

Neighbourhood Character Study for East Hampshire District Council

Final Report: Classification and Description

December 2018

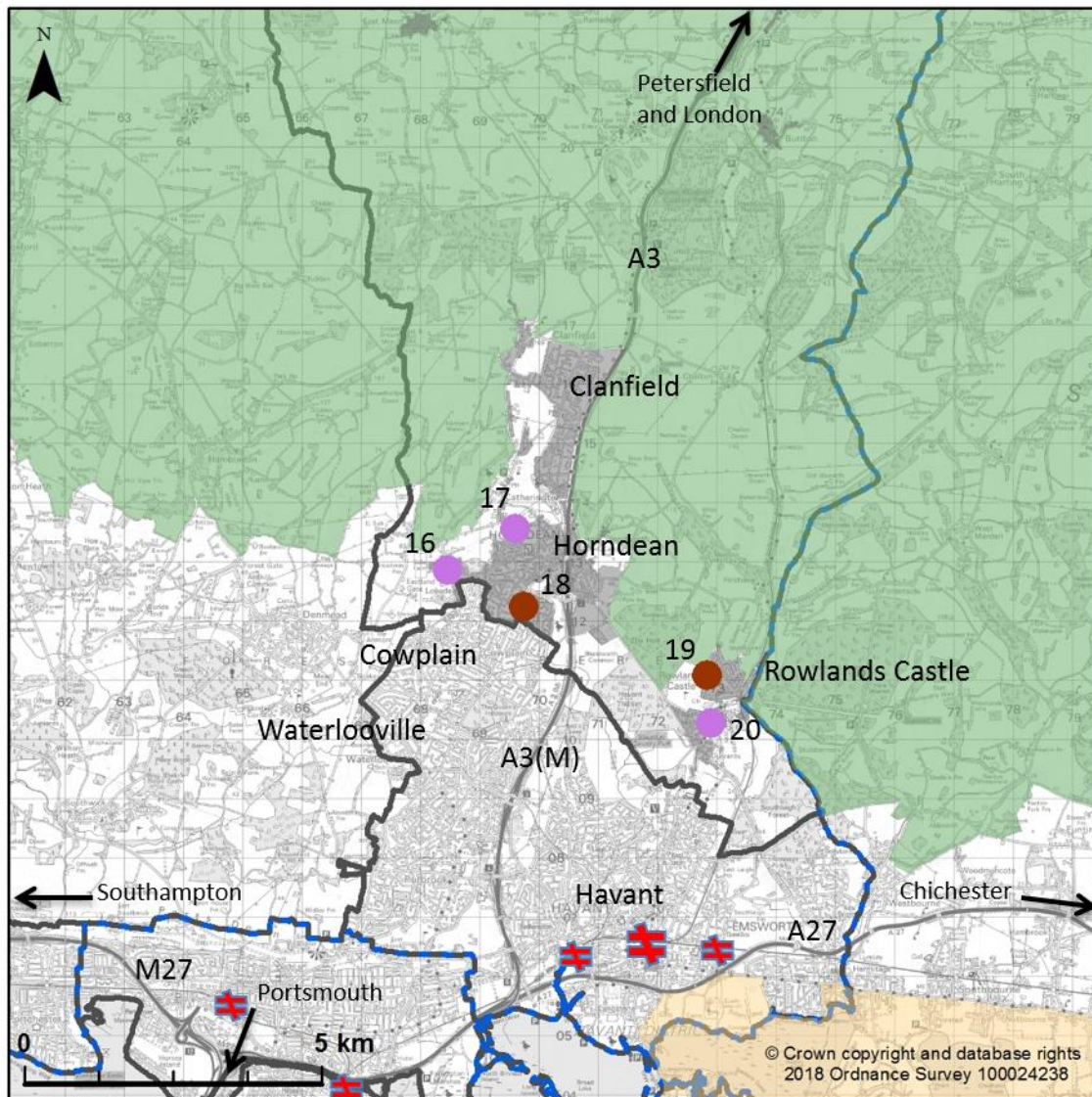
Section 4:

4. Site Specific Character Area Studies

4.3. Southern Parishes of East Hampshire



4.3 Southern Parishes of East Hampshire



Southern Parishes of East Hampshire

The Study Areas

4.3.1. The five study areas in the Southern Parishes are:

- 16) Catherington Lane Area
- 17) Lovedean Lane Area
- 18) Portsmouth Road, Horndean (**current H9 Policy Area**)
- 19) Links Lane, Rowlands Castle (**current H9 Policy Area**)
- 20) Southern Rowlands Castle

The Landscape Character Areas of the Southern Parishes (and Townscape Character Areas)

4.3.2. The study areas lie within two Landscape Character Areas:

- 10a Wooded Claylands - Havant Thicket and Southleigh Forest¹
- 3f Horndean – Clanfield Edge Downland Mosaic²

4.3.3. Portsmouth Road, Links Lane and Southern Rowlands Castle are situated in **10a Wooded Claylands - Havant Thicket and Southleigh Forest**.

4.3.4. Catherington Lane Area is in **3f Horndean- Clanfield Edge Downland Mosaic**, and the Lovedean Lane Area straddles both Landscape Character Areas, with the Wooded Claylands at its southern end.

4.3.5. Portsmouth Road, also lies within Townscape Areas **WCPH06: London Road environs (Waterlooville)**, and the southern ends of Catherington Lane Area and Lovedean Lane Area lie in **WCPH07b: Residential suburbs, Horndean- Causeway environs**, as classified by the Hampshire Integrated Townscape Assessment 2010, for Waterlooville, Cowplain, Purbrook and Horndean³.

4.3.6. The Landscape Character Area of **10a Wooded Claylands – Havant Thicket and Southleigh Forest** is a transitional area incorporating the low lying, clay vale and the edge of the chalk downland dip slope. It has a varied landcover dominated by woodland and including pasture, paddocks and commonland. The woodland, and smaller copses provide enclosure and a strong backdrop to views. The remnant woodland and common land represent fragments of the once extensive Forest of Bere - a medieval royal hunting preserve. The fields are small and geometric, with pasture, some managed as horse paddocks. Settlement in this landscape comprises post-1800 expansion (Rowlands Castle and Horndean), possibly originating as common-edge settlements. There is good access to this landscape and despite being adjacent to the urban edges there are opportunities to find places of tranquillity. This landscape is the opposite of that in the north-east of the District, where woodland cover absorbs development.

¹ <http://www.easthants.gov.uk/sites/default/files/documents/LandscapeType10WoodedClaylands.pdf>

² <http://www.easthants.gov.uk/sites/default/files/documents/LandscapeType3DownlandMosaic.pdf>

³ <http://documents.hants.gov.uk/landscape/HICATownscapeType-WaterloovilleCowplainPurbrookandHorndean-FinalAutumn2010.pdf>

- 4.3.7. The intact village of Rowland's Castle is based at the foot of the downs, around a linear green, and has expanded with more recent edge development. Today, the area is characterised by modern suburban development in a wide variety of styles, but traditional building materials include flint, red brick and clay tiles, do occur.
- 4.3.8. The **3f Horndean – Clanfield Edge Downland Mosaic** is a small area of downland to the west of Horndean and south of Clanfield. This landscape is informed by chalk bedrock geology but is characterised by urban fringe land uses and views to the development edge. It has a gently sloping landform with some undulations in the chalk created by dry valleys. The lower dip slope, and the built form give the area an enclosed character. The northern boundary coincides with the edge of the South Downs National Park. Some fields in arable cultivation remain around the built edge of Horndean and Clanfield. Much of the land is now used as paddocks for horse/pony grazing, particularly the smaller fields in the southern part of the area. There is relatively little woodland, but that which remains, for example Yoell's Copse, is an important local feature. Views are typically to blocks of residential development superimposed on the chalk landform. Electricity pylons cut across the landscape north of Horndean and are a highly visible and prominent feature. There is a good rights of way network extending from the urban edge, for example linking to Catherington Down SSSI. Smaller rural roads link development. The extent of development and roads fragments the landscape into a series of smaller blocks. There are several ancient lanes through the area such as Coldhill, Ham, Crouch and Tagdell Lanes.
- 4.3.9. Hampshire Integrated Townscape Assessment⁴ gives descriptions of all the built development within the settlement boundary:
- “Several historic settlements have been subsumed by the suburban development of the area including Clanfield, Horndean, Lovedean and Purbrook which all had medieval origins. Cowplain and Waterlooville had appeared by the eighteenth century, both known for their public houses sited alongside the A3 – an important route between the naval dockyards at Portsmouth and London.” (page 2)*⁵
- 4.3.10. From the eighteenth century, enclosures were being made within the Forest of Bere and in the early-nineteenth century large parts of the forest were sold, freeing up land for development. Initially this took the form of ribbon development alongside the A3 stretching away from the earlier settlement cores. The landscape beyond the roadside was typically enclosed with straight boundaries, and several large houses set in landscaped grounds were also built.
- 4.3.11. The village of Horndean expanded more rapidly in the 19th century with the establishment of a brewery, which remains a dominant landmark. Historic buildings in Horndean are consistently local red brick giving a strong uniform character. Later

⁴ <http://documents.hants.gov.uk/landscape/HICATownscapeType-WaterloovilleCowplainPurbrookandHorndean-FinalAutumn2010.pdf>

⁵ <http://documents.hants.gov.uk/landscape/HICATownscapeType-WaterloovilleCowplainPurbrookandHorndean-FinalAutumn2010.pdf>

housing is for the most part is suburban in style and demonstrates a wider variety in material use.

- 4.3.12. Development away from the A3 began to occur in the period between the wars, most notably in Purbrook Park to the east of Purbrook, and Widley grew into a substantial settlement from the diminutive core. Cowplain also grew from the original small row of buildings alongside the A3 with the addition of some side streets off, and parallel to, the main road. To the east of Clanfield a large area was set out for development, some houses being built before World War II. Post war there was a massive phase of development, which allowed the conurbation to spread across the landscape either side of the A3 from Horndean southwards, and ribbon development pushed towards Clanfield, bringing the chalkland village into the conurbation.
- 4.3.13. The Portsmouth Road Study Area is situated within Townscape Character Area **WCPH06 London Road environs (Waterlooville)**, which encompasses the early ribbon development of residential streets in the conurbation and focuses on London Road as it emerges from the commercial centre of Waterlooville and streets parallel or running perpendicular to it.
- 4.3.14. Lovedean Lane and Catherington Lane Study Areas both lie with their southern ends in the **WCPH07b Residential suburbs, Horndean- Causeway environs** Townscape Character Area. This is the largest townscape area within the conurbation and can be broadly described as predominantly residential development along the A3(M) transport corridor infilling between a series of earlier hamlets and villages. These, as a result, have become engulfed by 20th century residential development on a small, medium and large scale. There are various distinct periods represented from 1930s semi-detached houses and bungalows through to large areas of Radburn type planned layouts. Some of the older residential areas have experienced much piecemeal infill, which has changed their character over time. The degree of retention of natural habitats, trees and historic boundaries varies throughout.
- 4.3.15. The Southern Parishes, whilst dominated by 20th century suburban conurbation, still exert a rural influence in parts, with the Catherington Lane and Lovedean Lane areas, serving as complex examples of the transition between the two, where Conservation Areas and listed buildings (based on the historic settlements) are also present.

Movement, Access and Settlements

- 4.3.16. Following is a summary of where the study areas sit within the settlement hierarchy to give a general indication of resident access to services and is intended for understanding context. It is not a complete study of access to all services, as locations of schools, open space and employment areas are only discussed (in the detailed assessments) where they are in or adjacent to the study areas and the information on journey times and distances is approximate.

4.3.17. Within East Hampshire District the position in the hierarchy of settlements in the Southern Parishes is as follows⁶:

Southern Parishes	Position in Hierarchy
Horndean,	Town Centre
Clanfield, Rowlands Castle	Small Local Service Centre
Catherington, Lovedean	Other settlements with a settlement policy boundary
All other settlements	Small rural villages/hamlets within the countryside

4.3.18. Other significant settlement centres in the South Hampshire sub-region are situated in the adjacent Havant Borough and in Portsmouth City. Havant Local Plan Adopted 2011, Core Policy CS4: Town, District and Local Centres, describes the Borough's retail hierarchy as follows⁷:

Havant Borough	Position in Hierarchy
Havant, Waterlooville	Town Centre
Cowplain, Emsworth, Leigh Park, Mengham/Gable Head	District Centre
Bedhampton, Crookhorn, Grassmere Way, Hambledon Parade, Middle Park Way, Milton Road, Purbrook, Rails Lane, West Town and Widley	Local Centres

4.3.19. Portsmouth is one of the major cities along the south Coast and has a role as a regional shopping centre.

4.3.20. The dominant road routes serving the Southern Parishes are the M27/A27 which runs East-West following the Coast, connecting the area to Southampton, Portsmouth and Chichester. With the running North-South A3(M)/A3 connecting Portsmouth to London. The A3(M)/A3 has a significant east-west severance effect.

4.3.21. A well-developed railway network exists along the South Coast and from Portsmouth direct to London, with trains stations in Portsmouth, Havant and Rowlands Castle.

4.3.22. Southern Rowlands Castle is very well located for access to services, lying 200-900m (1-3min cycle/2-10 min walk) from the Small Local Service Centre and 500-1.1km from the train station (2-3min drive/2-4 min cycle/6-14min walk), with the Primary School lying just to its southern edge. Links Lane is also within easy walking distance of the Small Local Service Centre (450m-1km/1-2min drive/1-2 min cycle/5-10min walk)⁸, a little further from the train station (850m-1.2km/2min drive/3min cycle/11min walk) and further from the Primary School on the southern edge of the settlement at approximately 1.3-1.9km (3-4min drive/5-6min cycle/17-23min walk). Rowlands Castle is 5.5km from Havant Town Centre, with a 6min train journey or a

⁶ East Hampshire District Local Plan: Joint Core Strategy Adopted June 2014 Settlement Hierarchy page 25
<https://www.easthants.gov.uk/sites/default/files/documents/DP01EastHampshireDistrictLocalPlanJointCoreStrategy.pdf>

⁷ <http://www.havant.gov.uk/sites/default/files/documents/ADOPTED%20CORE%20STRATEGY%20.pdf>

⁸ These distances and times are approximate and have been taken from Google maps 30 November 2018). Cycling distances do not indicate if they are on dedicated cycle routes.

10min drive/18min cycles/1hr walk. The centre of Portsmouth is 20km/30min drive (subject to traffic) with a convenient train journey.

- 4.3.23. The nearest centre to Lovedean Lane, is Horndean Town Centre (2-3km/6min drive/11min cycle/33min walk). Waterlooville Town Centre is 4-5km away (7-10min drive/12-15min cycle/30min bus/1hr walk). It is about 16-18km to the Centre of Portsmouth. Catherington Lane is 1.5-2.2km from Horndean (4-5min drive/5-7min cycle/18-27min walk) and a similar in distance to Waterlooville Town Centre and Portsmouth City Centre, as Lovedean Lane.
- 4.3.22. The Portsmouth Road study area is situated on the A3, along which the A3 ZIP Bus Priority Corridor runs, with frequent services to Waterlooville 3.6-4.3km to the south (9min drive/12min cycles/21min bus/48min walk). The study area is approximately 750m from the Small Local Service Centre in Horndean (2min drive/3min cycle/9min walk) but it is not a pleasant walking route along the B2149. It is approximately 16km to Portsmouth City Centre.

Significant Environmental and Planning Designations

- 4.3.15. **South Downs National Park:** The proximity of the SDNP around the western, northern and eastern edges of the Southern Parishes has a significant influence, particularly regarding landscape setting, views, and dark night skies. This is particularly important around the northern edges of both the Lovedean Lane Area and the Catherington Lane Area, and the Links Lane study area on northern edge of Rowlands Castle.
- 4.3.16 **South Hampshire sub-region:** The southern parishes of the District, based on the main built-up areas of Horndean, Clanfield and Rowlands Castle, form part of the area designated in the former South East Plan as the 'South Hampshire sub-region'. For this area, the Partnership for Urban South Hampshire (PUSH) has a strategy for economic-led growth.⁹
- 4.3.17. The strategy for development, in the Southern Parishes, is influenced by the strategy developed by the PUSH local authorities. The focus will be on Horndean, the large local service centre. Clanfield and Rowlands Castle, the small local service centres, may accommodate some development, but the quantity and type of future development will reflect their respective roles, distinct character, and development constraints. New development in all three settlements will have to respect their proximity to the South Downs National Park, in particular views from and to the surrounding hills.

⁹ Joint Core Strategy page 14

16. Catherington Lane Area



Figure 16.1: Catherington Lane

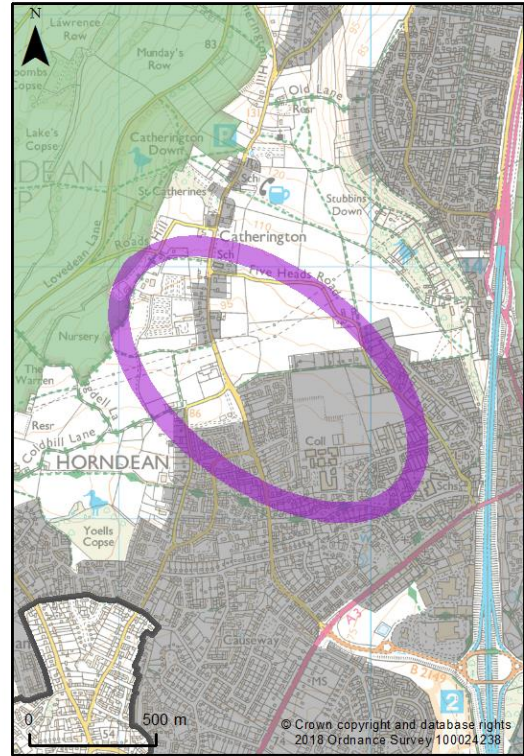


Figure 16.2: Location Plan

General Description

Catherington Lane links the urban edge of Horndean with Catherington village (1km to the north). The area of interest focuses on the section of lane from Five Heads Road to Walden Gardens, the housing estate of Lychgate Drive and Maynard Place, and the narrow lane forming the eastern part of Bridle Path. There is a mixture of estate and linear development along Catherington lane and Bridle Path, linking the adjoining areas of Horndean and Catherington. Electricity pylons cut across the area from east to west and are a highly prominent feature.

Land use in the area of interest is mainly residential, taking in just under 170 dwellings, although behind the suburban housing along the lane there is commercial activity, including a large caravan storage area at Catherington Business Park. The lane passes through a gap with open land on both sides, farmed and occupied by riding stables. The former Catherington House at the northern end of the area is now an independent school. A recreation ground with village hall adjoins the lane at the southern end of the study area.

The surrounding landscape is undulating, at the lowest part of the south-facing chalk dip slope. Catherington lane, starting in a slight dip at the south end, rises gradually north to Catherington village, while the adjoining land and with it Bridle Path rises to the east. The area of interest takes in parts of Horndean and Catherington settlement areas, but also includes a central area covered by Countryside (CP19) and Gap (CP23) policies. The Catherington Conservation Area covers the northern end of the study area. The South Downs National Park (SDNP) boundary is 0.5km to the west and 1.25km to the east, beyond the A3(M). Chichester Harbour Area of Outstanding Natural Beauty (AONB) is 8km to the southeast.

Current planning policy designations:

Settlement Boundary Policy CP10

Sits adjacent to area covered by Development in the Countryside Policy CP19

Gaps between settlements Policy CP23

Catherington Conservation Area

Key Neighbourhood Characteristics

Landscape Character

This area falls within Landscape Character Area **3f Horndean – Clanfield Edge Downland Mosaic**¹⁰

As well as suburban development, the study area includes a distinctive rural gap between settlements, where farmland is open to view. Despite the number of urban influences, there are still rural characteristics in this area. In contrast with the adjoining urban areas of Horndean, there is a noticeable increase in tranquillity entering the study area from the south, with a welcome sense of connection to the countryside. Where they exist, tree belts and hedgerows make an important contribution to landscape character.

Within the area, views are mainly restricted by trees and hedgerows, but there are longer views from Catherington Lane across the fields to the eastern hedged horizon, with very little development visible (*Figure 16.6*). The line of pylons is often in view, but their impact is reduced in many locations by vegetation. The higher properties on Bridle Path have longer views to the north and south, including to the hard, urban eastern edge of the Lychgate Drive estate (*Figure 16.9*). From viewpoints on Five Heads Road to the east, there are good views in, and to the countryside beyond, suggesting intervisibility with Portsdown Hill. While most buildings are screened by hedgerow, rooflines at the top end of Bridle Path are prominent.

The area has a lower tranquillity level associated with a fairly busy urban edge, but the retention of open space alongside the lane south of the recreation ground, part of the

¹⁰East Hampshire District Landscape Character Assessment 2006
<http://www.easthants.gov.uk/sites/default/files/documents/FinalReportChapters1to6.pdf>

Stonechat Road development (*Figure 16.7*), in addition to the open fields, maintains a relatively peaceful ambience at this end of Horndean.

Tranquillity mapping places the study area in the low to mid-range for East Hampshire¹¹. Dark Night Skies mapping places the study area in category 7 (categories run from 1 to 9 across the country with 9 being the darkest skies)¹². The area has high value night skies.

Historical Development and Assets

This area was formerly part of the once extensive Forest of Bere, a mediaeval royal hunting preserve. Catherington village to the north dates from Saxon times, although most of the buildings within the Conservation Area are from the 18th century onwards. Buildings within the study area include the former Catherington House, now Kingscourt School (*Figure 16.3*), and 240 Catherington Lane (both Grade II listed) and Randalls farmstead on the east side of the lane (unlisted).

Opposite number 240, on the west side of Catherington Lane, stands the original farm Granary (*Figure 16.4*), also Grade II listed and now in the ownership of Horndean Parish Council, and the ruins of the original very large timber and thatch Tithe Barn and farm buildings.

Subsequent development has been largely 20th century suburban from the 1920s and 30s.

Urban Structure and Built Form

The principal townscape type is **TCT 08, Residential Post 1945 to Present**, with earlier periods represented, including **TCT 03 Post Mediaeval** in the Conservation Area, and **TCT 07 Residential 1919-1945**¹³ along the length of Catherington Lane.

Settlement within the area has taken the form of a mixture of ribbon development and estates. At the south end, the original plots were subdivided to make way for the Lychgate Drive development of mainly two storey gabled properties (*Figure 16.8*). Bridle Path is a narrow lane serving a limited number of individual properties, single and two storey, accessed by vehicles only from Five Heads Road to the east (*Figure 16.10*).

There has been some fairly recent infill within the Lychgate estate, in the form of backland development of properties with long gardens on Catherington Lane. There has also been recent development along Bridle Path, where large plots have been subdivided.

The study area density is generally low at around 14dpha. The size of building footprint varies but in the typical size is around 100m². Plot size varies more noticeably. Plot sizes

¹¹ Tranquillity Mapping: Developing a robust methodology for planning support, CPRE 2008

<https://www.cpre.org.uk/resources/countryside/tranquil-places/item/2046>

¹² Night Blight CPRE website: <https://www.nightblight.cpre.org.uk/>

¹³ Hampshire Integrated Landscape Character Assessment, Townscape Types: <http://documents.hants.gov.uk/landscape/HICATownscapesTypesDescriptions-Autumn2010.pdf>

within the estate are smaller than those of the original ribbon development and Conservation Area, at around 0.03ha in the estate and from 0.06ha to 0.45ha along Catherington Lane.

Properties are mainly detached throughout the area, apart from a short terrace on Catherington Lane near the north end. Gabled roofs are prominent against the sky on the rising ground within the Lychgate and Walden Gardens estates. A wide variety of materials are used including red brick, render and tile hanging. Listed buildings and boundaries within the Conservation Area are a mixture of brick and brick and flint, including roofs with both clay and slate tiles.

Catherington Lane frontages are a mixture of hedges and grass verges, often with low brick or rendered walls and fences (*Figure 16.5*). There is enough vegetation for the overall effect to be relatively green.

Green Infrastructure and Environmental Designations

Natural hedgerows adjoin Catherington Lane for much of its length, either next to the recreation area or the open fields. Development at the northern edge of Horndean is generally quite well screened by woodland belts and hedgerows, but there are instances of harsh urban edges, for instance where the Lychgate Drive development adjoins Horndean Technical College grounds, where there is no buffer planting at all. The recent development at Avocet Way has an effective tree and hedgerow buffer to the lane.

Vegetation on property frontages is a mixture of mainly clipped cultivated species and garden planting, but there are also several larger broadleaf trees and conifers that add structure to the lane. Although there is relatively little tree cover within plots, some has been retained around the boundaries and within the estate. Trees forming the boundary to plots on Bridle Lane have been protected under TPOs, as have a few individuals within the Lychgate estate and at the frontage of Kingscourt School.

Catherington Down SSSI and Catherington Lith Local Nature Reserve are both within 0.5 km. to northwest and northeast respectively.

Movement and Connectivity

A convenience store is within 0.5 km and a Superstore is 1km away in Horndean, close to the motorway. There are bus stops at intervals along Catherington Lane, although no information on services was available. The A3(M) is 1.5km away. The nearest train station is Rowlands Castle on the Portsmouth to London line, 6 km away. Footpaths link to the Lane from the west, including Catherington Down, and Bridle Path joins it from the east. The Horndean Cycle Trail joins the Lane at Crouch Lane, following it north to Catherington, and the Monarch's Way crosses the Lane less than 300m to the south of the study area.

The roads are mainly adopted and have footways and streetlighting, other than Bridle Path, which is an unadopted and unmade road. Part of Catherington Lane itself has wide grass

verges and no centre line, which give it an informal, more rural feel. In contrast, the Stonechat Road/Walden Gardens estates junction has the typical urban highway characteristics of wide splays, prominent road markings and signs. Lighting columns within the Conservation Area are a non-standard style to reduce their visual impact.

On-street parking is restricted by road widths, but most properties have driveways and garages. Catherington Lane is relatively busy, with a regular traffic flow.

Evaluation

Key characteristics of the Catherington Lane Area:

- Historic buildings retained within Catherington Conservation Area.
- Catherington Lane has views out to the countryside.
- Retains some rural characteristics, including agricultural land within the area of interest.
- Many properties retain a green frontage.
- A relatively tranquil character, despite proximity of Portsmouth conurbation.
- Good pedestrian and cycle connections to the countryside to the north, including to the SDNP.
- Pylons cross the area are a prominent feature.

Key Issues and Trends

- Infill development in back gardens e.g. the extension of Maynard Place
- Subdivision of plots, with large new and replacement dwellings being built along Bridle Path
- Expansion of the commercial area for caravan storage west of the lane at Catherington Business Park
- There is some evidence of increased provision for vehicle access, wider driveways, parking areas and garaging, although this does not appear to be a great pressure at present
- Gradual hardening of frontages along Catherington Lane, where for example hedges have been replaced by walls.

Sensitivity

- The historic character of the Conservation Area, including the small incidental buildings such as the Granary and the vernacular boundaries are valuable features, which enhance 'sense of place', but can easily be eroded by suburbanisation.
- The open fields and hedgerows along Catherington Lane that give it its rural, edge of settlement character.
- Buffer planting, including hedgerows, woodland and individual trees that contain and absorb development.

Broad Policy Objectives/ Neighbourhood Management Considerations

To retain the special qualities of the Catherington Lane area, the following actions are suggested:

- Maintain views and connection to countryside.
- Protect the Conservation Area character and historic structures that contribute to it, encouraging the use of historic details and materials on frontages.
- Restrict scale of development to avoid exposed elevated roof-lines against the skyline.
- Ensure the pedestrian/cycle network is enhanced to give good access to local services and leisure trails.
- Ensure the scale of new development can be contained by the landscape. Protect existing vegetation and allow for new buffer planting, especially where there are views into the area.
- Encourage retention or re-establishment of green frontages.
- Restrict highway 'improvements' to ensure that roads respect Catherington Lane area's rural character.

Photographs of the Catherington Lane Area



Figure 16.3 Former Catherington House, Grade II listed



Figure 16.4 The listed Granary



Figure 16.5 Suburban frontages along Catherington Lane



Figure 16.6 Rural outlook from Crouch Lane junction



Figure 16.7 Rural character north of Stonechat Road



Figure 16.8 Lychgate Drive estate



Figure 16.9 No buffer to eastern edge of Lychgate



Figure 16.10 Properties on Bridle Path

17. Lovedean Lane Area



Figure 17.1 Lovedean Lane

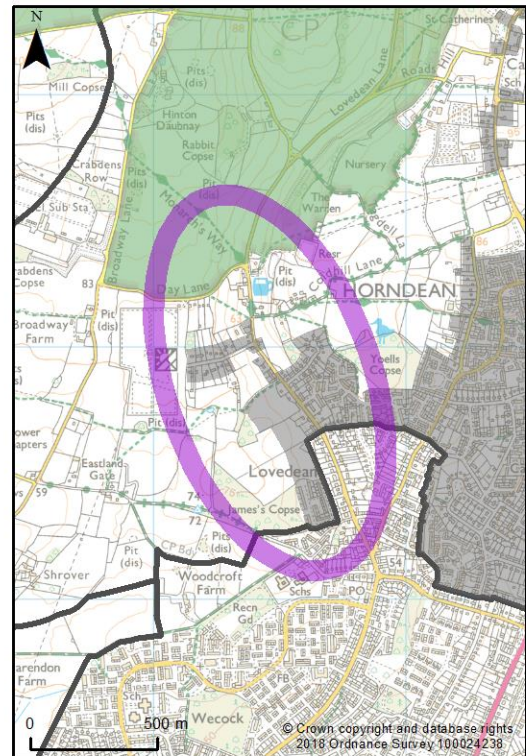


Figure 17.2 Lovedean Lane Location Plan

General Description

The village of Lovedean lies at the southern edge of the district. Havant Borough lies to the south and east. Lovedean is part of the northern edge of the loose conurbation extending to east and south taking in Horndean, Waterlooville, Cosham and Havant. Lovedean sits at the lowest levels of the dip slope of the downs in a dry valley in a gently undulating landscape. At the southern end of Lovedean Lane, the chalk landscape changes to the transitional landscape of the low-lying wooded clay vale.

The buildings form a linear settlement along the road to Portsmouth, which follows the valley, with 20th century development extending outwards up the valley sides. To the west and north lies open farmland. The valley floor slopes gently to the south from a high point at the northern end of c.65m above OS datum. The valley sides rise on either side. Yoell's Copse to the east sits at just over 80m above OS datum. To the north Catherington Down and Broadhalfpenny Down reach 130m and 158m respectively.

Land use across the area of interest is a mix of residential and agricultural/equestrian with some commercial use. The area of interest takes in approximately 350 residential properties. It also includes three commercial retail/light industrial properties and a Public House. Community buildings include a village hall and a mission church. It covers some areas

of woodland and farmland. The area of interest extends just beyond the settlement boundary, into countryside.

Current policy designations:

Settlement Boundary Policy CP10

Development in the Countryside Policy CP19

Key Neighbourhood Characteristics

Landscape Character

The area of interest falls mainly within Character Area **3f Horndean – Clanfield Edge Downland Mosaic**¹⁴. Key characteristics described include: fields in arable cultivation around the built edge; little woodland but what remains is important and gives reference to Yoell's Copse; views are typically to blocks of residential development superimposed on the chalk landform; an extensive area of medieval assarted fields west of Horndean is typified by small to medium irregular enclosures.

A portion in the southwest falls within **10a Wooded Claylands - Havant Thicket and Southleigh Forest**. Key characteristics described include: opportunities to find places of tranquillity; a transition landscape between chalk dip-slope and coastal plain with the repetition of woodland and pasture help integrate disparate elements; views are often across pasture fields to a wooded skyline. *“Visual intrusion and noise disruption... has eroded the rural character in places. However, the woodland provides a degree of containment and screening and there are opportunities to find areas of tranquillity within this character area.”* (page 201)¹⁵

Within the area of interest there is inter-visibility between high ground on the valley sides to parts of the lower ground in the valley and across from one side of valley to the other (*Figure 17.3*). Many views, from lower areas, are blocked by buildings, but from side roads and at intervals along the valley road skyline views to woodland and arable fields are key in setting neighbourhood character. These skylines remain generally unbroken by the buildings on the valley slopes and allow the rolling, downland setting to be appreciated.

It is important to note that moving along Lovedean Lane there is a gentle transition from the southern end of the area which is very much suburban (*Figure 17.4*) to the northern end (*Figure 17.1*) which is rural in character. At the southern end, housing rises on both sides of the road. Moving north, fields on the west sit behind the houses on Lovedean Lane and further north again the views open out on the east side as well (*Figure 17.5*). At the northern end, at 'The Bird in Hand' Public House, views then open to the landscape of the downs (*Figure 17.6*).

¹⁴ East Hampshire District Landscape Character Assessment

<http://www.easthants.gov.uk/sites/default/files/documents/FinalReportChapters1to6.pdf>

¹⁵ East Hampshire Landscape Type 10 Wooded Claylands

<http://www.easthants.gov.uk/sites/default/files/documents/LandscapeType10WoodedClaylands.pdf>

The presence of small businesses and other non-residential uses adds variety and interest to the local landscape. A roadside produce ‘stall’ is a reminder of the area’s agricultural past (*Figure 17.7*)

Tranquillity mapping places the study area in the low to mid-range for East Hampshire.¹⁶ Dark Night Skies mapping places the study area in a range from 4 to 7 (categories run from 1 to 9 across the country with 9 being the darkest skies)¹⁷ The lower night skies value is found at the northern and western edges and increase as one moves northwards away from the built up areas towards the countryside of the south Downs National Park. The latter represents high value dark night skies.

Historical Development and Assets

Early OS mapping (1866 – 1889) shows the area as a patchwork of fields and some woodland with cottages and farms at intervals along the lane. Remnants of large blocks of woodland at Yoell’s Copse and James Copse cloth the upper sides of the valley. The centre of Lovedean is indicated as being further north than it is now, close to Lovedean Farm and ‘The Bird in Hand’ Public House (PH). Many remnants of that early ‘townscape’ remain. As well as three listed buildings (cottages on Lovedean Lane), several early buildings remain including the public house and a barn south of it (now a garage), buildings at Lovedean Farm (*Figure 17.8*) and other cottages along the main road (*Figure 17.9*).

Very little change is seen until after World War I when some development on a modest scale took place. Some small detached and semi-detached houses were built along Lovedean Lane on long narrow plots, off Day Lane, west of ‘The Bird in Hand’ PH and on a new road running east/west (now called New Road). The extensive housing within the area of interest and to south and east are post-war and visually this dominates (*Figure 17.10*). Recent development has been in the form of infill on what was agricultural land (*Figure 17.11*). Generally, this consists of small groups rather than individual houses.

Urban Structure and Built Form

The principal townscape type is **TCT 08 Residential, Post 1945 to Present** with some earlier development in **TCT 03 Post Mediaeval 1600-1819** and **TCT 04 Residential 1820-1849**¹⁸

The 20th century housing is generally laid out in typical suburban loop roads or cul-de-sacs off the valley road, extending the linear settlement up the valley sides. Almost all the early dwellings built on Day Lane and New Road have been replaced with much larger houses, as have many of those on Lovedean Lane itself. The 20th century housing is generally based on

¹⁶ Tranquillity Mapping: Developing a robust methodology for planning support, CPRE 2008

<https://www.cpre.org.uk/resources/countryside/tranquil-places/item/2046>

¹⁷ Night Blight CPRE website: <https://www.nightblight.cpre.org.uk/>

¹⁸ Hampshire Integrated Character Assessment Townscape Types:

<http://documents.hants.gov.uk/landscape/HICATownscapesTypesDescriptions-Autumn2010.pdf>

a relatively small plot size limiting the scope for extension or replacement with larger dwellings.

The houses along Lovedean Lane itself are mainly family homes of one or two storey on relatively large plots that face the road. The mid-century suburban houses such as those on The Curve (*Figure 17.12*) are generally one and a half to two storeys and follow the slope of the valley side, but do not extend as far as the highest ground.

There is a very wide variety of materials and building form typical of relatively modest suburban development. If a single building form dominates along Lovedean Lane it is the bungalow (*Figure 17.13*). The remaining old buildings from the village's rural past are typically brick or flint or a mixture of the two. Many have slate roofs, but some have thatch or clay tiles. Recent developments such as that under construction at Millers Fields have picked up on the traditional palette where an older house has been retained within the development (*Figure 17.14*).

Along Lovedean Lane most properties have low boundary walls or hedges with parking and/or small gardens to the front of the properties, which are generally set fairly close to the road (*Figure 17.15*). In the roads behind, such as James Copse Road, parking is mainly off-street but as plots are relatively small this means cars are in full view of the street, hard surfaces dominate and there is little room for planting at the front of the houses. There is on-street parking in what are quite narrow roads, and this can appear congested. There is almost no public open space within the area of housing other than roadside verges. The exception is a small central area of grass at Ashley Close. The nearest public open spaces are the accessible woodland to the west and east. Visually, the pockets of farmland, which extend to the road on either side contribute greatly to character of the area, creating a sense of space and opening up views to countryside beyond.

Green Infrastructure and Environmental Designations

Virtually all green infrastructure is on private property. Garden hedges and other planting at the front of properties soften and help screen houses and cars. Most importantly the individual trees and blocks of woodland disposed across the valley sides, set within gardens and along field boundaries, break up what is relatively dense development. On the higher ground they provide the backdrop to the housing in the valley.

Yoell's Copse and James Copse both contribute greatly to the local landscape. They have multiple designations and are covered by group TPOs. Both are designated Ancient Woodland (the former 'replanted' the latter 'semi-natural') and SINCs.

Two other smaller areas of woodland, historic remnants of a larger James Copse, are also designated SINCs. There are several other individual and group TPOs in place in the area. The open farmland to the west and north is generally grade 3 agricultural land.

Movement and Connectivity

There are limited local services within the village of Lovedean with a small number of shops located within Havant Borough to the south, some 1.5km from 'The Bird in Hand' at the northern end of the area of interest. There is no bus service along Lovedean Lane, the nearest stops being to the south on Frogmore Lane.

There is no public open space other than open access woodland at Yoell's Copse of some 6ha. A network of PROWs and quiet lanes allows good access to surrounding countryside. The long-distance path the Monarch's Way runs northwest to southeast passing 'The Bird in Hand' and running along Lovedean Lane before turning off at New Road towards Horndean.

All roads are adopted and made up. Lovedean Lane is a category C road and lit as far as Lovedean Farm from where, moving northwards, it is unlit. Similarly there is footway up to the junction with New Road after which there are grass verges on both sides. The village entrance sign approaching from the north is located at the 'Bird in Hand'.

During the day traffic volume and speeds are low during off-peak times. Road lining and signage are minimal.

Evaluation

In summary, the Lovedean Lane Area:

- Retains a rural village feel, despite its location at edge of large conurbation, where there is a gradual transition from suburban to rural, with the development 'petering out' and the agricultural land and associated farm buildings appearing, as you travel from the south to the north
- Provides excellent access to the countryside (Yoell's Copse, James Copse and PROWs)
- Forms a local gateway to the SDNP from the conurbation to the south
- Has remaining historic features linking to its farming past (barns, pockets of farmland right up to the road, old cottages)
- Has mixed use along the main road, which gives the impression of a living, working village rather than 'dormitory' town.

Keys Issues and Trends

- The area is already partly suburban in feel but has good visual and physical connections to the countryside, however it could lose the special qualities that give sense of place if these features are lost
- There are pockets of farmland vulnerable to further development, leading to denser feel and loss of gaps which allow views out
- The relatively modest scale of housing of one or two storeys has protected skyline views; recent development has generally respected this.

Sensitivity

Further development in the Lovedean Lane area, unless sensitively handled:

- could lead to urbanising highway improvements
- could lead to loss of skyline views
- on valley slopes could be overbearing
- external lighting could be very visually intrusive and impact on the ecology of surrounding countryside.

Broad Policy Objectives/ Neighbourhood Management Considerations

To retain the special qualities of the Lovedean Lane Area, the following is suggested:

- Plan for a transition/edge treatment and a green buffer to:
 - protect the landscape at entrance to the SDNP
 - provide a 'soft' edge to the settlement
 - avoid development at the top of the valley slopes
- Protect/retain/enhance green infrastructure
- Retain rural feel: avoid suburbanisation of Lovedean Lane itself
- Retain some breaks in development along the Lovedean Lane, either by retaining some farmland or creating new public open space
- Retain/reflect pattern of historic fields and woodland in any new development
- Enhance and augment existing PROWs to reflect to ensure growing population can enjoy the surrounding countryside
- Ensure any new development is carefully assessed in terms of levels and effect on skyline views to preserve setting.

The following objectives from Landscape Character Assessment continue to be relevant:

- *Restore hedgerow boundaries to provide visual unity and intactness and increase biodiversity and link to areas of woodland. Promote growth of hedgerow trees.*
- *Consider opportunities for further tree and woodland planting to contain and reduce the visual impact of the built edge.*
- *Conserve the pattern of small assarted fields and seek to conserve/reinstate hedgerow boundaries.” (page 205)¹⁹*

¹⁹ Wooded Claylands

<http://www.easthants.gov.uk/sites/default/files/documents/LandscapeType10WoodedClaylands.pdf>

Photographs of Lovedean Lane Area



Figure 17.3 Looking East



Figure 17.4 James Copse Road



Figure 17.5 Lovedean Lane



Figure 17.6 View towards the South Downs



Figure 17.7 Lovedean Lane



Figure 17.8 Lovedean Farm



Figure 17.9 Listed Cottage



Figure 17.10 Looking West from Lovedean Lane



Figure 17.12 New development



Figure 17.13 The Curve



Figure 17.13 Lovedean Lane



Figure 17.14. Older Property retained in new development



Figure 17.15 Northern end of Lovedan Lane

18. Portsmouth Road, Horndean



Figure 18.1 Portsmouth Road

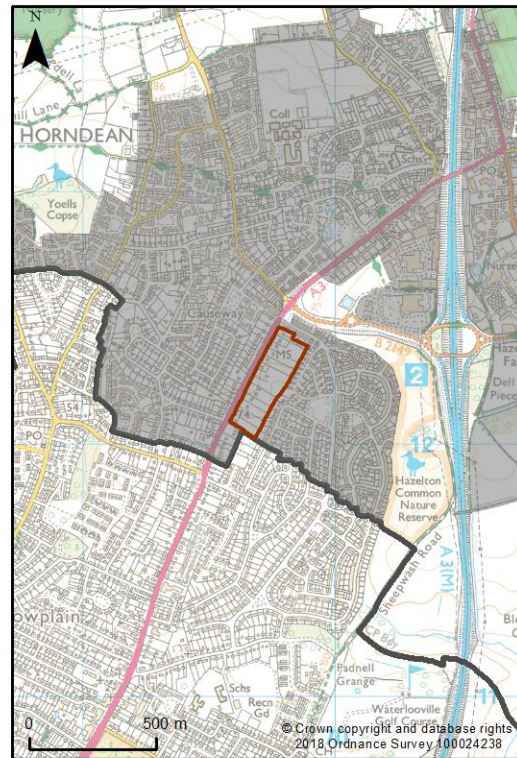


Figure 18.2 Portsmouth Road, Location Plan

General Description

Portsmouth Road is the main road adjoining the study area to the south of Horndean, close to the district boundary. The 5.4 ha study area includes 16 properties, and is on the east side of the road, within 0.5 km of Junction 2 of the A3(M).

It forms part of the associated ribbon development, but with considerably larger plots than in the surrounding suburban area. Properties are all private houses, apart from one, which has been converted into a commercial property, Fieldgate Nursing Home.

The area slopes from 78m in the north to 68m in the south-east, dropping away to the adjoining Hazelton Road housing estate behind it to the east. The site is currently designated one of the H9 Areas of Special Housing Character and lies within the settlement boundary. The South Downs National Park (SDNP) boundary is 1.5 km away to east and 1.6 km to the west.

Key Neighbourhood Characteristics

Landscape Character

This site falls within Landscape Character Area **10a Wooded Claylands - Havant Thicket and Southleigh Forest**²⁰.

The overall neighbourhood character is of 20th century suburban development. The site itself consists of the ribbon development of a series of very large plots. Houses are well set back, on the east side of Portsmouth Road, the original A3. In contrast to the surrounding suburban estates developed later in the 20th century, this block has a distinctive strong tall woodland character and green frontage. Views into and out of the site are limited by the woodland cover, with most properties secluded behind the roadside trees (*Figure 18.6*). More open positions nearby, for instance Thistledown immediately to the south, reveal views out over the woodland south of Horndean, to the east of the A3(M).

Tranquillity is relatively low given the busy main road, nearby motorway and surrounding development, but trees on the frontage and within plots helps to mitigate this. Tranquillity mapping places the study area in the low to mid-range for East Hampshire²¹. Dark Night Skies mapping places the study area in category 4 (categories run from 1 to 9 across the country with 9 being the darkest skies)²². The area is of low value in terms of dark night skies.

Historical Development and Assets

The woodland that remains on the site is a fragment of the once extensive Forest of Bere, a medieval royal hunting preserve. Horndean village developed and expanded along the Portsmouth to London Road as Portsmouth became an important naval port in the 1500s. It expanded more rapidly in the 19th century with the establishment of a brewery. The area has since grown into a largely 20th century suburban development, reflecting the growth of dormitory settlements. Properties in the study area were built from the 1920s onwards.

There are no conservation areas or listed buildings within the study area.

Urban Structure and Built Form

The principal townscape type is **TCT 08 Residential, Post 1945 to Present**, with some earlier properties covered by **TCT 07 Residential 1915 to 1945**²³.

²⁰ East Hampshire District Landscape Character Assessment

<http://www.easthants.gov.uk/sites/default/files/documents/FinalReportChapters1to6.pdf>
<https://www.easthants.gov.uk/sites/default/files/documents/LandscapeType10WoodedClaylands.pdf>

²¹ Tranquillity Mapping: Developing a robust methodology for planning support, CPRE 2008
<https://www.cpre.org.uk/resources/countryside/tranquil-places/item/2046>

²² Night Blight CPRE website: <https://www.nightblight.cpre.org.uk/>

²³ Hampshire Integrated Character Assessment, Townscape Types
<http://documents.hants.gov.uk/landscape/HICATownscapesTypesDescriptions-Autumn2010.pdf>

The study area is part of the linear development along what was the old A3 trunk road towards London (*Figure 18.3*) Recent development includes evidence of some replacement dwellings and extensions to existing houses. There is a wide verge on this side of Portsmouth Road, likely to have been the route of the former tram system, which ran between Cosham and Horndean during the early 20th century (*Figure 18.4*).

Development is very low density, at 3dpha, with most properties set well back and secluded within their plots, aligned with the road. Plots sizes vary from 0.77ha to 0.1ha, but a fairly typical mid-range plot is around 0.4ha. Properties are all detached, constructed in a variety of materials. The building footprint varies in size from 100m² to 600m², but most are around 200m². Most dwellings are two storey, but there are a few which have the second storey within the roof, and there is one bungalow (*Figure 18.9*). Many of the frontages have low brick walls. Recent changes to these include rendering in a prominent urban style, which is more visually intrusive.

Green Infrastructure and Environmental Designations

The site is within a developed area, with spacious plots that benefit from a mature forest-scale wooded frontage and wide grass verge to Portsmouth Road, and trees within plots that provide a woodland buffer around the other boundaries. The scale of the woodland means that it can be seen in the wider landscape and makes an important contribution to the character of Portsmouth Road (*Figures 18.3 and 18.10*).

Trees along the frontage and to the rear of one property are protected by TPOs, although some have been lost along sections of the frontage (*Figure 18.5*). Dell Piece West and Hazelton Common Nature Reserves are both within 0.5 km, to the north and east respectively.

Movement and Connectivity

A superstore is 0.5km to the north, and Horndean village shops are just over 1 km north up Portsmouth Road. There are many bus stops on Portsmouth Road. The bus service is very regular as this is a main bus corridor for regular services into and out of Portsmouth. The nearest train station is Rowlands Castle on the Portsmouth to London line, 6 km away. The Monarch's Way long distance footpath trail passes 0.5 km to the north.

Portsmouth Road is a three-lane highway (including a bus lane) and has footways on both sides. The west footway has a segregated cycleway. Most of the street lighting columns are on the west side of the road. Before the nearby motorway was opened, Portsmouth Road was the main A3 trunk road running north towards London. All properties have off-street parking, and there is none permitted on the road.

Evaluation

The key characteristics of Portsmouth Road:

- Spacious, low density suburban neighbourhood
- Development is largely absorbed and contained and retained by woodland within the plots
- Most properties have retained green frontages
- Mature forest trees contribute to character of wider landscape
- Good public transport links

Key Issues and Trends:

- Extensions and additional buildings
- Increased provision for vehicle access with wider driveways, parking areas and garaging
- Loss of mature trees and other vegetation from frontages, and replacement in some instances with unsympathetic urban style boundary treatment
- Loss of vegetation within plots
- Plot subdivision may be a pressure, as at Peacock Gardens to the south. This development has been carried out in a fairly sympathetic way, by retaining mature oak trees on the frontage.

Sensitivities include:

- The large, forest-scale trees on frontages and within plots, which absorb and screen the housing, and provides a backdrop to the estate on its east side. Without this woodland structure, development on this elevated site could be visible from the southeast side of Horndean.

Broad Policy Objectives/Neighbourhood Management Considerations

To retain the special qualities of the Portsmouth Road study area, the following actions are suggested:

- Conserve the tree and woodland cover, which gives the area its distinctive quality. Identify and protect trees at risk
- Restrict the scale of development to avoid erosion of landscape character
- Encourage sympathetic access arrangements and accommodation of private vehicles
- Encourage retention or re-establishment of green frontages
- Encourage new planting of oak and other broadleaf forest trees along the frontage where there are gaps
- Encourage use of sympathetic building materials and frontage treatment. Resist the introduction of urban or ornamental frontage features.
- Maintain the current building line, set back from the road.

Photographs of Portsmouth Road, Horndean



Figure 18.3 Portsmouth Road, a wide, three lane



Figure 18.4 Wide verge alongside properties



Figure 18.5 Open frontage where trees have been lost



Figure 18.6 Many properties are secluded within their



Figure 18.7 Prominent urban style boundary treatment



Figure 18.8 Increased areas for parking



Figure 18.9 One single-storey dwelling remains



Figure 18.10 View to woodland backdrop from Hazelton

19. Links Lane, Rowlands Castle

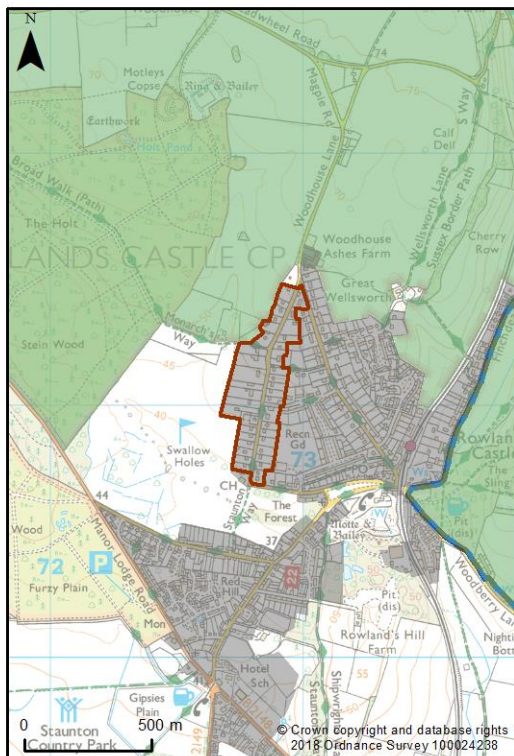


Figure 19.1: Links Lane

Figure 19.2 Links Lane Study Area, Location Plan

General Description

Links Lane lies on the northern edge of Rowlands Castle within the settlement boundary. Rowlands Castle sits within the clay vale that lies between chalk downland to the north and the Portsdown chalk ridge to the south. The village centre with local facilities and railway station lies to the south-east. Links Lane runs from The Green in the village centre westwards then turns at Rowlands Castle Golf Club to run northwards before joining Woodhouse Lane, the main road heading north out of the village. It is this north/south section of the Links Lane that forms the study area.

The 13ha area takes in 50 residential properties. The buildings form a linear settlement along what was originally a country road on the edge of the village. All the land use is residential. The area to the east is residential with a recreation area sitting immediately behind the houses at the southern end of the study area. Generally, the land slopes north to south falling overall by 24m, from a high point at the northern end of 61m above OS datum.

The study area is bounded by the South Downs National Park (SDNP) to the north.

Current policy designations:

Area of Special Housing Character Policy H9

Settlement Boundary Policy CP10

Bounded to west and north by Development in the Countryside Policy CP19

Key Neighbourhood Characteristics

Landscape Character

The study area falls within Landscape Character Area **10a Wooded Claylands- Havant Thicket and Southleigh Forest**²⁴ The LCA describes Rowlands Castle as an intact village:

“based at the foot of the downs, around a linear green, and has expanded with more recent edge development. Today, the area is characterised by modern suburban development. Typical building materials include flint, red brick and clay tiles.”
(page204)²⁵

Public views from Links Lane are limited because of the amount of screening vegetation and buildings on both sides of the road, however there are sweeping views from the northern end of the road up to the higher ground to the north as far as Idsworth House (*Figure 18.3*) and northwest to the wooded slope of the Holt. Looking back from the north, the houses on Links Lane are screened from view by trees (*Figure 18.4*), preserving important views from the downs to the north. At the southern end, the view is stopped by mature trees, which are on the golf club site (*Figure 18.5*).

Generally, the streetscene is very ‘green’ with garden trees and high hedging dominating the buildings which are set back from the road and generally very well screened.

Tranquillity mapping places the study area in the low to mid-range for East Hampshire²⁶. Dark Night Skies mapping places the study area in category 6 (categories run from 1 to 9 across the country with 9 being the darkest skies)²⁷. Just to the north the night sky rating increases across the countryside of the south Downs National Park.

Historical Development and Assets

Early OS mapping (1866 – 1889) shows ‘Dirty Lane’, where Links Lane now is, passing through open fields. Where the footpath now runs westwards opposite Holt Gardens the mapping shows a track with a group of buildings, orchards and a chalk pit. By 1913, just four houses had been built on the west side as well as New Buildings (extant, unlisted, later renamed Stein Buildings) and a small pavilion for the golf club, which had been founded in

²⁴East Hampshire District Landscape Character Assessment 2006

<http://www.easthants.gov.uk/sites/default/files/documents/FinalReportChapters1to6.pdf>

²⁵ Wooded Claylands

<https://www.easthants.gov.uk/sites/default/files/documents/LandscapeType10WoodedClaylands.pdf>

²⁶ Tranquillity Mapping: Developing a robust methodology for planning support, CPRE 2008

<https://www.cpre.org.uk/resources/countryside/tranquil-places/item/2046>

²⁷ Night Blight CPRE website: <https://www.nightblight.cpre.org.uk/>

1902. By the end of World War II, the western side of the road had been developed, with houses which remain today (*Figure 18.6*). Apart from two houses built by the end of the war all the development on the east side took place in the second half of the 20th century. There appears to have been little change over the with just two backland developments (*Figure 18.7*) and a few replacement dwellings (*Figure 18.8*).

Urban Structure and Built Form

The principal townscape type is **TCT 08 Residential Post 1945 – Present (Houses Bungalows and up to 3 storey flats)**²⁸.

The development of houses along what was a rural road was natural edge expansion of the older village centre. New properties have been accommodated in the existing pattern, partly because plot sizes are so large. The biggest signs of change are alterations to frontages and loss of vegetation.

Links Lane is of a generous width for two cars with a footway on the eastern side and narrow verge on the western (*Figure 18.9*). A footpath leads off to the west and there are two side roads to the east - Holt Gardens is a cul-de-sac and Greatfield Way leads through to Bowes Hill. There is no public open space within the study area.

The study area has very low residential density, of approximately 4dpha. Building footprints vary in size between 100m² to 200m², whereas the plot sizes vary more significantly from 0.88ha to 0.12ha. The dwellings are set back from the road by typically 15 to 18m, but in a few instances this set back is by a more significant 30m.

As far as can be seen from publicly accessible areas there is a mixture of building form, but the houses are generally detached two storey with traditional pitched roofs of tile. Some houses have single storey extensions or outbuildings. The buildings on the west side are larger than the later houses on the east side (*Figure 18.10*). Brick dominates as a walling material with tile hanging, but there is also some render. Many of the older houses are suburban but of a consciously traditional character with dramatic sweeping rooflines (*Figure 18.11*), many with hips or half hips and features such as tall brick chimneys, half-timbering on gables and leaded lights. Recent buildings appear to have taken their cue from the older houses in terms of use of materials with red brick and clay tile dominating (*Figure 18.12*).

The buildings are set back from the lane and generally screened by vegetation along the frontage and within the plot itself. Those with narrow gated entrances and winding driveways cannot be clearly seen from the road. The properties on the east side tend to be closer to the road and with less screening.

Green Infrastructure and Environmental Designations

²⁸ Hampshire Integrated Character Assessment, Townscape Types
<http://documents.hants.gov.uk/landscape/HICATownscapesTypesDescriptions-Autumn2010.pdf>

Mature trees are dotted along the boundaries and within the plots - these are all on private property. On the northern and western sides of the study area, green infrastructure is key in bedding it into the surrounding rural landscape and screening the buildings. Views from the Holt to the west and from the high ground to the north provide a green edge to the settlement.

Most properties have mature clipped evergreen hedging along the road. Some, however, have open frontages either with no boundary screen or with walls or railings (*Figure 18.13*). Some garden walling incorporates incongruous panels of flintwork. This has led to substantial gaps in the otherwise green streetscape, the overall effect being of creeping suburbanisation (*Figure 18.15*). Formal hedging is mixed with remnants of old field hedges and many ornamental trees around the older properties, which provide a backdrop to the buildings and add character to public views.

There are just a handful of individual TPOs and four small group TPOs. Together these cover a small proportion of the significant vegetation.

There are no environmental designations within the study area. The golf links are a designated SINIC that extends into the woodland of the Holt, which is also Ancient Woodland. The open farmland to the north is grade 3 agricultural land.

Movement and Connectivity

Rowlands Castle village centre is within 500m of the study area offering a range of local services and community facilities as well as the mainline train station on the Portsmouth to London line.

Five long-distance paths meet at Rowlands Castle - the Monarch Way runs east-west, crossing Links Lane, the Sussex Border Path, Staunton Way, Shipwrights Way and the E9 European long-distance route run roughly north-south running along part of Links Lane.

All the roads within the study area are adopted. There is little highway 'paraphernalia' and a low level of street lighting. There is space for on-street parking, but this seems little used. There appears to be little through traffic and vehicle numbers and speeds seem to be low.

Evaluation

Key characteristics of Links Lane Area are its:

- Very low density
- Green suburban village edge character
- Tranquil, with low level street lighting, low traffic volumes, 'hidden' development away from major sources of noise
- Robust green infrastructure: mature trees, old field hedges and green frontages.

Keys Issues and Trends

- Some loss of green garden frontages with hard boundary treatments and loss of vegetation.

Sensitivity

Valuable characteristics of Links Lane could be lost through:

- Creeping suburbanisation
- Loss of green infrastructure, which is important in protecting views of settlement from important countryside to north and west
- Increased external lighting and insensitive building design could affect dark, unlit areas to north and west including the designated SINC.

Broad Policy Objectives/Neighbourhood Management Considerations

To retain the special qualities of the Links Lane study area, the following actions are suggested:

- Encourage retention and enhancement of green frontages through planning process.
- Protect/enhance important trees through planning process.
- Encourage simple low-key driveway treatments.
- Limit height of new buildings and loft conversions and maintain interesting and varied roof-lines
- Maintain the current building line, set back from the road.
- Encourage new building, extension or alterations to use materials sympathetic to existing building materials in the area.
- Consider potential effect on Dark Night Skies of new development.

Consider whether H9 policy should be replaced by district-wide topic-based policy/policies and supporting supplementary planning guidance.

Photographs of Links Lane, Rowlands Castle



Figure 18.3 View of Idsworth House



Figure 18.4 Looking South towards Links Lane



Figure 18.5 Links Lane looking south

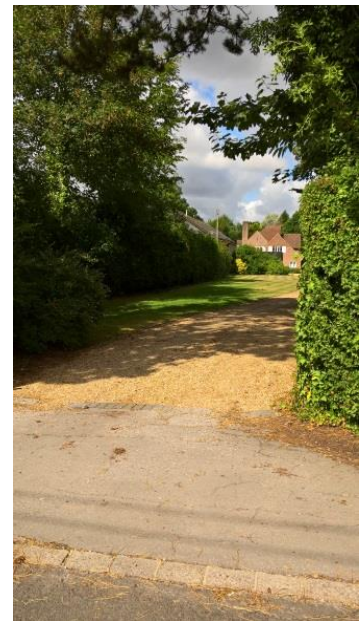


Figure 18.6 Deep plots



Figure 18.7 Backland development



Figure 18.8 Recent development



Figure 18.9 Links Lane



Figure 18.10 East side of Links Lane



Figure 18.11 Traditional detailing



Figure 18.12 Replacement dwelling



Figure 18.13 Recent development



Figure 18.14 Suburban roadside treatment

Southern part of East Hampshire

20. Southern Rowlands Castle



Figure 20.1. Detached properties in The Drift

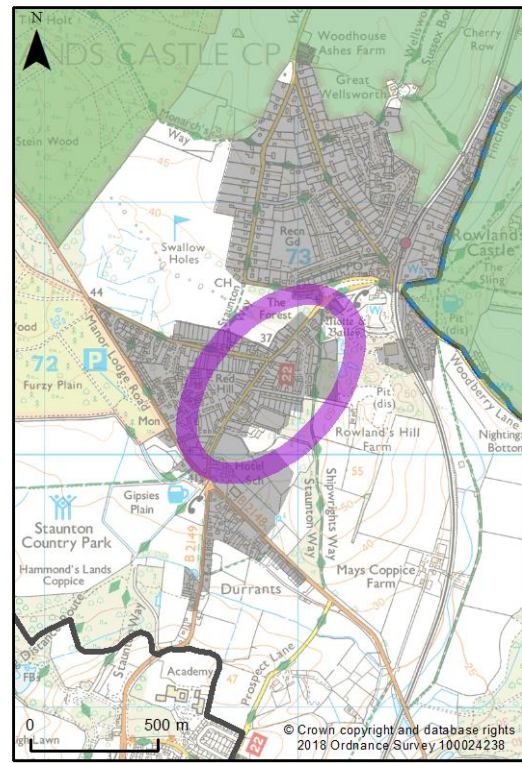


Figure 20.2. Southern Rowlands Castle Location Plan

General Description

This area of interest lies close to the village centre of Rowlands Castle, south of the village green, focusing on Redhill Road, College Close, The Drift and Oaklands Avenue. It is a mixture of linear ribbon development and residential estates.

Land use is mainly residential with approximately 170 properties, plus one agricultural property. Rowlands Castle Golf Course adjoins the northern end of Redhill Road, and agricultural land adjoins the south-eastern boundary. The land slopes to 33 metres in the north from a high of 45m in the southeast. The site is within the settlement boundary, adjoining areas to the east currently designated as countryside.

The South Downs National Park (SDNP) boundary wraps around the north and east of the village, within 0.5 km. Chichester Harbour Area of Outstanding Natural Beauty (AONB) lies 4km to the south.

Current policy designations:

Settlement Boundary Policy CP10

Bounded to east by Development in the Countryside Policy CP19

Key Neighbourhood Characteristics

This area falls within Landscape Character Area **10a Wooded Claylands Havant Thicket and Southleigh Forest**²⁹.

Although the wider landscape is heavily wooded, which helps provide a good setting, this is a predominantly suburban residential area, with a relatively urban character. Development consists of relatively dense ribbon development along Redhill Road as the village expanded in the early 20th century, together with adjoining suburban estates. There is a strong woodland backdrop along the high eastern edge of the area, associated with a bridleway which connects to the village green (*Figures 20.3 and 4*).

There are longer-range views out to the woodland in the north from the higher end of Redhill Road, and shorter-range views up to the woodland backdrop along the eastern boundary. Otherwise, views are limited by the built environment and boundary vegetation. Views into the site are limited – e.g. glimpsed from the bridleway at the higher, east end of The Drift.

Tranquillity levels are relatively low in this busy area, close to Havant and Horndean, but vegetation on Redhill Road and the eastern edge, together with views to the woodland in the north, counteracts this to some extent. Tranquillity mapping places the study area in the low to mid-range for East Hampshire³⁰. Dark Night Skies mapping places the study area in category 6 (categories run from 1 to 9 across the country with 9 being the darkest skies)³¹.

Historical Development and Assets

This area was formerly part of the once extensive Forest of Bere, a mediaeval royal hunting preserve. A Conservation Area, immediately to the north of the study area, covers the village core. This includes the Scheduled Ancient Monument of Rowlands Castle motte and bailey, the earthwork remains of a 12th century castle, which lies within 300 metres of the study area.

The village, possibly originating as a common edge settlement, developed after 1800 and continued to expand along Redhill Road from the end of the century (*Figure 20.7*).

Residential development continued to the east of Redhill Road and gradually intensified throughout the 20th century.

²⁹ East Hampshire District Landscape Character Assessment 2006

<http://www.easthants.gov.uk/sites/default/files/documents/FinalReportChapters1to6.pdf>

³⁰ Tranquillity Mapping: Developing a robust methodology for planning support, CPRE 2008

<https://www.cpre.org.uk/resources/countryside/tranquil-places/item/2046>

³¹ Night Blight CPRE website: <https://www.nightblight.cpre.org.uk/>

Urban Structure and Built Form

The principal townscape type is **TCT 08, Residential, Post 1945 to Present**, but **TCT 07 Residential 1915 to 1945**³² is also represented along Redhill Road and in early properties on The Drift.

The form of development varies between the linear settlement of Redhill Road, the loop road formed by College Close and The Drift, and a number of smaller culs-de-sac including the newer development around Oaklands House. The resulting net density for this area is around 16dpha.

There has been some backland development to the rear of properties on the north side of The Drift, probably during the 1960s.

Otherwise, plot sizes within the area are relatively small. Many of the building footprints are around 100m², but there are a few much smaller properties of around 40m². There is quite a lot of variety in plot width (between 6m- 25m) and set back from the road (often 4m or 9m). Apart from a few properties in College Close and on the south side of The Drift, there is limited scope for further extension or development.

Redhill Road has a wide variety of terraces, detached and semi-detached houses of differing ages (*Figures 20.7 and 8*) There are some semi-detached houses in The Drift, but otherwise most development to the east has been of detached properties in individual plots. Redhill Road properties are mainly two storey, with an occasional third storey within the roof. The Drift has a mixture of single and two storey houses, including some with the second storey within the roof. (*Figure 20.1*) The more recent Oaklands development includes a variety of building forms, including some short terraces (*Figures 20.5 and 6*). Roofs are generally gabled.

Building materials are varied, with red brick, flint and clay tiles in older buildings and the newer development, while the College Close properties are of paler brick with tile hanging in a variety of colours, and white windows and barge-boards.

A large proportion of frontages on Redhill Road and The Drift are still enclosed, often with low walls, or hedges and trees, but many are being cleared and opened up for vehicle access. College Close and the Oaklands development generally have open frontages.

Green Infrastructure and Environmental Designations

The area benefits from an effective woodland buffer along its higher, eastern boundary

³² Hampshire Integrated Character Assessment, Townscape Types:
<http://documents.hants.gov.uk/landscape/HICATownscapesTypesDescriptions-Autumn2010.pdf>

Property frontages still have hedges and trees in many cases, making an important contribution to neighbourhood character. There is a good level of planting within open frontages.

There are large mature trees within the rear of some plots, notably on the south side of The Drift, which are protected under TPOs. Part of the woodland belt on the eastern boundary, to the rear of College Close, is also protected. The woodland to the east of Oaklands is designated a SINC.

Movement and Connectivity

The village, centred around the green, offers local shops and services within 0.5 km. There are bus stops on Redhill Road with regular services, and Rowlands Castle train station, 0.5 km away, is on the Portsmouth to London line.

Several long-distance trails pass through the village, including the E9 European Long-Distance Route, the Sussex Border Path, Monarch's Way, and three routes which run alongside the area of interest - National Cycle Route 22 (from Banstead in Surrey to Brockenhurst in the New Forest), Shipwrights Way and the Staunton Way.

The area is particularly well served for accessible open space, which includes the village green, Staunton Country Park and Stansted Park as well as the accessible woodland of The Holt and Stein Wood.

The roads within the study area are all adopted and have footways and street lighting. On-street parking is available on Redhill Road, but a large proportion of properties have their own driveways. Traffic levels are fairly high on Redhill Road as the main route into Rowlands Castle from the south, which is also a bus route.

Evaluation

Key characteristics of Southern Rowlands Castle are:

- Woodland belt provides good buffer to the east and enhances landscape character
- Good integration of existing trees in newer development
- Relatively tranquil character despite busy Redhill Road and proximity of village
- Good pedestrian and cycle access to village centre
- Excellent pedestrian/cycle access to recreation routes and spaces

Key Issues and Trends

- The intensification of land for development within and around the area, which is likely to put pressure on local services
- Increased provision for vehicle access – wider driveways, parking areas and garaging
- Loss of green frontages.

Sensitivity

- The woodland backdrop along the eastern boundary, remnant of the Forest of Bere

- Trees within plots, including the larger plots in The Drift, which may be affected by extensions
- The green frontages and roadside trees which remain make an important contribution to the landscape character
- Some of the older properties on Redhill Road, which have historic details.

Broad Policy Objectives / Neighbourhood Management Considerations

For Southern Rowlands Castle the following is recommended:

- Conserve and protect the existing woodland areas
- Protect the rights of way environment and encourage their use as a means of access to local services
- Encourage the retention or re-establishment of green frontages
- Maintain connections to countryside
- Restrict scale of development, for instance where bungalows are replaced with two storey buildings. Avoid prominent roof lines on higher ground against skyline, for example where replacing bungalows/chalets
- Conserve details of historic interest on older buildings and reflect local character and materials in any alterations.

Photographs of Southern Rowlands Castle



Figure 20.2 College Close with woodland behind



Figure 20.4 Looking eastward along The Drift



Figure 20.5 Newer development at Oaklands



Figure 20.6 Mature trees retained within



Figure 20.7 Looking up Redhill Road to the south



Figure 20.8 Frontage opened up for vehicle access



Figure 20.9 Historic details retained on Redhill



Figure 20.10 Historic (unlisted) building conserved at Oaklands