband in Dean	1	
		Faster broadband	3	4
5.1	Open Green Spaces and the rural environment	Keep green areas	2	
		Protect paddock land	1	
		Kerbing makes the village look too urban	1	
		Keep lanes narrow	1	6
5.3	The Green (playground) in Woodman Close	Keep play space	2	2
5.4	Maintenance of Verges, Hedges, Stiles and Footpaths	Triangles are scruffy and need maintenance	1	
		Cut verges in summer	1	
		Parking in Woodman Close (on verges etc)	2	4
5.5	Maintenance of Drains and Ditches	Flooding by pub	4	
		New drainage at the Plough	1	5
5.6	Provision for the disposal of litter and dog dirt	More litter bins	4	4
6	Development	Houses for “locals”	3	
		Additional housing compromising rural setting/preserve village character	2	5
Q8	Any Other Issues	Want gas supply	1	
		Village sustained by small group – needs wider involvement	1	
		Sparsholt College increasingly negative input to village from staff / students	1	
		Residents to keep land & property in Good Repair	1	
		Disappointment about survey questions	1	
		Rural businesses should be seen as a benefit	1	
		Church facilities could be improved	1	

Appendix C: Young Persons Comments Summary

No. of returned questionnaires = 23

	Topic	Comment	Responses
Q2.2	Clubs (specify)	Hockey	4
		Tennis	2
		WASO band, Winnall	2
		Swimming	2
		Cricket	2
		Dance	1
		Cheerleading	1
		Athletics	1
		Golf	1
		Gymnasium	1
		Youth group, Christ Church	1
		Drama, Kings School	1
		Theatre group, Chandlers Ford	1
Q2.6	Hobbies (specify)	Rugby	2
		Cycling	1
		Music	1
		Judo	1
		Cricket	1
		Golf	1
		Tennis	1
		Netball	1
		Running	1
		Dog walking	1
		Theatre group, Chandlers Ford	1
		Sailing, Sandbanks	1
		Sport, Colden Common	1
Q5.1	Like to see changed in 10 years time?	Meeting place/social activities (youth club)	8
		More buses	7
		Less traffic/heavy vehicles	5
		Better broadband & mobile	4
		Sports area	3
		More low cost houses	2
		Slow down traffic (esp. College)	2
		More street lighting	2
		Less litter	1
		More visitors & cafes	1
		More pedestrian ways	1
		More bus shelters	1
Q5.2	Like to see unchanged in 10 years time?	Community/village culture	8
		Countryside (green) areas & play space	4
		Footpaths	2
		No increase in traffic	2
		No AD	2
		Village Shop & Church	2
		Cricket club/fete	1
		Cleanliness	1
Q5.3	Why do you like living in Sparsholt?	Nice village/community	14
		Clean & safe (to play out)	6
		Close to Winchester & good schools	3
		Boring/isolated	3
		Nice countryside	2
		No light pollution	2
		Being with family	1
Q5.4	Hope to continue living in Sparsholt as an adult?	No	11
		Yes	8
		Maybe	4

Appendix D: HCC Highways and Traffic Management Responses

Traffic Management

From: Smith, Andy (Traffic Management) [<mailto:Andy.Smith@hants.gov.uk>]

Sent: 06 February 2017 15:51

To: Steve Lincoln

Cc: Lees, Sarah; Sara Davies; Neville Crisp

Subject: RE: Sparsholt Parish Plan

Hi Steve

I've checked the latest 5-year Police data (up to end Nov 2016) and there are no recurring patterns or clusters of reported injury-accidents throughout Sparsholt village that would warrant inclusion on our safety programmes. Through the village there has been only one reported injury-accident on Woodman Lane, which occurred in August 2015 involving a cyclist who lost control and fell off with no other vehicles involved. There was a collision between two vehicles at Watley Lane/Home Lane junction in June 2014, which was a result of driver error and speed was not a factor.

This is a very difficult situation to improve upon and there is no justification for intervention from the Traffic & Safety group at present. Following the previous discussions we did make some improvements to some signs and road markings. I attach for your information some previous emails and speed data, which show that speeds are not as high as locally perceived with mean speeds below 30mph through the village. Some speed data from 2009 further east near Dean Lane junction also shows mean speeds well below 30mph (in the mid 20's).

I have had similar discussions with the Parish Council about the B3049 Stockbridge Road and advised them to contact the Police regarding speed enforcement. However, surveys (including a survey carried out by the Police) again show mean speeds appropriate for the existing 50mph limit and character of the road. In recent years there has been some work carried out by the Safety Engineering Team at the Woodman Lane and Westley Lane junctions with Stockbridge Road and here's an extract taken from a letter sent to Steve Brine MP last year -

B3049 / Woodman Lane

This junction has been subject to accident remedial works on five occasions in the last twenty years and each scheme has successfully reduced injury accidents for a time.

Most recently the location was reviewed by the Casualty Reduction Partnership (CRP) following a potentially fatal accident. The CRP is a programme run by Hampshire County Council's Safety Engineering Team which consists of officers from Hampshire County Council, the relevant Borough/District/Town Council and Hampshire Constabulary. As part of the partnership we consider the circumstances of each fatal and potentially fatal accident site. This involves an examination of the five year injury accident history, local concerns and traffic management issues for each location and a site visit is arranged if required. The purpose of the visit is to consider if there are any appropriate measures that will enhance highway safety. A site visit was carried out on the 20th July 2016 and a number of measures were

identified aimed at further improving road safety. These measures included enhancing the signing and carriageway lining at the junction, whilst also introducing some new high friction surfacing. The signing and road marking improvements are complete and the other works are programmed to follow before the end of March but will require a road closure.

Visibility at the crossroads was also assessed as part of this investigation and found to be within acceptable standards however, concerns regarding sight lines have been recorded on our database and passed to the local Highways Engineer. They will inspect the site and raise any necessary works to ensure they are kept clear.

Once fully complete, we will monitor the safety improvements at the junction for a period of 5 years to make sure that the changes are having the desired effect of reducing casualty numbers. If the situation does not improve further measures may be implemented as deemed necessary.

B3049 / Westley Lane

A casualty reduction scheme was implemented here in February 2013, measures included additional high friction surfacing, red countdown bar markings and signing improvements. In the five years prior to the work there were 6 injury accidents at the junction. This scheme is currently being monitored by the safety engineering team and in the 3 years and 9 months since installation, for which police injury accident data is fully available, there has only been one further accident involving injury and this was not directly related to the road layout. Given the relative success of these works there are no current plans to implement further measures.

In addition to the above mentioned works the speed limit on the route was reduced to 50mph in 2012 following a casualty led review of all A and B road speed limits in the county. The whole of the rural B3049 from Winchester to Stockbridge will also be surface dressed early in the new financial year which will help seal the surface against the ingress of water, improve skidding resistance and extend the life of the carriageway.

Apart from these two junctions being kept under review by Safety Engineering, there's nothing in terms of reduced speed limits or other safety measures generally throughout Sparsholt village that we can justify at present.

Winchester City Council deals with local parking issues and their traffic management team have confirmed that they are not aware of any specific issues and that Sparsholt is in fact a quiet location for them in terms of parking-related enquires or complaints.

I have spoken to Sarah Lees in our School Travel Plans team and she had some input with the school and Parish Council in 2014/15 when they were reviewing use of the car park – see email attached. The school attended one of the STARS online travel plan training sessions in April 2015, but there has been no contact with Sarah since then and they have never submitted their travel plan for approval. Sarah had suggested setting up a 'park on my drive' scheme with the residents, but is not sure if it was trialled. School parking issues are very difficult to manage without more co-operation from parents, but the Travel Plans team has plenty of advice and initiatives available to assist. Sarah is willing to contact the school again, but you may want to speak to her further on these particular issues.

Although I cant offer any measures that the Parish Council would ideally like, they may be aware of a new initiative that offers Parishes and other community groups the

opportunity to consider and fund low cost traffic management measures that we would otherwise be unable to offer due to our funding restrictions and focus on casualty-led schemes. Please see attached various related documents, including a brochure and briefing note. We are suggesting that Parish Councils start to consider measures that they would like to consider in their areas and that meet the criteria. However, please note that we are currently finishing off the remaining schemes on our existing Traffic Management programme, so it is unlikely that we will be able to start actively progressing any Community Funded schemes until after April 2017. If Sparsholt PC would like to consider this opportunity, please ask them to contact me. I will then register their interest and arrange to meet them specifically on this issue at a later date.

I hope this helps.

Regards,
Andy

Andy Smith
Team Leader
Traffic Management East
(Winchester, Fareham, Gosport, East Hants, Havant, Hart, Rushmoor)
Hampshire County Council
Tel: 01962 832292

Highways

From: Chandler, Gina [<mailto:Gina.Chandler@hants.gov.uk>]
Sent: 06 February 2017 10:05
To: Steve Lincoln
Cc: Neville Crisp; Sara Davies; Smith, Andy (Traffic Management)
Subject: RE: Sparsholt Parish Plan

Dear Steve,

Apologies for the delay in responding.

Unfortunately due to funding cuts the local maintenance budget is prioritised to deal with safety defects. The roads in Sparsholt are inspected regularly and in line with County policy and safety defects repaired as required. When a road deteriorates to a point repairs are not effective then a submission for funding through Operation Resilience is put forward. However these submissions for funding have to compete with all other such submissions county wide.

Issues noted in the minutes that refer to changes to the existing road alignment, signage, traffic speed, parking and increased traffic counts have all been covered by the response from our Traffic Management colleagues.

Kind regards

Gina Chandler

Area Highway Engineer - Winchester
Hampshire County Highways
01962 794702
Web: www.hants.gov.uk/highways

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