

Rowlands Castle Parish Council

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Response to EHDC's Consultation on Site SA41 (Little Leigh Farm) for Emerging Local Plan – October 2021

Site name
Land South of Little Leigh Farm, Rowlands Castle – (EHDC reference SA41)
Name of Parish/Town council responding
Rowlands Castle Parish Council (RCPC)
In responding to these questions, the Parish Council defined the following general principles: <ul style="list-style-type: none">• Housing density to be kept to a quality of life enhancing limit of 20 dwellings per hectare.• Plenty of parking commensurate with a modern, semi-rural life (2.5 per household)• Incorporation of parking bays (of generous size) into the design and layout where necessary• Design features and dimensions to add character and enhance the appeal of (all) the houses (e.g. finials, flint features, brick garden walls, weatherboarding, etc.). (Policy S27 d)).• Variation in styles and distribution of houses to break up uniformity of the streets and add character and identity to them.• Quality of build, brickwork, and finish for long-term aesthetic appeal. (Policy S27 d))• Inclusion of eco-friendly features such as grass/matrix pavements, double/triple glazing, roof insulation, integral solar panels, harvesting and re-use of grey water.• Overarching aim to create homes that people will value and care for over a long term, resulting in safe, harmonious, and attractive neighbourhoods• Provision of Public Open Spaces that are overlooked by the front of dwellings. (Policy S27 b) and d).• Provision of private residential gardens for relaxation, growing of plants and vegetables, drying washing etc. (Policy S27 g)).
1. What are the important natural, historical, heritage and landscape features of the site and its environs? Please list and/or describe them
<ol style="list-style-type: none">a. Prospect Lane to the north of a proposed access has a rural nature. This should be retained.b. The trees and bushes along the boundary with Worldham Road should be retained except for the three short stretches where pedestrian routes would be provided as shown on the Illustrative Master Plan.c. Along the boundary of the site with Prospect Lane, as stated in the Land Availability Assessment (LAA), there are mature landscape barriers (e.g. trees and bushes) and these should be retained and additional native species planted where there are no trees at present.d. The distinctive landscape vistas and the visual connectivity between the surrounding countryside and the site development should be maintained. Therefore, any additional planning along the eastern edge of the boundary should not be of a type which would grow to obscure the view from the dwellings over the surrounding countryside to the wooded landscape beyond. The planting should be sufficient to soften the visual impact of the dwellings from the surrounding countryside.e. It is noted that the Illustrative Master Plan shows a 15m buffer woodland strip at the northern edge of the site. However, this strip is outside the application site boundary ('red line') but within the 'blue line' boundary indicating it is in the same ownership. It must, therefore, be specified that this woodland strip would be retained.

- f. Site boundaries should, where appropriate, be planted with locally native tree and hedge species in preference to walls and fences. These species should not be of a type which would grow sufficiently to excessively overshadow dwellings.
- g. The landscaping design should, where appropriate, demonstrate how the Rowlands Castle Local Landscape Character Assessment (2012) has been taken into account.
- h. The design should:
 - Conserve and enhance those features that contribute to the character, pattern and evolution of the landscape.
 - Respect natural features.
 - Not have an adverse effect on the visual quality of the landscape.
 - Conserve and enhance the parish Network Opportunity Areas identified in the 2019 East Hampshire Green Infrastructure Strategy

2. What do you think is valuable about the features that you listed in your response to question 1?

These features preserve the rural aspects from and to the site. They are to the benefit of residents in the long term because they would enhance the quality of life and provide a sense of wellbeing arising from a connection with the countryside.

3. If there are views into or from the site that are particularly important for you, please describe these views (what you can see and from where) and say why they are important to you.

- a. The views 1, 2a, 2b, 3 a, 3b, 4, 5,6 and 7 in the Landscape and Visual Impact Assessment (LVIA) (Figure 6) are important because they face towards and from land in the current strategic gap between Rowlands Castle and Havant and so contribute to the visual separation of these settlements. They demonstrate the visual appeal of the rural nature of the site and the surrounding countryside.
- b. View 1 demonstrates the rural nature of Prospect Lane which should be retained.

4. From where (i.e. from which road(s) and/or point(s) on the site's boundary) should vehicles gain access to the site?

- a. Vehicular access should be from Prospect Lane at the same location as the existing gate to the site.
- b. As stated in the Land Availability Assessment (LAA) (December 2018) the options for highway access to this site need to be tested.
- c. The Illustrative Master Plan presented at the workshop on 1st September 2021 showed a vehicular access onto Prospect Lane only about 20 to 25 m south of Stansted Close to the west of Prospect Lane. The access to this site (SA41) would serve between 100 and 115 dwellings while the two junctions of Stansted Close and Prospect Lane serve about 90 dwellings. The viability and safety of locating this site access so close to one of the Stansted Close accesses must be very carefully assessed and any junction designed accordingly.
- d. As stated in the HCC East Hants Site Assessment, Prospect Lane is predominately a narrow single-track road with an average width of 4m and soft verges to either side.
- e. The design and location of the access from Prospect Lane should recognise the rural nature of the landscape of the Lane rather than being a suburban access road, and it should respect the design of the 19th Century Prospect Farm Cottage which would be in close proximity to an access.
- f. The rural nature of Prospect Lane north of the site access must be retained. It is important to recognise that it is designated as a bridleway and is known as Shipwrights Way and Stansted Way and it forms part of National Cycle Route 22. There are stables on both sides of Prospect Lane. Accordingly, the Lane must safely accommodate all users (vehicles, pedestrians, cyclists, horse riders and horses). The road should not be widened for vehicles, but a pedestrian footpath/cycle way should be constructed.
- g. If the layout of Prospect Lane is to be changed, as stated in the LAA, the mature landscape barriers must be retained. This would include the trees, recognising that the Lane is in the 'strategic gap' between RC and Havant (EHDC JCS Policy CP23).

- h. Signs should be placed at both ends of this narrow part of Prospect Lane, stating there is a width restriction allowing only cars and small vans to use it. By keeping it narrow the majority of motorists would be discouraged from using it and would turn southwards when leaving the site.
- i. This site is at present within the catchment area of St. John's Church of England Controlled Primary School, Whichers Gate Road, Rowlands Castle and so parents/carers and children from this development who would attend this school would have to travel along it by foot or by car to reach the school the grounds of which has no parking for other than vehicles owned by staff. The addition of a pedestrian footpath/cycle way would benefit parents/carers and children.
- j. It is nevertheless possible that there would be an increase in traffic on Prospect Lane arising from vehicles which would use it to travel north-eastwards and thence north-westwards or south-eastwards along Whichers Gate Road. Therefore, the capacity, design and layout of the stretch of Prospect Lane between the proposed site access and Whichers Gate Road must be given very careful consideration. The following factors must be considered:
- The visibility splay and layout of the junction of Prospect Lane and Whichers Gate Road must be assessed because of the increased traffic arising from this development. The large increase in traffic forecast for Whichers Gate Road because of new developments in Rowlands Castle and the sites allocated in the emerging Havant Borough Local Plan, must also be considered. It is acknowledged that the visibility on the south side of the junction could be restricted because of the property on the corner and its boundary wall.
 - Part of Prospect Lane about 100 metres south of its junction with Whichers Gate Road lies within a Flood Zone 3 where a main river crosses the road. Measures should be taken to mitigate the impact of flooding on the additional traffic arising from this development. Flooding is very likely to increase at this point because of increased and intense rain so this aspect also needs good mitigation, perhaps a proper culvert under the road if the lie of the land permits it.
 - It is understood that HCC and EHDC intend to use S106 contributions to improve the safety of the crossing from Bridleway 24 (Shipwrights Way/Stansted Way) across Whichers Gate Road and its junction with Prospect Lane. This would make the crossing safer for horse riders, horses and cyclists. These proposed changes should be coordinated with any changes to the junction of Prospect Lane and Whichers Gate Road being proposed for this site.
 - It is also understood that HCC may be implementing further traffic calming measures along Whichers Gate Road using another S106 contribution. Again, any changes proposed to this junction because of the traffic arising from this development must be consistent with those changes.

5. From where (which path(s) and/or point(s) on the site's boundary) should pedestrians gain access to the site?

- a. The pedestrian accesses and links shown as dotted yellow lines on the Illustrative Master Plan should be provided.
- b. A large stretch of the pedestrian link to the north of the site is outside the application site boundary ('red line') but with the same ownership as that of the site to be developed ('blue line'). It must be ensured that this pedestrian link would be provided when the site is developed and subsequently maintained.

6. Are there any opportunities for increasing access by cycle modes in addition to the access points identified under questions 4 and 5? If so, please give details of where these opportunities are on the site's boundary

The suggested pedestrian footpath/cycle way along Prospect Lane would encourage an increased use of cycles.

7. What type(s) of housing do you think would be most appropriate for the site from the following list: detached, semi-detached, terraced, flats? Please identify as many types as you think are suitable and explain why.

- a. To cater for the needs and aspirations of a wide community, the site should provide high quality mainly detached and semi-detached dwellings and some terraced dwellings.
- b. There should also be some bungalows and ground floor apartments suitable for elderly/disabled people and perhaps properties suitable for those who wish to downsize within Rowlands Castle, but are unable to find a smaller property close to the village. The need for such accommodation was clearly identified in the Housing Needs Survey undertaken for our emerging Neighbourhood Plan. Such accommodation should include wider doorways, level access, space provision for future internal lifts, accessibility for wheelchairs etc. These features could be provided for at the design stage at very low cost and will allow extended age living whilst still looking like standard housing for all.
- c. The type of housing should accommodate the following tenures: Market (Freehold), Affordable (Social Rent and Intermediate, and age-related).

8. Are there parts of the site that would be more suitable for new homes than others? If so, please give details of which parts (e.g. northern, southern etc.) are more suitable and explain why

- a. When identifying which parts of the site would be suitable for new homes, the housing density of the site should be considered. The density of the housing on the site should be consistent with that of the sites in Rowlands Castle Parish allocated in the EHDC Local Plan (Housing and Employment Allocations) (April 2016) according to the following policies:
 - RC1 - Land at former Rowlands Castle Brickworks, The Drift (now Bailey Road) - Density: **19** dwellings/ha. This area includes an attenuation pond and public open space
 - RC2 – Land South of Oaklands (now Woodlands Avenue and Oak Tree Close) – **19** dwellings/ha. This includes an attenuation pond and public open space.
 - RC3 – Land North of Bartons Road (Eastleigh House Cottages) Havant – **28** dwellings/ha. This does not include an attenuation pond and public open space

The development on the site of the former Keyline Builders Merchants in Rowlands Castle (approved on appeal in August 2014) (now Deerleap Lane) has a density of **13** dwellings/ha and this area includes an attenuation pond and public open space.

The net developable area should accommodate the following:

- Public Open Spaces (including a play area). The existing adjoining sites in Havant do not provide any public open space.
- A transition to a less intense development than that of the existing adjoining sites because it borders the rural countryside and the strategic gap between Rowlands Castle and Havant.
- Sufficient private garden space of, say, on average 40 sq. metres per dwelling
- Provision of SuDS (Sustainable Drainage Scheme) which could require an attenuation pond.
- If foul water drainage is to lead to sewers along Prospect Lane, pumps would have to be provided because the site slopes downwards to the east from Prospect Lane.

The EHDC Draft Local Plan (2017 – 2036) (Regulation 18) proposed for site SA41 a density of between **28** and **32** dwellings/ha which would not accord with the above principles. For example, it would not provide a significant area of POS.

The area of this site is 3.56 ha so, in order to accord with the principles defined at the start of this document, including a Density of **20** dwellings/ha, the number of dwellings that could be accommodated on the site would be approximately 71. The density of a development affects both its aesthetics and the long-term quality of life of its residents and so too dense a development would have an adverse effect. (See NPPF paragraph 122 d) and e)).

- b. All age-related accommodation should be constructed in proximity to the access to Prospect Lane to facilitate access to public transport and where it would be on land at about the same level as Prospect Lane. The further East it is constructed the greater would be the slope that

would have to be negotiated to reach Prospect Lane. The land closest to Prospect Lane is at an elevation of 40m AOD (Above Ordnance Datum), but it slopes eastwards to 25m AOD.

9. Where should other land uses (such as public open space, new community buildings and shops (if proposed)) be located on the site, in relation to new homes? Please explain your answer.

a. Public Open Space:

- Only the fronts of dwellings should face and overlook the Public Open Spaces (POS). The streets would be in front of the dwellings, and the POS would be on the opposite side of the streets. (Policy S27 b) and e)). See Appendix B, Figures 1, 2 and 3.
- POS must be provided on the site in advance of dwellings being occupied and must be accessible to all including people with disabilities.
- Boundaries of the POS should protect them for their proper use. For example, measures should be implemented to prevent unregulated and anti-social parking.
- Children's Play areas and equipment should be provided. These areas should be located in accessible places that are well overlooked but do not risk unacceptable disturbance to neighbours.
- The POS should meet the needs of the whole community.
- Public seating should be provided.
- A scheme for the ongoing maintenance and management of the POS must be provided.

b. Local amenities:

It would be anticipated that the dwellings on this site would generate a need for amenities (e.g. shops, restaurants, post office) so an assessment of how this increased demand could be met, considering the capacity of the existing local facilities, and the availability of public transport to reach such facilities. However, it may not prove to be practical to provide any such facilities on the site.

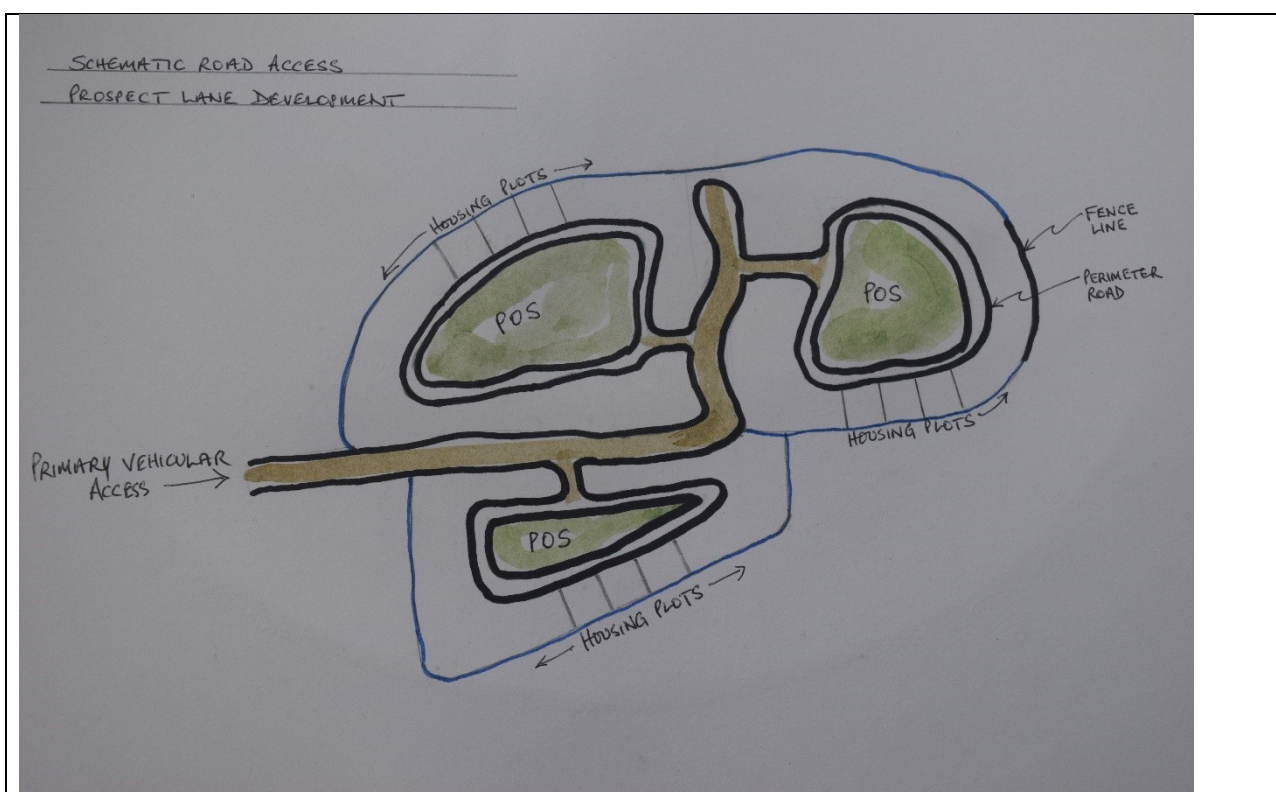
c. Community Facilities

It should be considered what community facilities must be provided on the site.

10. A location plan image of the site at an appropriate scale has been e-mailed to your clerk. If you feel comfortable in doing so, you may annotate this plan (either electronically, if you have access to appropriate software, or by drawing on a printed-out version) to clarify your answers to questions 1-9. If you intend to supplement your answers with an annotated plan or drawing, please upload a scanned copy here.

The following schematic depicts a design that would accord with the responses to the questions in this survey, and the principles defined at the start of this document. Particular features would include:

- There would be no road around the northern perimeter of the site as proposed in the Illustrative Master Plan.
- The existing and proposed planting and woodland features around the boundary of the site would remain as proposed in the Illustrative Master Plan.
- The pedestrian links depicted in the Illustrative Master Plan would remain.
- Public Open Spaces (POS) would be overlooked by the front of dwellings which would be on the opposite side of the road from the POS. See Appendix A.
- The east-west access road would be shorter and, therefore, more visually attractive than that proposed in the Illustrative Master Plan.
- If the rear gardens of any dwellings were to face or adjoin a road, for aesthetic reasons, the boundary could, for example, be a brick wall with shrubs or other landscaping along it.



11. If you were to think about the design of any new streets on the site, how do you think they should appear? You might wish to consider whether the new homes should be set back a constant distance, or whether this should vary; how much tree cover you might expect; how enclosed by buildings the streets should be; how the boundaries of new homes might be dealt with. If desired, please upload any photos of good examples.

a. Design of streets:

- The streets should be curved to provide more visual appeal.
- They should be wide enough to allow cars to pass unimpeded any cars parked along the road. This would discourage the parking of cars partially on the pavement.
- The pavements should be of tarmacadam on only one side of the roads, and of grass on the other to make the street scene more attractive. See Appendix B, Figs 4 and 6.
- To enhance the appearance of the streets (and possibly provide traffic calming), a variety of surfaces should be provided. For example, different surfaces (tarmac, block paving, cobbles) could be provided for each of the three groups of dwellings surrounding the Public Open Spaces shown in the schematic under question 10. See Appendix B, Figure 2.
- The streets should be lined with as many trees as possible to provide shade and to improve appearances, and where possible, incorporate rain gardens to cope with the predicted climate change. The 'Planning for the Future White Paper' stated: 'We will also deliver our commitment to make all new streets tree-lined, by setting clear expectations through the changes to the National Planning Policy Framework which will be consulted on in the autumn, and informed by the outcome of this summer's consultation on the England Tree Strategy'.
- The streets, surface and foul water drainage should be constructed to adoptable standards.

b. Design of housing:

- The development is on the edge of the countryside, within the current 'Strategic Gap' and within the Rowlands Castle parish and should therefore reflect the more rural feel, appearance and sense of place shown in general by properties in Rowlands Castle.
- The design and setting of the dwellings should be sympathetic to the design of the adjoining Prospect Farm Cottage which probably dates from the 19th century.
- The houses should be set back from the road at different distances to provide a variety of appearances.
- The dwellings should be of a variety of different styles ('patterns') and be constructed of a variety of materials which respond to the Rowlands Castle character of red brick and flint in

order to reinforce local distinctiveness. See Appendix B, Figure 5. The other Figures in Appendix B also demonstrate a variety of different styles and the dwellings are set back from the road at different distances.

- Boundaries of properties with the streets should be of the same style of brickwork as the dwelling or a hedgerow.
- The housing must exhibit green credentials which could include:
 - Solar panels and tiles which sit flush with and are well integrated into roofs, rather than panels retrospectively bolted to roofs.
 - Triple glazing
 - Facilities to make use of 'grey water'.
 - Incorporate heat pump systems and under-floor heating in dwellings

12. How would you expect car parking to be dealt with on the site from the following list: on residential plots (e.g. driveway or garage); within parking bays along a street; within a parking courtyard in front of new homes; within a rear parking courtyard; by a mix of these approaches across the site; by another approach (please specify)? Please explain the reason(s) for your choice

- a. Car parking should wherever possible be on residential plots for ease of access by residents and to facilitate the overlooking of parked cars for security reasons.
- b. If car parking has to be provided within a courtyard either in front of or to the rear of dwellings which cannot have a driveway and garage, it should not have to accommodate a large number of vehicles. The following features should be provided to minimise the visual impact of such parking:
 - Between pairs of parking bays there should be a landscaped strip within which small bushes or shrubs would be planted. Arrangements would have to be made for the long-term maintenance of these. See Appendix B, Figure 7.
 - Instead of delineating parking bays with white paint lines, more aesthetically pleasing setts, metal studs or lines of timber should be used.
 - To prevent vehicle parking from visually dominating the streetscape, along the boundary of parking courtyards and streets, brick walls (and not wooden fences) to match adjoining dwellings should be built (except along the entrance to the courtyard) or tall hedgerows should be planted. See Appendix B, Figure 7.
- c. Parking in courtyard to the rear of dwellings should still be overlooked for security reasons. See Appendix B, Figure 8.
- d. Laybys should be provided for use by visitors as along Woodlands Avenue in Rowlands Castle.
- e. Measures to reduce 'residual parking' should be implemented.
- f. Car parking design should accommodate EV charging points either on the plot of a dwelling or in adjacent car parking areas such as courtyards.
- g. Evidence from recent developments in Rowlands Castle is that the residential parking standards in the EHDC Vehicle Parking Standards Supplementary Planning Document (July 2018) do not require the provision of sufficient residential and visitor parking spaces. Therefore, when a planning application is submitted, an assessment should be undertaken of how many parking spaces should be provided on the site.

13. Having listened to, or watched the recording of the developer's presentation about their vision for the site, did you agree with their proposals? Please explain your answer.

- The presentation showed the Illustrative Master Plan, but little explanation was given about it. For example, it was not stated how many dwellings were proposed for the site. To determine that, it was necessary to consult the EHDC Draft Local Plan (2017 – 2036) (Regulation 18) that indicated there would be 100 to 115 dwellings on the site. However, we do not know how much weight (if any) to attach to that plan, because EHDC is now preparing a hybrid Local Plan. Rowlands Castle is developing a Neighbourhood Plan, and we have been informed by EHDC that it cannot refer to the Reg 18 plan because it has not been adopted. Similarly, it carries no weight when planning applications are considered.

- The internal layout shown on the Illustrative Master Plan is not accurately drawn to scale and does not show the objects in their accurate proportion, nor does it indicate private gardens. Therefore, it could be very misleading. If (and that is not certain for the reasons given in the first bullet), the plan indicates 100 to 115 dwellings, as referred to in our response to question 8, the housing density would indicate that it is proposed to provide much less Public Open Space than we would have hoped for.
- The Landscape and Visual Assessment report which we were sent on request after the workshop on 1st September 2021 was very informative and contained comprehensive details and photographs of the key views.
- We would agree with the proposed pedestrian access and links, and the proposed primary vehicular access from Prospect Lane.

By ticking this box, you acknowledge that this form will be submitted to East Hampshire District Council on behalf of your parish or town council and used by the planning policy team to inform the emerging Local Plan. The information you have supplied may be shared with the Planning Inspectorate and published only as part of the Council's evidence base for its Local Plan. All comments submitted as part of the consultation will be used in line with our Planning Policy Privacy Notice and kept according to our Retention Schedule, both of which can be found on our website (www.easthants.gov.uk/draft-local-plan)

Appendix A

Dwelling facing Public Open Space as proposed in the schematic



Appendix B

Figure 1 – Dwellings with fronts adjoining access road and facing Public Open Space – Oak Tree Close Rowlands Castle



Figure 2 – dwellings with fronts adjoining access road and facing Public Open Space – junction of Woodlands Avenue and Oak Tree Close, Rowlands Castle. This also shows different road textures



Figure 3 – dwellings with fronts adjoining footpath and facing Public Open Space, Woodlands Avenue, Rowlands Castle.



Figure 4 – grass pavement on one side of road and tarmac pavement on the other side - Oak Tree Close, Rowlands Castle



Figure 5 – brick and flint dwelling



Figure 6 – grass pavement – Oak Tree Close, Rowlands Castle



Figure 7 – Parking bays separated by landscaped strips – Oaklands Avenue, Rowlands Castle



Figure 8 – Courtyard Parking to rear of dwellings, but still overlooked – Woodlands Avenue, Rowlands Castle

