

An aerial photograph of the village of Selborne, showing a dense cluster of houses with red-tiled roofs and grey slate roofs, interspersed with lush green trees and fields. A church with a prominent steeple is visible on the right side of the village.

SELBORNE

Village Design Statement

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INTRODUCTION

This Selborne Village Design Statement (VDS) is informed by, and supersedes, the first VDS for Selborne which was adopted by East Hampshire District Council (EHDC) in 2001.

The Selborne Village Design Statement directly covers the village and its immediate surroundings, as shown in the boundary map (see Map 1).

What is a Village Design Statement (VDS)?

A Village Design Statement provides guidance for anyone considering development or other changes. It is intended to be a user-friendly document that provides advice on future development and a context for designers and architects, developers, householders, planners and highways authorities. The aim is to ensure that future development and change in Selborne and its surrounding area is based on an understanding of the history and landscape of the local area. The VDS is based on an objective analysis of the character of the village, its local area, and on its location within the South Downs National Park. The first statutory purpose for the National Park is to conserve and enhance the natural beauty, wildlife and cultural heritage of the area.

Through an evidence-based assessment, the VDS defines the distinctive character and special qualities of the village and highlights those that are particularly valued by residents. It describes

the setting of the settlement; its buildings in terms of their size, shape, proportion, scale and materials; all aspects of the public realm; and the key landscape characteristics and open areas that contribute towards making the village a unique place. Local character can easily be threatened or harmed by unsympathetic development and so the VDS explains how the qualities of the village should be understood and respected and, to that end, it provides Design Guidelines.

A VDS is not about whether development should take place or not: the policies for that are set out within national policies and the South Downs Local Plan (SDLP). This VDS is a Supplementary Planning Document (SPD) to the SDLP. As such, it is a material consideration in the determination of any planning applications which are considered by the South Downs National Park Authority (SDNPA). The SDNPA is the sole Local Planning Authority (LPA) for the VDS area (see Map 1). Accordingly Selborne Parish Council (SPC) will use the VDS to inform and guide its responses to planning applications.

Some measure of change is inevitable, but it is essential that this should not compromise the unique characteristics of this historic village and its surrounding landscape. Change is brought about not only by new buildings, but also by smaller day-to-day alterations to homes and gardens, open areas, paths, walls and hedges, all

of which can affect the look and feel of a whole village.

The VDS is intended to guide:

- local householders, businesses and farmers
- statutory bodies and providers of services and utilities
- local councils and the National Park Authority
- developers and builders
- architects, designers, planners and engineers
- landscape specialists
- historic building specialists

Applicants will need to show that their proposals reflect the VDS guidance. Planning Appeal Decisions at Culvercroft (Burlands Field)^{1 2} and Barnfield (Under the Hill)^{3 4} highlighted the importance of taking landscape character into account. Inspectors dismissed these appeals on account of the great weight attached to the conservation of the landscape; the scenic beauty and cultural heritage in the National Park; the need to preserve or enhance the character, appearance and setting of the Conservation Area, including preserving the setting of listed buildings and the features of historic interest associated with that setting; and the need to preserve the setting of the village itself.

¹ The field known as Culvercroft is also referred to as Burlands Field. The name "Culvercroft (Burlands Field)" will be used throughout this document.

² Appeal Ref: APP/Y9507/A/13/2204544 Burlands Field, Selborne Road, Selborne, Alton, Hampshire, GU34 3JA

³ Appeal Ref: APP/Y9507/A/14/2220580 Land at Barnfield (Under the Hill), High Street, Selborne, Hampshire GU34 3LG

⁴ Throughout the document we refer to the site Under the Hill (aka Barnfield) as Barnfield (Under the Hill).

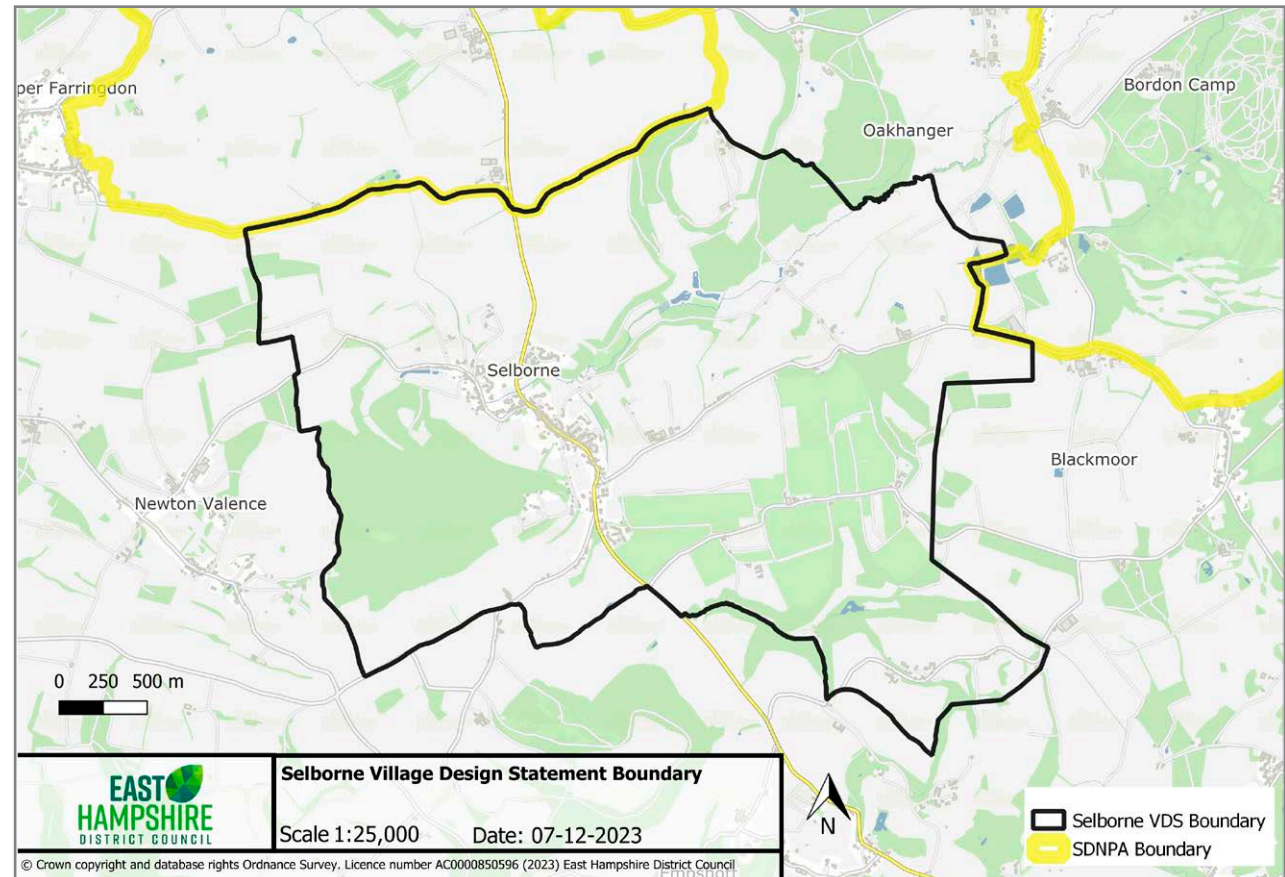
How has the Selborne Village Design Statement been produced?

Members of the local community, supported by the Parish Council and by the South Downs National Park Authority, took the lead in writing the new Village Design Statement. The document is the result of work done by a number of focus groups formed from the community of Selborne which also included:

- a number of public meetings and an exhibition
- an extensive questionnaire distributed to each household
- the involvement of local schoolchildren
- the opportunity for each household to comment on a draft version
- consultation with the SDNPA and District Council officers

The work included desk-based research and surveying in the village to consider the traditional and characteristic design features in the village. This led to the Design Guidelines that aim to conserve and promote those characteristics and avoid designs that are out of harmony with them.

Further information regarding the consultation events can be found in **Appendix 1 Village Design Statement Consultation Process**.



Map 1⁵

⁵ The Selborne Village Design Statement (VDS) Boundary Area follows the historic Selborne Ward Boundary, but excludes the areas outside of the South Downs National Park

SELBORNE'S CHARACTER, DEVELOPMENT AND HERITAGE SIGNIFICANCE

Selborne's name simply originates from the stream (bourne) along which willows grow, and clearly the abundance of springs and streams (caused by the junction of the clay with easily permeable chalk) attracted early habitation.

The village of Selborne lies within the East Hampshire part of the South Downs National Park. One of the most celebrated villages in England, Selborne owes its world renown to the 18th-century curate, naturalist and chronicler Gilbert White, who was born in the village, lived there nearly all his life and wrote the much-acclaimed *'The Natural History and Antiquities of Selborne'* (1789), which has been translated into many languages and remains in print today.

The quintessential character of Selborne and its setting in the Hampshire countryside is much as it was at the time of White's death at the end of the 18th century. Many of the scenes recorded by Gilbert White can still be seen in and around the village today.

Gilbert White designed and laid out the gardens, parkland, and woodland around his home in the mid-18th century. The designed landscape is a Registered Park & Garden (RPG) known as The Wakes (Grade II*) sharing its name with his former home (listed Grade I and now a museum, as explained on page 7).

There is evidence of settlement within the parish from the Early Mesolithic with radiocarbon dates ranging between c. 7300 – 6800BC at Oakhanger.

Bronze Age, Roman, and Anglo-Saxon sites surround the area providing evidence of long episodes of, or perhaps continuous, habitation.

A scatter of worked flints found near Grange Farm in Gracious Street suggest Neolithic or earlier settlement. In and around the village, there are approximately 30 sites on Hampshire County Council's record of archaeological sites. There are also in excess of 55 listed buildings within the area covered by this VDS.

The strong landscape setting, many historic buildings, narrow winding streets, the use of local materials and varied viewpoints and spaces combine successfully to create the attractive character and setting of Selborne.

The Church of St Mary stands on land believed to have been given for a church by Edith, wife of Edward the Confessor. A church was recorded as being there in the Domesday Book of 1086. A market was held on The Plestor open space from 1271.

Selborne is a small-scale rural village which is linear in design. It has grown piecemeal over the centuries from its centre around The Plestor, along the Selborne Road which for the most part runs parallel to the green apron that links the famous Selborne Hanger⁶ to the village. Its characteristic buildings are not regularly laid out or of uniform design but have a composed variety. They were developed by different hands, at different times, but all contribute to the creation of an attractive, animated public realm. The absence of any street



The Church of St Mary



The Plestor



The Wakes Museum

⁶ The name Hanger is derived from the Anglo Saxon, Hang'r, and was one of many words used for woodland. Selborne Hanger is The Hanger.



Fishers Buildings

lighting ensures that the rural feel of the village is conserved and enhanced.

The village has a distinctive form and relationship to its landscape setting that is unusually well-conserved and highly sensitive to change. It is characterised by a strong linear pattern following the foot of Selborne Hanger and the line of the Seale and Well Head Stream. This linear settlement pattern is determined by, and responds closely to, topography. This pattern is intrinsic to Selborne's cultural heritage and should be respected and reflected in future development to ensure its conservation and enhancement.

Selborne Conservation Area & Heritage Assets

The importance of the village and its adjoining countryside was acknowledged by the

designation of the Selborne Conservation Area in 1970.

The Selborne Conservation Area is one of the earliest conservation areas to have been designated in East Hampshire, and was extended in 1976 and 1993 following public consultation. The Selborne Conservation Area Guidance Leaflet⁷ includes a great deal of detail about the character and historic interest of the conservation area. However, it is important to note that at the time of writing, the SDNPA is preparing a new Conservation Area Appraisal & Management Plan (CAAMP) for the Selborne Conservation Area. This will supersede the Selborne Conservation Area Guidance Leaflet.

A Conservation Area is legally defined as an "area of special architectural or historic interest, the character and appearance of which it is desirable



The Forge on the High Street



Wheelwrights in Gracious Street

⁷ Available at: <https://www.easthants.gov.uk/planning-services/heritage-and-trees/conservation-areas/conservation-area-guidance>

to preserve or enhance". A Conservation Area Appraisal & Management Plan (CAAMP) is a document which sets out what features the Local Planning Authority (LPA) believes contribute to the special architectural and historic interest, along with some management aspirations for the area. The CAAMP is a planning document to be used by the LPA, potential developers, householders, and residents to guide, inform and help shape any proposed development in order to respect the character and appearance of the conservation area.

The Selborne VDS and the anticipated Selborne CAAMP have similar aims and so are complementary to one another. The main difference is that the CAAMP relates solely to the Conservation Area (and so provides greater detail for the Conservation Area), whilst the VDS relates to a much wider area as set out in Map 1.

A number of key buildings and features that are important to Selborne include:

- The Grade I listed Church of St Mary;
- The listed buildings around The Plestor, Plestor House and The Old Vicarage being 'landmark' buildings;
- The Wakes Museum (Grade I Listed) which holds the collections of Gilbert White and the Oates family of explorers;
- The former village workhouse, Fishers Buildings, scene of the Selborne riots of 1830, still exists but is now converted into private housing;
- There were two forges in the village: Wheelwrights in Gracious Street, where farm vehicles were made, and The Forge on the High



LEFT: Cobbles in front of the Old Butchers Shop
RIGHT: Blue ragstone path in front of the Gallery



Old petrol pumps adjacent to Wheelwrights



Standpipe outside Copper Beech House

Street, which was a farrier's. Both buildings still retain some of the forging equipment;

- The old petrol pumps adjacent to Wheelwrights are of historic interest;
- The lime trees in front of the Old Butchers Shop opposite The Wakes were planted by Gilbert White to screen the unpleasant sight of hanging meat;
- The cobbles in front of the Old Butchers Shop and the blue ragstone path in front of the Gallery leading up to the Church are typical of the area.
- The local water supply used to come from stand pipes that were fed from the spring behind the Lion's Mouth at Well Head. Some of these stand pipes remain and are part of the history of the development of the village.
- At the time of writing there are three designated Local Green Spaces in the village, namely Culvercroft (Burlands Field) (LGS12), Dowlings



Culvercroft (Burlands Field)

Little Mead and Church Meadow (LGS8), and the Recreation Ground (LGS25).⁸

Selborne Today⁹

The village is nestled into the surrounding countryside, in part because of its small and contained scale. Although most of the lanes and roads enter the village uphill, an enduring part of Selborne's charm is that it remains hidden from view. Approached from the north, the Selborne Hanger dominates the view across the fields of Norton Farm until the B3006 bends sharply into the village past Goslings Croft. In 1783, Gilbert White, recorded that Selborne's population was 313 with house numbers around 60. The population is now over 600 and house numbers exceed 300. It has, of course, grown since White's day but the settlement has retained its linear character. Although it has expanded to the north in the form of Goslings Croft, (originally a council estate for agricultural workers) and to the south with an



Church Meadow

affordable housing estate at Ketchers Field, the overall shape of the village has been maintained.

The community supports St Mary's Church, a primary school of outstanding quality, a retail shop, a mobile Post Office, a pub/restaurant, a pottery, an art studio, a village hall, a tea room/ coffee shop, a recreation ground with pavilion, a children's playground, two discrete allotment areas and Gilbert White's House, The Wakes, a world famous museum that has its own café/ bistro called White's.

There are numerous walks, footpaths and bridleways. The village is surrounded by woodland, arable and livestock farms and a lavender farm. Rural tranquillity and landscape is an integral part of the village centre.

Selborne has the busy B3006 road running through it, with up to 10,000 vehicles a day using the road in a commuter traffic tidal flow. The traffic level, its speed, noise and fumes have



The Recreation Ground

⁸ See Policy SD47 of the South Downs Local Plan: <https://www.southdowns.gov.uk/wp-content/uploads/2018/06/Chapter7-Towards-a-Sustainable-Future.pdf>; and Selborne Settlement Policy map: https://www.southdowns.gov.uk/wp-content/uploads/2019/07/51_SDLP_Policies_Map_Selborne.pdf

⁹ This section of the VDS includes extracts from <https://www.selbornelandscape.org.uk/introduction-to-selborne/>

already been cited as the village's biggest problem; daily jams mask the beauty of the place as well as causing physical damage.

The village street and the lanes that branch off it provide great visual interest – narrow, bending, rarely flat, they give ever-changing views. Mature hedgerows and trees and few, narrow, pavements give a rural feel throughout the village. One of the key characteristics of Selborne is its network of footpaths and of ancient sunken lanes, sometimes known as hollow lanes or hollow ways.¹⁰ These lanes are pre-Roman and filled with a rich variety of flora and fauna. Some of them are metalled nowadays, some are green lanes and others are Byways Open to All Traffic (BOATs). They provide opportunities for people to enjoy walking, nature study and cycling.

Farming remains an important part of Selborne life. Even though the village has lost its two farms situated within the settlement to housing development, farming in the area still informs its character. There is mixed farming, with pasture for cattle and sheep, grazing for horses, cereal crops, vegetables and extensive apple, pear and cherry orchards.

Diversification of farming in the wider landscape is increasing. It is recorded that grapes were grown on strip lynchets at Selborne in the 17th and 18th centuries, so perhaps the vineyards will return, as has already happened in a neighbouring parish. Coppicing of woodland and the rearing of game birds are well established throughout the parish. Selborne Brickworks, although now inactive, has historically produced many of the bricks employed locally. Malmstone, a sandstone



View of the Selborne Hanger from Gracious Street

from the Greensand formation which has a chalky / marly quality and is found in many older buildings in Selborne, is no longer quarried here.

The rural character of the village is typified by views and glimpses of the Selborne Hanger between buildings, across gardens and over farm gates. Undermining its appreciation, the tangle of overhead utility wires along the High Street, Gracious Street and Kite Hill is intrusive and detrimental to the natural beauty of the landscape.

Selborne trades on the legacy of Gilbert White, the economic well-being of the people who live there

depends on it. The museum and the stunning village landscape with some of the county's best walking, attracts up to 40,000 visitors per year. The recreational opportunities that it offers for the public to enjoy the special qualities of the area must remain unharmed, for the sake of the village itself and for the many thousands of people who come to visit it.

It is of critical importance that the natural beauty, wildlife, and cultural heritage of Selborne and its setting should all be conserved and enhanced.

¹⁰ <https://maps.hants.gov.uk/historicenvironment/>

LANDSCAPE SETTING & WATER SYSTEMS

The foundation stones for this VDS are the South Downs Landscape Character Assessment (LCA) 2020¹¹ and the Selborne Local Landscape Character Assessment (LLCA), which detail the historical, geographical and topographical data about Selborne, together with descriptions of the local landscape.

Selborne's landscape has long been recognised as an outstandingly beautiful area, and given extensive protection since originally being included within the East Hampshire Area of Outstanding Natural Beauty (AONB). It now forms part of the South Downs National Park. In addition to the Park Authority protection, the Selborne section of the Wealden Edge Hangers, more commonly known as the East Hampshire Hangers, falls within a Special Area of Conservation (SAC). This enhances the protection that Selborne Hill and the Lythes receive as Sites of Special Scientific Interest, (SSSI). Additional site-specific areas are Sites of Importance for Nature Conservation, (SINCs). It is fortunate that two of the prime landscape areas, the Selborne Hanger/Selborne Common and Church Meadows/The Lythes are owned and well maintained by The National Trust. The VDS is founded on landscape character evidence to ensure that the guidance within it should be landscape-led, supporting the SDNPA's approach specifically relating to the protection of the landscape, local distinctiveness and design matters. It informs the LPA as to the kind of design characteristics that are appropriate to Selborne. The European Landscape Convention

definition of "Landscape" is: "an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors." Landscape includes settlements, roads and buildings; landscape character helps us to understand the identifying features of these

different landscape elements. Landscape is the framework within which all other disciplines sit (archaeology, cultural heritage and ecology). They are all integrated, therefore dealing with landscape first ensures a well-rounded holistic



The Selborne Hanger dominates the village

¹¹ <https://www.southdowns.gov.uk/landscape-design-conservation/south-downs-landscape-character-assessment/south-downs-landscape-character-assessment-2020/>

approach to defining guidance, policy and decisions.

The village and its immediate environs share three distinct landscape character areas.

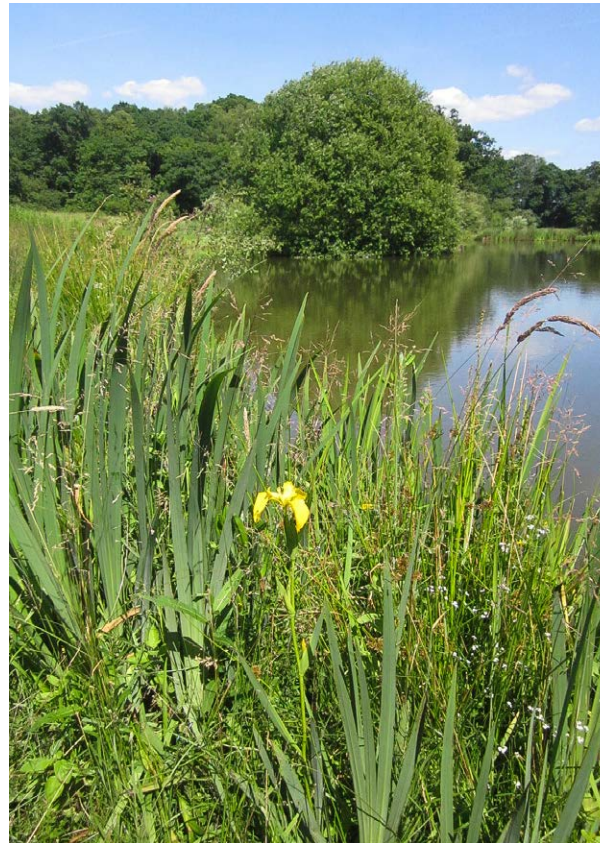
The Selborne Scarp covers the north and south leading ridges of the east facing Selborne Hanger arrow head, plus the base of the Chalk scarp on the north face (LCA l6).

Selborne Hanger is extremely well wooded throughout its length. The steep and in places precipitous landform of the Hanger at the junction of the Chalk and the Upper Greensand is formed by the erosion and undercutting of the chalk mass, revealing bands of Middle and Lower Chalk, the latter becoming more calcareous where it steepens.

The Downland Mosaic area covers the base of the scarp on the south face and the entire western section of the parish, almost up to the B3006 road, except in the extreme north end (LCA D4a).

This is defined as gently rolling chalk landscape, eroded by dry valleys with a series of hills, such as Selborne Hill along the eastern edge, forming the summit of the steep scarp to the east. Drift deposits of clay-with-flints cap the highest ridges, including Selborne Common that tops Selborne Hill and the surrounding farmland to the south, west and north. Small areas of chalk grassland surround Selborne Hill.

The Greensand Terrace area covers the entire eastern side of the parish, plus a small area in the north west of Norton. An area of Gault Clay covers the higher area of the Greensand Hangers (LCA K1).



Long Lythe Pond



The Wakes from the garden



Kimbers



Church Meadow



Culvercroft (Burlands Field)

A terrace formed from Upper Greensand with a locally prominent escarpment clothed in woodland defining its eastern edge. To the east of the B3006 road, all Selborne landscape is on the Greensand terrace and the sandstone geology gives rise to sunken lanes, (Cow Lane, Nine Acres Lane, Gracious Street, Huckers Lane, Honey Lane, Galley Hill, Sotherington Lane, Bradshott Lane), and is cut by both the Wellhead and Seale streams that rise from the foot of the chalk escarpment.

Although it is the Chalk Scarp Hanger that provides the drama in the Selborne landscape, it is the Greensand Terrace that provides the most defining character. The terrace supports a mixed land cover of woodland and farmland, of small pasture fields and paddocks and is the largest of the three character areas covering the settlement area.

Much has been written about the history, geography, climate and natural history of Selborne by its most famous son and by many others. In *The Natural History of Selborne* Gilbert White records:

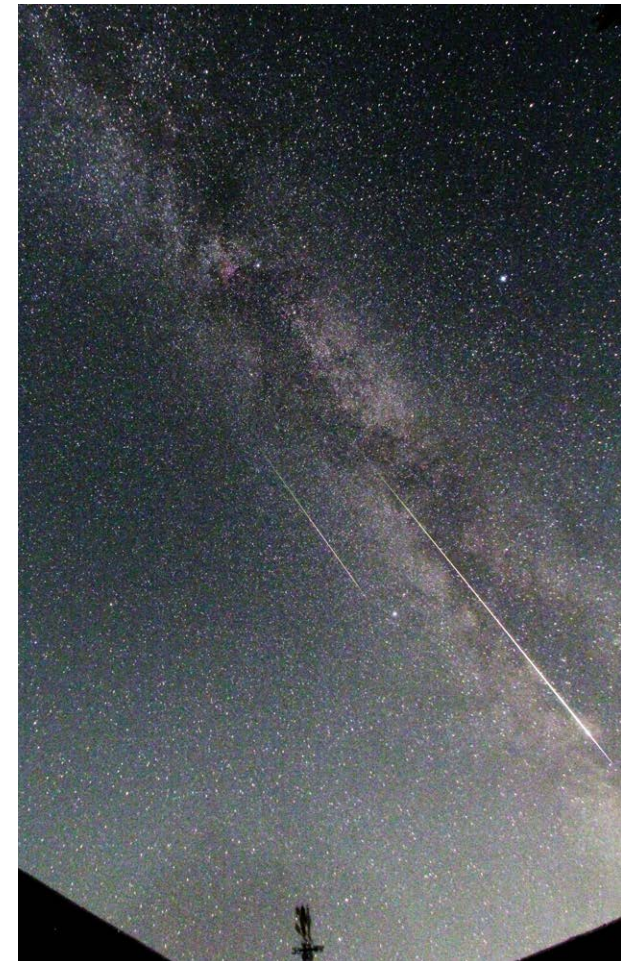
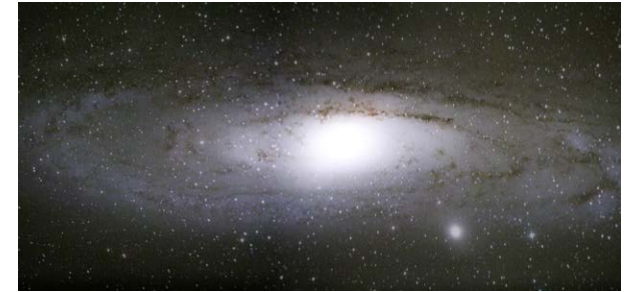
'The village stands in a sheltered spot, secured by The Hanger from the strong westerly winds. The air is soft, but rather moist from the effluvia of so many trees; yet perfectly healthy and free from agues. The quantity of rain that falls on it is very considerable, as may be supposed in so woody and mountainous a district.'

There are many features in the landscape, all relating to the village in different ways, contributing to its character and sustaining its reputation for the field study of flora and fauna. These include:

- The Selborne Hanger as a dominating backdrop to the village
- The valleys of the Lythes and Rifle Range
- The Wakes and its restored gardens and Park providing a picturesque setting
- Kimbers, an unusually steep-sloped pasture with the look of an alpine meadow;
- The Plantation
- The woods of Milking Hanger and Great Dorton
- The view of Church Meadow from the churchyard
- The views across Culvercroft (Burlands Field)
- The Nature Reserves of Selborne Common and Noar Hill; and,
- The gushing spring of Well Head



The Lion's Mouth at Well Head



Selborne lies within an International Dark Night Sky Reserve

The Green Apron

The green apron – as illustrated in Figure 1 – in relation to Selborne village comprises a swathe of land which is open, rural, and largely undeveloped. The hanging woodland of Selborne Hanger and Selborne Common form a dramatic backdrop to Selborne Conservation Area and Selborne Village.

The apron defines the relationship between, and positively contributes to the characters and settings of: Selborne Hanger, Selborne Common, Selborne Conservation Area, and Selborne Village. In doing so, the apron helps to support the linear and valley bottom character of Selborne Village whilst also influencing a number of experiential qualities including, but certainly not limited

to, the feeling of relative tranquility and an appreciation for the dark night skies of the area. The apron is also critical in the views to, from, and between Selborne Hanger, Selborne Common, Selborne Conservation Area, Selborne Village, and the wider countryside. These views are greatly valued by villagers and also attract visitors from all over the world.

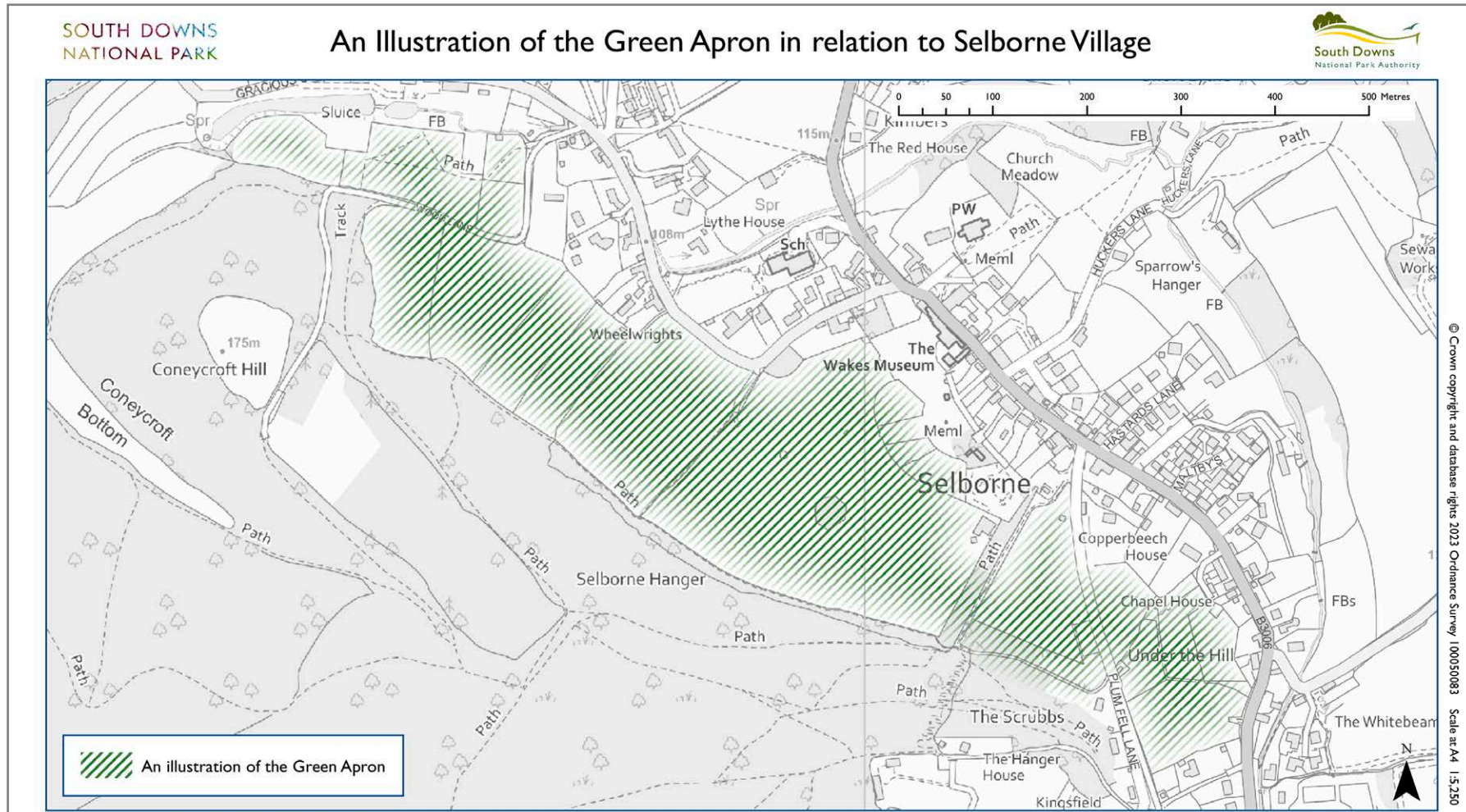


Figure 1

Watercourses

There are two watercourses starting from the village. The Well Head Stream rises behind the Lion's Mouth and runs beside Fountain Road. The rural feel is emphasised by wide grass verges and also by a wild-flower bank by Gilbert White Cottages. Seale Stream runs from Coneycroft pond and follows Gracious Street through to Kimbers. All the above are shown in Map 2.

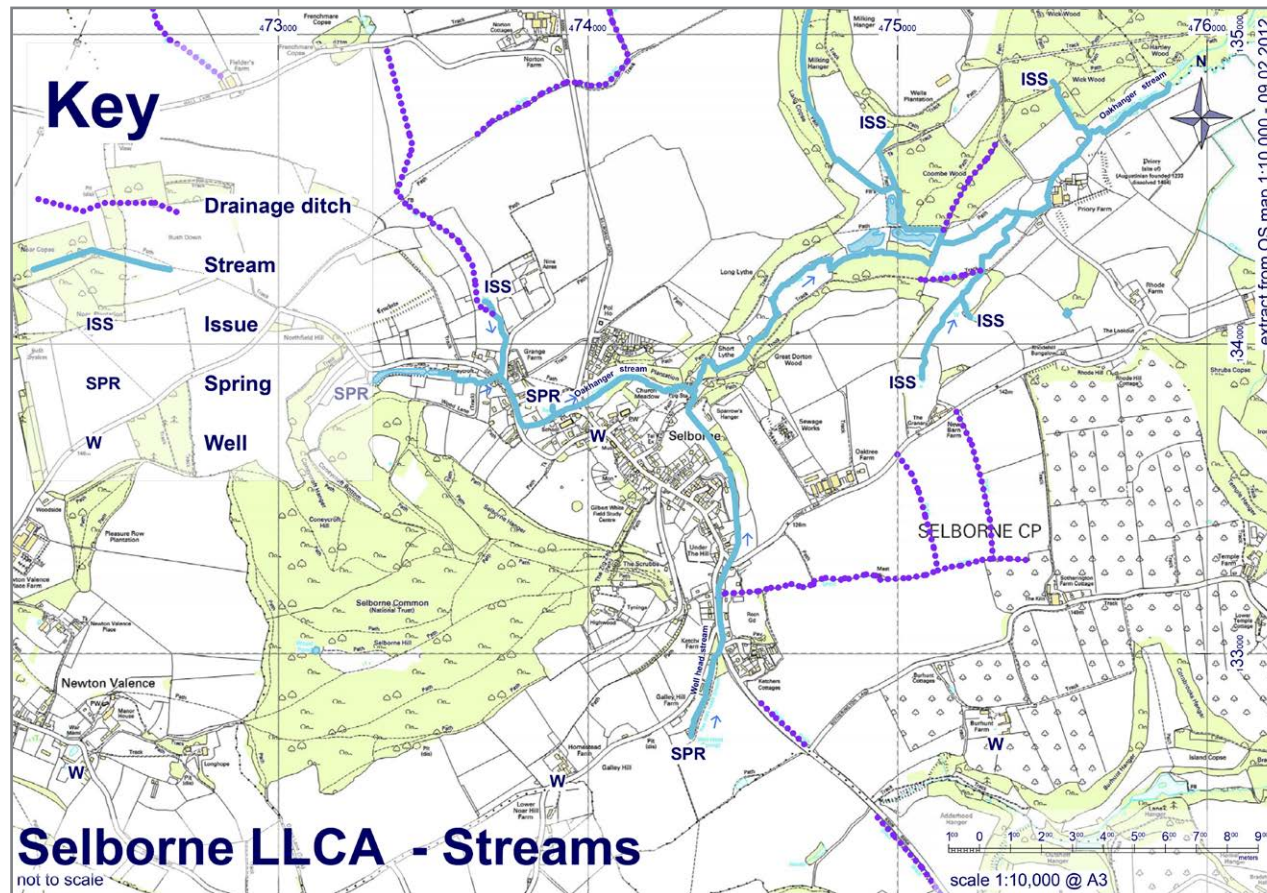
Dark Night Skies

Selborne lies within an International Dark Night Sky Reserve which must be respected. Any external lighting therefore needs to be limited to the minimum necessary for safety and security, employing the use of full cut-off downlighting with time-limited motion sensors, and internal lighting should be designed to avoid the potential for light spill.

DESIGN GUIDELINES

Landscape Setting

- The key sensitivities, landscape management, development considerations and other recommendations identified in the South Downs Landscape Character Assessment (LCA) and in the Selborne Local Landscape Character Assessment (LLCA) should be respected and reflected in development proposals.
- Sites for new development must relate closely to the landscape setting and should respect local topography.
- New buildings, alterations and extensions should respond to the contours and respect the valley-bottom location and linear settlement pattern of the village.
- Agricultural buildings should be carefully designed to minimise their bulk and should be sited to avoid any harmful impact upon the landscape.
- Conserve and enhance existing open areas that contribute to the local landscape setting.
- Any development that could potentially harm the characteristic features, sensitivity and historical importance of the landscape and the field structures around Selborne, should be resisted.
- Due regard should be given to the SDNPA's Dark Skies policy in respect of lighting as Selborne lies within the International Dark Night Sky Reserve.¹²
- Development that would be incompatible with the open, rural, and undeveloped nature of the green apron should be avoided.



Map 2

¹² The SDNPA has a Dark Skies Technical Advice Note (TAN) giving advice.

VIEWS AND VISIBILITY¹³

It is almost impossible to over-emphasise the importance of Selborne's landscape setting and its historical significance. In his *Townscape with Figures* (1994) Richard Hoggart has written:

'The jewels in that lovely irregular crown round Farnham are Gilbert White's Selborne and Jane Austen's Chawton both of them by some extraordinary good fortune much as they were a couple of hundred years ago'.

Gilbert White puts forward the opinion that Selborne's countryside is mountainous. Perhaps giving only a little allowance for the hyperbole, it can be seen what he meant, for the landscape is certainly dramatic, scenic, picturesque and forever throwing up surprises in an extensive woodland setting of steep escarpments, gushing springs, rushing torrents, tucked-away pastures, hidden valleys and sunken lanes.

Although most of the lanes and roads enter the village uphill, an enduring part of Selborne's charm is that it remains hidden from view. Approached from the north, Selborne Hanger dominates the view across the fields of Norton Farm until the B3006 bends sharply into the village past Goslings Croft.

Selborne Village and Selborne Hanger are synonymous. When inside the village, the Selborne Hanger always feels present and is clearly seen from almost every point: sometimes close, sometimes more distant, but always there thanks to the open, rural and largely undeveloped swathe of land around the base which gives views that

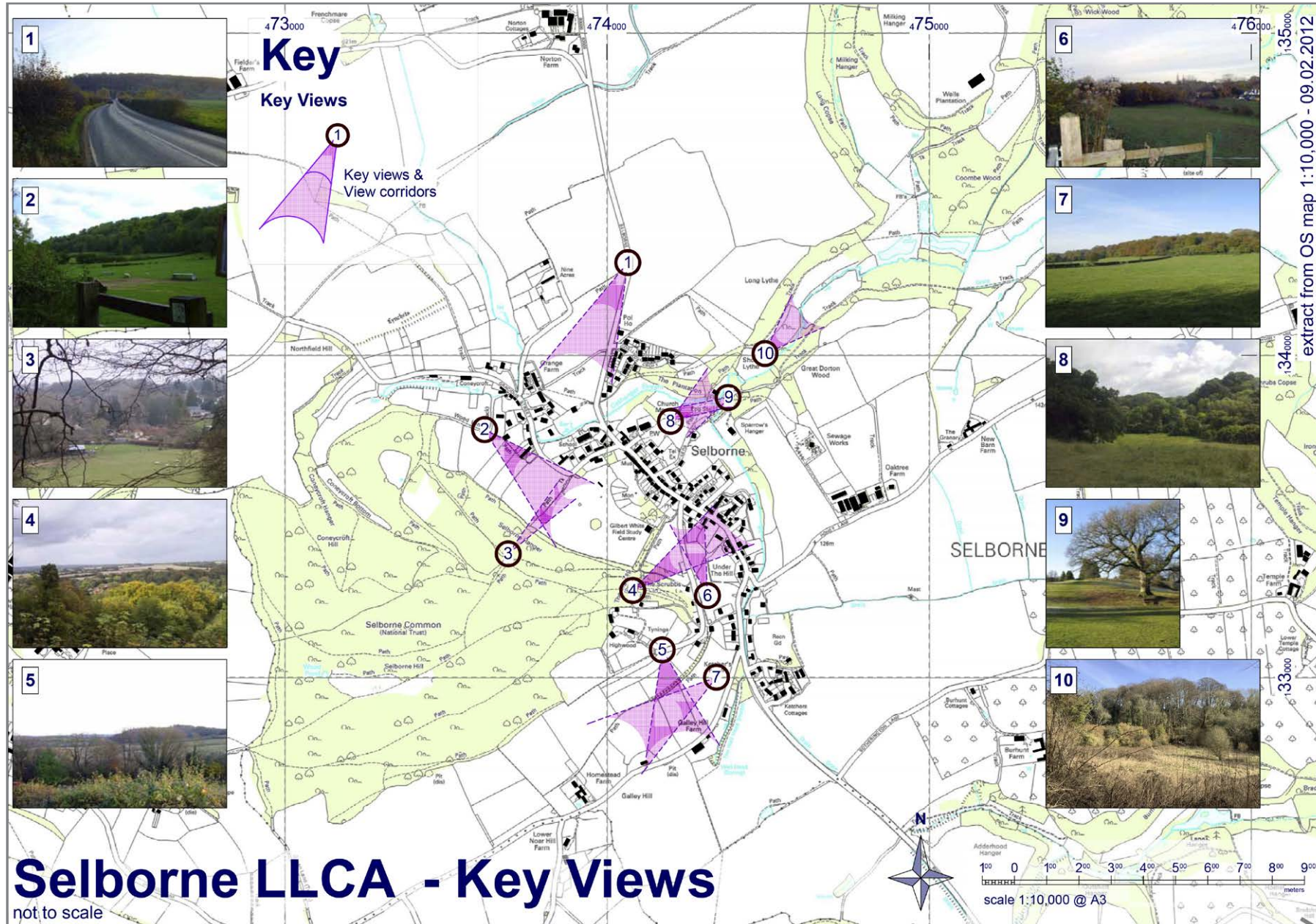


Priory Farm

distance the settled area from Selborne Hanger. Unfortunately, the view of Selborne Hanger from

the south is spoiled by one or two obtrusive houses built on its upper slopes.

¹³ Includes extracts from <https://www.selbornelandscape.org.uk/what-is-important/>



Map 3¹⁴

¹⁴ There are two 'Key views & View corridors 1: they denote the same Hanger view.

The Selborne Hanger provides a dramatic and magnificent woodland backdrop to the village. The green apron (see Figure 1) of open, rural, and largely undeveloped land running around the base of Selborne Hanger defines the important relationship between the Selborne Hanger and Selborne Village. The green apron is also critical to the views to, from, and between the Selborne Hanger and the wider countryside. If one has the stamina to climb up the Zig Zag footpath, from its top 91 metres above the High Street there are fine views over the village, the church and the wider landscape beyond. The views across the green

apron to the settlement are an important feature, greatly valued by villagers and visitors from all over the world.

Selborne is special because there are open areas (including pastureland) within the village that afford views to the surrounding countryside which helps to maintain the sense of rural tranquillity. Examples within the village include The Plestor, Barnfield (Under the Hill), Church Meadow and School Field.

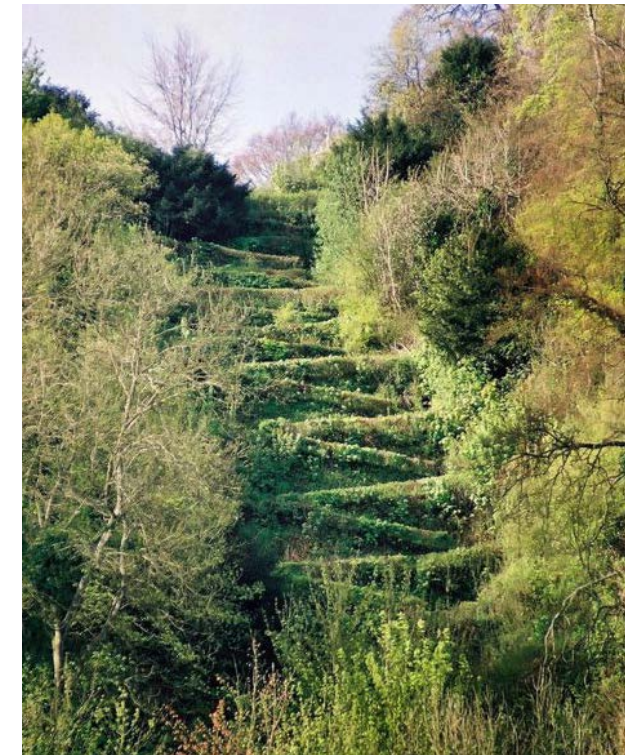
Equally important is the pastureland that encloses the village settlement area and examples include

the pasture at Culvercroft (Burlands Field), Kimbers, the Ewell Field and all the other fields behind Gracious Street. A number of significant views are currently marred by electricity and telephone lines that are strung along the roadways. There is intrusive cabling in all the streets and lanes of the village, including Gracious Street, The High Street, Plum Fell Lane, and Huckers Lane.

The most popular views from a range of vantage points in Selborne are identified in **Appendix 2**, Map 3 (Selborne LLCA Key Views), and Map 4 (Selborne Settlement Context Study [SCS] Sensitivity Analysis¹⁵).



Selborne from the air



Gilbert White's Zig Zag footpath

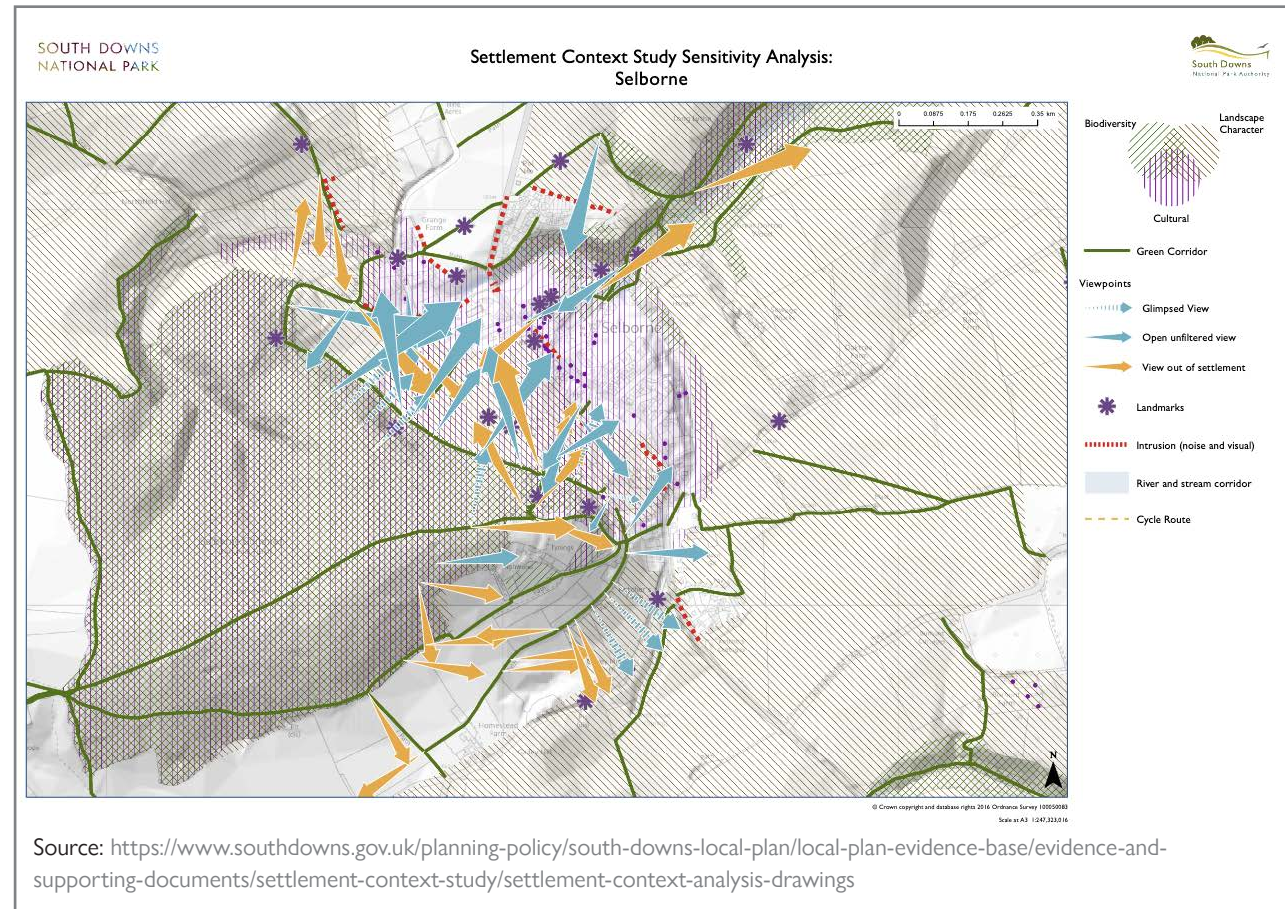
¹⁵ https://www.southdowns.gov.uk/wp-content/uploads/2017/09/Selborne_SCS_Context_Analysis.pdf

Walkers have always been attracted to Selborne for its scenery and rare flora and fauna. Within the village, visitors value glimpses of the Selborne Hanger across gardens, between houses and over hedges. However, a key attraction for visitors is to be able to experience the village whose appearance has changed so little from White's day. As visitors proceed they can sit in his revolving wine cask and share the same views he enjoyed. With the exception of the very busy flow of traffic through the village, Selborne remains much as it was in his day.

DESIGN GUIDELINES

Views & Visibility

- The identified views – see the Selborne LLCA Key Views (Map 3) and the SDNPA Settlement Context Study (SCS) Sensitivity Analysis (Map 4) – and the character of the village and its setting should be protected.
- New development, extensions and fencing/ boundary treatments should not obstruct existing publicly accessible views into, out of or within Selborne nor detrimentally affect views from local rights of way.
- The open, rural and undeveloped nature of the green apron should be conserved and protected, and opportunities to enhance the condition of the landscape should be taken.
- Glimpses of the Hanger, and views to and from it between buildings, should be maintained wherever development is considered.



Map 4

- The potential impact of development on distant views (eg. prominent materials, large windows or roof-lights which reflect the light, prominent roofs on the skyline, isolated buildings amidst fields) should be avoided. New developments should not intrude on the skyline when seen from the key viewpoints identified in the LLCA (see Map 3) and the SCS (see Map 4).
- The location, layout and design (including materials) of new vehicle parking areas, should, where possible, make use of existing buildings and landscape features to shield them from public view.
- All boxes, cabling and associated equipment for utilities required for new development should be disguised and/or placed underground where appropriate and possible.

WOODLAND & TREES, BIODIVERSITY & FIELD SYSTEMS

Woodland & Trees

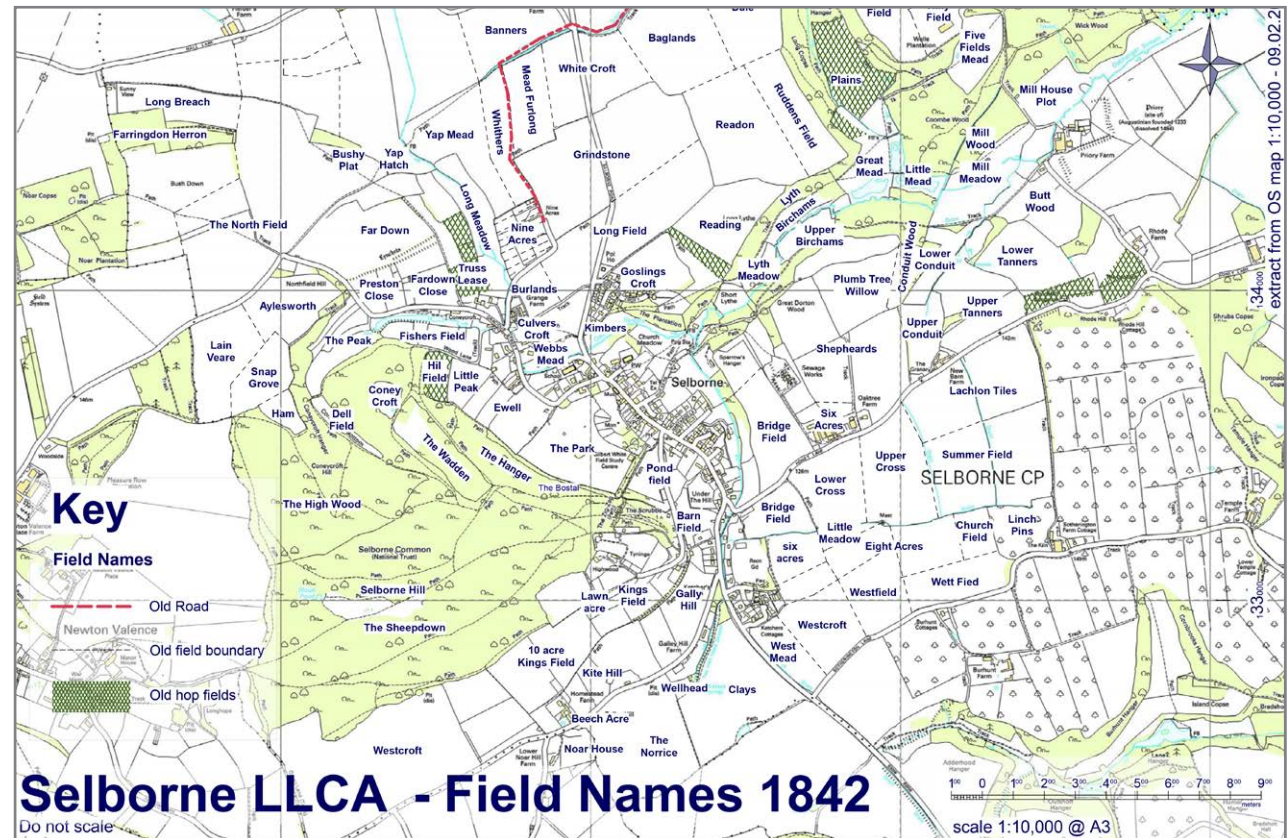
In Gilbert White’s time, the woodlands were much more intensively managed to provide villagers with fuel and building materials than they are today. They supported a great diversity of wildlife.

The National Trust has acquired several important sites in Selborne, including the Lythes and the Hanger (SSSI, SAC) that provide the iconic backdrop for the village. As mentioned above, the gardens, parkland and woodland around Gilbert White’s former home, including the field known as The Punfle, are a Registered Park and Garden (Grade II*) on the National Heritage List for England.¹⁶

Field Systems

The setting of the village, between the steeply rising wooded Hangers and the sloped Lythes (pronounced Liths) which run down to the Oakhanger Stream, is quite dramatic. A green apron (see Figure 1) of open, rural, and largely undeveloped land runs along the foot of the Selborne Hanger and intrinsically links the village in a close relationship with Selborne Hanger.

The Punfle and Barnfield (Under the Hill), have long been valued by the local community for their special relationship between a historic part of the village and the Selborne Hanger. They form an important part of the green apron and the dramatic setting of the Selborne Hanger.



Map 5

The field structure is shown very clearly on the current Selborne LLCA map of field names (see Map 5).

More recently, courtesy of RAF Odiham, Selborne acquired a set of aerial photographs which covered the whole village and which show the field patterns around Selborne.

The major lineaments of the Selborne landscape are determined by geology, and the human imprint is relatively minor, despite the extensive but small-scale chalk and malmstone quarrying over the past few hundred years. The human contribution is to the vegetation taken as a whole, with the presence of woodlands, meadows and arable clays. We are fortunate that much of our landscape has remained unchanged since the

¹⁶ <https://historicengland.org.uk/listing/the-list/list-entry/1000871>



Field patterns around Selborne

earliest habitation, due mainly to the Hangers being too steep for cultivation.

The 1842 tithe map of Selborne (see Map 6) illustrates the field structure very clearly. Many of the old field patterns still prevail, as do the original names.

There is a significant strip lynchet visible from Gracious Street along the eastern boundary with Little Peak Field caused by centuries of ploughing. The disturbed soil slips down the slope to form

a bank of earth, possibly intentionally formed to prevent erosion of the ploughed slope.

Countryside Stewardship Agreement Land includes The Wakes Park and land owned by the National Trust (Church Meadow, Long Lythe and the south side of Selborne Common).

In common with many small villages, expansion has occurred at the margins of the built up areas and horse related activities have become popular. Well managed enterprises are welcomed

but others can lead to over-grazing of pasture (muddy in winter) a motley collection of sheds and enclosures and general clutter.

Biodiversity

It will be important to conserve and enhance wildlife corridors and create new ones to enable biodiversity to thrive and prosper.

In 2014, to boost biodiversity, the Selborne Landscape Partnership was formed involving the Game and Wildlife Conservation Trust, the SDNPA, local farmers, The Wakes and local volunteers. A survey (2013-2018) by this Partnership found that the harvest mouse, first identified as a separate species by White in 1767, is increasing in numbers in the Selborne area.

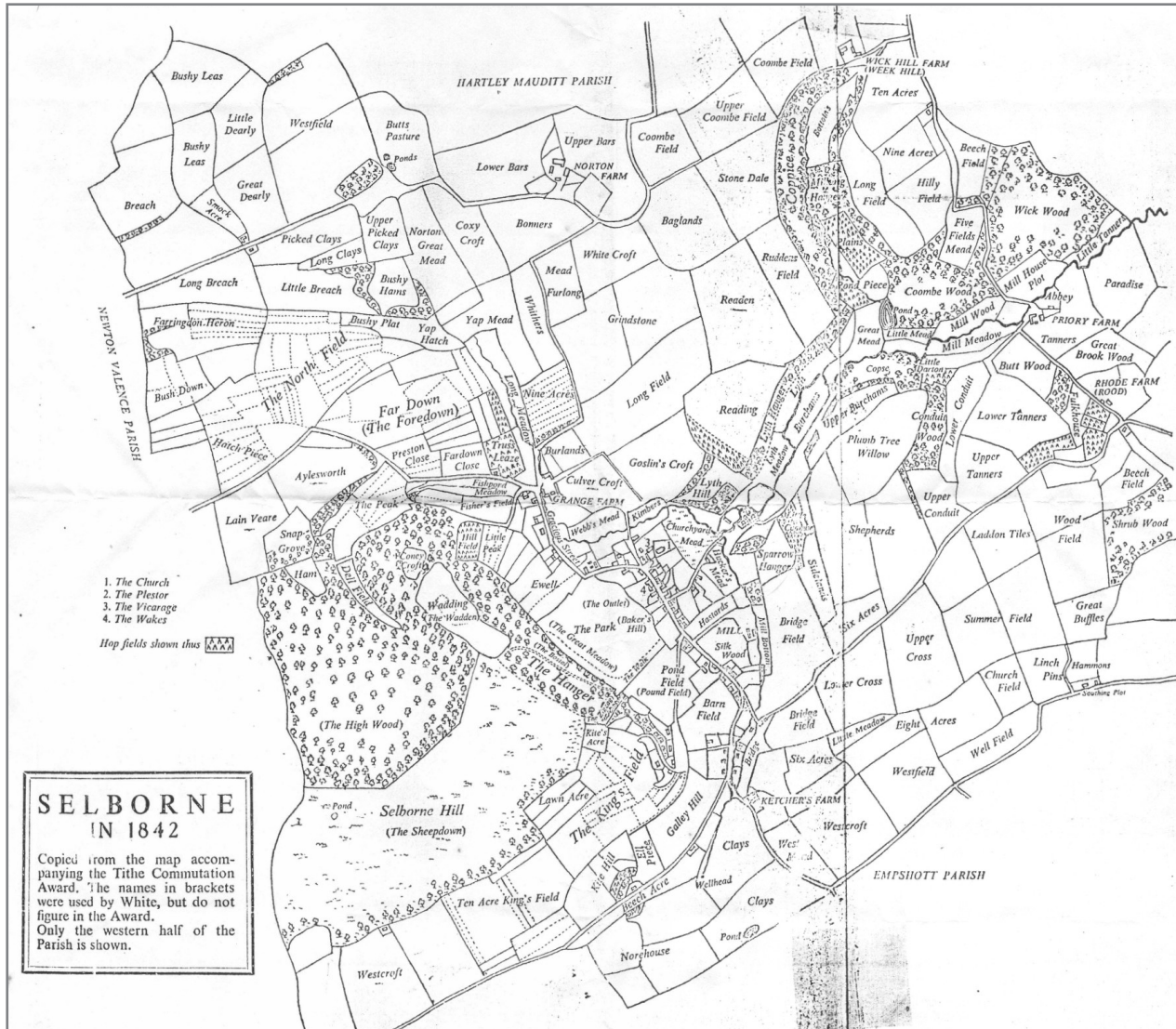
King's Field once provided the setting for White's experiment with echoes. The mole cricket, already rare in Gilbert White's time, has now apparently disappeared from the Short Lythe, and children who still fish for bullhead and stickleback are nowadays less successful than they would have been in his time. Rooks make their raucous cacophony as they continually fight and pull each other's nests to pieces in the tops of the beech trees just as they have done every spring since White reported this on 14 March 1765. The swallows return every year to skim the Park, snapping up insects on the wing as their predecessors have been doing since White noticed them and described them in his letters to his friend Daines Barrington and just as they must have been doing outside his bedroom window at the time of his death in June 1793.

Although their numbers have declined in recent years, Selborne is also an important swift nesting site and in summer these iconic birds are heard and seen flying over Selborne. Swift boxes have been installed under the eaves of the Church and on a number of residential properties, to encourage nesting.

DESIGN GUIDELINES

Woodland & Trees and Biodiversity

- Indigenous and predominantly deciduous woodland should be maintained.
- Trees and hedges should be retained, helping to maintain the enclosed character of the landscape, integrate the built environment and create wildlife corridors.
- New development and conversions should ensure that habitats for flora and fauna are not compromised and that alternative accommodation for birds and bats and other wildlife is provided where possible.
- The linear woods associated with the sunken lanes provide important wildlife corridors that should not be harmed and, where possible, should be enhanced.



Map 6 1842 tithe map of Selborne

ROADS, STREETS, LANES AND PATHS

In 1789 Gilbert White described the relationship between the landscape and the linear form of the village in these words:

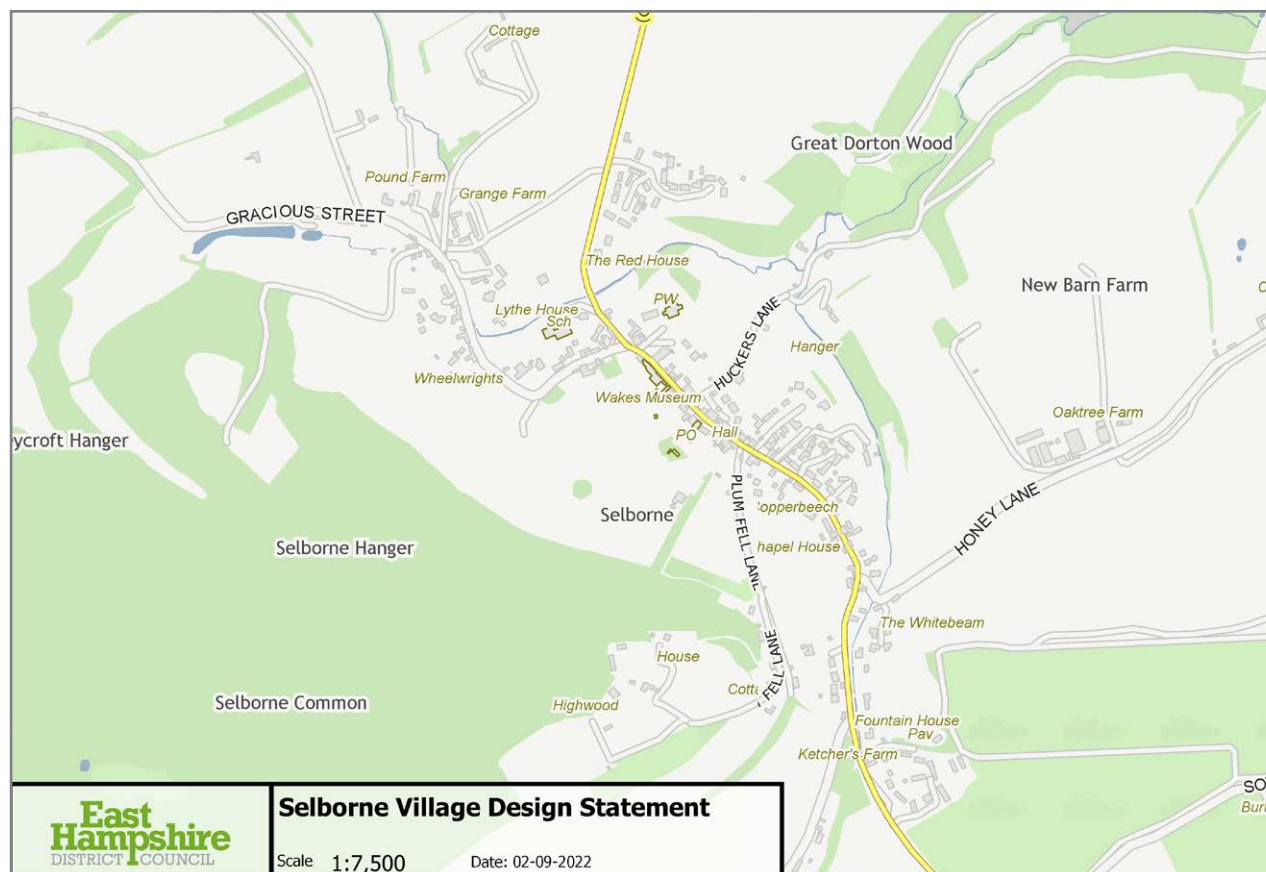
'At the foot of this hill, one stage or step from the uplands, lies the village, which consists of one single straggling street, three quarters of a mile in length, in a sheltered vale, and running parallel with the hanger.'

Gilbert White: *The Natural History and Antiquities of Selborne.*

The very small-scale routes – particularly those which come off the High Street at right angles and melt away into the countryside – are really important and partly the reason why Selborne has a strong linear character (see Map 7).

The speed and volume of traffic going through the village is dangerous and creates an uncomfortable environment for pedestrians, cyclists and horse riders alike: children struggle to walk in safety to school, people who walk to the village hall, shop, pubs and the Church have to negotiate narrow pavements and they have difficulty crossing the road.

Approximately 40,000 visitors come to Selborne every year. Local people and visitors often use the streets and lanes to form circular walks. Visibility onto the main road is particularly poor at the village hall, at the top of Huckers Lane and at the junctions of Gracious Street and Honey Lane with the B3006. There are bus stops at the north end of the village and in the centre. An additional stop to the south near Ketchers Field is needed and could safely be provided in the lay-by for the residents there.



Map 7¹⁷

The High Street

In the centre of the village and near the church is a square, open piece of ground surrounded by houses, and commonly called The Plestor. It remains the centre of the old part of the village bounded by listed buildings, including the Grade I listed Church which dates from c.1180 and is built

on the site of a Saxon Church. The Plestor is well used by local people and by visitors to Selborne. It offers attractive long-distance views to the west towards the Hanger.

White's straggling street, nowadays known as the High Street, has a linear pattern with many historic and listed buildings that front on to

¹⁷ Maps 7 (page 22) and 8 (page 28) are identical: both are included for ease of the reader.



The characteristic green apron behind Gracious Street

it. In recent years, Planning Inspectors have emphasised the significance of the linear pattern of Selborne.

Relatively recent alterations to the road network outside the parish and a continuing heavy volume of through-traffic have severely affected the peace

of the area. Speeding traffic and inconsiderate driver behaviour are unacceptable and detract from Selborne as an attractive place to live or to enjoy and as a key tourist destination.

In 2013, with financial support from Hampshire County Council, Selborne Parish Council

instructed Hamilton-Baillie Associates to draw up a study with proposals aimed at sensitively reducing the impact of the traffic. The Hamilton-Baillie Report¹⁸ (See **Appendix 3**) proposed a shared-space approach, albeit within the constraints of the large volume of traffic through the village. The scheme would have assisted in restoring safety whilst being an attractive and appropriate design that would also enhance the appearance of the village within the National Park. Those proposals formed the basis of further negotiations with Hampshire County Council who commissioned further engineers' reports (from W.S. Atkins and Havant Borough Council) that were the subject of public consultation in the village and met with a high level of approval from residents. Much work, consultation and expense went into these reports but to date no progress has been made largely due to budgetary constraints.

Gracious Street originally formed part of the High Street, but when the new road to Alton was opened in 1850 it became a quiet lane with its own character and charm. There is a string of historic houses, many of which are listed, in a linear pattern along Gracious Street. These sit directly fronting the road and have back gardens.

The characteristic green apron (see Figure 1) behind these houses provides an iconic setting for the Selborne Hanger and defines its relationship with the village. More detailed description of Gracious Street are to be found in the Selborne Local Landscape Character Assessment (LLCA).

¹⁸ <https://www.selborneparishcouncil.gov.uk/wp-content/uploads/2020/12/Selborne-Report-06-0117.pdf>

Village Streets

In common with many ancient villages, houses open directly on to the road. Many old cottages have no foundations. Pavements are in most cases too narrow for safety. The increase in traffic has a detrimental effect on the structure of these buildings.

The streets and lanes within the village that adjoin the B3006 have no kerbs or pavements and the entrances to houses retain their rural character with a general absence of gates thus presenting a welcome to passers-by. There are no gated communities in Selborne. Most boundaries are marked by hedges or walls or by open rustic wooden fences. Many hedges are ancient and include a wide variety of flora supporting a diverse fauna.

The village streets and lanes provide great visual interest – narrow, bending, rarely running straight or flat for any length, they give ever-changing



Nine Acres Lane

views. Mature hedgerows and trees with few narrow or non-existent pavements give a rural feel throughout the village. The lanes branching off the High Street rapidly disappear into the surrounding countryside to serve scattered cottages and outlying farms.

Country Lanes

Part of the charm of the country lanes around Selborne is the absence of pavements (see Map 7). Various lanes lead on to the High Street from the countryside and farms, many of which are ancient sunken or hollow lanes dating back to Saxon times:

- Cow Lane
- Nine Acres Lane
- Gracious Street
- Huckers Lane
- Honey Lane



Gracious Street

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- Galley Hill
- Sotherington Lane
- Bradshott Lane

Owing to the pressure of traffic, particularly the breadth and weight of modern agricultural vehicles, the steep banks in these lanes are being seriously eroded. This is particularly noticeable in Honey Lane, Sotherington Lane and Galley Hill.

Plum Fell Lane, a recent corruption of Punfle Lane, is edged by four 18th-century cottages, all facing the road and apparently cut into the hillside. Kite Hill, Huckers Lane, Honey Lane and Galley Hill turn off the High Street. At the top of Kite Hill there is a handful of houses one or two being rather too prominent on the skyline.

Huckers Lane is an important historical part of the village centre and was formerly the busy access route from Selborne Priory. The lane is the first stretch of the ancient Via Canonicorum. It is well used as a public footpath.



Honey Lane



Sotherington Lane



Bradshott Lane



The ancient Via Canonicorum

There are two listed buildings fronting the lane and a newer house, built in the traditional Malmstone with brick quoins and again fronting the lane. There are several new houses to the south that have been sympathetically designed to blend with the vernacular of the village.

Honey Lane is the ancient route towards Woolmer Forest, most of it being an ancient sunken lane overshadowed by trees. Nowadays it leads to Blackmoor and beyond. There are a couple of houses bordering and fronting the lane at the edge of Selborne but the lane gives way to countryside very soon after its junction with the High Street.

Galley Hill turns west towards East Tisted from Fountain Road at the southern end of Selborne. There are a handful of houses scattered sporadically up the hill.

Parking

The main car park for the village is behind the Selborne Arms pub and there are very few parking restrictions in the village. Some houses have no off-road parking and rely on kerbside places.

Street furniture

In recent years, the number of commercial and road signs throughout the village has increased and this has reintroduced a cluttered and untidy appearance. In the interests of road safety and the well-being of the local environment, it would be helpful if the number of road signs could be reduced as soon as possible and fewer, strategically located and more sensitively designed road signage installed.

Sunken lanes

The narrow rural lanes are often defined by maintained hedgerows; they are frequently sunken or hollow and are lined by substantial vegetation. Sunken lanes are a particular feature of this part of East Hampshire. They are valuable as wildlife habitats, rich in flora and fauna and are historically noteworthy. The lanes and their associated linear woods, including hedgerows, are of ancient origin and date back to Saxon times.

Ancient tracks between settlements were worn down into the soft chalk or greensand over the centuries by the feet of people, horses and cattle – and later by carts and carriages. Wind and rain have also played a part in erosion and in places sunken lanes are now up to 6 metres below the level of surrounding land. The roots of ancient trees are often clearly visible, growing through the malmstone of the banks.

Many of these lanes have been metalled and now serve as minor roads. Others are green lanes, bridleways or footpaths. The depth, varied aspects and varying degrees of shade in the sunken lanes provide unique micro-climates. The mix of soil, bare rock, root stumps and water seepage from the fields above provide exceptional habitats for flowering plants, ferns, mosses and lichens. The lanes are rich in insects, molluscs, small mammals and birds. However, a lack of appropriate management, modern agricultural practices and leisure vehicles are causing severe erosion on ancient, sunken lanes and are threatening their future. The lanes should be protected from any development where a proposed

access would require cutting into the bank of a sunken lane or where it would generate heavy vehicles or traffic that would cause harm to the banks of a sunken lane.

The conservation and enhancement of historic lanes is important to the character of the village. The South Downs Local Plan Policy SD21 includes a policy criteria to ensure that development does not reduce the biodiversity, landscape, amenity value, and character of historic rural roads. Further advice is also provided in the document entitled: *Roads in the South Downs*.¹⁹

The rural sunken lanes follow the contours of the landscape but the footpaths, many of which are of significant age, link parts of the settlement more directly, ignoring the contours. Historic routes, such as the Via Canonorum, have survived both as a physical element of the landscape and as an opportunity for people to continue to experience this significant and ancient route to the former Priory. To follow its path is to discover and enjoy an atmosphere of peace and tranquillity.

Footpaths and bridleways

There is an extensive network of well-connected footpaths and bridleways within the village and its environs, providing easy access to the countryside and linking up with long-distance walks such as the Hangers Way (see Footpaths map in **Appendix 2**). These routes are frequently used and greatly enjoyed by residents and visitors alike.

The B3006 is part of a circular route which links the important bridleway network and the nature

¹⁹ <https://www.southdowns.gov.uk/wp-content/uploads/2015/09/Roads-in-the-South-Downs.pdf>

reserve of Noar Hill with Selborne Common and Newton Valence. There are a number of horses kept locally, including a riding school at Inadown Farm at Newton Valence. Unfortunately, owing to the safety problems with traffic, including HGVs despite the 7.5 tonne weight limit on the B3006, that road is now unsuitable for most horse riders and this important link is in danger of being lost.

In addition to the need to protect ancient tracks and lanes, footpaths and bridleways should similarly be kept open and in good repair. The designation of the ancient track from Huckers Lane to Priory Farm was changed from a BOAT (Byway Open to All Traffic) to a bridleway following considerable damage to it from off-road vehicles and motorbikes. This change has been of great benefit to the safety, peace and tranquillity of the path for walkers and horse riders and it is hoped that this will remain in perpetuity. BOAT 66 between Sotherington Lane and Honey Lane would greatly benefit from the same re-designation.

There can be safety issues when Rights of Way users have to share paths with vehicles and these can present a conflict within the second National Park purpose. For example, the footpath known as Wood Lane is used by pedestrians, cyclists and horse riders as well as vehicles, always leading to the potential for an incident to happen.

DESIGN GUIDELINES

Roads, Streets, Lanes and Paths

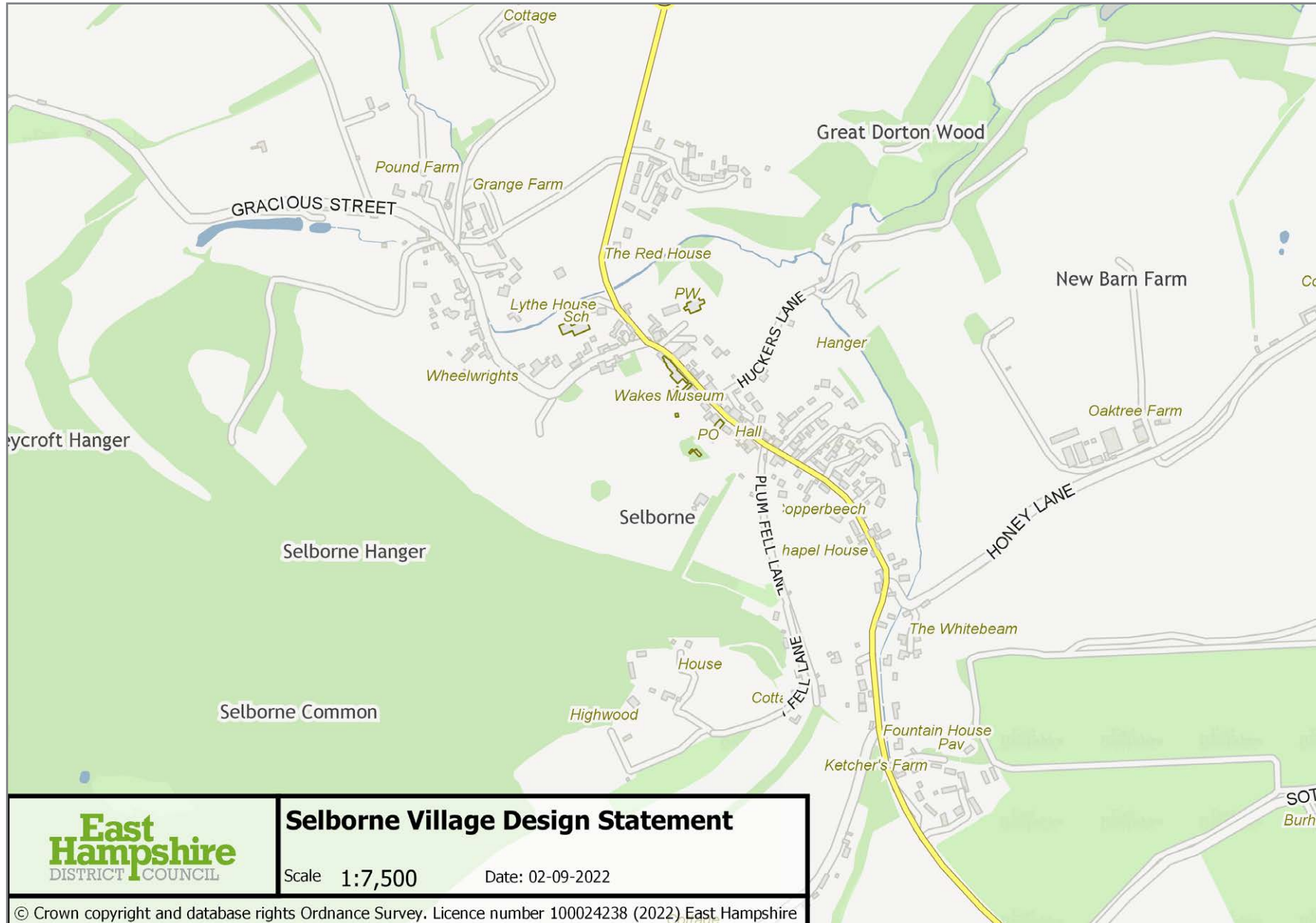
- Parking associated with new development should be designed so that it is located to the rear or to the side of the development to ensure that such areas are shielded from public view, do not impinge upon the street scene and do not cause detriment to the landscape.
- Gates and entrances should reflect the design and character of the rural vernacular and should allow for views into or out of the site.
- Historic street furniture such as the old petrol pumps, standpipes, mile posts, the Lion's Mouth and watercourses should remain visible and should be protected.
- Historic routes such as the Via Canonicorum should be conserved and enhanced to protect their tranquillity and the character of the landscape.
- All the ancient sunken lanes and their associated linear woodlands, banks, trees and hedgerows and their wildlife should be conserved and protected from harm.
- Any new development must have regard to all existing footpaths, bridleways and byways and should not be to their detriment nor adversely affect people who use them.
- The network of footpaths and Public Rights of Way that make a significant contribution to the character of the village should be maintained and protected.
- Paths and access ways associated with any new development should be constructed using local traditional materials in order to retain the rural

character of the area. New pavements on existing lanes would be inappropriate within the village – alternative solutions to pedestrian safety should be sought if required.

- New development should not compromise any traffic calming measures within the village.
- All development should retain and, where possible, enhance existing boundary walls and hedges. Boundaries should be marked by using stone, brick or hedgerows that match those that exist on or near neighbouring properties. Close boarded fencing should be avoided.
- Roads, lanes and footpaths should maintain the rural nature of the parish and avoid standardisation and urbanisation resulting from installation of inappropriate surfaces, kerbs or street furniture.
- Development can change the rural character of the local road network and harm its 'country lane' characteristics. Proposals for new development should reflect the provisions in the National Park Authority's guidance document: 'Roads in the South Downs' and follow Historic England's advice on development in the public realm entitled 'Streets for All'.²⁰

²⁰ <https://historicengland.org.uk/images-books/publications/streets-for-all/heag149-sfa-national/>

Ordnance Survey map of Selborne



Map 8

SETTLEMENT PATTERN AND BUILDINGS

The village has its origins as an agricultural community in Saxon times and the oldest known reference to it is as Selesburne, in the Domesday Book (1086). Within the village, the small-scale historic buildings set close up to the winding streets create a strong sense of enclosure and tranquillity.

The settlement pattern may be considered as three discrete character areas, zones or layouts: The High Street, the rural lanes running from it, and Goslings Croft. The centre of the village is compact. There are more dispersed areas of development in Gracious Street and in the part of the High Street to the south of the Selborne Arms, where gaps between properties are generally greater and more varied than those in the centre of the village. Inappropriate infill development could erode the character of the settlement.

Further backland development or development at right angles to the frontage of houses would fail to follow the predominantly linear form in Selborne and should be resisted. Any further degradation of this predominantly linear form, together with loss of views of the countryside especially from the High Street and Gracious Street, would harm the cultural heritage, settlement pattern and landscape character of Selborne.

Recent Developments

Originally a council estate for agricultural workers situated on the northern edge of the village, Goslings Croft sits in a beautiful setting

overlooking National Trust woodland and set apart from the main part of the village by the alpine-like pasture of Kimbers when glimpsed from the road upon approaching the village from Alton.

Goslings Croft was added to the earlier New Road Cottages in 1948. Since then, houses have been built in Hastards Lane and small housing estates have been built on brownfield land at Maltby's, Ketchers Field and in the vicinity of Grange Farm, so far without drastically altering the rural character of the straggling street. Existing developments which have departed from the characteristic settlement pattern should not be regarded as precedents for the future growth of the village, as to do so would be to further erode the village's character. Selborne must remain in harmony with its setting, with its history and with its cultural heritage.

There has consistently been strong support from people in the village for the traditional linear form of settlement and for it to be maintained by limiting back land development and by respecting the existing street pattern. Development that challenge or detract from this linear character would cause direct harm to the cultural heritage of the village and should therefore be avoided.

Any further development of estate-like housing should be robustly resisted, as villagers feel strongly that it would suburbanise the village and destroy its character.

Open areas within the village

An "open area" as described in this VDS can include a variety of areas including, but not limited to, open spaces (OS), large gardens, grasslands, and agricultural fields etc. These areas are important features to the village and are all quite different from one another in appearance, character, and use.

In terms of OS, the village has a local park (the Recreation Ground), allotments (at the Recreation Ground and at Goslings Croft), and access to natural and semi-natural green space in the form of Selborne Common. However, only on The Plestor do buildings formally address an open green space, which further emphasises the importance of this area adjacent to the Church.

As for other types of open areas, these are incidental and include the land parcels and/or gardens between buildings, affording views to the wider landscape and beyond. The areas between buildings are important as they reflect the way the village has evolved and developed over the centuries, and helps to contribute to a sense of rural tranquillity even when viewed from a busy road. Examples of these areas include, but are not limited to: Barnfield (Under the Hill); Church Meadow; Culvercroft (Burlands Field); Dowlings Little Mead; Great Punfle; Kimbers; the School Field; and the Ewell and other parcels behind Gracious Street, including Hill Field, Little Peak, Asletts Paddock, Upper Asletts, and Fishers Field.

The South Downs Local Plan (SDLP) has designated a number of these open areas as Local Green Spaces (LGS). The most up-to-date list of LGS designations in Selborne can be found in the Adopted SDLP and the latest South Downs LGS Assessment.

Characteristic building types and features

The buildings that are characteristic of the village use local materials in their construction and give the streetscape a distinctive visual quality against the backdrop of the ever-present Hanger. There is a diversity of building form and style that are in sympathy with the charm and character of Gilbert White's straggling street and the lanes that lead from it.

Characteristic buildings include detached, semi-detached and terraced buildings. Some of the



buildings of historic and architectural interest have been listed. These are principally located within the historic core of the village, in the area around The Plestor, in the High Street and down Gracious Street.

Ancient barns, a legacy from Selborne's agricultural past, can inspire the design of modern garages and outbuildings, with tiled or thatched roofs sitting over a weather-boarded frame. These should be of a scale that reflects their function.

Chimneys are important features in the village. Most are integrated into buildings and not applied to the outside. One or two modern buildings have no chimneys and these are exceptions to the roofscape. The aroma from wood-burning fires is prevalent throughout the village on winter evenings, curiously enhanced by the absence of street lighting.

A number of buildings are graced by highly decorated chimneys, as is The Wakes, including stacks that are twisted through 45 degrees. Some of these are very tall, adding considerable interest to the skyline.

The height, scale and density of buildings

Buildings are mostly two-storey and, with the exception of St Mary's Church, are domestic in character and scale. The greatest concentration of historic building is to be found around The Plestor where properties adjoin each other and define, together with garden and churchyard walls, a gently sloping green beneath two ancient trees at the heart of the village. As can be seen from



Chimneys



the historic 1896 map at Appendix 4, buildings in the historic core of the village have fewer gaps between them and exhibit a higher degree of enclosure than those in the more dispersed areas to the north and south.

The scale of the buildings follows a traditional pattern with eaves lines at heights of between 4 and 4.75 metres, generally lower than those of standard modern developer homes. Roofs with traditional spans of between 6 and 6.5 metres are set at pitches of between 35 and 45 degrees. Thatched roofs tend to be more steeply pitched at up to 55 degrees.

Older buildings, such as the pubs, generally conform to the vernacular tradition with each succeeding period adding its own variation. There are examples throughout the village from the medieval, Georgian, Victorian and 20th century periods. Buildings are mostly houses with many retaining the character of the old cottages and farm buildings from which they were converted. Commercial premises are principally houses that now display the features that advertise their trade. Examples include the pub, The Wakes Museum and tearoom, the village shop and the galleries.

Although many of the historic buildings are positioned literally on the roadside, for example Plestor House, many cottages have small front gardens. However, they have extensive rear gardens. This complex pattern of diversified building forms, set back at varied distances from the road and with narrow and wide gaps between them, gives the village its distinctive character.

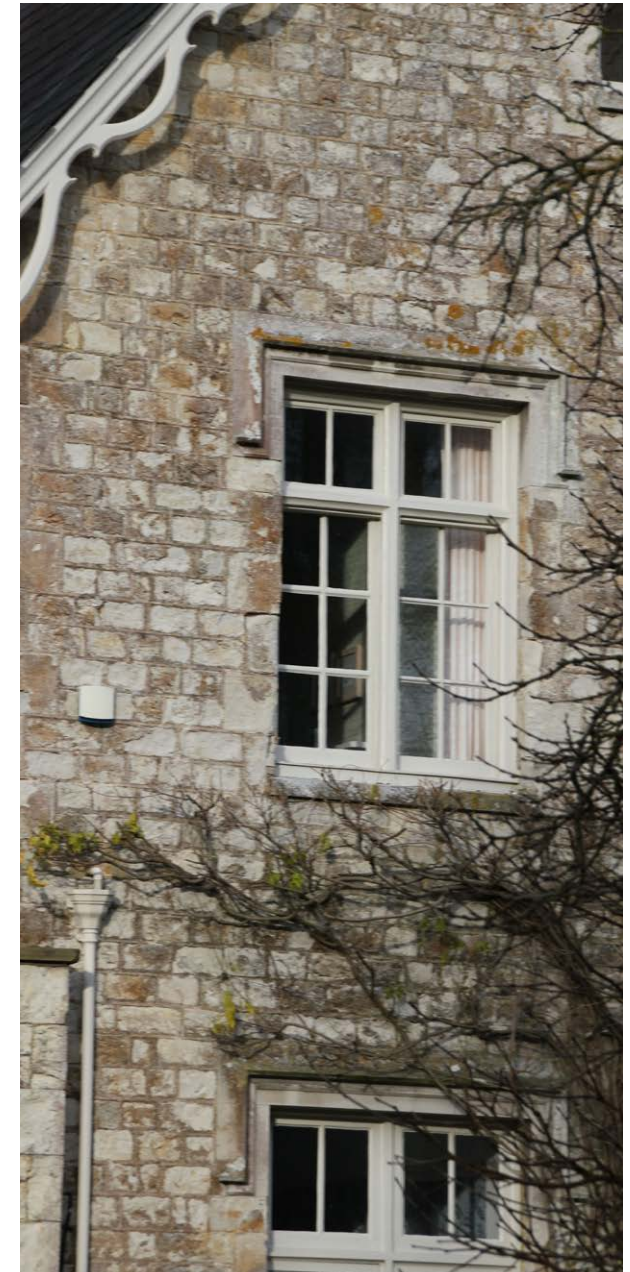
Hedges, walls and fences

Boundary walls are typically of local brick and flint, brick and malmstone or entirely of brick – often with half-round brick cappings. Unusual features include walls topped by concrete spheres. Bricks employed to effect repairs or extensions to walls do not always match the originals, but their colours should blend harmoniously with them. Wooden fences and iron railings are rarely employed to mark boundaries in visible locations. Hedges and trees help to soften the built environment and contribute to its rural character and distinctiveness.

Building materials

In common with other historic villages, local builders in Selborne made use of the most readily available materials – stone, brick and wood – and used them in their immediate environment. Locally sourced building materials in Selborne include malmstone with brick quoins, render and limewash, orange-red clay tiles, timber and timber boarding.

Traditionally, walls have been built of coursed or random white malmstone quarried from the upper greensand, which lies close to the surface to the east of the Hanger. Further east, deep clay deposits formed the basis for the Selborne brickworks, not currently in production. These softly coloured orange/red bricks are widely used throughout the village. Some have been rendered and painted in a muted limewash. Upon the dissolution of the Selborne Priory in 1486, the large squared blocks of malmstone (ashlar) used in its construction



The Old Vicarage

were salvaged by pragmatic villagers and can be found in buildings throughout the village.

Roofs are thatched, more often clay tiled or slated.

The overall effect is a harmonious blend of locally sourced materials with the surrounding landscape. Brick quoins, clay tile-hanging, flintwork and timber weather-boarding contrast pleasantly with the pale malmstone stonework. There are a number of examples of galletting where ironstone is inserted into mortar joints.

Doors, windows and other details

Doors and windows form key elements in the streetscape. Whether new or as replacements, the materials should be considered very carefully so as not to look out of place in a conservation

area. It is important that the scale of windows and door openings should be retained and that the relationship of solid to void in the wall is not destroyed.

Windows in historic properties tend to be small in scale.

In several of the older properties, for example in Wheelwrights, windows set into the roof have replaced the open roofs of the past through which smoke from open fires was allowed to escape.

Slender glazing bars that give light and elegance to windows are typical features. Replacement windows that are significantly larger in area than those in neighbouring properties look particularly out of place and should be resisted.

Although not typical of the village owing to the soft nature of the local malmstone, there are examples of mullioned windows, for example in the Old Vicarage, and of leaded windows, for example in Lassams. Oversailing eaves are a particular feature, especially on traditional buildings where there are gutters that are hung on exposed rafter feet that give a fine strong edge to the roof. Regrettably, in a number of traditional buildings, modern clumsy boxlike fascia soffits with no overhang and with plastic guttering have been added.

Many buildings retain their historical interest through their name or architectural detail. Examples include Fishers Buildings, scene of the Selborne Riots of 1830, and the Old Butchers Shop, across the High Street from White's study.



Lassams



Wheelwrights

DESIGN GUIDELINES

Settlement Pattern and Buildings

- Development should respect, reflect and positively respond to the contours, valley bottom location, and linear settlement pattern of the village.
- Development should respect and positively respond to the historical character of the village as outlined in the supporting text above and particularly in relation to open areas, height, scale and density of buildings, hedges, fences and walls, building materials, doors and windows.
- A densely developed edge to the village should be resisted as it would appear untypical and at odds with the thinner bands of linear-style development which represent the general form of the village.
- Backland development would encroach into the countryside and harm the setting of the village and the rural character of the settlement edge and should be resisted.
- Any new development should avoid inappropriate infilling that could erode the character of the settlement.
- Any new development should be in keeping with the existing layout and character of the village. Unsympathetic development such as estate-like housing would suburbanise the village and should be resisted.
- New buildings should face on to the road/street front, should be a maximum of two storeys and of a similar density to those in the immediate vicinity.
- New development should be designed without the use of flat roofs, roof lights, UPVC components and fake or pre-manufactured glass reinforced plastic (GRP) chimneys as these are not generally considered to be appropriate or in keeping with the character of the village.
- Driveways should have a permeable surface to reduce water run-off and help prevent flooding.
- New development should reflect local character by relating to the form and scale of existing buildings by using sympathetic design and materials in the vernacular tradition.
- Attention to detail is essential. Wherever possible, new or replacement windows, porches and doors should be made to reflect the local vernacular or the architectural style of the building.
- Original features such as integral chimneys, oversailing eaves, windows and doors that contribute to the character of the building and the local area should be retained. Repairs or replacements should match the originals in design, materials, size and colour.
- Outbuildings (including garages and storage) should be of an appearance and scale that is in keeping with the character of the area and subservient in nature and function to the main building. Utility boxes and bin and cycle storage should be well integrated into the building or structure so as not to detract from the character of the building and the wider area.
- Agricultural buildings should be carefully designed to minimise their bulk and should be sited to avoid any harmful impact upon the landscape.
- Any alteration of traditional shopfronts should be carefully considered and should reflect existing features. They should be of an accurate design and appropriate style that does not destroy or conceal any of the original features or detrimentally affect the appearance of the building.
- It will not generally be appropriate to illuminate projecting or hanging signs externally unless they belong to late-night opening premises and unless they are only illuminated during opening hours.
- Fencing within private plots that face the open landscape should be contextually appropriate and sensitively designed to reflect the rural nature of the area such as post-and-rail with native hedge planting.

CONCLUSION

The National Park is a tapestry of landscape, wildlife, culture and heritage, worked and shaped by human hands, looking to the future while representing a quintessentially romantic Englishness of gentle green hills and picture postcard villages. Selborne is one of those picture postcard villages.

Taken together with the accompanying text, the Design Guidelines at the end of each section of this Design Statement will ensure that all new development is designed and located to enhance the special distinctiveness of the village.

Appendix 1: Village Design Statement Consultation Process

History of the Selborne VDS



Click to download

Appendix 2: Useful links and references

- a) Approval of the draft VDS by Selborne Parish Council on 15 March 2017 (Item 17/065), the completed VDS by Selborne Parish Council on 14 December 2023 (Item 23.182) and the approval of the final corrected version on 25 January 2024 (Item 23.214):

<https://www.selborneparishcouncil.gov.uk/wp-content/uploads/2020/08/Minutes-Council-15-March-2017.pdf>

<https://www.selborneparishcouncil.gov.uk/council-information/latest-meetings>

- b) Baseline maps (source South Downs National Park Authority) for Selborne for each of the following:

- Landscape Character
- Historic Landscape Character
- Biodiversity Opportunity areas
- Biodiversity Designations
- Historic Environment
- Public Rights of Way and Access
- Topography and Flood Zone
- Tranquillity

<https://www.southdowns.gov.uk/wp-content/uploads/2017/09/Selborne-Settlement-Baseline-Maps.pdf>

- c) Listed buildings in Selborne (source: Historic England)

<https://historicengland.org.uk/listing/the-list/results/?searchType=NHLE+Simple&search=Selborne+Hampshire>

- d) *Selborne Local Landscape Character Assessment (2014) {Online}*

Available: <https://www.selbornelandscape.org.uk/>

- e) Settlement context study sensitivity analysis (source South Downs National Park Authority)

https://www.southdowns.gov.uk/wp-content/uploads/2017/09/Selborne_SCS_Context_Analysis.pdf

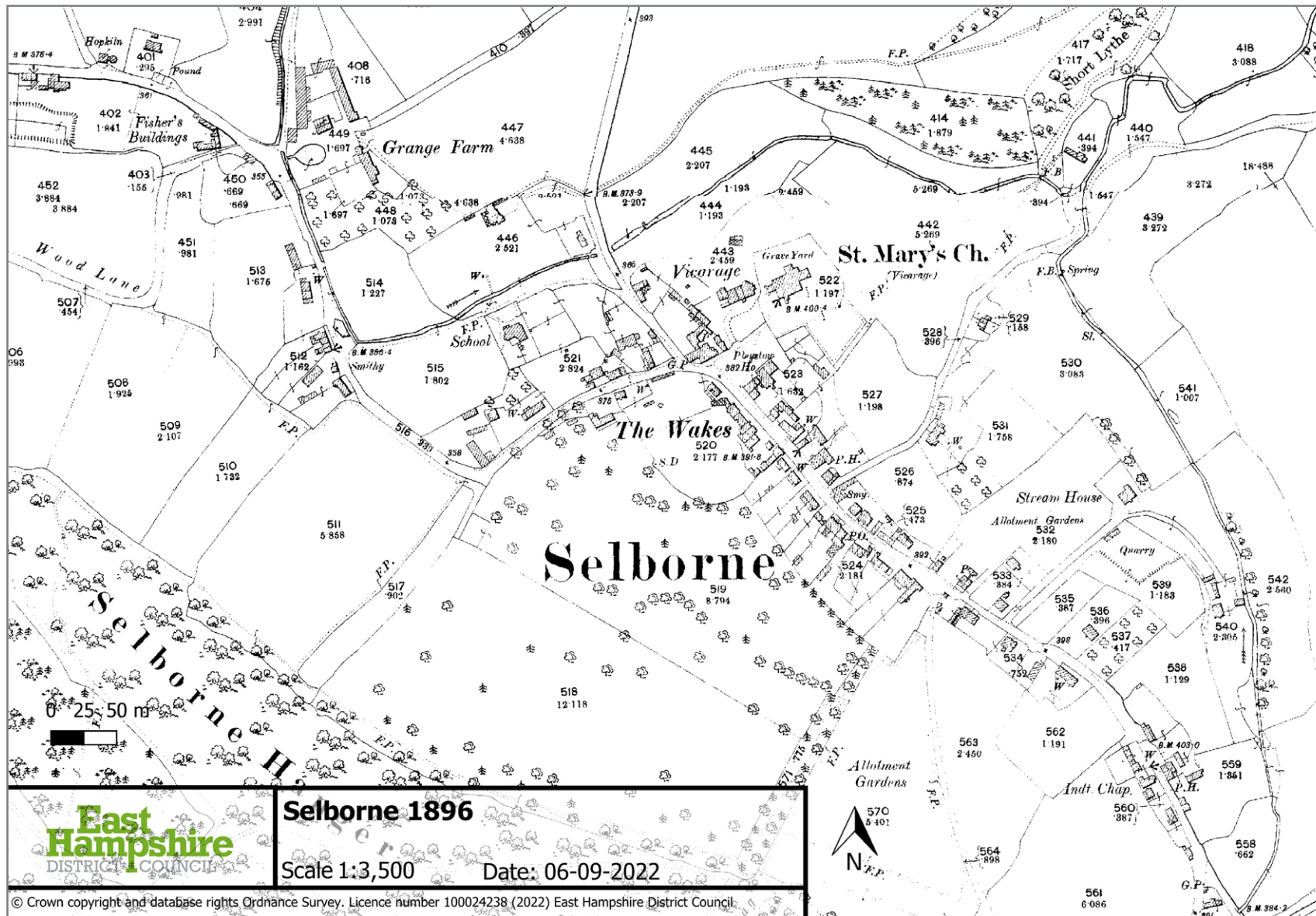
Appendix 3: Hamilton-Baillie Associates report



Click to download



Appendix 4:



Map 9

Acknowledgments

The Selborne Village Design Statement would not exist without the engagement and efforts of a core group of Selborne residents led by the committee comprising Seema Bennett, Simon Bennett, Jo Clay, John Liddle and Minette Palmer, with considerable help being given in the final stages by Denise Liddle. From the beginning of the project, on 30th October 2014, groups and individuals have collaborated with the community to compile a statement that reflects what is significant and particular about this village and its surroundings. The South Downs National Park Authority (SDNPA), has been closely involved in this revised edition and in particular Lita Khazaka was appointed as a consultant by the SDNPA and provided invaluable help and support. The advice and assistance of Chris Paterson and Lewis Ford of the SDNPA has also been much appreciated.

The photographs in the Village Design Statement have been taken by residents of the village, with particular thanks to John Dawson, John Elder, Peter Lewis-Jones and Mary Waltham. Aerial photographs are courtesy of RAF Odiham.

Support has also been received from the following:

Jeni Child who prepared the first draft of the Village Design Statement.

Sarah Earney who checked the section on buildings in the village.

Bradley Davis who created the final draft for publication.

Mary Waltham who helped with the final draft submitted for approval in 2022.

Selborne Parish Council – in particular the Parish Clerk, Liz Ford, and

EHDC Matthew Fisk and his GIS team for providing valuable mapping.

Grants to support the production of the Selborne Village Design Statement were received from the following organisations:

EHDC

The Selborne Association



Selborne Village Design Statement (SVDS)

Appendix 1

Village Design Statement Consultation Process

EXTRACTS FROM SELBORNE PARISH COUNCIL MINUTES
re
THE VILLAGE DESIGN STATEMENT v. A NEIGHBOURHOOD PLAN.

10 September 2014

9. To receive an update on the Selborne Village Design Statement

A verbal report was received from Cllr Miss J Clay. Cllr Mrs S Bennett, Cllr Miss J Clay and Cllr Mrs M Palmer have formed a sub group, also including Mr J Liddle and Mr S Bennett, which plans to hold a Public meeting on 30th October 2014 at 7.45pm in Selborne village hall. Representatives from the SDNPA and EHDC will also be attending to help raise awareness and encourage others to get involved. SDNPA is also planning to conduct a Built Environment Characterisation Study to get a strategic view across the national park, and Selborne has been chosen as one of the 20 villages to be included in this study. The Clerk was asked to confirm whether the EHDC grant for £750 to update the current Selborne VDS has been received.

RESOLUTION: That the EHDC grant money of £750 from EHDC be passed to The Selborne Association when it has been received, and that they be asked to administer this to update the Selborne VDS. Proposed by Cllr J Dingle, seconded by Cllr S Bennett. All in favour. Cllr D Ashcroft suggested that a minimum plot size was needed more quickly than the timescale for the production of the updated Selborne VDS.

ACTION: That the Clerk contact EHDC and seek advice on minimum plot size and the weight that it carries within planning legislation. Also to find out what other parishes have in place regarding minimum plot size. This will inform debate at next meeting in October.

10. To discuss the feasibility of undertaking a Neighbourhood Plan for Selborne Parish.

The Chairman opened the discussion by outlining his views on the pros and cons of neighbourhood plans. Neighbourhood plans are very time consuming and expensive and probably more than Selborne Parish Council can do on their own. Chawton and Farringdon Parishes are also in the same position, so a suggestion had been put forward to join up with neighbouring parishes that were of similar nature to approach this together. This could potentially include Worldham as well.

The Councillors then discussed the options regarding the feasibility of undertaking a Neighbourhood Plan, and possible options available to Selborne Parish Council.

RESOLUTION: That the Chairman should be given approval to investigate the potential costs and benefits of undertaking a Neighbourhood Plan, either as a sole parish, or in conjunction with other parishes with whom we share a boundary.

Proposed Cllr G Earney, seconded Cllr D Ashcroft. 7 in favour, 1 against.

8 October 2014

14. To discuss the response received from the SDNPA regarding 'minimum plot sizes', and agree a date for a workshop with representatives from the SDNPA to consider the matter more fully.

A workshop for Councillors has been arranged for Wednesday 29th October at 7.30pm in Oakhanger Village Hall with Chris Paterson from the SDNPA to discuss this matter further. This will not be a public meeting.

12 November 2014

10. To receive an update on the Selborne Village Design Statement (VDS).

A public meeting with SDNPA and EHDC had recently been held to give an outline of where a VDS sits within the planning process. The members of the public who attended were in agreement with updating the Selborne VDS, and the working group is taking this forward.

10 December 2014

9. To receive an update on the Selborne Village Design Statement.

Cllr Mrs M Palmer reported that there had been a recent meeting with approximately 25 people who are interested in taking forward the revision of the VDS. These people had been divided into small working groups who were working on specific topics. A draft would be ready by March 2015 which would go to the local community for comment.

14 January 2015

9. To receive an update on the Selborne Village Design Statement.

John Liddle, Chair of the VDS Group, was invited to address the Council. He reported that there had been a good start to the project, with a mixture of

Councillors and volunteers attending two meetings. 6 teams have been formed who are looking at the toolkit, provided by the SDNPA. Need to update existing VDS to include greater detail, including details of buildings, etc. An architect and a surveyor living in Selborne village are being asked to join in with team work.

Cllr Miss J Clay offered to chase the consultant involved with the SDNPA. Councillors were JC asked to help find other people with expertise to help with the VDS.

11 February 2015

11. To receive an update on the Village Design Statement

Cllr Mrs M Palmer reported that volunteers were now in groups and working on different chapters. Richard Dollamore has left the SDNPA and his work is temporarily being covered by Chris Fairbrother until his replacement as Design Officer is appointed.

11 March 2015

11. To receive an update on the Selborne Village Design Statement.

Cllr Mrs M Palmer reported that various VDS groups are meeting and going through their allotted chapters. A meeting of all the groups will be held on 19th March to go through the information compiled so far. Remaining members of the public left the meeting.

8 April 2015

To receive an update on the Selborne Village Design Statement.

9. Cllr Mrs M Palmer reported that various groups are finalising their draft chapters. The Clerk was asked to add this to the June agenda for a further update, and invite John Liddle to speak to the new council.

Thanks were expressed to John Liddle for his work in co-ordinating the VDS work.

10. To receive an update on the progress of the Local Landscape Character Assessment (LLCA) endorsement.

Cllr Miss J Clay reported that the existing VDS had previously been adopted by EHDC. The SDNPA system has taken some time to get organised but they were now ready to endorse the new LLCA. This should be done on its own and not wait for the updated VDS. Thanks were expressed to David Newth for his hard work in co-ordinating the LLCA work. The Clerk was asked to add this to the June agenda for a further update.

10 June 2015

15/28 To receive an update on the Selborne Village Design Statement from John Liddle.

John Liddle, Chair of the Selborne VDS committee, gave a short update to the councillors on the current status of the update to the VDS. This is progressing well with groups currently working on individual chapters. The group aims to complete the document by the end of the year.

The SDNPA toolkit suggests that we consider what makes the village characteristic under 5 headings:

1 The Village Context

This section places the village in its geographical, historical, social and economic context. The team working on this section has completed it in draft, together with relevant photographs and maps.

2 The character of the landscape setting

David Newth, who led the team which wrote Selborne's LLCA, is leading this section. They have focused on the views from within the village and those from outside looking into the village. They have also highlighted the importance of the green spaces that lie within the village. They have taken many photographs and have almost completed their draft.

3 Settlement pattern and special character types

This group has produced maps, which show how the village has developed over time. The spatial types team has recorded the differences in building density between the historic core of Selborne and the lower densities to be found towards the edges of the village. Cross references are being developed between the output of this section and the building types analysis in the next section.

4 Buildings in the village

Detailed notes and many photographs have been taken by the team working on this section. They have had recourse to architectural primers to assist them when describing the special features of buildings. Their work is almost complete and when finished will include photographs of a small number of building types which are characteristic of the village.

5 Streets and lanes

This section has included a review of parking areas, street furniture and signs and contains a cross reference to the Hamilton Baillie report on shared space solutions to control speeding traffic.

General

The SDNPA has commissioned an architect to undertake surveys of key villages in the Park, including Selborne. In addition, the team reviewing settlement policy boundaries, will also be here soon.

The next steps are to complete the first draft of the narrative sections and submit them for review by our editing team. In the absence of an architect in our group, Gren and Jan Earney's daughter Sarah, who is an architect, has kindly agreed to look at the section on buildings in the village.

Cllr Dingle expressed his thanks, on behalf of the Parish Council, for the work that is being done on the VDS.

John Liddle left the meeting at 20.16.

13 April 2016

15/294 – To receive the report on the Department for Communities and Local Government’s consultation on national planning policy, and reconsider if there is a need for individual Neighbourhood Plans for Selborne, Oakhanger and Blackmoor, and/or the parish as a whole.

Cllr Mrs M Palmer suggested dealing with the agenda item in two parts, (1) the DCLG report and (2) neighbourhood plans for the parish:

1. Cllr Mrs M Palmer proposed that the report on the Department for Communities and Local Government’s consultation on national planning policy should be noted. All agreed.

2. Councillors discussed whether the situation had changed regarding the need for individual **Neighbourhood Plans for Selborne, Oakhanger and Blackmoor, and/or the parish as a whole**. After a lengthy discussion Cllr J Dingle proposed that this item be deferred until the new Housing Act had passed through parliament. Cllr Mrs M Palmer then added to the proposal that the item should be deferred until the draft SDNPA Local Plan had been completed and adopted and the updated Selborne VDS had been adopted by the SDNPA. Cllr J Dingle then proposed that **the item be deferred indefinitely**.

All agreed and was duly RESOLVED.

Selborne Village Design Statement (SVDS)

Appendix 3

Hamilton-Baillie Associates Report

SELBORNE, OAKHANGER & BLACKMOOR

Protecting rural quality and safety from growing traffic volumes



For Selborne Parish Council

August 2014. Revision 06

Hamilton-Baillie Associates Ltd

August 2014. Version 06

**For Selborne Parish Council and the residents of Blackmoor,
Oakhanger and Selborne**



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Introduction

The impact of traffic on smaller rural communities, especially close to the edge of major areas of population, is the main source of concern for many parish councils across the country. The erosion of village space, and the consequent reduction in pedestrian and informal activity and movement within and between villages has serious implications for the economic and social viability of small communities. Without informal connections and gathering places, village life can retreat indoors and turn away from streets and public spaces. This in turn erodes the distinctive qualities of place and sense of community on which long term investment and confidence in rural communities depends.

This is especially significant for the villages of Blackmoor, Oakhanger and Selborne in Hampshire. The imminent redevelopment of the former military camp at Bordon, and potential significant housing extensions at Alton and Liss, are likely to add to the existing traffic volumes on rural roads and lanes between the A31 and the A3. For some of the village streets, such as the B3006 through Selborne, traffic volumes and speeds are already damaging. The transport assessment for the proposed Bordon Green Town, and related transport policies for the area, do not provide confidence that such traffic increases can be accommodated within existing highway measures. Recent widening of the A3 junction at Ham Barn is likely to exacerbate the problems.

In this context Selborne Parish Council has taken the initiative to commission this report and explore fresh means to ameliorate the impact of vehicles, and to retain and enhance the coherence and quality of the three key historic villages in the parish. The report seeks to examine and illustrate a range of small scale measures, capable of implementation over time as resources permit. Together these would discourage traffic (and especially freight vehicles) from using inappropriate routes, slow speeds and change driver expectations, improve safety, minimise noise and physical damage, and maintain the distinctive qualities and coherence that underpins the attractive character of the settlements. The study serves as a starting point for a long-term traffic strategy for the area.

These proposals are not a basis for “solving” the problem of traffic growth in Selborne and its surroundings. Cars, motorcycles and delivery lorries will continue to remain an inescapable element of rural life. The economic prosperity and associated patterns of transport will continue to add significant pressure to the historic fabric of this north-east corner of Hampshire. Selborne lies on the western perimeter of the new South Downs National Park, bringing greater urgency to reconcile traffic movement and highway design with the essential qualities that attract people to the area. Cars and trucks will continue to compete for space and priority with the civic spaces and pedestrian environment of historic villages such as Blackmoor, Oakhanger and Selborne. This report seeks to identify the means to retain that balance and resist further intrusions of “the highway” into the public space and rural tranquillity of their environment.

Recent traffic engineering measures, such as signage, road markings, entry chicanes and speed limits have had limited effect in addressing the impact of growing traffic. Few practical alternatives are contained within the *Whitehall & Bordon Eco-town Masterplan (2012)*, in the Transport Assessment for the development, or in Hampshire’s draft freight strategy for the area. A more locally responsive strategy, drawing on the distinctive characteristics of each community, is therefore a logical step for the Parish Council.

In seeking fresh approaches, the Parish is not alone. Across the UK, as well as in other parts of Europe, new ideas and principles are being explored and tested. These draw on a growing understanding of safety and driver psychology, as well as on practical experience gained in other rural areas. This study builds on recent best practice and policy advice in this field, tempered by the reality of increasingly limited budgets available to highway authorities. It is an approach that is intended to be consistent with the policies and guidance being developed by the National Park Authority and its local government partners. But above all, it is intended to foster greater involvement and participation by local residents and businesses in the design and management of the roads and streets of their communities.

Selborne Parish and surroundings

Selborne, Blackmoor and Oakhanger lie in rolling, partly wooded landscape in the triangle formed by the converging A31 and the A3. The towns of Alton, Bordon and Petersfield surround the area. The A325 provides the principal north-south route through Bordon and Whitehill to the east, a route due to be diverted closer to the area as part of the Bordon Green Town development. The B3004 (Green Street) links Alton and East Worldham with the A325 at Sleaford to the north, and the B3006 links Alton with the A3 and Liss through Selborne. With the main A roads converging on London, the B3004 and B3006 are vulnerable to increasing traffic between the south coast and the Midlands. Selborne already sees daily traffic flows close to 10,000, with around 1,000 larger vehicles.

Blackmoor and Oakhanger lie on the western fringes of Bordon and Whitehill. Both villages are scattered along the network of minor rural roads, lanes that come under increasing pressure as the major routes become congested. The growth in local deliveries and small freight traffic resulting from internet retailing adds to such pressure. St. Matthew's Primary School adds daily traffic to Drift Road in Blackmoor, and the Victorian model estate legacy renders Blackmoor particularly vulnerable to intrusive highway engineering. To the north-east of Oakhanger, the proposed changes in the management of Shortheath Common offer opportunities to strengthen the connections of the village with its rural context.

The lanes linking the villages run broadly east-west, and include Hartley Mauditt, Oakhanger Road, Honey Lane and Sotherington Lane (linking Selborne and Blackmoor) and Bradshott Lane. All of these are generally narrow lanes with occasional passing spaces. Agriculture and orchards continue to define much of the landscape. A fine mesh of footpaths and bridleways criss-crosses the western half of the area.

Apart from the major recent investment in the A3 trunk road, there are no highway improvements currently planned, despite Selborne being a vital part of the SDNP as a tourist destination with over 20,000 visitors per year. The predominately rural nature of the area, and the historic linear form of the settlements, mean that they are especially vulnerable to heavy traffic loads, and less suitable for conventional traffic engineering methods.



Heavy, constant traffic in Selborne



Intrusion of highway measures - Oakhanger



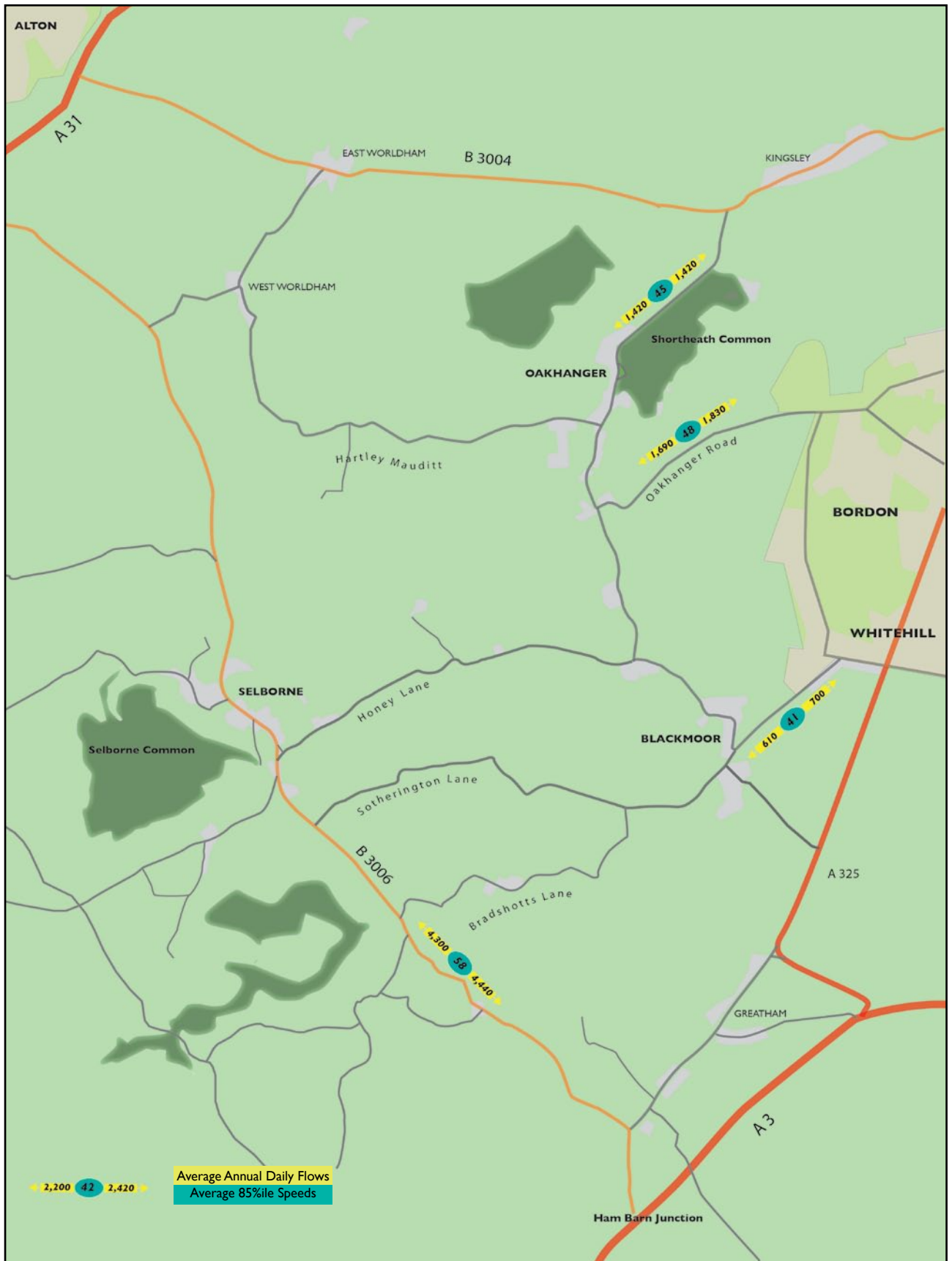
Rural lanes between Selborne & Blackmoor



Ineffective and intrusive traffic engineering - Blackmoor



Major highways run close to the rural villages



The problem

The economic foundation of rural villages is changing. Farming, forestry and land management based on large estates no longer determines village settlement patterns. Increasing transport, employment and communications places new strains on both the fabric and the community structure of historic villages. Greater choice in business, retail and housing location means that villages depend ever more on the intrinsic qualities of their environment and the coherence of small communities.

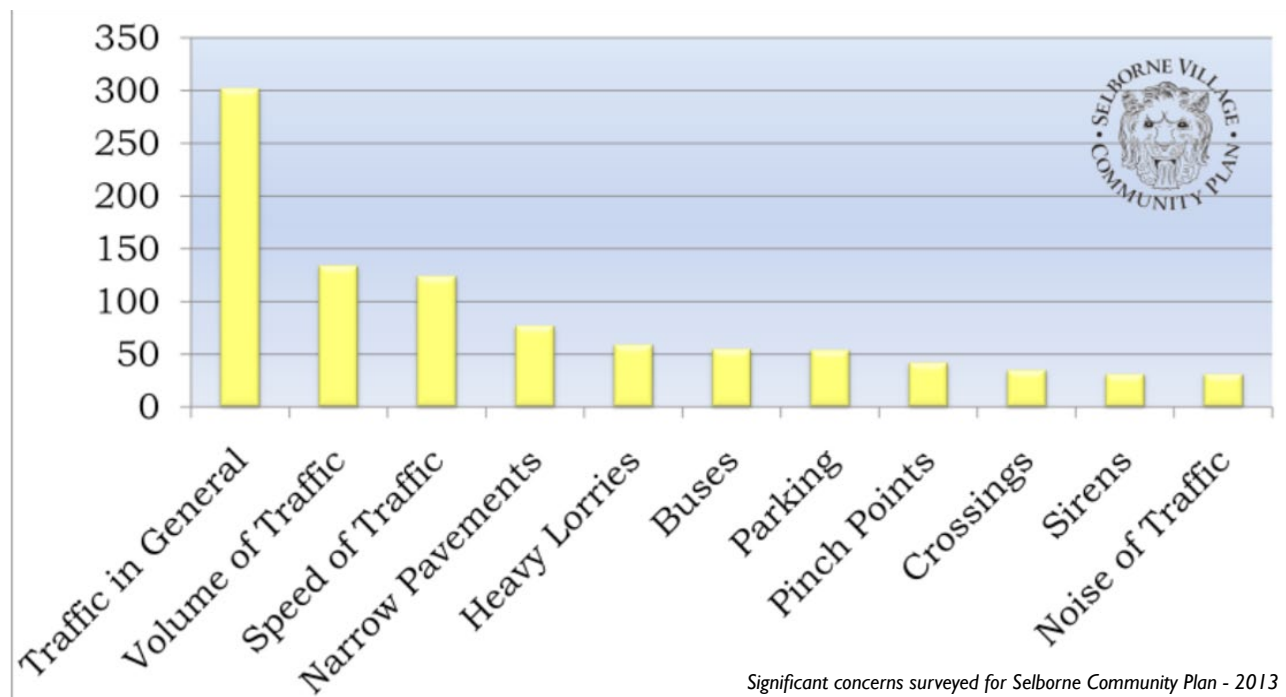
Both these qualities come under threat from increasing traffic pressure. Streets within villages, village greens and spaces, provide the informal public realm and connectivity essential to any community. These links and public spaces are particularly vulnerable to the speed and volume of traffic, and its relationship to village life.

The chart below from the 2013 Selborne Community Plan highlights the extent to which traffic issues dominate local concerns. Discomfort and safety concerns discourage pedestrian and bicycle activity. This in turn increases car dependency. Loss of pedestrian presence increases isolation as pavements and crossings become unpleasant and threatening. Noise, poor air quality, and the constant damage and abrasion from collisions add to the erosion of quality of life.

The loss of pedestrian comfort and confidence brings wider social consequences. Parents feel less confident allowing children to walk or bicycle to school or to visit friends; the consequent loss of freedom and independence and its effects on child health and development has been well documented. The loss of country lanes as places for recreation, walking, horse-riding or blackberry picking has similar effects. If traffic comes to dominate the physical environment of villages, a vicious cycle sets in whereby cars become the only option for movement.

The loss of street life and pedestrian movement has important economic as well as social consequences. Village shops, rural pubs and other small businesses rely on ease of access. If traffic is too dominant, parking and pedestrian movement becomes more difficult, and opportunities for external displays and activities are limited. Anything that discourages walking to the local shop, the pub or the village green can undermine the fragile economic viability of rural businesses when so many more distant options are available.

Traffic is already a serious problem in the area. The proposed development in nearby Bordon, together with growth in Alton and Liss, is likely to increasingly threaten the identity, viability and quality of life in the rural area.



Significant concerns surveyed for Selborne Community Plan - 2013



The Street, Selborne before traffic



Circa 1960



*Boys playing.
1980*

The Street, Selborne, today



Community participation

This report builds on a sequence of public events combined with meetings with members of Selborne Parish Council. The suggestion that the Parish Council commission its own study dates back to 2010, and has expanded from an initial focus on the specific concerns about traffic speeds and vehicles in Selborne itself, to cover issues related to traffic across the parish as a whole, including the villages of Blackmoor and Oakhanger. Although the three villages are very different in form and context, they are all three likely to be impacted by future developments.

The decision to focus parish resources reflected concern that the Transport Assessment for the proposed Bordon Green Town, prepared by Amey, under-estimated the likely traffic impacts. Likewise the Traffic Management Study commissioned from WSP by Hampshire County Council in 2013 failed to provide practical or effective measures, merely suggesting vague “environmental improvement schemes” and “traffic calming”.

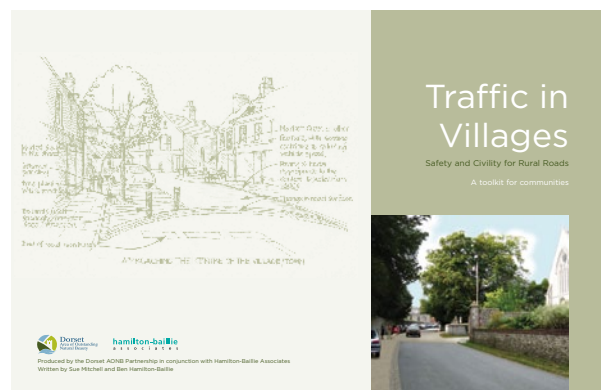
Preparation for the study included two local meetings with residents which also provided opportunities to engage with members and officers from Hampshire County Council.

The well-attended local events reflected the intensity of feelings and concerns about the growing impact of traffic, as well as widespread scepticism that much could be achieved through conventional transport planning or traffic engineering measures. The participation of officers from the new South Downs National

Park Authority added confidence in policy support for an innovative approach to highway design and rural conservation that could align with broader principles for greater community engagement in rural road design and management.

At local events, Ben Hamilton-Baillie outlined the shift in government policy and engineering practice taking place during recent years. The publication of *Manual for Streets 1 & 2*, and guidance such as *Traffic in Villages - A toolkit for Communities* by Dorset AONB have provided both an acceptance and appreciation for “places” as well as traffic routes, and given local communities a framework for a much stronger input into the configuration of their public space.

All of the local meetings, supported by individual responses and correspondence, broadly supported an approach to the issues based on addressing speed and driver expectations through careful street design in addition to other protective measures to minimise through traffic.



Design principles

Our recommendations for Blackmoor, Oakhanger and Selborne draw on a combination of basic principles that have been employed elsewhere in the UK and in mainland Europe to closely align highway engineering with good urban and landscape design. Such principles combine to help create a low-speed environment that promotes safety, efficient movement and civility through maximising driver awareness of his or her surroundings.

Key to this approach is place-making. Selborne and its surrounding villages benefit from a varied and distinctive character. We aim to exploit these qualities to emphasize both a sequence of recognizable places and landmarks, and to accentuate the qualities and legibility of the villages overall.

The ability by drivers to “read” and understand the village context is another related theme. Thus our suggestions seek to make the key buildings, such as church, school or village hall more visible. Integrating and making visible village life in a simple design language is central to our initial ideas and outline recommendations.

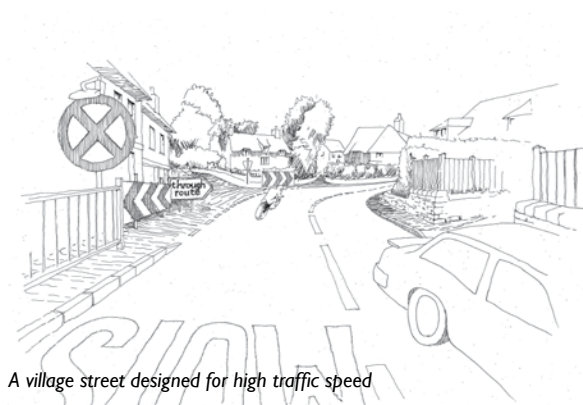
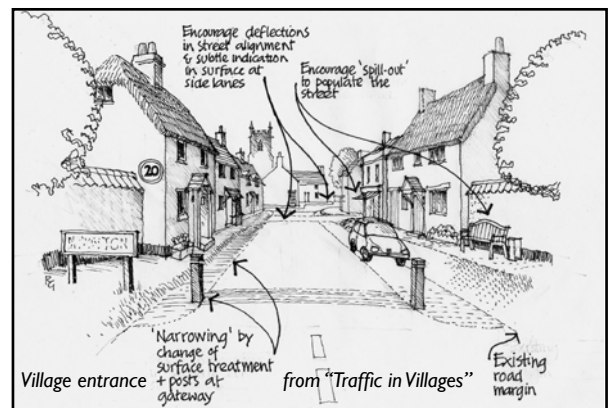
The principles of legibility and place-making also inform our approach to junction designs within the network. These are intended to discourage inappropriate through traffic, particularly by larger vehicles, by defining the nature and character of the route from the outset. Thus tight geometry, simple unobtrusive signing and paving will down-play entry points to the narrow lanes, and help define the lower speed character of the B roads.

At the boundaries of the settlements, we would seek to clearly establish and highlight the entry points to village centres. The transition point between the higher-speed links between villages and the low-speed context of village centres are critical. Signs and nameplates should be carefully located to align with the driver’s perception of the start of the village.

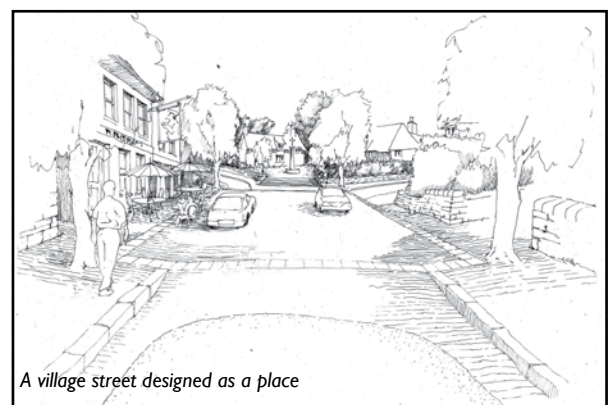
Centre lines and stop lines should be consistently removed within villages to reduce the linearity of vehicle routes and thus reduce speeds. Highway signs should be minimised and combined with buildings and street furniture. Paving should be designed to reduce visual widths, clarify preferred parking positions, and highlight key spaces.



Simple place-making at intersections - Friesland



A village street designed for high traffic speed



A village street designed as a place

The villages: Selborne

The largest and most varied village in the study area, Selborne also suffers from much the highest traffic volumes. A linear village stretched along the B3006 and the older route to Alton (Gracious Street), Selborne continues to serve as an important focal point for visitors to the area. The village is closely associated the 18th century naturalist, Gilbert White, and with his former house and museum at The Wakes is a popular tourist destination. The Primary School, the Village Hall, the Queen's Hotel and the Selborne Arms, together with the post office and village stores provide the main landmarks along The Street.

With the exception of intrusive chicanes and signage at the village entrances, the main route remains relatively free of road markings and clutter. Pavements are narrow and uncomfortable for pedestrians. An attempt to introduce some visual narrowing, with a painted strip parallel to the kerb, has now largely faded. The carriageway narrowings and courtesy crossings are located with little reference to pedestrian flows and "desire lines". Parking is haphazard along The Street, generating some congestion and blockages to both traffic and pedestrians.

Traffic speeds can be uncomfortably high, despite the 20 mph limit, especially on the northern approach to the village and by the entrance to the primary school. Frequent damage is reported to the bollards that surround the physical narrowings at the entrance and at various locations within the village. The accident pattern for the past ten years records many slight or serious accidents associated with excessive speeds, particularly clustered around the village entrances.

It is too early to assess the effects of the recent widening of the A3 Ham Barn roundabout, but the Highway Agency's works may encourage more HGVs to access the B3006 through Selborne (despite the 7.5 Tonne weight limit). The last traffic survey in 2009 recorded daily flows of around 8,800 vehicles, typically around 950 during peak hours. Amey's Transport Assessment for the Bordon development predicts around a 20% increase in overall two-way traffic, with higher increases for northbound flows.



High traffic volumes and narrow footways



The awkward priority narrowings are not effective in reducing speeds



Courtesy crossings do not reflect pedestrian flows



Traffic south of Honey Lane on the B3006



The villages: Oakhanger

Oakhanger presents a striking contrast to Selborne. An ancient settlement adjoining the nearby Roman road, the village retains a much more informal, dispersed character, with a number of linked farms and buildings off the north-south road, which meanders through the heathland of Shortheath Common. The church and village hall face onto a triangular green. The pub and the bus stop are separated from the green by a narrow section of road lacking a footway.

Oakhanger lies close to the former Louisville Barracks in Bordon, and is likely to see increases in traffic as a result of development there. The 2012 survey of average daily traffic records around 3000 daily vehicle movements, of which 180 are HGV's. Coomers' Building Yard and the plant at Chapel Farm generate some local freight traffic, but there is concern that Hogmoor Lane will generate greater traffic through the village following the development.

Sign clutter and traffic engineering is more intrusive in Oakhanger, especially at the pair of priority narrowings north and south of the Village Green. These appear to be ineffective in reducing speeds and detract significantly from the quality of the village. Carriageway widths are generally 5 metres, and the absence of a footway in the 90 metre stretch south of the green combines with a relatively high speed environment (with centre line markings) to discourage pedestrian and bicycle movement. These "narrows" separate the Red Lion pub and bus stops by the Hartley Mauditt junction from the rest of the settlement. The 30 mph speed limit signs are located well outside the core village area.

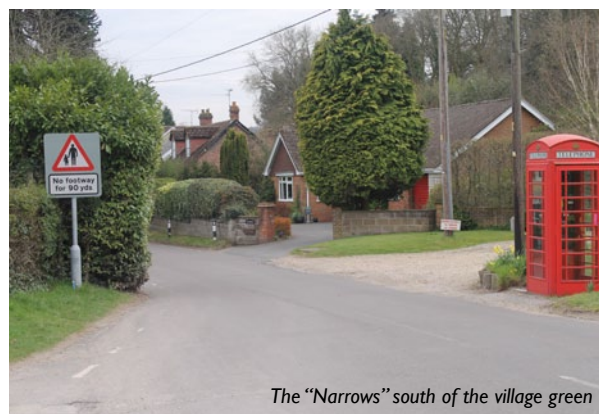
Oakhanger has an unusual, timeless quality, partly as a result of its close relationship to the nature reserve and distinctive landscape of Shortheath Common. Although flows of traffic are lower through Selborne, the village feels particularly threatened by surrounding development, increases in vehicular flows, and the highway engineering and creeping suburbanisation that often goes with it. Retaining its particular qualities, and ensuring that the roads convey the quiet, rural character of the village to drivers is of critical importance.



The village green surrounded by timber bollards



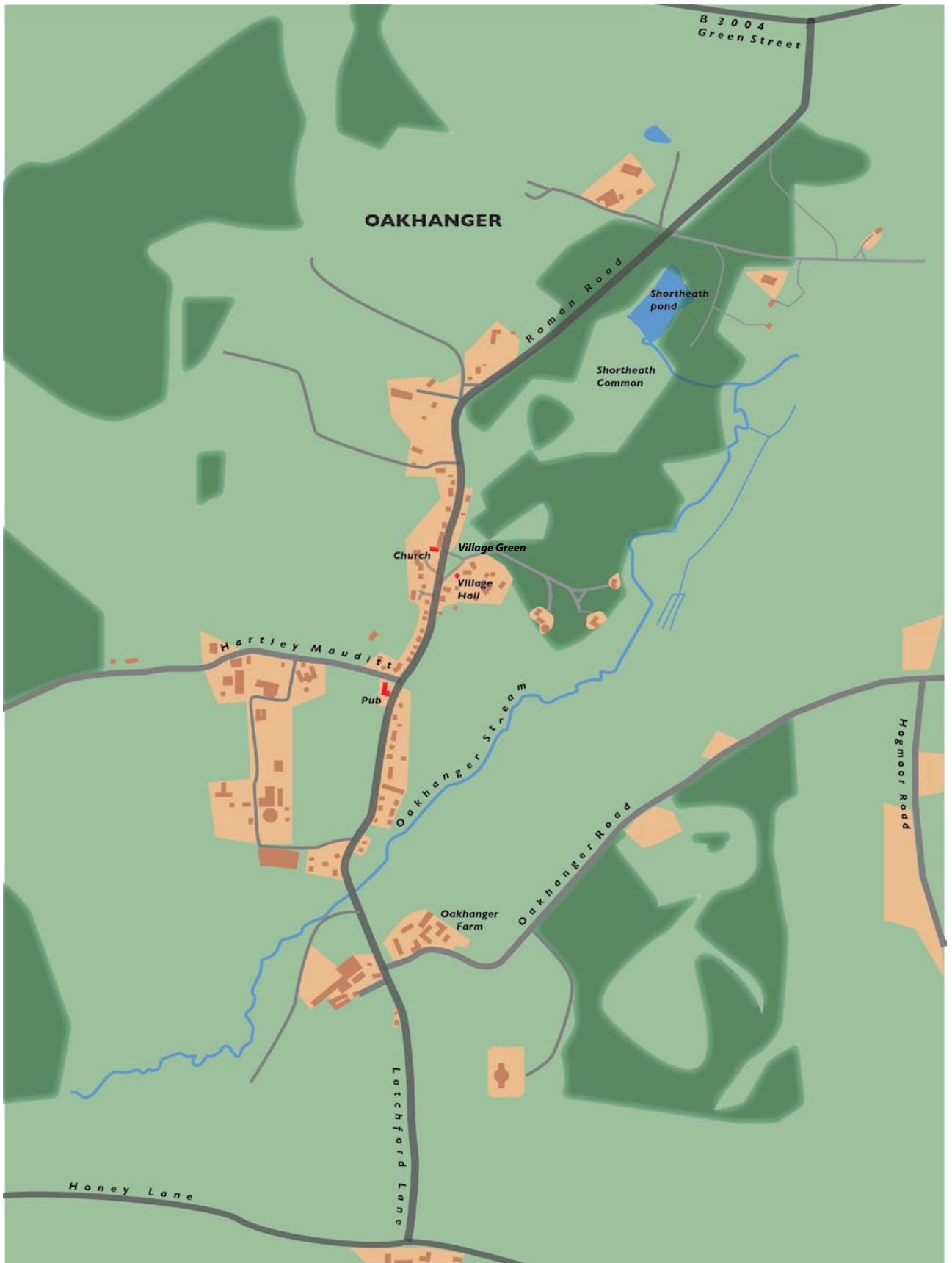
Priority narrowings intrude into village centre



The "Narrows" south of the village green



Hartley Mauditt junction and the Red Lion, on the southerly approach



The villages: Blackmoor

This area of North-East Hampshire is remarkably varied. Blackmoor is the smallest settlement in the parish, and once again a very different shape and structure from Oakhanger and Selborne. Consisting mainly of a 19th Century model estate of church, former school house and estate workers' cottages, the village is a scattered collection of housing based around the crossroads of Drift Road, Church Road, Blackmoor Road and Sotherington Lane, lying close to the edge of Whitehill. A small shop on the junction of Firgrove Road in Whitehill, and the primary school on the north side of Drift Road, draw the centre further east from the historic focus around the magnificent Waterhouse church and war memorial on the bend of Church Road on the lane towards Oakhanger and Selborne. As a village, Blackmoor lacks a clear identity or definite boundaries.

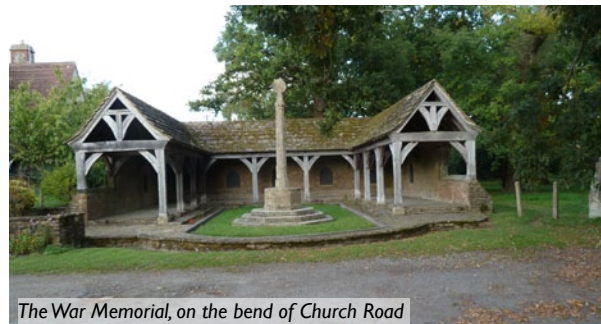
Its scattered form and its edge-of-town location generate particular problems of traffic speeds. The long straight alignment of Drift Road, combined with much linear informal parking creates an especially unsatisfactory entrance to the school. The space framing the church, war memorial and former schoolhouse is dominated by a sweeping bend in the road. Speeds of over 40 mph are the average on Drift Road, and the clumsy signage and flashing school warning lights seem to have little effect.

The lack of an identifiable shape to Blackmoor is exemplified by the location of the village nameplates. These are located with no reference to the surrounding built environment - the sign on Blackmoor Road is positioned close to the A325 Petersfield Road, about a kilometre outside the village. Drivers heading out of, or into, Bordon and Whitehill have few cues to remind them that they are in a village.

Drift Road carries around 1,350 vehicles per weekday. The TA suggests that the Eco-town development will add 12% to traffic volumes, but this may be an under-estimate given the proximity of the settlement to Whitehill and Bordon. The WSP proposals include setting a 20 mph limit for the village, supported by vague proposals for "pinch points with single lane working, passing points and informal footways."



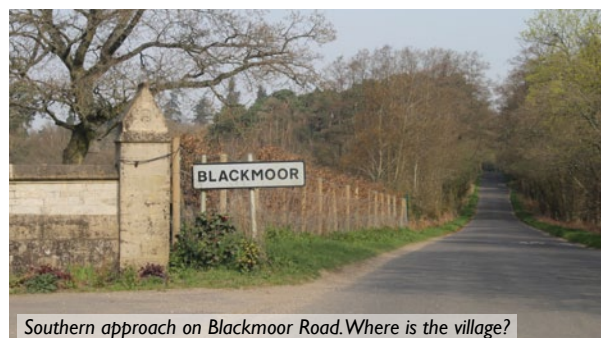
The historic heart of Blackmoor



The War Memorial, on the bend of Church Road



Fast traffic and informal parking on Drift Road



Southern approach on Blackmoor Road. Where is the village?



Elevated school patrol and flashing warning signs. Drift Road



Area-wide proposals

North-East Hampshire, in common with all other areas of the country, needs both major strategic highways and a network of small scale access roads, lanes and village streets. More than most parts of the UK, Selborne and its surroundings will come under increasing pressure from traffic growth over the coming years. Opportunities for major capital projects to adapt the road infrastructure, such as village bypasses, are limited and likely to remain so for the foreseeable future.

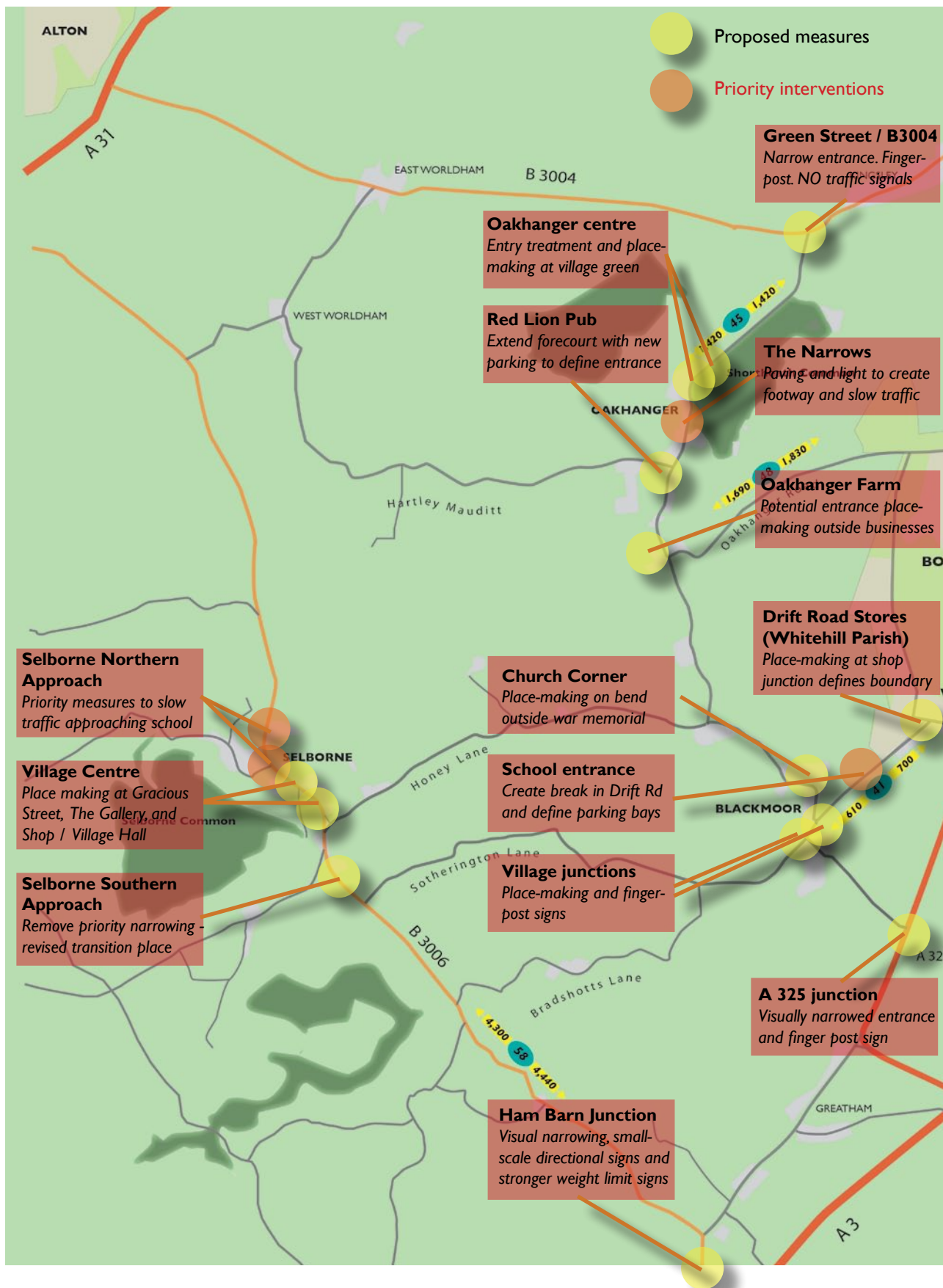
Our general recommendations for the area seek to contain and promote the use of the main strategic highways for through-traffic as much as possible. To this end, our proposals seek to maintain and reinforce the contrast between major roads, and the network of multi-purpose minor access roads and lanes. For this reason we advise against extensive hard engineering, road widening, intrusive traffic calming, road closures, one-way systems, traffic cameras and the like. All such measures have the effect of extending the “highway” world into the rural tranquillity of the area, eroding the unique and distinctive qualities that are most valued.

In contrast to the use of conventional traffic engineering, we recommend ameliorating the impact of existing and future traffic growth through influencing driver expectations and behaviour in order to reduce speeds and discourage use of the minor network for “rat-running”. This will be achieved over time by careful attention to key junctions, entry and transition points, road materials and the overall “lanescape” and surroundings of the minor roads. At the same time, the 7.5 Tonne weight limit should be reinforced, using community organised peer pressure and initiatives along the lines of “Speedwatch” neighbourhood partnerships.

The junctions marking the entry points to the Selborne area should, wherever possible, be configured to downplay expectations amongst drivers concerning speed and access. This is in contrast to the recent measures by the Highway Agency at Ham Barn, but should nevertheless be systematically applied across the area as a means to implement the Transport Assessment recommendations for the proposed Green-Town, and for all subsequent planning applications.

The map opposite indicates the suggested locations for small-scale adaptations to the existing network. Priority should be given to key issues within, and on the boundaries of, villages, especially where safety is jeopardised by existing arrangements. These include measures outside the schools in Blackmoor and Selborne, and along the narrow section south of the village green in Oakhanger. Within the villages, as elsewhere in the network of lanes, every opportunity should be taken to create distinctive places, to highlight landmarks and notable buildings, and to reduce the linearity of through routes and bends in the road. In combination, and over time, such measures (some of which are illustrated in subsequent pages) provide a basis for a coherent strategy for the three villages, and represent the best use of limited resources to maintain and enhance village tranquillity and civility.





Sketch proposals: Selborne

To ameliorate the impact of the inevitable high volumes of traffic on the B3006 through Selborne, it is essential that a very clear transition between the high speed highway and the village is established. Goslings Croft represents the northern most point of the village. Although the village sign and speed limit reflect this, the existing road markings and signage carry the higher speed context closer to the bend down towards the school. The arbitrarily positioned priority narrowing fails to announce arrival, and merely contributes to driver frustration.

We recommend removal of the chicane, and the introduction of a simple piece of placemaking - perhaps concentric rings of setts - to mark the entrance to the housing area. We would locate the village nameplates as part of this feature. The centre line road markings should end at this point, and a combination of planting and kerb edge visual narrowing emphasize the start of the village context. Highway signs, and all other conventional highway elements, should be minimised from this point.

Northern entrance Goslings Croft



Sketch proposals: Selborne

Selborne Primary School and its entrance is hard to spot at present - the approach lies at the bottom of a dip, and there are no clues to highlight the critical crossing point from the footway on the east side. Traffic speeds, especially of south-bound vehicles, are too high for the comfort and safety of children and parents. The railings on the narrow pavement have the effect of isolating drivers from the context. The road markings, signs and guardrailling combine to create a hostile environment.

We propose giving very strong visual clues, both north and south, to announce the presence of the school, and the likelihood of children crossing at this point. Reduced carriageway widths and playful school paraphernalia could give strong emphasis to this important location. The installation of a discreet light on a nearby pole would help highlight this key location.

The primary school entrance



Sketch proposals: Selborne

The junction with Gracious Street is another important “punctuation mark” along the long High Street through Selborne. Gracious Street traces an older route to Alton and the north-west, and now serves a significant number of Selborne’s houses. As such, this junction provides the entry point for many outlying residents into the village centre.

The junction also has the potential to serve as a lobby to Plestor Square, and to mark the approach to the school entrance. It would be helpful to emphasize the junction as a place, rather than merely as a sweeping bend in the route through Selborne.

We would recommend the insertion of a simple geometrical shape, such as a circle, and the removal of the road markings. The materials of the setts for paving could reflect the colour of the adjoining walls.

Gracious Street



Sketch proposals: Selborne

Just south of the junction with Gracious Street, the buildings form an attractive informal square, bounded by The Gallery on The Plestor and the pavement-fronting houses on The Street. At present the road alignment emphasizes the sweep of the bend, rather than the square, leaving limited pedestrian space.

We would recommend repaving a short section of The Street at this point to give much stronger spatial definition to the square, and perhaps adding a specimen street tree to help mark the termination of the main part of The Street. Planters could help define the boundaries of the space, and slow traffic on entry.

Throughout the length of The Street, and through the village itself, we strongly recommend measures to reduce the apparent width of the carriageway to help slow speeds. This would be more robust and distinctive than the previous initiative, and might be demarcated with a single row of setts sunk into the paving. A low kerb with suitable tactile surfacing would continue to define the carriageway.

Plestor Square



Sketch proposals: Selborne

Selborne is fortunate in retaining a village store and post office, located opposite the well-used village hall. This is clearly the heart of the village, framed between the Queen’s Hotel and the Selborne Arms pub. At present, the dominance of the space by traffic discourages pedestrian presence in the area, and crossing the street can be uncomfortable.

Our sketch reflects a possible approach to allow the key buildings to work together to frame a clearly identifiable village heart and gathering point. A notional kerb would narrow the apparent carriageway to provide increased pavement space and make diagonal crossings easier. As for The Plestor Square, the space could be further defined by the positioning of stout planters.

Delineating an occasional short-term parking or loading bay in the stretch either side of this space would help clarify driver expectations, although there is only limited scope for parking on street.

The Village Centre



Sketch proposals: Selborne

The Selborne Arms, together with the Plestor Square and the Queen's to the north, defines the historic core of the village. Pub forecourts provide useful opportunities to re-establish human presence in the streetscape, and thereby to influence driver expectations. It is remarkable what effect even small-scale efforts to “colonize” external space can bring to shifting the balance of a busy street away from exclusive traffic use.

Older photographs of the High Street illustrate the measures introduced some years ago to reduce visual widths. We would strongly recommend re-instating an edge strip parallel to the kerb, but with much more permanence and conviction than the earlier initiative. Most importantly, the colour and texture should be selected to reflect the pavement itself, so that pedestrians are given a degree of buffer between traffic and footway, and drivers associate the edge strip with pedestrian space. Again, the acquisition of some suitable robust planters could define the space and carry small-scale signage.

The Selborne Arms



Sketch proposals: Selborne

Driving speeds in villages are best controlled where drivers can sense progress through a sequence of identifiable spaces. To this end, we recommend identifying a number of junctions that can serve as simple places, with no clear definition given to the through route. This breaks down the linearity of the main route, and introduces a subtle element of uncertainty and ambiguity. Such uncertainty can help foster informal social negotiations between drivers, and between drivers and pedestrians.

A number of simple courtesy crossings have been introduced in recent years, marked by reflective bollards. However, these have been positioned with little relevance to natural crossing points or “desire lines” for pedestrians, and often lead straight into a tall hedge, fence or wall. With a reinforced edge strip achieving a significant reduction in the apparent width of the carriageway, we would recommend deleting these crossings, except at key points such as the school.

Maltby’s



Sketch proposals: Selborne

A key element in the strategy for Selborne and its surroundings is to maximise the “legibility” of the streets and roads. To this end, every effort should be made to highlight and mark elements in the landscape, or places of significance. These might be streams or river crossings, historically significant places, or points where the road network intersects with other routes. The junction with Honey Lane is one possibility. The southern end of Selborne stretches for some distance south of Honey Lane, with little “edge friction” to slow traffic speeds.

Close to an intriguing roadside well, where the stream runs under the road, a footpath linking Newton Valence with Sotherington Farm crosses the B3006. At present the road makes no reference to this ancient route, nor to the Well Head.

We would propose introducing small-scale measures, such as an area of setts to highlight this point and to break down the linearity of Selborne Road (the B3006).

The footpath and Well Head



Sketch proposals: Selborne

The three miles of the B3006 between the Ham Barn roundabout and the southern edge of Selborne at Ketcher’s Farm allows drivers to pick up significant speed on stretches of wide, fairly straight road. At present a clumsy artificial priority narrowing is the only element attempting to alert drivers to the change in speed environment. It is not particularly effective, and speeds pick up again north of this point.

We would recommend removing the narrowing island, removing centre line markings, and combining the village nameplate with a revised entry treatment that reflects the grass verges and defines the southern boundary of Selborne. Taken together with the other measures to redefine the main route of the B3006 through the village, the proposed arrangements combine to provide drivers with a consistent set of cues about the nature of the village and the contrast to the surrounding higher speed highway.

Southern entrance



Sketch proposals: Oakhanger

Oakhanger’s layout and development pattern is unusual. The lack of a conventional structure of a main street with buildings clustered around a focal point, and the fragmented and piecemeal character of the village provides much of its charm. But this scattered development pattern adds to its vulnerability to traffic. The village does not impose itself on Oakhanger Road, its principal street, and it is difficult for drivers to gain a sense of the village’s presence. Speeds thus tend to creep up, and there is a tendency for suburban highway elements to creep in.

The proposals for future grazing on Shortheath Common may provide opportunities, such as the introduction of cattle grids, to better define the northern approach from the B3004 (Green Street). In the meantime, a stronger transition point north of the village green should replace the ineffective priority narrowings. The B3004 junction should appear as a very minor turn, with a finger-post and tight entry radius. Traffic signals should not be installed if traffic increases are to be minimised.

Northern approach



Sketch proposals: Oakhanger

The route into Oakhanger from the south creates similar difficulties for drivers to maintain awareness of the village context. The half mile between the Oakhanger Farm junction and the Red Lion includes some scattered housing at Lion's Field and elsewhere, but much of the village is concealed behind high hedges. Oakhanger Stream is barely visible, and there are few points of reference to reinforce the message of the village nameplate and speed limit sign.

For this reason we would recommend a similar, simple roundel treatment to provide a sense of place and to slow traffic at the junction to the west, just south of Lion's Field. This helps to break down the linearity of the approach, and reduce speeds. Such measures can be introduced whenever development opportunities arise, or when the existing road surface needs maintenance or renewal.

Southern approach



The southern approach bounded by tall hedges



The existing village sign at the Oakhanger Stream bridge



An informal roundel at the turning to T.C.S Oakhanger

Sketch proposals: Oakhanger

Scattered farms and commercial sites generate some local traffic south of Oakhanger, and the approach from the south, from Hartley Mauditt and from Oakhanger Road, feels wide, fast and featureless. The set of businesses at Oakhanger Farm, to the east, may provide an opportunity for place-making, and a change in the road characteristics, on the approach from Bordon to the east.

However we would recommend working up proposals with the owner and landlord of the Red Lion to agree a scheme to provide significantly enhanced outside space, together with some limited on-street parking opposite the pub. This might include repositioning the pub sign further forward, and allowing an ambiguous boundary between the forecourt and Oakhanger Road.

A simple roundel, and removal of road markings, together with a simple finger-post sign will help to establish the village context.

The Red Lion and junction to Hartley Mauditt



The southern approach at Hartley Mauditt junction



Oakhanger Farm - opportunity for place-making on the approach from the east



Place-making at the junction and outside the Red Lion to mark the village entrance

Sketch proposals: Oakhanger

A priority need in Oakhanger is to address the 90 metre gap in the pedestrian link between the village green, to the north, and the rest of the village to the south. This includes access to the bus stops and the Red Lion pub. A conventional scheme, using road markings and warning signs, has been put forward, but this would have the effect of emphasizing the highway context and linearity of The Narrows. The priority narrowing to the north already introduces much highway clutter to the village green context.

We would recommend a more contextually sensitive approach, and one that draws driver attention to the narrowness of this stretch, and establishes a notional space for pedestrians. A single row of setts or cobbles allows a visual and tactile boundary and guide to be established, which could be used to allow two larger vehicles to pass, but only at the sufferance of pedestrians. The addition of a vertical element, such as our suggested lamp column, adds a degree of protection to the pedestrian space. We would recommend that the local community and owners arrange to keep the hedge well trimmed.

The Narrows



The Narrows from the south



The Narrows from the north - an uncomfortable gap in the pedestrian links to the bus stop and pub



Pedestrian presence and space defined by notional footway protected by a

Sketch proposals: Oakhanger

The triangular green at the heart of Oakhanger is a special place. Celebrated as a Millennium Green in 2000, its central tree with surrounding seating provides a focus for children’s play and social contact. The loosely paved roads and short wooden posts around the green, and the gravel tracks leading off, establish an easy relationship with the nearby SSSI and Special Area of Conservation of Shortheath Common.

By contrast, the traffic engineering has not been kind to Oakhanger. Even with faded centre lines, the road has a strongly linear feel, and speeds remain uncomfortably high. The priority narrowings have introduced signing and stop lines, which jar uncomfortably with the quiet backwoods feel of the village green.

We would recommend exploiting the gravel colour and texture, together with the soft kerbs of the surrounding tracks, to establish a place fronting Mary Magdalene Church, with planting and carefully positioned boulders or similar to define and control parking. Seating should address the road to maximise human presence.

The Village Green



The existing linear southern approach to the village green



Soft kerbs protected by boulders or posts,, combined with planting, seating and gravel paving to redefine the centre

Sketch proposals: Blackmoor

Like Oakhanger, the boundaries of Blackmoor are not easy to define. Although the fine church, hall and war memorial provide the historic focus, other developments to the south and east, towards Whitehill have pulled the centre towards Drift Road. The latter's wide and straight alignment makes it vulnerable to fast traffic heading out of, or into, Whitehill and Bordon.

There may be opportunities, just outside the parish boundary, to mark the eastern approach to Blackmoor at Firgrove Road in Whitehill, by creating a more distinctive place around the small shop set back from the junction. However, we would recommend initially focusing priority on the primary school entrance, and on the junctions of Drift Road with both Church Road and Blackmoor Road.

The sketch below suggests an approach to breaking down the linearity of Drift Road at the junction with Blackmoor Road. It gives emphasis to the fine mature trees, and the use of simple finger-posts to emphasize the place qualities is important.

Blackmoor Road junction



The shop forecourt and junction of Drift Road with Firgrove Road offers a further opportunity for place-making just north-east of the parish boundary at Bracken Lane



Sketch proposals: Blackmoor

The junction with Church Road forms one part of a pair, and is important in slowing traffic both on Drift Road, and on the entry into Church Road.

Again, we have proposed exploiting the qualities and presence of the notable pine tree, visually narrowing the turning into Church Road, and creating a visual break in the route along Drift Road. A double ring of inset setts helps define the area of applied surface treatment, which could be a variety of materials such as bound gravel or textured bonded dressing. Replacing the standard directional signs with a finger post helps establish the speed framework and reinforce the rural context.

Church Road junction



Sketch proposals: Blackmoor

By far the most immediate concern regarding traffic impact in Blackmoor is the current alignment and configuration of Drift Road, particularly where it passes the entrance to the primary school. Traffic leaving Whitehill, and approaching Whitehill from Church Road junction, is presented with a wide, straight and apparently featureless road. It carries around 1,400 vehicles a day, and average speeds are over 40 mph. During school delivery and collection times, kerbside parking dominates the school side.

We would recommend working with the school governors and PTA to develop a strong school entrance place, with measures to discourage immediate parking in the vicinity and with recognizable features associated with the school. The entrance is roughly half-way along Drift Road, and provides an opportunity for the alignment of the carriageway to be offset at this point, breaking the continuity. An additional transition at Bracken Road would likewise help. Defining the roadside spaces for parking would also help visually narrow Drift Road to help reduce the speed context to nearer 20 mph.

Drift Road and primary school entrance



Sketch proposals: Blackmoor

The final element recommended for Blackmoor focuses on the historic core of the village. The church, the village hall and the war memorial combine with the mature trees to create the potential for an informal square and gathering place. Such a square would be of value to visitors as well as residents, but would critically help reduce the speed environment on this steep bend in Church Road.

A simple geometrical form such as a circle, bounded by a row of inlaid setts would establish a clear sense of place at this important and memorable location, helping to maintain the distinctive identity of Blackmoor and its separation from the nearby busy highways. The geometry of the bend would still permit agricultural and large vehicles to manoeuvre safely, but would reduce speeds and increase driver awareness. A vertical element like a tree could help maintain the place qualities at night, and would also protect the extended inner corner from vehicle damage.

The War Memorial



Conclusions and next steps

This report builds on the key principles and overall approach discussed and widely endorsed at public meetings in 2013. It is not intended to provide a comprehensive set of fixed proposals, but to help illustrate the potential application of such principles and to identify the areas where interventions are likely to be most effective. Some of the key influences, such as Ham Barn, Bakers Corner and the A31/B3006 lie outside the parish boundaries, and require cooperation with others.

The cost of introducing measures such as those illustrated will depend on the quality of materials and finishes selected, and on the extent to which work can be carried out without road closures and traffic diversions. Funding is likely to be assembled from a variety of sources, including the SDNPA, regeneration money, highway maintenance and improvement budgets and developer contributions, particularly those related to Bordon Green Town. A set of initiatives such as those outlined is likely to demand consistent determination over many years, and will require careful phasing and planning over an extended time frame.

The small-scale interventions illustrated are entirely consistent with national and local policy, and could help establish Selborne as a model for reconciling village qualities with traffic movement.

Although requiring much additional work and detailed discussions, the sketches and recommendations are intended to help build a consensus around a strategy for responding to the rapidly changing economic circumstances facing small towns and villages. Selborne, Oakhanger and Blackmoor have the opportunity to ameliorate the impact of traffic by accentuating and highlighting the low-speed context of their distinctive village environments.

Cars, vans, lorries and buses will continue to play an integral part of day-to-day rural life. However, a shift in the priorities away from higher speed highways towards low-speed, shared spaces offers the opportunity to promote greater numbers of walkers and cyclists, to give children greater freedom of movement, and to encourage economic vitality and social connections. In doing so, the approach outlined here builds on exploiting the intrinsic qualities of Selborne, Oakhanger and Blackmoor to achieve greater safety, sociability and civility.

**“A safe street is one that tells a rich story
its past, its current circumstances, and the
future aspirations of its residents”**

Hans Monderman (1946-2008)
Head of Road Safety, Friesland, NL



