

**ROWLANDS CASTLE  
PARISH COUNCIL  
COMMUNITY ASPIRATIONS**

**(This is not part of the Neighbourhood  
Development Plan)**

# Contents

1. Introduction .....	2
2. Community Facilities and Events.....	2
3. Recreation Ground.....	3
4. Enforcement of parking regulations.....	3
5. Parking.....	4
6. Public Transport.....	5
7. Highways and Traffic.....	5
8. Shops and businesses.....	7
9. Rowlands Castle Village Green .....	8
10. Land in the ‘gap’ between Rowlands Castle and Havant .....	8
11. Public Footpaths, Bridleways and Cycle Routes .....	8
12. Havant Thicket Reservoir .....	8
13. Enforcement of planning regulations .....	9
14. Drainage .....	9
15. EV Charging points .....	9
16. Promotion of the village.....	10
17. Trees .....	10
18. Rowlands Castle Parish Plan (2008 – 2018) .....	10

# Rowlands Castle Parish Council

## Community Aspirations

### 1. Introduction

A neighbourhood plan policy must deal only with matters relating to the “development and use of land”, that can be used for determining planning applications. The Rowlands Castle Neighbourhood Plan (2022-2033) cannot address matters which are the responsibility of East Hampshire District Council, Hampshire County Council or Government organisations. Neither cannot it address matters for which landowners have not given permission or consideration.

During consultations on this Neighbourhood Plan with individuals, organisations and businesses, from the start of the project in 2017 until East Hampshire District Council announced that its Regulation 16 Consultation would commence on Monday 13th February 2023, topics have been identified that, while they are of importance, can only be pursued outside the confines of this development plan. These are listed in sections 2 to 17 inclusive. Section 18 shows ‘Options and Actions’ identified in the Rowlands Castle Parish Plan (2008 to 2018) which have subsequently been addressed, including by policies in the Rowlands Castle Neighbourhood Plan. This document is not part of the Neighbourhood Plan.

Many of the topics were raised by one or two individuals, and none were raised by more than ten. Therefore, these topics do not represent aspirations of the whole community. These topics are listed below.

This report could be used to inform the Parish Council when considering improvements around the parish, and when raising issues with other bodies such as the Highway Authority, East Hants District Council, and the South Downs National Park Authority.

### 2. Community Facilities and Events

The following additional community facilities were suggested:

- a. The Rowlands Castle Heritage Centre (RCHC) identified the need for a permanent location for the Heritage Centre as a home – as an “RCHC Museum” (or Hub).
- b. Bicycle loan scheme
- c. Cinema showings in the Parish Hall
- d. Community allotment
- e. Day centre for the elderly
- f. Electric bike rental
- g. Footpath map in the village
- h. Formal floral gardens
- i. Indoor table tennis
- j. Opportunities and pursuits for elderly people to gather on The Green
- k. Outside Yoga and Tai Chi
- l. Recreation Ground could be used for more large sporting tournaments/events.
- m. Retain the opportunity for young people to develop and to meet friends.
- n. Running Club

- o. Training for Hockey, Rugby and Lacrosse
- p. Village cricket team
- q. Water sports on the proposed reservoir
- r. Yoga, Pilates, Judo, aerobic exercise classes at the Parish Hall
- s. More volunteers are needed for litter picking and clearing weeds and grasses out of gutters.

### **3. Recreation Ground**

- 3.1 More provision is required for older children at the Recreation Ground.
- 3.2 Existing facilities need to be modernised, and they should meet the needs of all residents.
- 3.3 The children’s play area should be updated. The Parish Council agreed on the terms of reference for a ‘Recreation Ground Playpark Project’ on 7<sup>th</sup> November 2022. The Parish Council held a public consultation on this project from 8<sup>th</sup> November to 15<sup>th</sup> December 2022.
- 3.4 Provision of the following additional facilities outside the play area was suggested:
  - a. Basketball court
  - b. Boule/Pétanque area
  - c. Bowling green
  - d. Climbing frame for older children
  - e. Croquet lawn
  - f. Hard-surfaced area for skateboarders, and hockey/rugby players
  - g. Mountain bike park
  - h. Multi-use pitch - a small tag rugby / hockey pitch for youngsters
  - i. Netball court
  - j. Paved path around the recreation ground to enable children to learn to ride their bikes and roller skate in a safe area
  - k. Running track
  - l. Swimming pool
  - m. Tennis practice wall
  - n. Volleyball court
- 3.5 Any facility, especially if it generates noise and light, should be situated well away from residential housing and the impact on the Residents around the Recreation Ground needs to be considered carefully. Any changes should not affect the rural character of the Recreation Ground. Local residents must be supportive of changes. A letter was delivered to local residents informing them of the start of the playpark project.
- 3.6 Tennis court buildings could be modernised and could be booked through an online system or app.

### **4. Enforcement of parking regulations**

Current parking restrictions are not sufficiently enforced. This received more comments than any others. Specific comments include:

- a. Restrictions for 30 minute or 2-hour maximum parking time is never enforced so they are constantly abused
- b. More enforcement of regulations outside the Londis shop and around the corner with Woodberry Lane is required.
- c. Parking of vehicles with two wheels on the pavement should be banned.
- d. Monitor illegal parking more closely.

## 5. Parking

- 5.1. Parking around The Green. Specific comments include:
  - a. Parking around The Green should generally be discouraged, except for householders
  - b. Propose less parking alongside The Green as the village is becoming increasingly “clogged up” with traffic.
  - c. People regularly park outside or near houses alongside The Green and then travel by train, sometimes for periods of up to 2 weeks.
  - d. Any suggestions as how to relieve the congestion around the village green would be welcomed.
- 5.2. Parking at the Recreation Ground. Some comments are:
  - a. Extend the car park at the Recreation Ground to provide extra spaces for cars – particularly on occasions when there is a meeting at the Parish Hall.
  - b. Increasing parking at the Recreation Ground will have an adverse effect on the residents of the lower part of Links Lane and the Fairway.
  - c. Signage to the Recreation Ground car park is needed.
  - d. The promotion of additional parking at the Recreation Ground would create problems for users, especially when numerous visitors gather at the same time.
- 5.3. Sites suggested for additional public parking:
  - a. Car parks behind The Robin Hood and The Castle public houses could be made available to the public as well as patrons. There were suggestions that the land could be loaned or rented to the Parish Council, and that the Parish Council might be able to acquire the land by a Compulsory Purchase Order.
  - b. Land at the BT Openreach telephone exchange.
  - c. The commercial plot at the bottom of Bowes Hill behind the garage.
  - d. Land in the Comley Hill area close to the junction of Glendale and Woodberry Lane.
  - e. Land in the Stansted Estate to the north of Woodberry Lane close to the junction of Glendale and Woodberry Lane. This could be used by visitors to the Stansted Estate.
  - f. Southern end of The Green, forbidding parking at the northern end of The Green.
  - g. The area of The Green adjoining Deerleap.
  - h. Part of the Golf Club land in the triangle between Redhill Road and Links Lane.
  - i. Land adjoining the Parish Hall between it and the entrance to the Golf Club, with access off Links Lane.
- 5.4. Heavy delivery vehicles, and parked vehicles at times leave little free space, and this can act as a deterrent to potential customers, particularly those from outside the village.
- 5.5. Tradesmen and delivery drivers cause damage by regularly parking on The Green due to parking constraints.
- 5.6. The Surgery and Pharmacy car park has insufficient capacity for all patients and customers, and others also park there, thereby reducing capacity.
- 5.7. It is important to have availability of parking for customers of businesses in the village (especially the more mature).
- 5.8. Many vehicles squeeze into limited parking spaces which is precarious for pedestrians.
- 5.9. A pub car park and the car parking behind the hardware store are often used by non-patrons accessing other village facilities.
- 5.10. Staff at businesses in the village centre have to park at some distance from the premises, and this is not helped by the introduction of more double yellow lines. More parking, even remote from the centre, would be welcomed.
- 5.11. Adequate parking off-road is vital for any new development.
- 5.12. Parking on pavements is a visual blight in many parts of the Village.

- 5.13 Any additional parking areas could have solar panels (for EV charging) and/or green roofs to offset the Carbon and any loss of natural landscaping with tarmac.
- 5.14 Vehicles are sometimes parked opposite the Bowes Hill/Wellsworth Lane junction making exiting difficult and unsafe due to restricted view. This is exacerbated by people parking on the pavement opposite the junction at the same time. Clearer markings on the road are needed as they have faded. Perhaps there could be a public notification that such parking is contrary to Highway Code rule 243.
- 5.15 People who walk at Stansted Park should have somewhere to park their cars.
- 5.16 While not being opposed in principle to disabled spaces, the proliferation of such parking spaces around the Green is making the parking situation worse. The granting of such disabled spaces needs to be carefully monitored to ensure that they are only given when absolutely necessary.
- 5.17 Encourage businesses but they must not park outside peoples' homes.

## **6. Public Transport**

- a. A more frequent bus service would reduce the need for parking.
- b. A direct and regular bus route to Havant.
- c. A Community mini-bus similar to that available in Hambledon could be provided.
- d. Maintain train services.
- e. Additional public transport services to encourage, and support the delivery of public transport schemes, such as buses, to the local schools, shops, and areas of employment.

## **7. Highways and Traffic**

- 7.1 The volume of traffic using the village roads has increased significantly and any further housing development would exacerbate issues arising from this.
- 7.2 There is no greater threat to the quality of life in Rowlands Castle than the impact of traffic on the village. For example: density, HGV, speed, noise, pollution, parking, rat-runs, etc.
- 7.3 More traffic may deter some people from visiting the Rowlands Castle village centre.
- 7.4 More people residing in Rowlands Castle is of benefit to businesses, but it can also bring more traffic which may deter some from outside the village from visiting it.
- 7.5 Traffic safety and management are important.
- 7.6. Measures should be taken to reduce the speeding of traffic within the parish. Specific comments and suggestions include:
  - a. Traffic speed reduction on all roads that extend out of the village needs to be imposed at least 100 metres from the village limits and 400 metres on all roads from the Whichers Gate roundabout.
  - b. Bowes Hill and Woodberry Lane are used as a cut-through between Horndean and Chichester. Development east of Horndean and the Reservoir will exacerbate this problem. Traffic needs to be slowed, possibly with the installation of build-outs, cameras recording actual speed, or a mini roundabout at the top of the Bowes Hill/Links Lane junction.
  - c. Traffic calming on Redhill Road is required because the majority of users do not abide by the 30mph speed limit coming down or driving up the road. This results in vehicles approaching the village centre at a speed that is unsafe.
  - d. Installation of more flashing speed warnings on roads entering the village and specifically along The Green.
  - e. Concerns about the volume and more importantly, the speed of traffic on Whichers Gate Road and Prospect Lane which are residential roads., Residents need to be able to

pull in and out of driveways, to get children out of cars, to unload shopping etc. However, traffic treats it as a major road with great impatience for those residents trying to carry out everyday activities. It was suggested that there could be a chicane at the Village Entry Notices on Whichers Gate Road and Durrants Road to the South and Manor Lodge Road to the North, to significantly slow down traffic. This would result in many fewer incidents and near misses at the Harvester double mini roundabout. Cars then turning into Redhill Road would already have appreciated they were in a residential area and hopefully drive more thoughtfully.

- f. Action is needed to reduce the number of drivers who exceed the 30mph speed limit by 20 to 40 mph, especially on main roads, such as Woodberry Lane, Finchdean Road, Bowes Hill and Links Lane.
  - g. Bridleways and footpaths tend to cross roads, some of them with national speed limits. Warning signs are ignored, there should be greatly reduced speed limits where it is dangerous to drive fast.
  - h. Reduction in speed through the village would encourage more cycling. Speeds down Castle Road deter parents from cycling with children.
  - i. Impose a 20mph speed limit on roads close to dwellings and the village primary school.
  - j. Public nuisance is caused by loud and speeding (2 wheeled) vehicle
- 7.7. Comments on road junctions include:
- a. The junction of Castle Road and Manor Lodge Road for southbound traffic is difficult and will be made worse with increased traffic from development on the Land East of Horndean.
  - b. The double roundabout near the Staunton Arms is positively dangerous, and frequently a site of road traffic accidents.
  - c. Whichers Gate roundabout is particularly dangerous for any vehicle wanting to go north to Horndean (poor visibility).
  - d. There are particular problems for cars trying to turn right onto Manor Lodge Road from Castle Road and Mallard Road, especially during rush hours. These problems will worsen as a result of the Land East of Horndean and Havant Thicket Reservoir developments. The installation of part-time traffic lights at the end of Castle Rd would ameliorate this problem and provide a downstream effect aid to the problem for Mallard Road.
  - e. Traffic calming would greatly benefit from the narrowing of the road entrance at the junction outside The Church on The Green, slowing traffic turning left from Redhill Road to go around the Green towards Links Lane.
- 7.8. One-way traffic systems. Specific comments include:
- a. Consider a one-way traffic system for Castle Road and Redhill Road.
  - b. Consider a one-way traffic system on the roads at The Green.
  - c. Any plans to develop a one-way system will paradoxically increase the amount of traffic and more importantly the speed of the traffic.
  - d. No one-way traffic system anywhere. No zebra crossing. No limit on deliveries to the village shops
- 7.9 Road crossings. Comments include:
- a. There should be a raised pedestrian crossing in the centre of the village, with a 20mph speed limit throughout.
  - b. Install zebra crossings in the village

- c.. The village desperately needs a proper crossing so that elderly and disabled residents do not have to run the gauntlet of speeding traffic when trying to access village businesses.
  - d. Designated crossing points should be installed at a number of locations in the village.
- 7.10 Access to the village. Specific comments include:
- a. Driving through Rowlands Castle needs to be made difficult so that traffic is forced to take other routes.
  - b. A restriction on vehicle size should be implemented. For example, weight restrictions to inhibit large lorries passing through the village centre
  - c. HGVs could take an alternative route avoiding the village centre
  - d. Access to the village should be restricted to “Access Only” as the village is congested with oversized vehicles seeking to “rat run” through for a shorter access to trunk roads, A roads and Motorways. There are linking roads which circumnavigate the village.
  - e. Discreet “gateway” features should be installed at near approaches, to encourage a cautionary and “shared highway” ambience. This would be indicative only, but not formally enforceable.
  - f. Too many cars, we need active measures to make it difficult to access The Green unless you live surrounding The Green or need to access housing via roads leading from the Green.
- 7.11 Redhill Road. Specific comments include:
- a. A school Crossing Warden (‘Lollipop’ person) should be reinstated at the crossing on Redhill Road from the Church. Redhill Road should be narrowed and the pavement widened to slow cars and help young families walking to school
  - b. Redhill Road is used as a rat run with speeding vehicles.
  - c. Parked cars on Redhill Road continue to cause congestion.
- 7.12 There is a lot of fly tipping in Finchdean Road and a significant amount of rubbish is thrown from cars as they race through Idsworth. Could solar-powered CCTV or signs be put up to try and deter fly tipping?
- 7.13 Ensure all road drains, many of which are blocked, are cleared. Ensure the ditches in Finchdean Road are also clear.
- 7.14 The village needs a detailed traffic survey and a ruthless signage audit and enforcement as the first step in reducing creeping urbanisation.
- 7.15 Woodlands Avenue is a private unadopted road owned by the residents of the estate. Access from it for any development will be denied by the residents.

## 8. Shops and businesses

- a. The Lloyds Bank branch office in the village closed several years ago, and its dedicated ‘high street’ banking facilities are missed, although the Post Office in the hardware shop is a good facility.
- b. An extension to the pharmacy is needed.
- c. The following additional shops were suggested:
  - Antiques shop
  - Bakery
  - Butcher’s shop
  - Fish and chip shop



- d. There should be Improved signage to some businesses recognising that they are in the Conservation Area.
- e. A survey of need in terms of the village centre might be valuable to ensure villagers are able to make use of new businesses when they arrive.

## **9. Rowlands Castle Village Green**

- a. Two or three deciduous trees along the edge of the Green would improve it and be beneficial to users.
- b. To enhance the “Quintessential village” feel – and as water is key to wildlife and to add an incredible feature for both residents and visitors alike – a pond could be constructed on the Village Green.

## **10. Land in the ‘gap’ between Rowlands Castle and Havant**

The Parish Council should be encouraged to purchase as much land in the “Havant gap” including the allotments, as possible, to ensure it is not developed.

## **11. Public Footpaths, Bridleways and Cycle Routes**

- a. Cycling could be encouraged with secure bicycle storage at the station.
- b. A footpath to Horndean should be provided.
- c. A safe cycle path along the B2149 between Rowlands Castle and Horndean should be provided. The current road is too narrow for two-way traffic and cyclists to use safely.
- d. Effective, direct and safe routes with good surfaces are required to enable horses, riders and cyclists to travel from Rowlands Castle to Horndean, Havant, Emsworth and Westbourne without having to use the roads including access from Whichers Gate roundabout.
- e. Investigate having a cycle route from Rowlands Castle to the Stansted House area
- f. Consider installing all weather leaflet dispensers in the village (e.g. in the bus shelter to promote walks, cycle routes etc.
- g. Road conditions (e.g. potholes) can be dangerous for cycling.
- h. Pavements can become overgrown by hedges and other vegetation which curtails their width so people have to walk single file and often move into the road if they want to pass. The hedges should be cut back so that people can walk side by side. The pavement along Finchdean Road leading to The George is sufficiently wide in winter, but because it is not cut back far enough, in spring and summer it is again necessary to walk in single file
- i. Investigate if there are any footpaths at risk of falling out of use before the Government deadline of 2026. Proactively encourage landowners to provide more permissive rights of way. For example, The Holt has only one, while Stansted Forest offers extremely valuable access to nature for many.
- j. Stop power scooters on pavements.
- k. Separate cycles from walkers.

## **12. Havant Thicket Reservoir**

- a. There will be a loss of ancient woodland and existing wildlife and biodiversity. There will also be a loss of valuable community space.
- b. The years of disruption, increased noise and works traffic required to build the site plus the planned pipeline development to take the water to Southampton and Winchester will be horrendous for local residents living close to the proposed site.

- c. It is an unnecessary expansion to abate human waste of water, at the cost of historic woodlands.
- d. It will remove our current ability to walk through it in small or larger circuits. We will have to either go around the whole area or return the same way if it's too far.
- e. This should be classed as an area of outstanding natural beauty with the amount of wildlife and should not be turned into a reservoir.
- f. There will be long-term public traffic issues and a flood risk.
- g. The reservoir will raise the water table and appropriate steps need to be taken to protect the village.
- h. There is a significant bed of chalk between reservoir and the sink hole (RC) and it is not clear if there will be enough measures to waterproof the reservoir.

### **13. Enforcement of Planning Regulations**

- a. There were several concerns about the increasing number of people who allegedly endeavour to flout the planning regulations and develop their properties without approval or without consideration of the overall look of the settlement areas. There have been several requests for retrospective planning permission, which have been refused, even on appeal. Enforcement could be improved, and fines are not near deterrent level.
- b. Allegations that Comley Hill plots are being redeveloped with lorry loads of material changing the terrain along with enormous horse stables with lighting, and that the bridleway has been turned into a road.
- c. No footpath between Oaklands Avenue and Bridleway 24 has been constructed although clauses 1.11 and 1.12 of the Section 106 Agreement signed on 15th October 2012 by EHDC and Taylor Wimpey required this before the first occupation of the development, and also its subsequent maintenance.
- d. No footpath has been constructed along Deerleap Lane from its junction with Bailey Road to the houses in Deerleap Lane. The plans approved for EHDC Planning Application 23856/009 which was decided on appeal on 5th August 2014 required a 1.2m to 1.8m wide footpath to be constructed along that part of Deerleap Lane.
- e. Need to remove dwellings around the bridleway from Woodberry Lane to Whichers Gate Road which do not have planning permission.

### **14. Drainage**

- a. There is a lack of mains sewerage along Finchdean Road. Any new development along Finchdean road should require mains drainage connection to be extended along Finchdean road.
- b. Drainage should be publicly provided and maintained, rather than by a private organisation or developer.
- c. Drainage around The Green should be improved because there is property that can be at risk of flooding after exceptional rainfall as a result of rain coming down The Green from Links Lane, the Fairway and the new housing development opposite. Any new housing around the village results in greater flooding pressure on the area around The Green.

### **15. EV Charging points**

- a. Any additional parking areas could have solar panels for EV charging.
- b. There should be more EV Charging Points around the village

## 16. Promotion of the Village

- a. All weather leaflet dispensers to be installed in the village (for example, in the bus shelter) to promote walks, cycle routes etc.
- b. Provide information about the Roman Villa located in the village to help to create a stronger image of the village through history.
- c. Best village in Hampshire - further promote via media.

## 17. Trees

More trees and wild areas throughout the village to counteract the loss of wild areas through development.

## 18. Rowlands Castle Parish Plan (2008 – 2018)

The Parish Plan identified 'Options and Actions' and the following tables indicate how they have subsequently been addressed, including by policies in the Rowlands Castle Neighbourhood Plan.

Options and Actions	Comments
Establishment of the South Downs National Park (SDNP) is to be supported, as it will protect the rural landscape. Its potential to improve parish facilities and the locality should be investigated and pursued	The SDNP was established in 2011
The Aquifer Protection Zones within the village must be respected and protected.	Addressed by Neighbourhood Plan Policy 9 – Flood Risk and Groundwater Management
Land subject to groundwater or flash flooding must be avoided for any new developments	Addressed by Neighbourhood Plan Policy 9 – Flood Risk and Groundwater Management
The village identity must be maintained.	Addressed by Neighbourhood Plan Policy 1 – Gaps between Settlements and Policy 5 – Housing Design and Local Character
The countryside gaps, and in particular the Rowlands Castle/Havant Gap, are fundamental to maintaining Parish character and should be retained.	Addressed by Neighbourhood Plan Policy 1 – Gaps between Settlements
The village greens at both Rowlands Castle and Finchdean, should be improved as central features of the community.	Addressed by Neighbourhood Plan NP Policy 3 - 'Local Green Spaces and Open Spaces'
The Green should be protected from encroachment by traffic.	
New landscaped car parking should be provided near The Green.	Addressed by Neighbourhood Plan Policy 8 - Parking
Further development of Southleigh Forest landfill site should be resisted. On completion of commercial activities the site should be restored to open woodland as specified in planning consent.	The site is no longer an 'active' landfill site, and restoration to woodland is underway. Addressed by Neighbourhood Plan Policy 1 – Gaps between Settlements
The provision of a public WC is desired.	Public toilets have been provided in the pavilion in the recreation ground.

Options and Actions	Comments
Other landfill and mineral extraction around the Parish should also be resisted	The following Planning Application to the SDNP Authority was withdrawn on the 3 <sup>rd</sup> May 2017. 'SDNP/16/04679/CM - Appraisal and production of oil incorporating the drilling of one side track well from the existing well (for appraisal), three new hydrocarbon wells and one water injection well, and to allow the production of hydrocarbons from all four wells for a 20-year period. - Markwell's Wood - South Holt Farm Dean Lane End Forestside, Rowlands Castle. West Sussex' This site is about 800 metres outside the Rowlands Castle Paris boundary.
The traffic impact of the proposed reservoir construction and its use as a recreational facility should be evaluated and appropriate measures undertaken to mitigate adverse traffic effects.	Planning permission for the Havant Thicket Reservoir was granted in October 2021.
The traffic impact from any new developments on existing roads must be fully assessed.	
Any new developments must provide a mix of affordable, small family houses and retirement housing or flats.	Addressed by Neighbourhood Plan Policy 6 – 'Over 55s Housing'
Any new developments, particularly with retirement flats, must have good access to existing shops or make similar provision.	Addressed by Neighbourhood Plan Policy 6 – 'Over 55s Housing'
Easier access and adequate short stay parking should be provided near shops to facilitate usage.	Addressed by Neighbourhood Plan Policy 8 - Parking
Change of use for buildings from business to residential should only be granted in exceptional circumstances.	Addressed by Neighbourhood Plan Policy 7 - Rowlands Castle Village Centre
The Recreation Ground, Pavilion, and facilities should be supported and maintained.	The pavilion has been extended and it is intended to continue its renovation.
Renovation and funding of the Parish Hall must be pursued. A sound business plan showing this project to be financially sustainable is a priority.	The Parish Hall has been renovated.
Local support should be provided for the improvement of sports and recreation facilities.	Addressed by Neighbourhood Plan Policy 10 – Community and Sports Facilities
The character and distinctiveness of the village, its countryside and community should be preserved and enhanced.	Addressed by Neighbourhood Plan 7 - 'Rowlands Castle Village Centre' and Policy 5 – 'Design and Local Character'
The availability of local Adult Education facilities should be developed.	A U3A society is operating very successfully in the village.

Options and Actions	Comments
Continuing Parish involvement in management of the Sir George Staunton Country Park should be maintained.	This park used to hold liaison meetings to which RCPC was invited, but those ceased in about 2012.
A regular programme of voluntary litter picking should be initiated.	The Rowlands Castle Association arranges regular litter-picking sessions supported by residents.
St John's Primary School is important to the community; where applicable local policy should support this facility.	Policy 10 (Community and Sports Facilities) supports St. John's Primary school.
Additional facilities for young children – nursery school, holiday play schemes, after school clubs – should be developed.	The Jigsaw Nursery has been operating for many years at Rowlands Castle St. John's CEC Primary School. The Montessori Nursery has been meeting every weekday in the Parish Hall for about 10 years. Other children's activities are also held in the Parish Hall, the Recreation ground and the St. John's Church Centre.
The GP Surgery is highly valued and should be supported.	
A programme to understand and reduce the high levels of concern regarding crime is required.	Rowlands Castle Parish Council representatives attend regular Butser Community Partnership meetings arranged by the East Hampshire Community Partnership. Hants Police, and Hants Fire and Rescue Service are represented.
Extension of the Neighbourhood Watch scheme to the rest of the Parish is to be encouraged.	
Waste collection services need further justification and consultation.	
Support for local shops should be encouraged.	
Local Authorities should actively guide residents to help them understand the planning process and explain the opportunities for residents to influence it. They should also demonstrate how local opinion is sought and used to influence planning decisions.	
Residents should be encouraged to take a greater interest in how their community is governed.	
Lorry weight & width restrictions should be applied to appropriate roads within the Parish.	There are signs advising that Castle Road and Woodberry Lane are not suitable for heavy vehicles. There are signs restricting the weight of vehicles that should use Whichers Gate Road and Comley Hill.