



Droxford Parish Plan

May 2015

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Contents

Introduction	3
History of Droxford	6
Droxford today	9
Landscape and countryside	10
Character of the parish and future development	12
Road safety	16
Transport	20
Police, law and order	23
Village amenities	24
Communication	26
Energy	28
Sport, leisure and recreation	29
Businesses in Droxford	30
Older people	31
Young people	31
Farms	35
Summary of recommendations	37

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Introduction

In 2000 the rural white paper was introduced, designed to devolve power away from central government and to provide greater opportunities for local communities to determine their own future. As a result, many communities have produced a parish plan, and in 2013 it was felt timely for Droxford to produce such a document. Accordingly, a group of volunteers met in September 2013 to start the process of producing our parish plan.



River Meon flowing through Droxford.

Core principles of a parish plan

There are three core principles that define the parish plan:

Plans are owned, managed and led by the community.

This means that the plans are based on a wide ranging collection of information through questionnaires, open days and focus groups. The plan should reflect the majority wishes of the community. The process of collecting the data and developing the plan must be done in close collaboration with the Parish Council and Winchester City Council.

Everyone in the community should have the opportunity to participate in the production of the plan.

The plan should have majority support within the community and propose actions that are based on a sound understanding of local needs and expectations.

Actions are based on evidence and address a whole range of issues that affect the quality of life in the village.

The plan will throw up a whole range of issues, and will propose a series of actions which will be developed in conjunction with, and actioned by, the Parish Council. The parish plan sets out the shared vision of the community over the coming years, and is a constantly evolving document. It will need to be updated periodically, or if a situation arose whereby a major change is proposed which would have a substantial influence on the village. It is a comprehensive document and addresses all aspects of local life including social, economic and environmental issues which are shown to be of concern.

Benefits of a parish plan

The community will be stronger and more cohesive.

A parish plan can help renew local community spirit. Everyone in the village has the opportunity to be involved and work towards common goals. By solving some of the problems highlighted in the information gathering, the village can feel a sense of shared achievement.

The community will be more resilient and better able to take action to meet its own needs.

Examples would include reducing the problems caused by traffic on the A32, the possible bulk buying of heating oil or other fuel sources, improving facilities at the recreation ground or improving recycling.

The community will have a stronger voice with government and local authorities.

By showing that the plan has the backing of the community, we will be able to exert more influence over national and local policies that affect life in the village. This can include the sourcing of external funds for initiatives within the village. We can highlight projects that require involvement and contribution from other agencies.

Following the publication of the parish plan, a village design statement will be produced. This is a document that seeks to establish the characteristics of the village that are most valued by the residents. It can then be used to influence any potential development to ensure the essential character of the village is not spoilt. It is accepted as a supplementary planning document.

How the plan was produced

Call for volunteers

In July 2013 an article was published in the parish magazine, *The Bridge*, outlining the need for a plan, and calling for volunteers to become involved. A date of 27 September was established for the first open meeting, and details circulated to all the village residents via notice boards throughout the village and on the village website. More than 30 people attended the initial meeting, and a steering committee was formed. It was felt important to closely involve the Parish Council from the outset, and two members of the Parish Council attended the first meeting. Minutes of that meeting were posted on the village website, and a further meeting was arranged for October for which another open invitation to all residents was issued via the village website. At that meeting a chairman and secretary were appointed, and a draft questionnaire discussed.

Village questionnaire

The development of the project was very much guided by a document supplied by Winchester City Council entitled 'Community Led Planning Toolkit'. In addition, considerable help and guidance was obtained through discussions with Steve Lincoln, Winchester City Council Community Planning Manager. The result of these deliberations was the creation of a questionnaire which was delivered to every house in the parish by an enthusiastic team of volunteers. Repeated visits were necessary to collect the responses. 285 questionnaires were delivered, and 143 returned – a success rate of 54% of households. This was considered a good response when compared to nationally accepted good practice, which identifies 50% as the benchmark for a strong plan.

Parish plan group constitution

A further meeting was held on 4 December 2013. At this meeting a constitution was adopted and a formal committee appointed, including a treasurer, a publicity officer and a community coordinator. Working groups were established with individuals taking responsibility to collate information on specific topics such as the environment and road safety. The preliminary results of the questionnaire were discussed, and one of the committee members – Richard Adams – undertook to analyse the results and present them in a meaningful and easy to understand way.

The next meeting was held on 22 January 2014, and we were fortunate to have Steve Lincoln in attendance. Mr Lincoln stressed the need for the plan to express the majority views of the residents, and felt further consultation with the village would be important. Accordingly, it was agreed to hold an open day in the village hall in May, and to have a presence at the village fair in June. In addition, it was agreed to publish a further article in *The Bridge* outlining progress to date.

Questionnaire results

A meeting was held on the 4 March at which it was agreed to circulate a professionally printed summary of the questionnaire results to every house in the parish. The Parish Council proposed that the Annual Parish Meeting to be held on 24 April should focus on the parish plan, with the Steering Committee Chairman giving a short presentation. This meeting was attended by 80 residents. It was agreed to hold the Open Day on 10 May.

A copy of the summary of the questionnaire was circulated to every household in the parish.

Open Day

Further meetings were held on the 12 March, 2 and 16 April to discuss and finalise details of the Open Day. The purpose of the Open Day would be to take the issues raised in the questionnaire and explore them further in order to understand more fully the majority views of the parishioners.

The Open Day was held on 10 May in the village hall. Presentation boards were borrowed from Winchester City Council, with each board highlighting a particular topic, such as road safety and communications. Residents were given the opportunity to write their own views on sticky notes which were collected and subsequently analysed. More than 80 people attended the Open Day and a great deal of valuable data collected. Further feedback was obtained at the Village Fair on 7 June.

Young people focus groups

Two members of the steering committee met with the Deputy Headmistress of Swanmore College of Technology which is attended by pupils living in Droxford. A focus group of secondary school children was established in order to understand the views of that age group. In addition, a survey of 180 children was undertaken at Droxford Junior School. The Open Day specifically targeted views of children and young people.



Visitors discuss the plan at the Open Day.

History of Droxford

The parish of Droxford is situated in the Meon Valley in the county of Hampshire. Until 1894 the neighbouring villages of Swanmore and Shedfield were regarded as being part of the Droxford parish.

The name of Droxford derived from the word Drocenesford, circa AD82, and was made from the word Droce meaning dry fields, and Ford, a crossing at a river – a significant feature when deciding upon a place of settlement. The first settlement near the ford was probably established where today the Droxford to Hambledon road crosses the River Meon at Brockbridge.

The character of Droxford today is rooted in its history. The shape and look of today's settlement and its surroundings – its pattern of roads, lanes, fields, woods, hedgerows and buildings – has been built up over centuries. Its distinctive historic buildings, fascinating archaeological remains, streetscapes and landscapes are full of historic information and character which help us to make links with its past.

One of the earliest pieces of evidence of settlement in Droxford, a long barrow, which dates from Neolithic times, still survives in a private garden in Droxford. Long barrows were constructed during the Neolithic period, 3400-2400BC, and were the burial places of early farming communities. They appear to have been used for communal burial over a considerable period of time.

Around AD400 we find evidence of the earliest Saxon settlement in Droxford. This comes from the discovery of a Saxon burial ground in 1900 during the excavation of a cutting for the Meon Valley Railway at Brockbridge. It is thought that there were about 200 graves excavated. Later excavation in 1973 revealed a further 41 graves. This number of graves is without doubt a link with the Anglo-Saxon settlement of Droxford. We know from the nature, the contents and the number of graves found in the cemetery that it represented a time span of about 150 years, from the late 5th Century through to the 6th. The contents of the graves were photographed, recorded on charts and carefully removed for conservation in the British Museum where they remain today.

Evidence of Norman settlement in the village of Droxford can be found in its church with the early Norman chancel arch and the Norman carving on both the north and south doorways. A wooden Saxon church was possibly on the site previously.

It is during the Mediaeval settlement of Droxford, 1250-1500, that we begin to recognise the main buildings of the existing village; church, manor house, rectory and the mill. The area represented by these buildings and their grounds, including the mill pond, is probably the area which originally comprised the Domesday estate of Droxford.

During the period 1500-1600, Droxford prospered. There were sheep on the hills and ploughs working across the fields and down the valleys around Droxford. During this time some of its inhabitants were able to greatly enlarge their houses and possessions. Many of the oldest surviving buildings in the parish date from this time.



Throughout the Georgian and Regency period in Droxford, during the 18th and early 19th century, the population of Droxford continued to grow. Most houses from this period are to be found on Droxford High Street and form part of today's conservation area. In 1801, the population of the parish of Droxford, including Swanmore and Shedfield which was also regarded as part of the parish until 1894, was about 1,200. The actual village population was smaller than that, though it was a moderately large village and quite an important settlement.

The 1821 census describes Droxford as:

“5,000 acres and about 300 houses including eight mansions and one corn mill. The land comprises 4,000 acres arable, 200 meadow, and the remainder wood.”

Many of the field names that appear in this census are little changed from those given in a Tudor survey of 1552.

In 1831, the census tells us that the population of Droxford was 1,620. The growth in the number of children born in the parish reflected a need for a school. In 1834, a National School, now the village hall, was built to provide education for children of the Droxford parish who were between ages three and a half to 14 years. The School employed two teachers and several pupil teachers, called monitors, for a total of 96 pupils. It had just two defined rooms, one for infants and the other for standards 1 and 2. The children's playground was the village green outside (now the village square) but then it was literally a green extending beyond the church boundary wall and having trees on it. In 1929 the School closed after 95 years when the present Droxford School was opened.

In 1834 parishes were directed to form unions to be jointly responsible for offering relief to the poor and destitute in their parishes by accommodating them in work houses. In the following year, on 20th March 1835, the Droxford Poor Law Union was formed. It found that the workhouse in Bishop's Waltham was inadequate for accommodating the population from the surrounding

catchment area which contained parishes ranging in size from Corehampton (125), Bishop's Waltham (2,181) and Droxford (1,620), and totalling in all 9,549 inhabitants.

It was decided that a new union workhouse, which would be able to accommodate 200 inmates, would be built at Droxford. It was erected between 1836 and 1837. In 1836, the sum of £4,452 was authorised for its construction and a further £1,385 the following year.

Conditions were harsh to dissuade people from seeking help from the state. The workhouse was still in use until 1930. The buildings were eventually demolished around 1973 and the site redeveloped for housing.



Droxford workhouse

With a further growth in population and a rising crime rate, there was a need for a police station in Droxford. This was built in 1858 along with a magistrate's court house on land which was given the name Police Station Lane and staffed by a sergeant and 10 constables. It has since become a private house and health spa.

During the era of Queen Victoria a large part of the population broke away from the established church resulting in a growth of non-conformity in general and Methodism in particular. In 1886, to provide a place of worship for the non-conformist residents of Droxford, a Primitive Methodist chapel was built on Police Station Lane. It is now privately owned and is no longer in use as a chapel.

In 1902, after a disastrous fire at Midlington House in which two servant girls died, the Droxford Fire Brigade was founded. It is still staffed by part-time fire fighters today and is the only village in the Meon Valley to have this service.

The railway line from Alton to Fareham, which ran through Droxford, was opened in 1903. Droxford Station was central to a key moment in history. In June 1944, a railway carriage stopped in the secluded siding at Droxford Railway Station. This location was chosen because it was not only a safe place to discuss the top secret D-Day Invasion but because of its proximity to the headquarters at Swanwick House, Eisenhower's HQ for Operation Overlord.

The Meon Valley Railway had been used extensively in the months leading up to D-Day bringing troops supplies and tanks to the south. The Forest of Bere surrounding Droxford provided cover for thousands of troops and Mislingford goods yard was set up to receive an unprecedented amount of military equipment.

Winston Churchill and General Smith arrived on 2nd June and on 3rd June Anthony Eden and Ernest Bevin arrived by car. On 4th June, General de Gaulle, the Prime Minister of Canada MacKenzie King, and the New Zealand Prime Minister Peter Fraser arrived. The plans for the D-Day Invasion were prepared for 5th June, but at the meeting they agreed to delay until 6th June.

The railway was closed to passengers in 1955 and to goods traffic in 1962 and today the station is a private residence. Only a plaque placed there reminds us of the momentous events which took place in Droxford.



Droxford Railway Station plaque

In 1966, the population of Droxford was 661. It had a school, a post office, nine shops, two public houses and a bank. It still retained the working police station and magistrates' court. The 2011 census tells us that the population has remained almost static at 671.

Droxford today

The 2011 census shows there to be 265 households within the parish. Of these, 143 completed the parish plan questionnaire, a response rate of 54%. The occupants represented in the returns were split almost equally male/female.

The total population taken from the 2011 census is 671 people. Of this population:

- 23% are age 20 years or under
- 57% are aged between 21 and 64
- 20% are aged 65 or older

The village offers a wide range of different types of housing. Approximately half of these fall within the Droxford conservation area and feature a mixture of large and small properties. The remaining area features a range of large, medium and small privately owned properties, some social housing and 12 small bungalows for the elderly.

The survey showed the parish to be a fairly industrious one with 56% of the over-16 population being in employment. Only two people indicated that they were seeking employment. A further 30% were retired. The remaining 13% include home-makers, students and those who are retired but not yet drawing their pension.

From the survey, 11% of households are inhabited by a single person and 63% by two people. The average size is 2.36 people per household.

Droxford is still a thriving village. It has 41 businesses, a doctor's surgery, a school, a post office/village shop, two public houses and one garage/general store and one other garage for servicing vehicles which, along with various clubs and societies, continue to service both young and old residents in the village community very well.

Average number of each age from 2011 census



Landscape and countryside

The whole parish of Droxford is in the South Downs National Park (SDNP). SDNP has the statutory purpose of conserving and enhancing the natural beauty, wildlife, and cultural heritage of the area for the benefit of the people who live in it and those who visit it. SDNP 'special qualities' in preserving areas include:

- diverse, inspirational landscapes and breathtaking views
- a rich variety of wildlife and habitats including rare and internationally important species
- tranquil and unspoilt places
- an environment shaped by centuries of farming and embracing new enterprise
- great opportunities for recreational activities and learning experiences
- well-conserved historical features and a rich cultural heritage
- distinctive towns and villages, and communities with real pride in their area

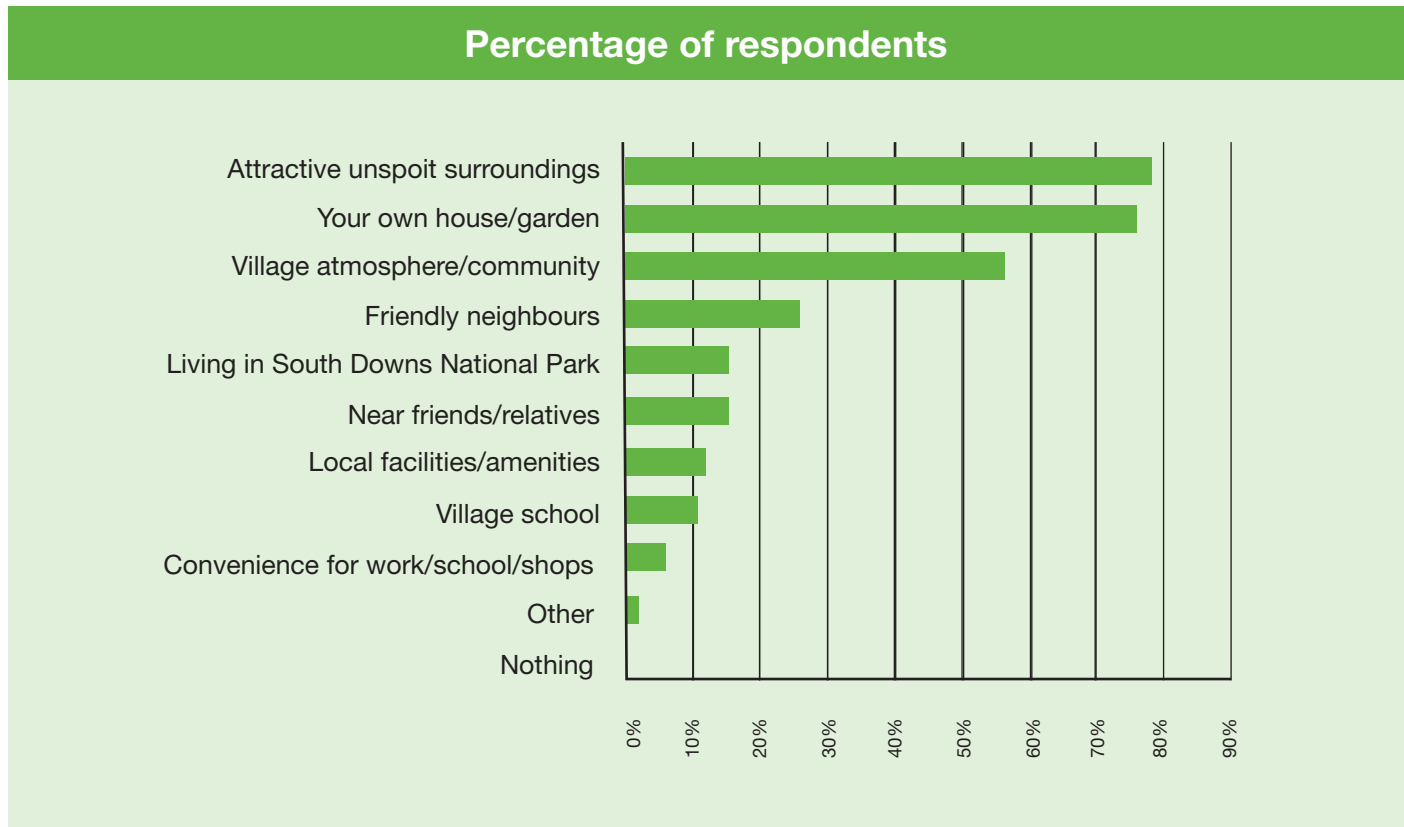
The River Meon runs alongside the village, giving it a pleasant rural surrounding. It also provides a picnic area near to the lower bridge where residents and visitors can enjoy the peaceful beauty of the landscape.

The partly-wooded hills on the western side of the village form a beautiful natural amphitheatre with a much-frequented footpath.

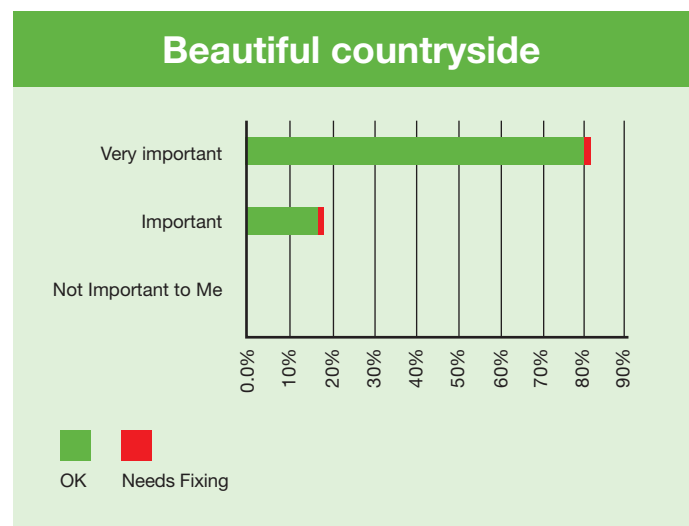
The residents of Droxford value very highly the environment and landscape, as highlighted in the responses to the questionnaire on the topics of "values" and "beautiful countryside". More people value the "attractive, unspoiled surroundings" (78.2%) than "your own house and garden" (76.1%).



Values of Droxford residents



In addition, every respondent felt that “beautiful countryside” was either very important or important to them; no one stated it was unimportant. This is the only topic which scored such unanimity.



Character of the parish and future development

The parish is characterised by the rural nature of its countryside within which a settlement has been established, with older properties along the A32 and perpendicular side lanes with mainly newer properties. The buildings in the parish reflect styles and construction that have taken place over the last 600 years.

One characteristic of Droxford is that a great part of the built up area is classified as Conservation Area (see map on page 2), and there are 37 Grade listed buildings, which gives a charming old character to some parts of the village.

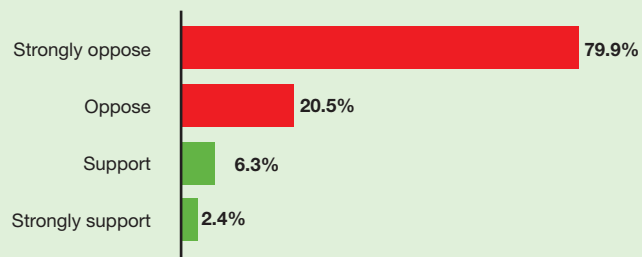
With regard to future developments in the parish, the village design statement will identify the qualities and values that the residents consider to be important.

The results of the questionnaire indicate that the residents are in principle against developments in the Greenfield sites, in the Conservation Area and in the existing gardens. They are also not supportive of large developments of 20+ houses. Residents are largely in favour of the development of existing farms into housing, and the development of social housing and housing for older and disabled people.

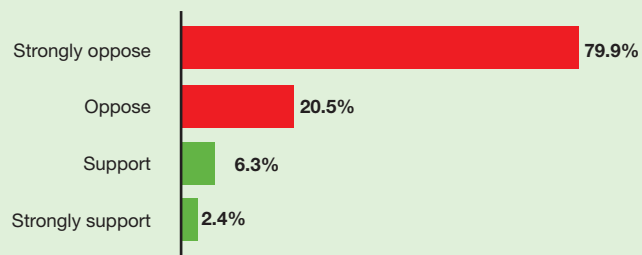


Main road through the village.

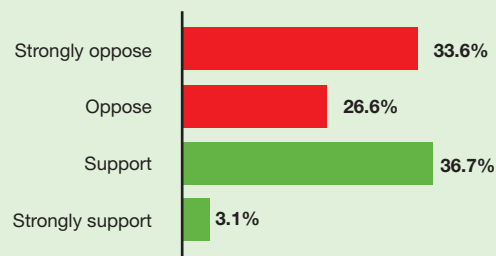
A large (20 plus) development on a Greenfield site.



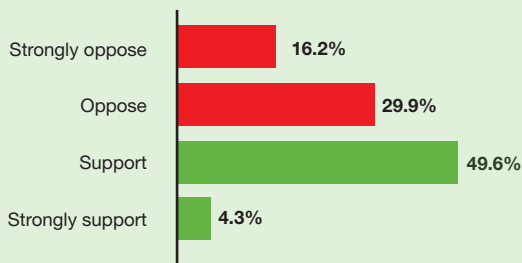
A smaller (fewer than 20) development on a Greenfield site.



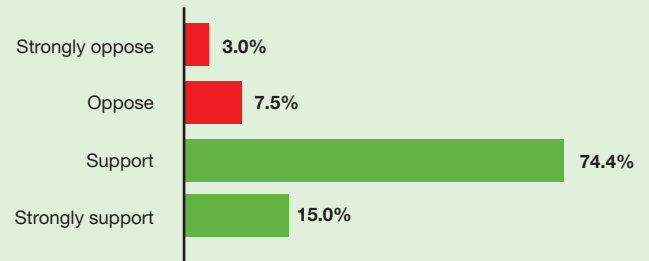
Houses built in existing gardens



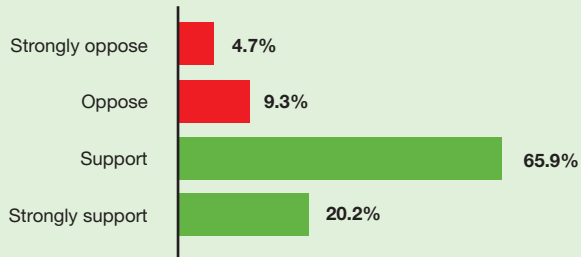
Larger houses: 4 or more bedrooms, garden



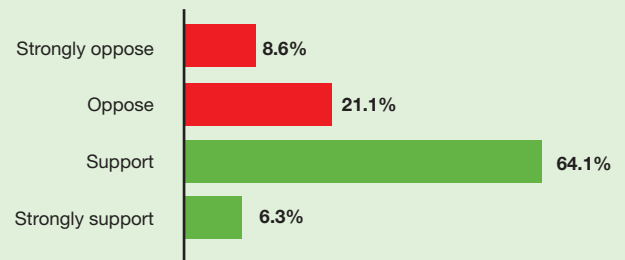
Conversion of existing farm buildings into several dwellings



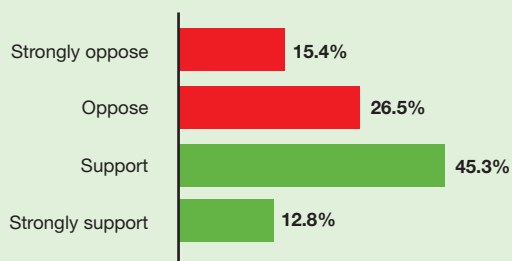
Housing suitable for elderly or disabled people



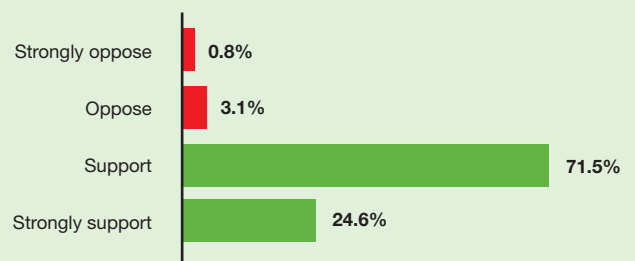
Conversion of existing farm buildings into large single houses



Social housing



Traditional architecture



RECOMMENDATION 1

Produce a village design statement to:

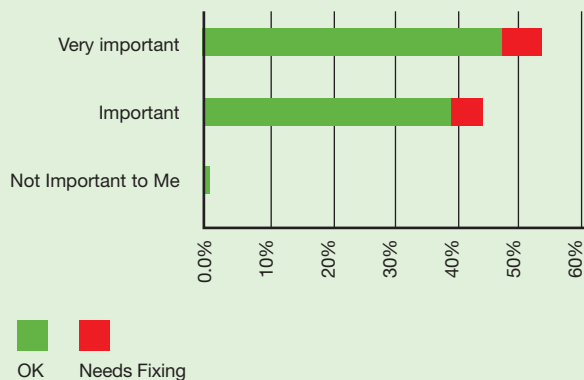
- incorporate the views of the residents regarding development.
- preserve the landscape and environment, as desired by residents, in particular the beautiful countryside incorporating the river and surrounding areas.
- inform Droxford Parish Council of residents' views when dealing with planning applications for future proposed development.

Footpaths

There are many footpaths that are greatly appreciated by the residents and, together with the beautiful countryside, are one of the attractions of living in Droxford. There are footpaths on both sides of the river, past the allotments on Wayfarers Walk, and many more throughout the village and surrounding area.

99.3% of the residents said that the footpaths are either important or very important.

Footpaths and right of way



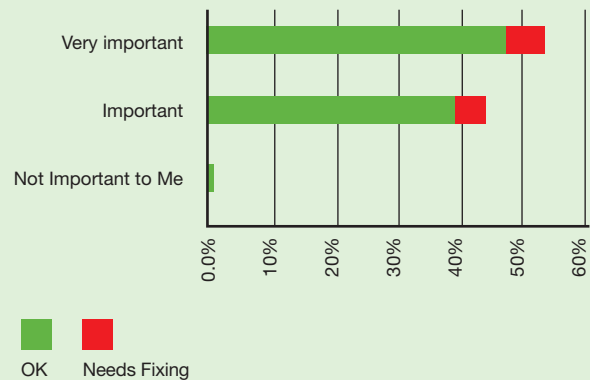
RECOMMENDATION 2

Maintain footpaths in conjunction with Hampshire County Council.

Street lights

The residents' views on street lighting are mixed, with some advocating more street lights in some areas such as the square, the A32, Northend Lane, The Park and Swanmore Road. More or less the same number advocated either keeping the same or reducing the number of street lights, as too many would spoil the character of the village.

Street lights



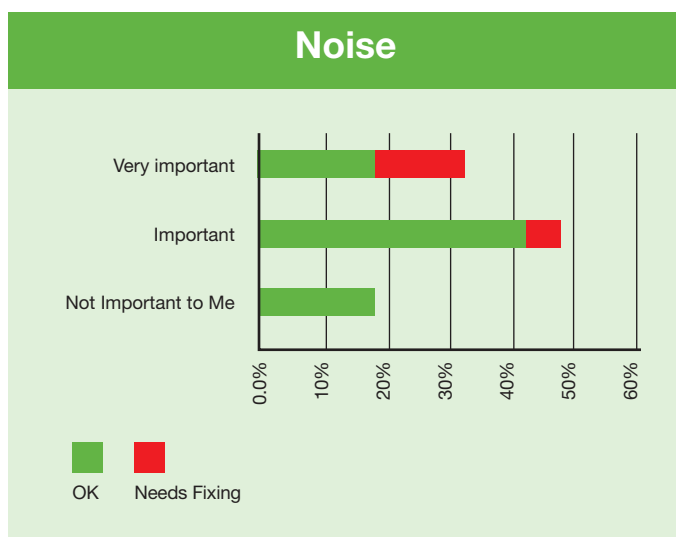
RECOMMENDATION 3

Maintain the current number, location and level of street lighting.

Noise pollution

A significant number of people complained about the noise created by the heavy and speeding traffic – motor cycles, cars and lorries.

See also section on Transport.



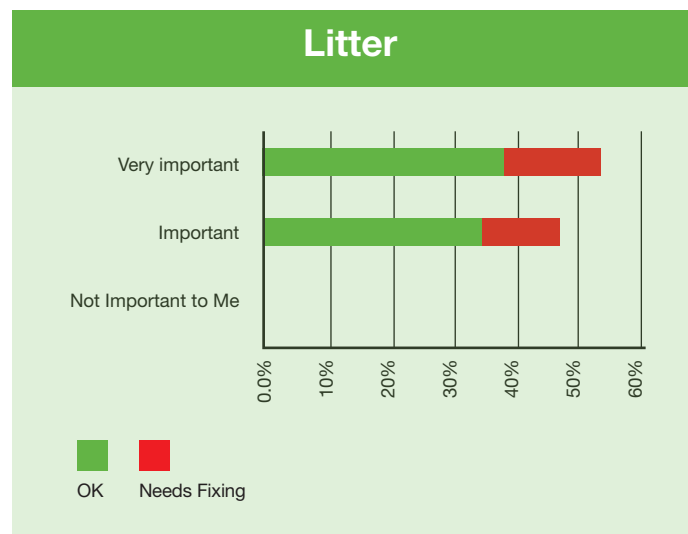
RECOMMENDATION 4

Present traffic and noise pollution issues to Droxford Parish Council to check on legal noise pollution limits and enable appropriate action to be taken.

See also section on Transport.

Litter

The main concerns of residents are litter on lanes and in the park, and thrown from cars in the village.



RECOMMENDATION 5

- **Ensure we have adequate notices to discourage littering, tipping and dog fouling.**
- **Organise volunteers to regularly pick litter.**

Bottle collection

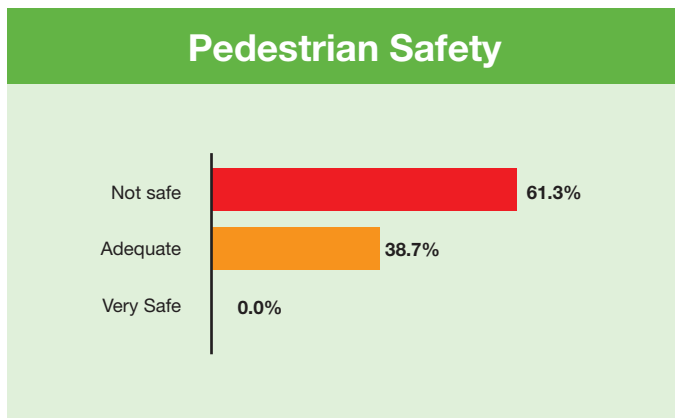
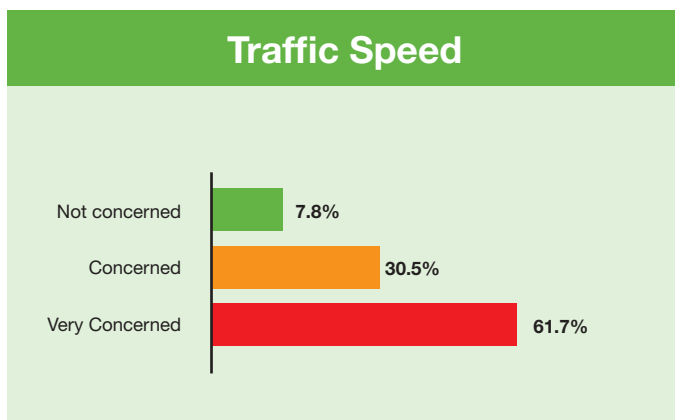
Many residents would like to see a bottle collection and recycling facilities in the village.

RECOMMENDATION 6

Investigate the installation of a bottle collection bin and the possibility of a door step bottle collection.

Road safety

This subject raised more comment than any other topic, both in the questionnaire responses and in the Open Day feedback. The charts below show that 92% of those responding were either concerned or very concerned about traffic speed, and 61% thought the parish to be unsafe for pedestrians.



The areas for concern highlighted in the survey were as follows:

1. Meringtons cross roads and Garrison Hill
2. Sheep Pond Lane
3. High Street from Fir Hill to The Bakers Arms
4. High Street from Mill Lane to The Square
5. High Street from The White Horse to Swanmore Road
6. Junction of Swanmore Road and the A32
7. Swanmore Road
8. Middlington cross roads
9. Police Station Lane/Union Lane
10. North End Lane
11. Hackets Lane

The High Street forms part of the A32, which is a popular route for motor cyclists. Whilst a good number of these are considerate, many are not and are perceived to travel too fast through the village and to create a lot of noise. The problem is not exclusive to motor cycles however, as many cars and heavy lorries are also thought to be travelling too fast.

Crossing the A32 on foot is considered dangerous in many places, especially for older members of the community. There are several areas in the village without pavements, in particular the area along the Garrison Hill stretch of the A32, from the centre of the village travelling north to the Meringtons junction. This is a particularly dangerous stretch of road with no pavement and little room for pedestrians.

Police Station Lane, Union Lane, Hackets Lane, North End Lane and Sheep Pond Lane are all short cuts from the villages and towns to the south and east of Droxford through to Winchester and the M3. They all become very busy at commuter travelling times and traffic speed is a concern to residents. Police Station Lane and its continuation into Union Lane is also used by children walking to school, therefore volume and speed of traffic is a concern for many parents.

North End Lane is considered by some to be too narrow for two-way traffic, but is nevertheless heavily used and often carries heavy lorries for which it is thought to be totally unsuitable.

Meringtons cross roads was once signed as an accident black spot. It remains the scene of accidents and near misses, largely due to the excessive speed of traffic in and out of the north end of the village.

Junctions with the A32 from Swanmore Road and at Midlington both feature blind entries and are considered very dangerous. The speed of traffic on Swanmore Road is also thought to be too high.



Speeding on the A32 is a major concern

In the five years between 1 July 2009 and 30 June 2014 there were 27 accidents resulting in personal injury to one or more people. Within these, 24 people sustained slight injuries, six serious injuries and two accidents were fatal. Seven of these accidents involved motorcycles.

There is also an unknown number of unrecorded accidents in which no one was reported as being injured (these figures have been extracted from data supplied by Steve Lincoln, Community Planning Officer, Winchester City Council).

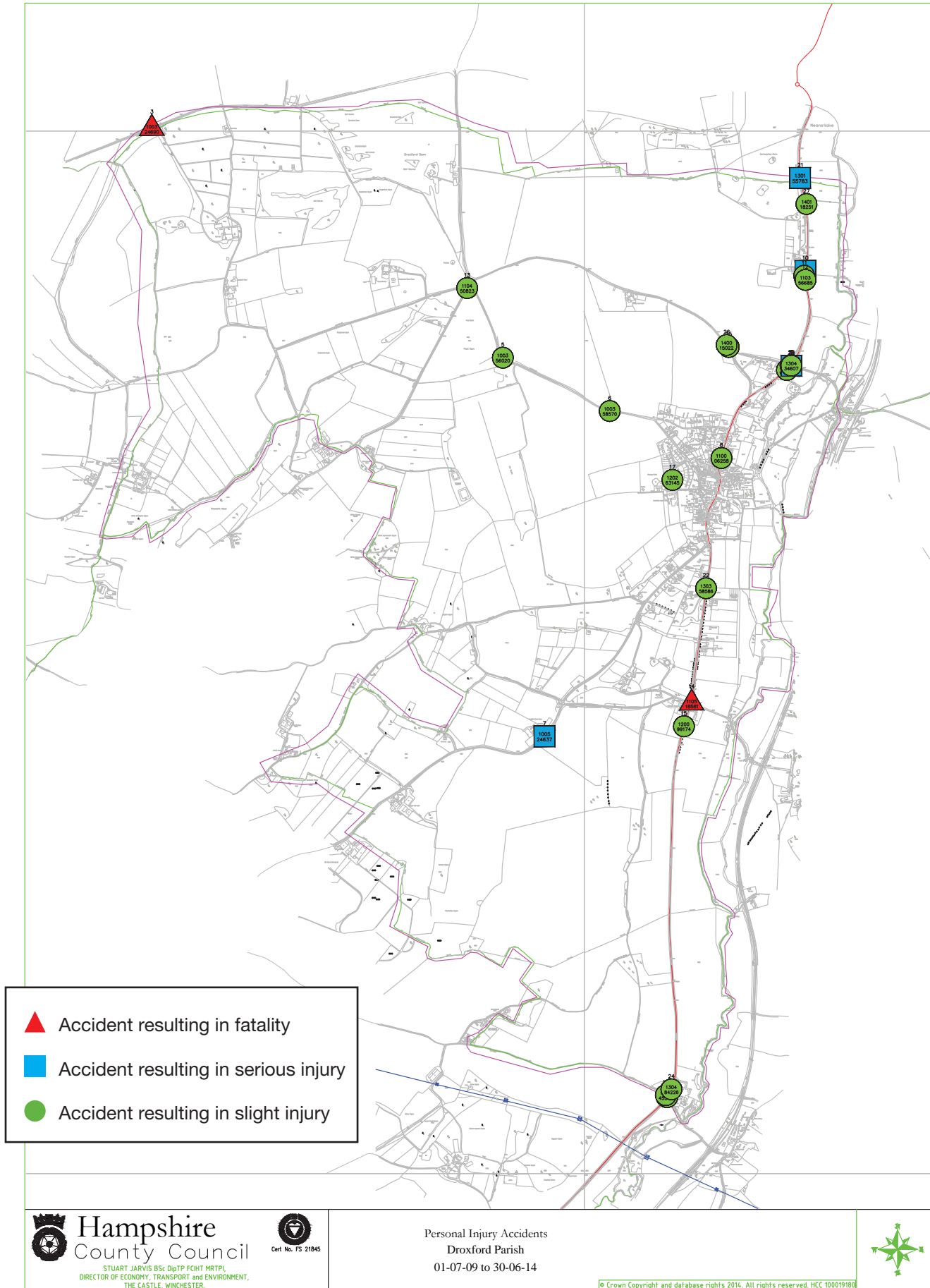
It is clear from comments raised, both in the questionnaire and at the Open Day, that most residents would welcome measures to reduce traffic speed and volume and that this would enhance village life appreciably.

RECOMMENDATION 7

Invite Hampshire Constabulary to a meeting, with a computer available, to show the group residents how to volunteer for a speed checking project.

Re-examine the relevance of existing speed limits and consider the impact of long stretches of road without pavements.

Accidents resulting in injury – supplied by Hampshire County Council



Personal Injury Accidents 1 September 2009 to 30 June 2014 – source Hampshire County Council.



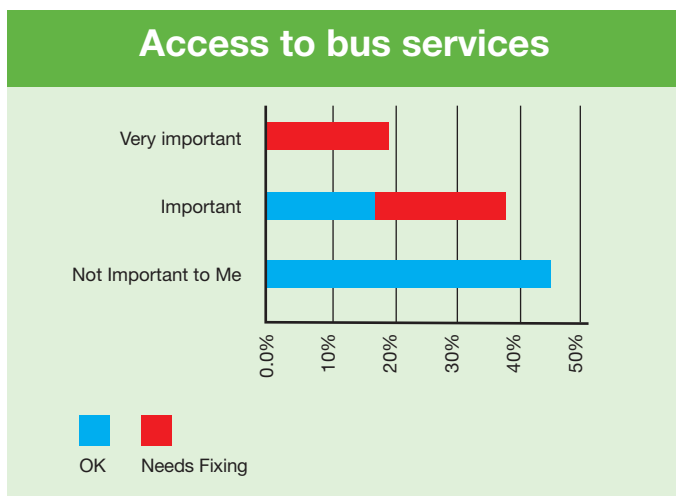
Road traffic concerns indicated by residents at the Open Day.

Transport

Droxford is a rural community and as such is not well served by public transport.

Buses

The chart below shows that bus services are not important to many, but they were to some 55% of survey respondents, and 40% said they needed fixing.

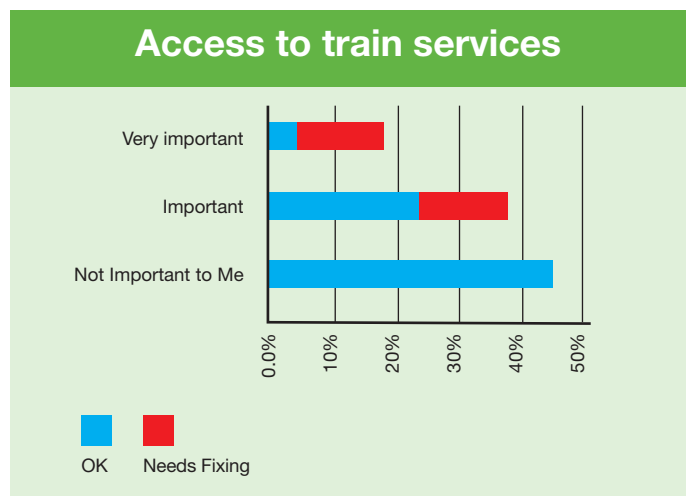


The Brijan Number 17 bus service from Bishops Waltham to Petersfield runs on Wednesdays and Saturdays and stops in Droxford. It runs twice on each day.

It is probable that the scarcity of buses is as a result of low demand and, despite the desire for an improved service, it may not be economically viable. It is likely that if improvements are to be made they are more likely to come from using the excellent Meon Valley Community Bus Service.

Train services

There has been no train service in Droxford since the closure of the Meon Valley Railway Line in 1955. The nearest stations are at Fareham, Winchester and Petersfield, all of which offer a good service.



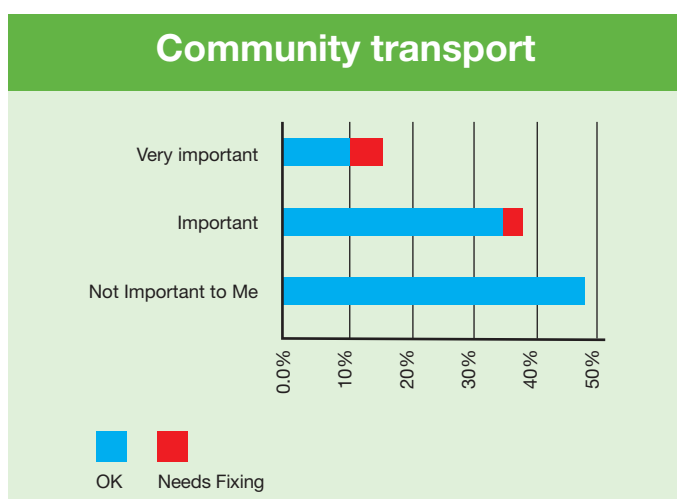
As with buses, this was not important to many, but 23.5% of respondents said it needed fixing. The main problem identified was the lack of transport services feeding these stations. A further difficulty was the shortage of car parking space at the stations for those who drove.

RECOMMENDATION 8

Make further representation to Winchester City Council to maintain and improve the transport situation.

Community transport

The Meon Valley Community Bus Association runs services to Fareham three times per week and to Winchester, Waterlooville and Hedge End once per month. This is a popular and reliable service that is run entirely by volunteers.



Only 6% of respondents thought there was any room for improvement. Suggestions made were that it would be nice if the service could be expanded to include more destinations and also to act as a linking service to nearby bus routes and railway stations.

In addition to the above there is the Community Car Scheme. To use this, residents phone the scheme coordinator and are allocated a volunteer with a car who will drive them to a hospital appointment, for example. This scheme is well run, works well and provides a very personal and popular service.

RECOMMENDATION 9

Talk to the Meon Valley Community Bus Association to see if there is any scope for an expansion of the service.

Cycle ways

There are no specific cycle ways in the parish, although the old Meon Valley Railway Line makes a good leisure route when dry. The railway line can be accessed from the village via Mill Lane, which is traffic-free. People wishing to travel to work by cycle have to use the public roads which are considered by most to be dangerous.

The survey showed that 52% of the respondents thought cycling to be important or very important, and 12% said it needed fixing. It is difficult to see what could be done to improve the situation, although many considered that reducing traffic speed and volume would be a good start.

RECOMMENDATION 10

Talk to SDNP to help develop new cycleways.

Taxis

Taxi availability was considered important or very important by nearly 60% of survey respondents. 14% thought taxi provision was poor. The main concerns expressed were the difficulty in getting taxis to come to Droxford, and the cost of taxis.

There are no taxi firms in the immediate area. Maybe there is a business opportunity here.

Car parking

Car parking was seen as important or very important by 74% of survey respondents, and 41.5% would like something done about it. Although there may be sufficient space in total, it is not necessarily near residents' homes.

A particular problem occurs at school pick-up time when parents spend a long time parked in spaces normally available to residents. This is especially true on sunny days when parents allow their children to play in the park for a while and sometimes bring picnics. There are also difficulties in parking during events in the church and village hall. Whilst this is to be encouraged and is good to see, it can be difficult for residents trying to park.

RECOMMENDATION 11

Seek volunteers to talk to village garages to see if they could offer a taxi service.

RECOMMENDATION 12

Revisit the issues of parking in the village as part of a long-term strategy.

Police, law and order

Local policing is the responsibility of the Police Constables Safer Neighbourhood Team that comprises two Police Constables and one Police Community Support Officer from Hampshire Constabulary, operating out of the Meon Valley Police Station at Bishops Waltham and covering a large area from Shedfield to just beyond West Meon.

Neighbourhood Watch operates within the village itself and, although local involvement has diminished in recent years, 90% of the visitors to the Open Day were aware of its presence, with five people indicating that they would be willing to join the scheme.

Outside of the village itself, Country Watch operates as an email notification system amongst participating land owners and farmers in the parish and is co-ordinated from Alesford and Petersfield Police Station.

Police report that crime within the parish is the lowest of all the Meon Valley villages, and the crime statistic reports published on UKCrimestats.com show 21 crimes reported in the parish during 2013 (22 during 2012). These were broken down as follows:

Anti-Social Behaviour	7
Burglary, Robbery	0
Vehicle Crime	1
Violent Crime	0
Other Crime	13

Breakdown of 'Other Crime'

Drug related	0
Public Disorder & Weapons	1
Criminal Damage & Arson	4
Shoplifting & Other Crime	0
Other Theft	8

Only one person of the 34 respondents at the Open Day reported having been the victim of a crime in 2013, but gave no details.

Comments from the initial questionnaire showed some disquiet to the visibility and engagement of the police in the parish and further questioning at the Open Day showed split support for a seminar or crime prevention.

RECOMMENDATION 13

Encourage villagers to attend the annual parish meeting at which there is a police presence and an opportunity to discuss crime prevention.

Village amenities

Droxford is a vibrant community with a wide range of activities and amenities. The village boasts an excellent School, a doctor's surgery, two busy pubs, a Post Office and two garages, plus a host of other facilities and activities. The information gathered showed that the most important were:

Doctors' surgery

Over 90% of the respondents to the questionnaire rated the surgery as important or very important. Of these 94% were satisfied with the quality of care, while 6% felt that it needed improvement.

Village school

This is a junior school with an excellent academic record – the 2012 Ofsted report rating it as outstanding. The survey showed that more than 50% of the respondents felt that the school was important or very important. Less than 5% felt the need for improvement.

Shops

The village has a Post Office/village shop, plus a mini convenience store. The Post Office was rated as important or very important by 100% of the respondents, of whom 8% felt the need for improvement. Clearly the Post Office is a vital community asset and it's continued success important to all residents.

Pubs

The village has two thriving pubs, both of which offer contrasting styles of food. 92% of the respondents felt the pubs were important or very important, with a tiny minority feeling the need for improvement. The White Horse is a Green King pub offering high quality Indian cuisine. It also hosts live music on a monthly basis, featuring residents as well as bands from outside the parish. The Baker's Arms is a family owned business. It has a highly-rated restaurant and was the winner of 'Hampshire Dining Pub of the Year' in 2012.



Droxford Primary School



Village pub and Post Office

Village hall

The village hall was built in 1834 and was subject to a major refurbishment in 1999, funded largely by a National Lottery grant of around £78,000. The work was undertaken by local builder David Gutteridge. It was felt to be important or very important by over 80% of respondents with only a small minority feeling the need for improvement. It is used on a regular basis for film nights, Café Lite, a drop in, a singing group and many other activities.



Village Hall

Scout hut

The Droxford Scout Group was founded in 1979 and ran successfully until 2008 when no leader could be found to allow the group to operate. A new Cub Scout group was opened in 2013. Today there is a thriving group of 18 cubs in a renovated scout hut in a rural setting adjacent to the junior school and the recreation ground, offering a wide range of indoor, outdoor and charitable activities.

Allotments

The village has an area next to the school accommodating several allotments that are regularly used by residents.

Fire station

The fire station in the centre of the village is staffed on a part-time basis.

Droxford Church

Droxford is fortunate in having a Grade Norman church which has been in continual use for over 500 years. It is currently threatened, however, by death watch beetle and severe cracking of the flint work in the church tower and work is urgently required to address these problems. Friends of Droxford Church have set up a working group to raise the funds and, in partnership with the Parochial Church Council, have applied for a grant of £250,000 from the Heritage Lottery Fund. The initial application was submitted in September 2013 and resubmitted in May 2014.

The application has been successful in raising £33,900 – sufficient to employ specialists to develop the scheme.

The grant application will only succeed if the church can be shown to be of use to a wider range of people for both religious and secular activities. The plans include spaces for a community room and a heritage display, as well as toilet and kitchen facilities. The Heritage Centre will encompass Droxford's history from the rediscovery of the Saxon sites in the Meon Valley, through to the building of the church in the 12th Century and the historic D-Day meetings of Churchill and the Allied Commanders at Droxford Station.

The objects of the five year plan are:

- restoration of the church
- creation of a Meon Valley Heritage Centre
- creation of an accessible venue for both religious and secular use
- provision of kitchen and toilet facilities



Droxford Church

Communication

Droxford is one of Hampshire's more geographically isolated communities, remote from motorways and major trunk roads. Despite this, there are a significant number of businesses operating within the parish and these, together with private individuals, rely upon good communications.

Broadband

As successive governments have noted, good broadband communications are increasingly important to life. Droxford telephone exchange is not scheduled to be upgraded to enable 'super-fast' broadband, defined by the Government as a 'potential headline access speed of greater than 24Mbps, with no upper limit'. Current broadband speeds in the parish often fall short of 2Mbps.'

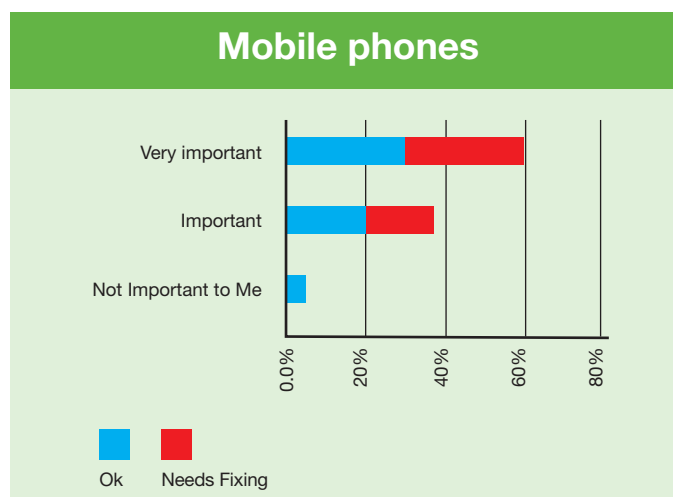
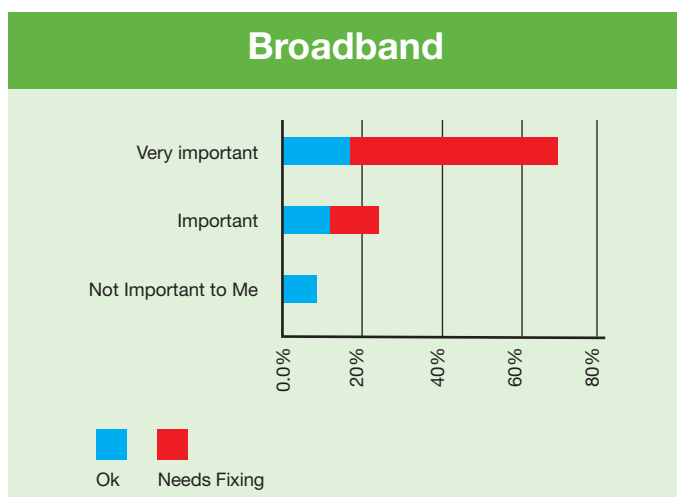
People who commented on broadband at the Open Day said that its slow speed had an adverse impact both on their ability to run a business from the village and to interact with family and friends. Of 14 people who commented on their willingness to pay for true, fast broadband, 13 would pay at or above the current commercial rate and only one would pay less. Droxford will be included in the next tranche of improved speeds funded by Hampshire County Council and due for completion in 2017.

RECOMMENDATION 14

Monitor delivery of the plan to provide super-fast broadband to Droxford by the end of 2018 under wave 2 if the Rural Broadband Scheme.

Mobile phones

The village location on the slopes of the Meon Valley presents physical challenges to the reception of mobile phone signals. Coverage varies by network operator, but 66% of people who commented at the Open Day had inadequate mobile phone coverage. In general, reception can be summarised as intermittent with only rare 3G connection. Consequently, mobile phones do not effectively supplement the inadequacy of broadband access for data communications.



Television and radio

Similar geographical constraints apply to television reception compounded by wooded areas that attenuate satellite broadcast reception. Consequently, a number of properties cannot receive terrestrial television broadcasts and must rely on satellite provision, while others cannot receive the latter even if they wished to pay. At the Open Day, a third of respondents reported no terrestrial television coverage, and almost 50% were unable to receive DAB radio transmissions.

RECOMMENDATION 15

Provide a collective input to the Radio and Television Investigation Service (a part of the BBC) to report inadequate terrestrial coverage in much of the village.

Notice board and parish magazine

Over 90% of respondents to a questionnaire saw the village notice board as important or very important and that it met their needs, while a similar number had the same view of the parish magazine *The Bridge*. This support was reinforced during the Open Day, when the notice board, *The Bridge* and the parish website were seen as very important.

Village website

The village website – www.droxfordweb.co.uk – was at least important to two thirds of respondents. A number of people had comments on the site, which have all been addressed by the new webmaster. Organisations are being encouraged to make active use of the site and to provide up-to-date information. In supporting the website, Open Day attendees mentioned that some areas of the site could be expanded and more information provided. Some items were observed to be out of date.



RECOMMENDATION 16

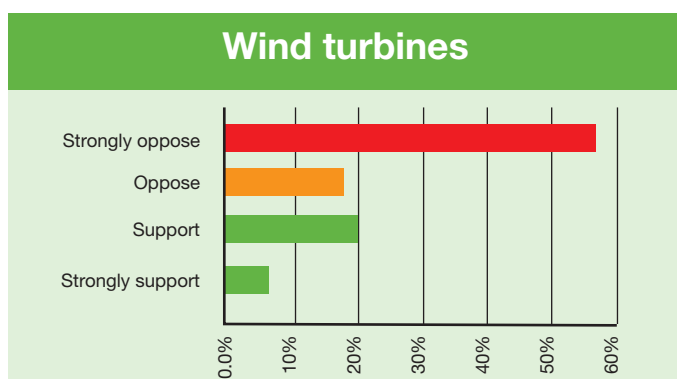
Ensure that information on the website is up to date and comprehensive.

Organisations and individuals who have useful information to share should be encouraged to place it on the website.

Energy

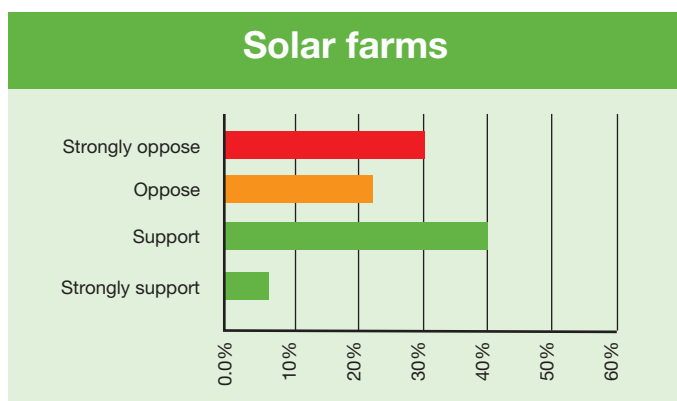
Wind turbines

The parish questionnaire asked residents their views on wind turbines. The chart below shows there to be fairly widespread opposition with 72.5% either opposed or strongly opposed.



Solar energy

The chart below shows the parish to be almost equally split on the subject of solar farms.



From the additional comments it was clear that opinions were also split regarding solar panels on private housing. There are several houses within the parish with solar installations and occupiers find them very cost effective. Others, however, question their overall viability and a number of respondents found them to be unattractive. Several thought they should not be allowed on property within the conservation area. There were others who thought they should be a requirement for all new buildings.

It was clear from some comments that large scale solar and wind electricity generation would be viewed much more favourably if the parish were to directly benefit from such schemes.

Collective buying

Collective buying of fuel oil, gas, coal and wood can be very cost effective and offers benefits for the consumer, the supplier and the environment as a whole. There is evidence of some collective buying of oil in the parish but it is not widespread.

RECOMMENDATION 17

Canvas residents to see whether there is an appetite to expand existing buying syndicates or to set up additional ones.

Other domestic energy generation methods

There are other domestic generation methods such as ground source heat pumps, hydro, and combined heat and power, of which few residents are aware. There was interest shown in these both in the original survey and at the Open Day.

RECOMMENDATION 18

Set up a community group to keep a watching brief on future energy generation methods and regularly publish findings. The group to liaise with other similar groups in the area in order to pursue common aims.

House insulation

Whilst many commented that they considered their house to fully insulated, there was a significant number who did not. There was also interest in finding out more about the various schemes and funding opportunities available.

RECOMMENDATION 19

The above mentioned community group to keep abreast of funding opportunities (such as house insulation), regularly publish findings and assist with applications where required.

Sport, leisure and recreation

Whilst there are limited sports facilities in the parish, concentrated mainly on cricket on the recreation ground in the summer, there are a wide range of leisure activities which go on year round. Just over 9% of the respondents thought that the current situation with clubs and societies needed fixing, with more than 50% happy with the status quo. Current activities are widely advertised in the parish magazine, *The Bridge*, and on the village website.

Current activities include:

- Film night
- Meon Valley Garden Club
- Keep Fit
- Off the Wall singing group
- Walking group (summer only)
- Royal British Legion
- Toddler group
- Table tennis

Suggestions for additional activities included yoga, pilates, quiz nights, bingo and clay pigeon shooting.

There were a significant number of respondents who felt that the facilities in the children's play area in the recreation ground needed improvement, and other suggested improvements included better parking facilities at the recreation ground, easier access to the ground and modernisation of the cricket pavilion. Those people who proposed additional activities should be encouraged to come forward to discuss with the appropriate organisation how to create the opportunity for the parish.



Droxford cricket team

RECOMMENDATION 20

All clubs to ensure that all their activities are widely advertised via *The Bridge* and the village website.

Raise further funds to improve the play area at the recreation ground, and to examine how access and parking can be improved.

Investigate additional funding to carry out a modernisation programme and potential widening of the use of the cricket pavilion.

Businesses in Droxford

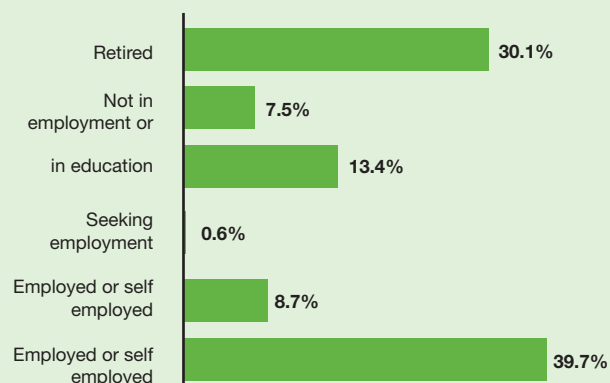
A study of the area, local advertising and web research indicates that there is a diverse range of businesses based in the parish offering the chance of local employment to the population and serving many local needs. Many of these businesses advertise locally via the parish magazine.

Of those found, fifteen operate from their own premises with a wide range of others operating from home. Our own survey results suggest that 8.7% of respondents work from home. In addition there are a multitude of farms within the parish boundary – these are covered in a separate section.

Many responses from businesses at the Open Day showed dissatisfaction with both the provision and speed of broadband, with 17 critical and four content. The availability of manpower was less of an issue, and according to one response, workers enjoy the ‘reverse commute’ to rural surroundings each day while the poor bus service was not seen as a problem. One comment was made at the Open Day on the adverse effects of business rates on business operating in rural areas.

Residents’ views on further shops in the parish were split 2:1 in favour – about the same against any further offices – but heavily against any more industry by about 5:1.

Employment Status Combined



RECOMMENDATION 21

Support broadband campaign to help retain employment and business in the area.

Business operating from home

Building Services
 Counselling Service
 Electrical Repairs and PAT
 Financial Advisors
 Foot Clinic & Foot Health Practitioner
 Garden Design & History
 Interior design
 Management Consultancy
 Outside catering
 Paddock services
 Pre-School Groups
 Video Photography

Businesses operating from their own premises.

Andrews Autosource
 Anya Bridal Wear
 Corhampton Golf Club
 Droxford Antiques
 Droxford Curtain Making & Alterations
 Droxford Post Office & Stores
 Hambledon Hunt Kennels
 Meringtons Garage & Stores
 One2create Web Design
 Phoenix Futures from Alpha House
 Taylors Garage
 The Bakers Arms
 The White Horse Inn
 Toyoda Tech Car Repairs

Farms Marked on the Parish Map

Cathedral Down Farm
 Cross Lane Farm
 Galley Down Farm
 Hazel Holt Farm
 Lycroft Farm
 Mayhill Stud Farm
 Midlington Farm
 Sheep Pond Farm
 Shepherds Down Farm
 Swanmore Barn Farm
 Upper Hill Farm

Older people

'Older people' are considered to be those aged over 60. The 2011 Census data shows that, of a total population of 671, 27% (179) are within this age group. Our own survey received a large response from this group who accounted for 40% (136) of all replies received. These replies indicate that 30% of the parishioners are retired, and that the ratio of gender is roughly 50:50 – this appears not to change in the higher 75+ age range.

This group is not homogeneous, but itself contains several sub-groups whose needs and demographics vary according to age. The recently retired are generally more mobile, self-sufficient and computer literate, becoming more dependent on local amenities and services as age increases. House occupancy demonstrates one of the differences within this group as 13% of respondents in the 61-75 age range live alone, but this rises to 30% in the 75+ age range, although none reported feeling isolated when invited to comment at the Open Day.

Provision of amenities

The parish offers a variety of services to assist older people to lead independent lives, by offering help when requested with transport, and providing a range of social activities. Many such activities are based around the village hall and the church, a fact that may explain why 97% and 70% respectively expressed the view that these are important or very important facilities to them. Mention perhaps should also be made of the pubs, where 87% indicated that they were important or very important.

Examples of services offered

Community mini-bus for shopping trips.

Community care, providing transport to GPs or hospital appointments.

The mobile library visits for one hour, once a month.

Socially activities within the parish

There are many social activities that older people can take advantage of, including:

- The Droxford Drop-In mornings every Tuesday in the village hall
- Café Lite on Sunday mornings in the village hall
- Off The Wall - a singing group
- Keep Fit class on Tuesday evenings from September to April in the village hall
- The Royal British Legion
- The Meon Valley Garden Club

Further afield there are the U3A, Meon Valley Active Retirement Association and the Meon Valley Carers Group which caters particularly for dementia sufferers and their carers. Both the church and the village hall also arrange social events that involve not just older people, but the whole parish.

These activities and services are advertised in the parish magazine *The Bridge* and on notice boards around the village and these means of communication received around 95% approval from respondents within this group.

The village website is a third method of communication but comes only with access to the internet. Analysing the responses from the survey and the Open Day it can be seen that this is another area where there is a different response according to age as in the initial survey. 95% of the 60-75yr group felt that broadband was 'important or very important' falling to 67% of the 75+ group. The Open Day suggested a large take-up of broadband in the younger age groups, with little or none in the older group.

As a consequence, 80% of the 60-75yr group felt that the village website was 'important or very important' compared to 47% of the 75+ group.

Allotments are rated as important or very important by 55%, with only 2.5% rating them as needing fixing.

Not surprisingly, 96% of people within this group felt the GP surgery to be important or very important to them, although the mobile library was only appreciated by 51%, perhaps due to the infrequent visits and rather less than the weekly fish and chip van, whose presence was counted as important or very important by 66%. The local shop and Post Office received a 100% importance level, but with 11% feeling it needs improving.

Issues arising

It would appear that the majority of the respondents were content with their way of life, but nevertheless there were areas of disquiet expressed. The chart below shows where over 40% of this group identified an issue as in need of 'fixing'.

Chart showing where over 40% of respondents in the 'Older People' category indicated the topic 'needs fixing'.

	Age	
	61-75	Over 75
Transport		
Buses	40%	44%
Car Parking	44%	53%
Environment		
Litter		53%
Pavements	58%	42%
Services & Amenities		
Police	41%	
Recycling Facilities	75%	89%
Communication		
Broadband	58%	
Mobile Phone receipt.	50%	
Road Safety		
Traffic Speed	90%	95%
Pedestrian Safety	58%	75%

40-50%
50-70%
70-80%
80%+

None of these issues were particular to this older age group but were concerns expressed within the whole survey and are covered in other sections of this document. Those that are more likely to impact this older group are road safety and the provision of pavements, their ability to travel to larger towns and cities, the ability to park close to their homes, and the visible presence of the police in the area.

Older people within a community add much to its cohesion and sense of being. Retirement from work gives the opportunity to contribute time and skills to local events, and their presence in and around the parish during the day gives life to the village and its surroundings. The community also benefits from a connection to the recent past and further back through the continuation of local families that trace their lineage and Droxford connections through many generations.

It follows then that this group form a valuable resource that makes up about one third of our own community and who in their early retirement years devote much time and effort to maintaining the sense of community, but who will themselves require more of the facilities offered as age catches up with them and to whom a well maintained infrastructure will be considered as 'important or very important'.

RECOMMENDATION 22

Re-establish recycling facilities in the parish – see section on Recycling.

Improve pedestrian safety by pavement provision and regulating traffic speed – see section on Road safety.

Support for the campaign to extend broadband speed and coverage – see section on Communication.

Young people

We surveyed all the children who attend Droxford Junior School in late January 2014 to find out what they valued in the Droxford area and what they wanted to be improved.

	Number	%
Number of pupils attending the school who live in Droxford	22	12.5
Mode of transport to get to school		
Bus	76	43.2
Foot	19	10.8
Car	77	43.8
Other	4	2.3
Number of those who were delivered to school by car whose parents parked in:		
The Park	16	
The car park next to the fire station	21	
The Square	39	
Outside the school	2	
Children who enjoy the following when learning at Droxford Junior School:		
Playing sports on the recreation ground	120	68.2
Using the play equipment on the recreation ground	122	69.3
Running on the Downs	120	68.2
Nature trails/walks on the Downs	84	47.7
Trips to the River Meon	111	63.1
Local history walks	103	58.5
Christmas and Easter services in the local church	32	18.2
Growing vegetables in the allotments	102	58.0
What should we improve in Droxford Village?		
Play equipment in the recreation ground	120	68.2
Road safety: to help you cross the main road	81	46.0

Droxford Junior School has a catchment area covering Droxford, Soberton, Newtown, Corhampton, Exton and Meonstoke. Only 13% of the children actually live in the parish. This is reflected in the data relating to the mode of transport to school, the majority of the children travel by bus (43%) and car (44%). Thus 44% (that is 77 of the total of 176) are delivered to school by car. 39 children are dropped off by car in the Square, whilst 21 are dropped off in the Park, 16 in the car park next to the fire station and just one was dropped off in the road immediately outside school.

The children particularly value the recreation ground, with 68% stating that they enjoy playing sports there and 69% stating that they enjoy using the play equipment. A similarly high proportion (68%) enjoy running on the Downs. Well over half of the children stated that they enjoyed local history walks (59%), trips to the River Meon (63%) and growing vegetables in the allotments (58%). Nature trails and walks also proved popular (48%). Just under a fifth (18%) stated that they enjoyed the services in the local church at Christmas and Easter.

The children were asked if they thought that the play equipment in the recreation ground should be improved (68% agreed) and whether they thought road safety should be improved (46% agreed).

The children suggested that the following could improve the recreation ground:

- reseed the grass in places
- cut the grass regularly
- improve the rope swings
- put nets in the football goals
- basketball hoop
- more bins
- tennis courts

They made the following road safety suggestions:

- introduce a pelican crossing
- increase the number of parking places

The children enjoy active pursuits and particularly value the open spaces near the school to pursue their sporting and nature based activities.

RECOMMENDATION 23

Suggest improvements to the recreation ground.

Consider the road safety suggestions as part of overall road safety.

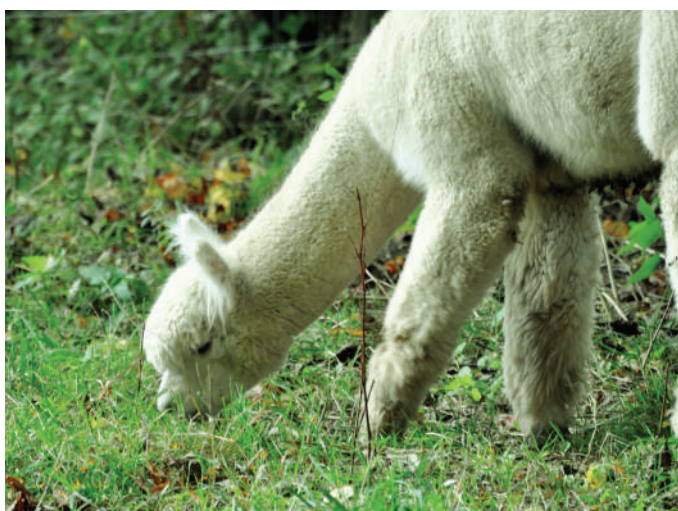
Farms

Droxford is nestled within the valley bottom, with the River Meon chalk stream running along the eastern boundary of the village. The surrounding countryside is typical of the area, with its lowland water meadows meandered by the clear chalk stream of the River Meon, to the rolling chalk downland interspersed with old and new hedgerows and semi ancient natural woodland, giving a varied and highly attractive landscape, both agriculturally productive and biologically diverse.

There are a number of farms within the parish and they vary in size and use, including arable for the growing of a variety of combinable crops, pasture ranging from water meadows to downland providing grazing for horses, pigs, sheep, and beef cattle. In addition, there is an alpaca farm, a game farm, a number of small holdings and a vineyard growing grapes for sparkling wine production, all providing ecological and economic benefits to the parish.

Like much of the region, equestrian activities are wide ranging and popular, with numerous areas of grazing ranging from private individuals to stud farms, livery units, and riding schools. The equestrian sector provides key employment and leisure activities within the parish.

The parish is very fortunate to benefit from a number of footpaths and rights of way, including a stretch of the Wayfarers Walk, and a permissive path adjacent to the school, all giving local residents and visitors the chance to share the parish.



Alpaca farm

Conservation and biodiversity

The landscape within the parish is naturally bio-diverse, with significant variation in landscape and land use. This has been further enhanced by local farmers and landowners through the assistance of Department for Environment, Food & Rural Affairs (DEFRA) and European grant funded schemes giving incentives towards land management and conservation, particularly in those marginally productive areas.

Environmental benefits within the parish include provision of grass margins, pollen and nectar mixes, wild bird cover, un-harvested headlands, reduced grazing, low-input grassland, riverbank protection for reduced sediment in water courses, as well as woodland creation and woodland management. All are aimed at the enhancement of ecology for insects, bees and bumblebees, bird, aquatic and mammal life, as well as flora and fauna. There are notable increases in brown hare and grey partridge numbers and specific chalk downland plants.

The historic patchwork of hedges, fields and trees has seen little change within the parish since the World War II, but in more recent years has seen increased planting of hedgerows and trees particularly on field boundaries.

The parish also lies within a Nitrate Vulnerable Zone and a Catchment Sensitive Farming Zone under the Downs and Harbour scheme run by Portsmouth Water. Both are aimed at reducing and accurately controlling the use of natural and man-made fertilizer on farmland to help reduce fertilizer migration into water courses within the River Meon catchment, as well as the numerous underground aquifers found within the parish.

Farm buildings

Care of the environment within the parish is an important part of farming, but farms need to be working and productive in order to survive and help continue to protect and enhance the environment which those within the parish all benefit from. Use of farm buildings is integral to achieving this.

Within the parish there are a variety of traditional brick and flint as well as modern farm buildings. These provide a mixture of uses, such as grain and livestock storage, livery and equestrian use as well as commercial and residential use.

The diversification of farm buildings has been vital to the survival of the countryside. Allowing for the re-use of buildings not otherwise suitable for modern farming practices, with increasing scale of machinery and increasing welfare standards, has enabled the traditional buildings to be preserved. There are a number of examples

within the parish where buildings have been converted for residential and commercial purposes, the latter providing employment for local people and reducing the need for commuting to larger local conurbations.

There are specific planning regulations covering possible uses of redundant farm buildings, as well as the construction of new ones.

RECOMMENDATION 24

Consult SDNP concerning the special qualities (see section on Landscape and Countryside).



View of the River Meon

Summary of recommendations

These recommendations are made as a result of the consultation with Droxford residents, and will be presented to Droxford Parish Council. In response, the Council will produce a plan to detail the actions to be undertaken and likely timescales.

REF	RECOMMENDATION
1	Produce a village design statement to: <ul style="list-style-type: none"> - incorporate the views of the residents regarding development. - preserve the landscape and environment, as desired by residents, in particular the beautiful countryside incorporating the river and surrounding areas. - inform Droxford Parish Council of residents' views when dealing with planning applications for future proposed development.
2	Maintain footpaths in conjunction with Hampshire County Council.
3	Maintain the current number, location and level of street lighting.
4	Present traffic and noise pollution issues to Droxford Parish Council to check on legal noise pollution limits and enable appropriate action to be taken. See also section on Transport.
5	Ensure we have adequate notices to discourage littering, tipping and dog fouling. Organise volunteers to regularly pick litter.
6	Investigate the installation of a bottle collection bin and the possibility of a door step bottle collection.
7	Invite Hampshire Constabulary to a meeting, with a computer available, to show the residents how to volunteer for a speed checking project. Re-examine the relevance of existing speed limits and consider the impact of long stretches of road without pavements.
8	Make further representation to Winchester City Council to maintain and improve the transport situation.
9	Talk to the Meon Valley Community Bus Association to see if there is any scope for an expansion of the service.
10	Talk to SDNP to help develop new cycleways.
11	Seek volunteers to talk to village garages to see if they could offer a taxi service.
12	Revisit the issues of parking in the village as part of a long-term strategy.
13	Encourage villagers to attend the annual parish meeting at which there is a police presence and an opportunity to discuss crime prevention.
14	Monitor delivery of the plan to provide super-fast broadband to Droxford by the end of 2018 under wave 2 of the rural Broadband Scheme.
15	Provide a collective input to the Radio and Television Investigation Service (a part of the BBC) to report inadequate terrestrial coverage in much of the village.

16	<p>Ensure that information on the website is up to date and comprehensive.</p> <p>Organisations and individuals who have useful information to share should be encouraged to place it on the website.</p>
17	<p>Canvas residents to see whether there is an appetite to expand existing buying syndicates or to set up additional ones.</p>
18	<p>Set up a community group to keep a watching brief on future energy generation methods and regularly publish findings. The group to liaise with other similar groups in the area in order to pursue common aims.</p>
19	<p>The above mentioned community group to keep abreast of funding opportunities (such as house insulation), regularly publish findings and assist with applications where required.</p>
20	<p>All clubs to ensure that all their activities are widely advertised via <i>The Bridge</i> and the village website.</p> <p>Raise further funds to improve the play area at the recreation ground, and to examine how access and parking can be improved.</p> <p>Investigate additional funding to carry out a modernisation programme and potential widening of the use of the cricket pavilion.</p>
21	<p>Support broadband campaign to help retain employment and business in the area.</p>
22	<p>Re-establish recycling facilities in the parish (see section on Recycling).</p> <p>Improve pedestrian safety by pavement provision and regulating traffic speed (see section on Road safety).</p> <p>Support for the campaign to extend broadband speed and coverage (see section on Communication).</p>
23	<p>Suggest improvements to the recreation ground.</p> <p>Consider the road safety suggestions as part of overall road safety.</p>
24	<p>Consult SDNP concerning the special qualities (see section on Landscape and Countryside).</p>

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