

Oliver's Battery

Village Design Statement

Final Draft

July 2008

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Acknowledgements

The Oliver's Battery Village Design Statement has been produced with assistance from Oliver's Battery Parish Council, Winchester City Council, Hampshire County Council and Atkins Consultancy.

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1. Introduction

This draft Village Design Statement provides supplementary guidance for planners and developers relating to the Parish of Oliver's Battery. It is referenced within the Winchester District Local Development Scheme August 2007 and it is anticipated that, when complete, it will be adopted by Winchester City Council. When that occurs, it will become part of the Local Development Framework for the Winchester District.

The Design Statement is intended for use by:

- Local authorities with planning functions
- Statutory and commercial providers of services
- Landowners and businesses considering development
- Architects, planners and builders
- Local residents considering alterations to their property or compiling a Home Information Pack

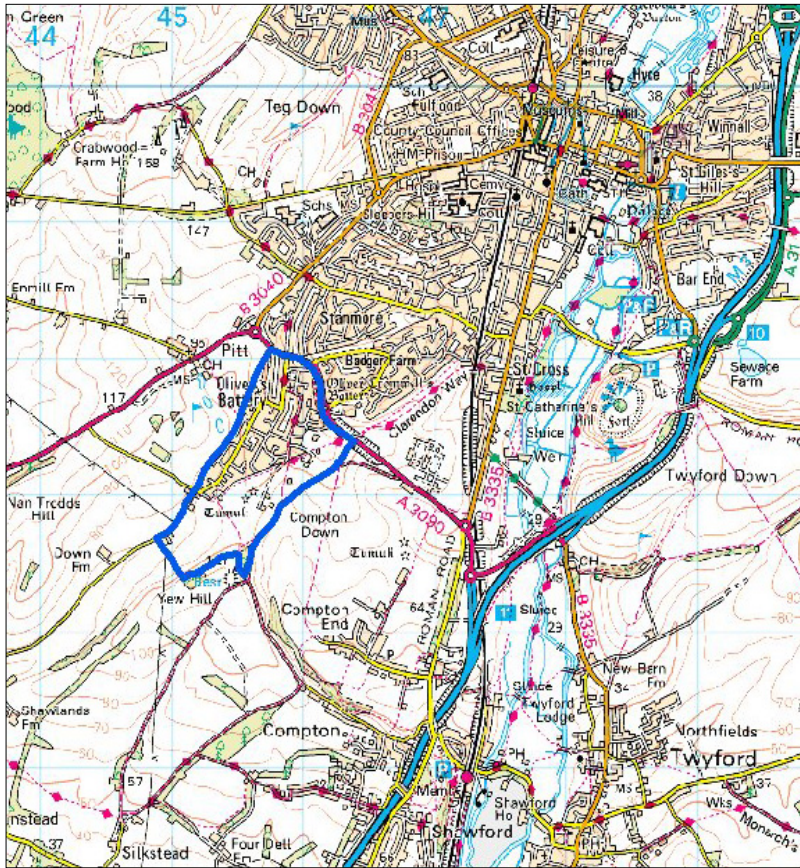
The need for a Village Design Statement arose from experience with the Planning Process as it operates within this parish, together with a widely expressed desire to maintain the general character of Oliver's Battery as it currently exists. This could be described as a low density settlement on the urban fringe but that would not adequately convey the semi-rural nature of an area which has high awareness of, and good access to, the surrounding countryside area. A significant part of this countryside area is designated as a Local Gap maintaining the separation between Compton and Winchester. Local residents have expressed their strong support for this policy on numerous occasions. They have also expressed their desire to achieve consistency of planning decisions and to avoid developments of a density or height which could be seen as intrusive in this setting.

Oliver's Battery merits description as a "village" since it has a strong sense of community, clearly demonstrated in the fiftieth anniversary celebrations during 2006. It enjoys good facilities for shopping, education, and recreation – although these could be further improved. There is clearly a strong desire to maintain the essential nature of this community, which is rooted in its situation, style of housing, and village centre. We can summarise this in the following way:

People move to Oliver's Battery, or continue to live there, because it is a good place to raise a family and a good place to grow old.

This Village Design Statement therefore represents the considered and collective opinion of the local community and provides a detailed account of those things they value highly. The following sections give detailed development guidelines for each area of Oliver's Battery Parish, referencing the Winchester District Local Plan policies on which these are based.

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Map1: Location of Oliver's Battery

1.1 Community/History/Economy

Oliver's Battery is situated on a prominent hilltop just over two miles south west of Winchester City centre. Its name alludes to the English Civil War when, according to legend, Oliver Cromwell shelled the city during the siege of 1645 from a battery of cannon within an earthwork on this hill. The name was first used in a map of the 18th Century where the earthwork is shown as "Oliver Cromwell's Battery". Recent research suggests, however, that the historical accuracy of this legend is very doubtful and the guns were probably sited close to the area where the prison now stands.

For centuries, Oliver's Battery was open downland grazed by sheep. Permanent settlement only appeared in the early years of the twentieth century with the establishment of a military camp. During the First World War the army maintained an

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extensive veterinary hospital for horses. After the war, the camp was split up into smallholdings with army huts being used as dwellings. Gradually, a community developed as huts were replaced with houses and other houses were built. The greater part of the houses we see today date from a period of rapid development in the 1960s and 1970s, but others date from earlier or later periods and two of the original army huts still exist.

One of the earliest features of Oliver's Battery was a wooden building, immediately adjacent to the ancient monument, used as a combined church and church hall which was erected in 1927. It was soon joined by a post office, becoming the nucleus of the settlement. The original church hall was replaced by a concrete prefabricated building in 1956 whilst retaining the unusual dual use as a church and hall. The shopping area, originally a converted bungalow, was expanded to ten units in the 1960s. These include a post office/general store, butcher, garden/hardware store, hairdresser, pet shop, baby shop, childrenswear shop and a bicycle store. In recent time, a dental surgery has been added. These shops are generally successful and many serve an area well beyond the immediate settlement.

Separate from the shopping area, Oliver's Battery has a significant primary school catering for approximately 250 children, with an associated pre-school facility for approximately 30 infants. There is also a residential mobile home site with over 30 units. Activities associated with smallholdings, such as egg production, continued up to the 1980s but have now largely ceased. Apart from this, there is little other formal employment in the parish but it is apparent that there is a significant and probably growing number of both self employed and employed persons whose normal place of work is their home.

The civil Parish of Oliver's Battery was created in 1956 and has a Parish Council of seven members elected from local residents. This was followed by a period of significant development during the 1960s and 1970s with the creation of over 500 houses, bringing the population to over 1,000. Development along Oliver's Battery Road, between Stanmore Lane and the Ancient Monument, during this period and the subsequent development of Badger Farm has had the effect of joining up the settlement with Winchester, so that today it is often seen as a part of the Winchester settlement.

Being separate from Winchester, Oliver's Battery had a strong local community spirit for much of the twentieth century with thriving clubs and societies, including a womens' group, Women's Institute, a retired persons club, a very active boys' football club, and a community association which organised annual fetes, barn dances and bonfire night celebrations. A very strong local desire for larger community facilities was finally satisfied by the building of the Badger Farm Community Centre, which is open to all residents of Oliver's Battery as well as residents of Badger Farm.

With the ageing of the Oliver's Battery population, many of these local activities dwindled or ceased altogether. The development of Badger Farm provided a significant stimulus for community development, leading to the creation of the Badger Farm and Oliver's Battery Residents Community Association (BFOBRCA), but led to a situation where the majority of its activities became focussed on the new Badger Farm Community Centre. The enlarged population also helps to sustain Olivers Battery School (approximately 75% of pupils now being drawn from Badger Farm) and local bus services, whilst the creation of a superstore and health centre changed

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the local economy affecting the shops in Oliver's Battery. In recent years, there has been an increase in the number of families with young children, enabling the success of the Brownie Pack, which continues to be well supported, the Bonfire Night celebrations which are held annually, and the re-establishment of other activities. In 2006, the 50th Anniversary of both the Civil Parish of Oliver's Battery and of the building of St Mark's Church were celebrated with an Open Air Church Service and a Summer Fete held on the Ancient Monument, a Flower Festival, a Barn Dance and many other events, with the strong and enthusiastic support of the community.

However, survey evidence indicates that approximately 50% of residents are over the age of 65 and a growing number of retired people have chosen to move into Oliver's Battery in recent times. This has led to a resurgence of local groups, including The Battery Club (operated under the auspices of Club Hampshire and Brendon Care), the Oliver's Battery Countryside Group, and a working group which gave enthusiastic support for the 2005 Oliver's Battery Heritage project sponsored by Winchester City Council Museums Department. A number of residents also participate in U3A (University of the Third Age) groups. Persons of this age group naturally tend to spend a large proportion of their time within the parish.

The creation of Badger Farm Road as major route bypassing the western suburbs of Winchester has enabled easy connection with the M3 Motorway and other transport routes, which is important for residents of working age many of whom commute to work. However, the growth of traffic on this route to over 18,000 vehicle movements a day, has reinforced the historic separation of Oliver's Battery from Winchester City, and has led to significant problems of access to and from Oliver's Battery at peak periods. It has also created a new form of isolation which particularly affects young, disabled and elderly people who are dependent on public transport.

Parish Council Policies

Over a number of years, Oliver's Battery Parish Council has adopted a series of policies which are intended to enhance the well-being and sustainability of this community. These may be summarised as policies which:

- Protect from excessive development, either in the form of development in the rural area or aggressive redevelopment within the built area.
- Respect the character of the settlement and promote investment in improving the housing stock, with an emphasis on good design, reducing energy use, and encouraging local energy generation where appropriate.
- Support local education facilities, shopping and small scale/low impact employment within the parish, while protecting against major commercial development.
- Enhance local facilities which enable residents to reduce travel for many purposes, including daily shopping and social activities.
- Maintain and improve open spaces, views, recreational facilities and recreational routes within both the built area and the countryside areas of the parish, with an

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emphasis on enhancing biodiversity in the rural area.

- Maintain and improve transport links, enabling safe and easy access to and from the parish on foot, by bus, and by private car.

2. Analysis and Guidelines

2.1 Landscape Setting/Countryside Area

The two concordant summits of Oliver's Battery and St Catherine's Hill, guarding the vital southern approach to Winchester along the Itchen Valley, have been regarded as significant landscape features from prehistoric times. Oliver's Battery is sited on a flat-topped chalk ridge about 100 to 120m above sea level. The settlement trends southwards, with steep eastern slopes falling away to Stanmore and Badger Farm, and forms a wedge shape surrounded by countryside on its western and southeastern sides. Yew Hill to the south, is separated from it by a small col which is mainly arable land with a pair of prominently sited ancient tumuli. A dry valley to the west now contains the South Winchester golf course with its string of lakes.

The Romano British earthwork known as Oliver's Battery occupies the highest land in the neighbourhood and is a significant feature, with its beeches and Columbian Pines, mounds and ditches. Although no longer a defensive position, the site and situation still exert strong influences on its natural and built environments. Factors such as exposure to strong winds have meant that shelter belts of trees are valuable and that a low 'bungalow' profile is advantageous for buildings. The panoramic views (and, indeed perhaps more significantly, *glimpses*) of river valley, cityscape, fields and woodland are an intrinsic feature.

Approximately one third of the Parish is countryside which, together with surrounding countryside, offers a high quality landscape and has many features of interest. It provides a corridor linking the Itchen Valley and East Hampshire AONB (Area of Outstanding Natural Beauty) with the fine landscapes of the Hursley scarplands extending to the west as far as the Test Valley. This is important both for landscape and wildlife conservation reasons.

This area also has a very high density of footpaths and bridleways, extending as far as Yew Hill, Compton Street and Shawford Down, plus a number of sites of interest for historical reasons and for nature conservation. Consequently, it offers many opportunities for high quality recreational activities including [rambling](#), [dog walking](#), horse riding, cycling, archaeology, nature observation and conservation. The local community values these leisure activities and believes they should be encouraged and extended where possible. One particular aspiration is the creation of a wildlife corridor [to link local SINC's](#), extending from Whiteshute Ridge to Yew Hill by means of appropriate hedgerow planting and management activities, undertaken mainly by local voluntary groups.

The Yew Hill Butterfly Reserve area, designated as an SINC (Site of Importance for Nature Conservation), lies within Oliver's Battery Parish and is one of the few remaining areas of unimproved chalk downland in Hampshire. During the summer of

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2006 over 30 species of butterfly were recorded in the reserve, which is also rich in downland flora including cowslips and several species of orchid. A local group, known as the Oliver's Battery Countryside Group, has conducted a survey of hedgerows within the parish to determine their age and has recently taken over management of a small Conservation Area attached to the Oliver's Battery Recreation Ground, which is leased by Oliver's Battery Parish Council from Winchester City Council. Grants from the Parish Council, the Hanson Environmental Fund, and Hampshire County Council Village Initiatives fund have enabled removal of bramble overgrowth and planting of native tree and grass species.

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A significant consequence of Oliver's Battery's hilltop location is that a high proportion of properties have outward views over the surrounding landscape and many of the street scenes include distant views of countryside seen along the axis of the street and over roofs, or glimpsed through gaps between buildings. This aspect of Oliver's Battery is unusual in many modern settlements and is particularly valued by local residents. Among the most important views are those of:

- St Catherines Hill and Twyford Down, seen across the Itchen valley from eastern parts of the parish
- Compton Down (including distant views of the Isle of Wight), seen from Oliver's Battery Gardens, South View Park homes and the Recreation Ground
- Yew Hill, seen from Oliver's Battery Road, Old Kennels Lane and most southern parts of the parish
- Nan Trodd's Hill, the downs above Pitt and South Winchester Golf Course, seen from Old Kennels Lane and most western parts of the parish

Evidence for the historic nature of this landscape is present in the form of footpaths, bridleways and field boundaries which follow ancient routes, ancient woodlands and hedgerows, and specific features such as the ancient tumuli and the buildings associated with the First World War veterinary camp.

The countryside area which encloses the Oliver's Battery settlement on the southern and western sides is protected by the Countryside & Natural Environment policies of the Winchester District Local Plan Review 2006. In particular, an area to the south and east of Oliver's Battery has been designated as a Local Gap, maintaining separation between the settlements of Winchester and Compton Street. Local Plan Policy CE.2 restricts development which would physically or visually diminish this gap, while Policy CE.3 limits development within this gap more strictly than in other countryside areas.

This countryside forms part of a larger area described as "Hursley scarplands", whose landscape character has been assessed as having:

- topography consisting of ridges, scarps and valleys
- Upper Chalk geology with thin calcareous soils
- predominance of arable fields with enclosures from 17th - 19th centuries
- strong landscape structure with small areas of ancient woodland, distinctive tree belts, hangers and hedgerows
- numerous historic features
- important ecological habitats

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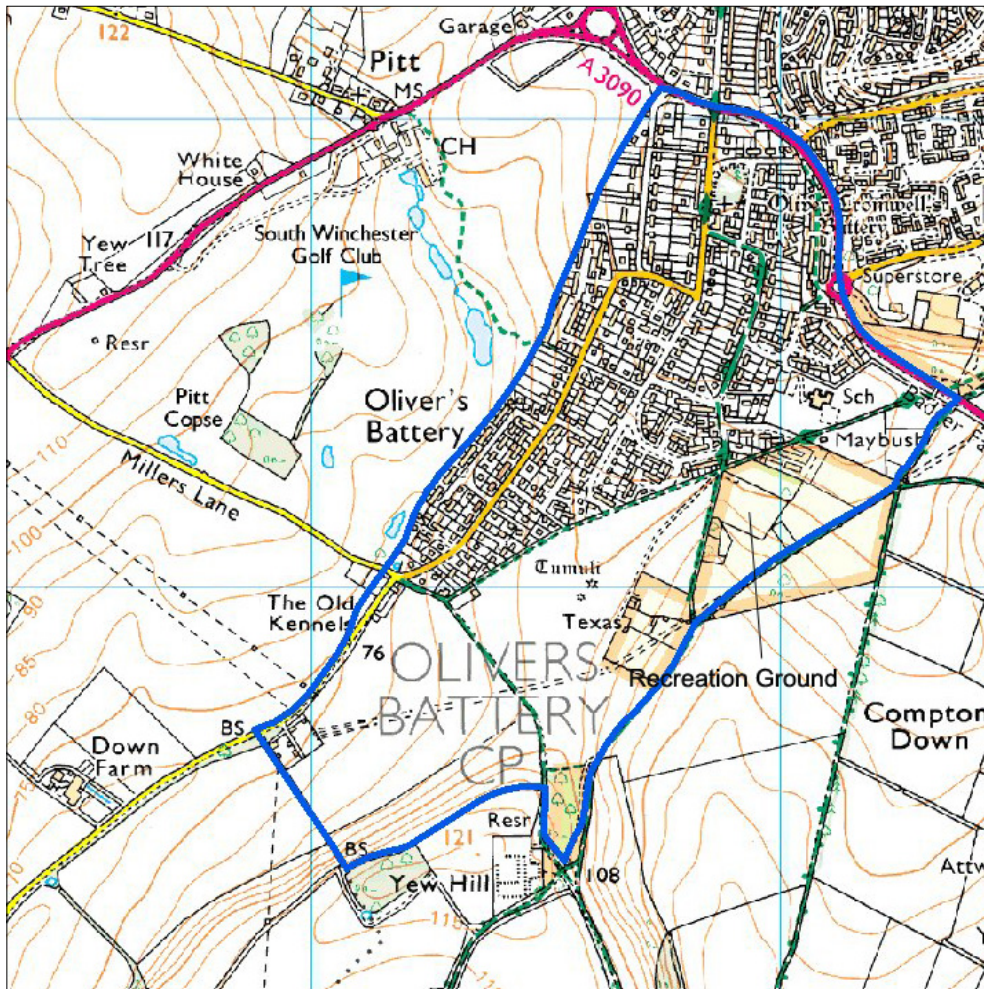
- panoramic views.

Local Plan Policy CE.5 states that:

“Development which fails to respect the character of the landscape, or harms key characteristics of the Landscape Character Area concerned, will not be permitted”.

In addition, open space in the parish is protected by the Recreation & Tourism policies of the Winchester District Local Plan. These encourage the provision of play and sports facilities but limit development of buildings and hard surfaced areas where these would be detrimental to important open spaces.

The local community has emphasised its strong support for these policies on many occasions.



Map 2: Oliver's Battery Landscapes

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Landscape Design Guidelines

- L1. The open character of the landscape should be maintained by continued support for the Winchester – Compton Street Local Gap policy. Development which would damage the role of the Gap should be resisted. [CE.2, CE.3]
- L2. Landowners should be encouraged to manage the countryside sympathetically, in the interests of conservation and biodiversity, and to enhance the landscape and setting of the village. [DP.4, CE.5]
- L3. Important trees and hedges, as identified on the Aerial photograph, should be managed and protected. Extension of the hedgerow network to create wildlife corridors and improve biodiversity should be encouraged where possible. [DP.4, CE.5, CE.10, CE.11]
- L4. Outward views, especially those listed above, as shown on Map 2, should not be restricted by changes in land use such as dense tree planting. [DP.4, CE.5]
- L5. Archaeological and historic sites should be maintained or enhanced. [HE.1]
- L6. Recreational use of the countryside should be encouraged through support for quiet pursuits and sympathetic development of formal recreation areas. Noisy activities, especially illegal activities such as riding trail bikes on bridleways, should be strongly discouraged. [RT.2, RT.3, RT.8]

Landscape Character Areas

For the purposes of describing its character in more detail, the countryside area has been divided into a number of subareas, each having properties which share similar design or other characteristics. These areas are:

<i>Character Area - Countryside</i>	<i>Brief Description of Character</i>
Maybush	A former smallholding with one dwelling, now mainly used for grazing horses. The sites includes a number of large phone mast installations.
South View Mobile Home Park	An area of 35 “park home” (bungalow style) residential mobile homes in an open plan setting. Ancilliary land for touring caravan rallies and storage of mobile homes, enjoying views towards Compton.
Recreation Ground and Conservation Area	Areas owned/leased by the Parish Council and dedicated to sport, play and recreation. Partial landscaping with planting of native tree species.

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<i>Character Area - Countryside</i>	<i>Brief Description of Character</i>
Texas Drive	An area of former small holdings with two early twentieth century army huts used as dwellings.
Port Lane, including sewage, water and electricity substations	A valley bottom area with farm buildings and a number of utility service installations. Secondary access to Oliver's Battery Parish is via the single track Port Lane.
Yew Hill Butterfly Reserve	An area of unimproved chalk downland, managed as a wildlife reserve. Grazed annually to maintain its downland character. High position visible from other parts of the parish, and with fine views towards Oliver's Battery and Compton Street.
South Winchester Golf Course	Former arable land occupying a dry valley which has been landscaped to provide an 18 hole golf course. Former farm buildings have been converted to residential and commercial use.

Maybush

This site in the north of the parish was formerly a smallholding specialising in egg production. It contains one recently built dwelling which is occupied, and one unoccupied dwelling, together with ancilliary buildings. Permission for the new dwelling included a condition which required the older dwelling to be demolished, although this has not been complied with yet.

The major part of the site is used as garden and for grazing horses. It is bordered by a fine shelter belt of pine trees along its northern boundary, for which protection will be sought. It also contains a number of large mobile telephone mast installations close to its eastern boundary. These are painted in sympathetic colours and effectively screened by existing trees and hedge lines. They are also relatively distant from most settled areas of the parish.

Design Guidelines

LM1. Location of masts on this site minimises their impact on both the landscape and settlement. Permission for any future masts should be based on a presumption that they will be co-located on this site. [DP.14, CE.4]

South View Mobile Home Park

This privately operated mobile home park is located within the countryside policy area of the parish and has approximately 35 self contained units. The site is well presented and fulfils a local need for lower cost housing. It is also screened from the countryside area by a belt of beech trees on the south side which is protected by a Tree Preservation Order. Ancilliary land is used as a yard for storage of mobile home

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units, and as a grassed area for visiting caravan rallies. The setting of the mobile home park provides fine southerly views towards Compton Down.

Design Guidelines

- LV1.** Further expansion of this site, or expansion of commercial activities on the site, should not be permitted because it would have an adverse effect on the surrounding countryside area. [CE.2, CE.5, H.9, H.10]
- LV2.** The tree belt should be preserved and replanted where necessary to maintain adequate screening. [DP.4]

Recreation Ground and Conservation Area

The Recreation Ground is owned by Oliver's Battery Parish Council and provides an area of 1.6 hectares for play and sport including a football pitch, junior play area and picnic area. The football pitch is mainly used for junior team practice but is considered unsuitable for matches due to the gradient of the pitch. The play area is adequately equipped for use by the under 10 year age group and is well used during the summer months. Planting of indigenous tree species some 15-20 years ago is now maturing and provides a landscaped appearance in keeping with the setting which provides fine views of Compton Down to the south.

Oliver's Battery Recreation Ground provides much needed opportunities for leisure activities on the southern edge of Winchester City, drawing users from the local community and a wider area. The Winchester Open Space Strategy 2006/7 identifies a shortfall of land amounting to 0.7 hectares for play and 0.6 hectares for sport. In addition, there is a locally identified shortfall in provision for the 10 to 14 year age group. The neighbouring parish of Badger Farm also has an identified shortfall of 2.8 hectares for sport. One consequence of this is that young people from Badger Farm frequently visit the Recreation Ground.

Oliver's Battery Parish Council plans to address the documented shortfall in sports facilities. It is currently bringing forward plans to develop a hard-surfaced sports facility, and is aware that the design of this facility must be sensitive to the rural location. In the longer term, Oliver's Battery Parish Council may consider the lease or purchase of additional land to make up the shortfall documented in the Winchester Open Space Strategy, where there is a demonstrated need, with additional planting and other measures to enable the expansion of recreational activities in this area.

The adjacent Conservation Area is leased by Oliver's Battery Parish Council from Winchester City Council. It is the site of a former sewage works and provides 0.2 hectares for conservation activities. A voluntary group known as the Oliver's Battery Countryside Group manages this site on behalf of the Parish Council and has recently undertaken a programme of clearing brambles and re-planting with native tree and grass species, with the aid of grants from the Hanson Environmental Fund, Hampshire County Council and Oliver's Battery Parish Council.

Design Guidelines

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- LR1.** Provision of additional sports facilities, particularly for younger users, should be encouraged to satisfy the identified shortfall in local provision. [RT.6, RT.8]
- LR2.** Hard facilities, such as play equipment and hard surfaced areas, should be carefully designed, located and accompanied by appropriate planting to minimise intrusion on the landscape. [RT.2, RT.8]
- LR3.** The land area available for play, sport and nature conservation activities should be increased, via lease or purchase, where there is a demonstrated need. [RT.4, RT.8]

Texas Drive

An area of approximately 2.5 hectares formerly used as smallholding and now rough grazing. Two private dwellings created from former army huts and a number of outbuildings date from the early part of the twentieth century. One of these is in the process of being replaced with an alpine-style timber building. The dwellings are served by an unmade road.

This area is isolated from the rest of the settlement and is expected to retain its present character for the foreseeable future.

Design Guidelines

- LT1.** Further development of this site should be resisted since it is contrary to countryside policies and located within the Winchester – Compton Gap. [CE.2]
- LT2.** The presence of First World War military buildings provides historic interest and may be sufficient to support recreational use of this site, if an opportunity arises. [HE.1]

Port Lane

This area forms the bottom of a dry valley leading eventually to Hursley village. The edge of the settlement is marked by a thatched cottage known as The Old Kennels and a pair of brick farm cottages dating from the early twentieth century. Secondary access to Oliver's Battery Parish is via the single track Port Lane and the single track Millers Lane which join with Old Kennels Lane.

To the south of this are a set of farm buildings, formerly a dairy unit but currently associated with pig production, and a number of utility service installations. These consist of a sewerage installation housed in a brick and tile barn-style building and a water supply pumping station, operated by Southern Water, and an electricity substation operated by Southern Electric. The pumping station was constructed about 20 years ago and is housed in a barn-style brick and tile building which is sympathetic to its location. The electricity substation has recently undergone a major upgrade with the installation of new transformers, requiring the purchase of additional land. It is fenced and presents an industrial appearance which is not in keeping with its location.

Design Guidelines

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LP1. The Port Lane area should continue to provide a focal point for future investment in utility infrastructure services. Where new buildings are required, these should be sympathetic to the rural situation and additional planting should be encouraged to soften the outlines of hard industrial-style development in this area. [DP.14, CE.4]

Yew Hill Butterfly Reserve

An area of approximately 2 hectares of unimproved downland at the southernmost point of the parish on the brow of Yew Hill, together with another nearby area known as "Hill Top", is leased and managed by the Hampshire branch of Butterfly Conservation and designated as an SINC (Site of Importance for Nature Conservation). The area is marked by a number of deeply sunken ancient lanes running roughly north/south, which has prevented ploughing, and has retained the thin soil and short grass cover associated with traditional sheep grazed downland. As a result, it has high biodiversity with over 30 butterfly species being observed in the summer of 2006. Many native plant species including Cowslips and several varieties of Orchid have also been observed in this area. The site is well managed and has high quality signage, information boards and maps, which should be commended.

~~Yew Hill, together with four neighbouring scarpland SINCs, form an important biodiversity and landscape unit, which~~ may rightly be viewed as an ecological gem ~~and~~ should receive continuing protection and support

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Design Guidelines

LY1. Current management policies should be continued and encouraged. Expansion of the area devoted to conservation would be welcome. ~~The creation of a wildlife corridor linking Yew Hill SINCs with the Whiteshute Ridge SINC should be encouraged.~~
[CE.9, CE.11]

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LY2. Additional signage directing walkers to this reserve may help to increase the number of visits and public awareness of conservation. [RT.9]

South Winchester Golf Course

Although not formally part of Oliver's Battery Parish (perhaps it should be), this area on the western boundary has strong affinity with the parish and also forms part of the setting of Oliver's Battery, with transitional characteristics between the city and the surrounding countryside area. It includes two small areas of ancient woodland, a number of small lakes, and rough areas of brambles and other wild plants. The lakes have become a feeding area for water fowl and bats, indicating that a higher level of biodiversity has been achieved when compared with its former use as arable land. The site is attractive and well managed, with landscaping, planting and lakes all contributing to its biodiversity.

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The site contains a number of buildings including a club house, a former farmhouse, barns converted to residential use, and a granary converted to business use. Permission has also been granted for up to 20 holiday chalets for short term occupancy, which are screened by the small areas of woodland, and some of these have been erected.

Design Guidelines

- LW1.** The overall aspect of this site should be maintained by a continuation of current management policies. Further measures to improve biodiversity, such as additional planting, would be welcome. [CE.11, RT.12]
- LW2.** Further built development on the site should be resisted where it would be harmful to the landscape. [CE.5, RT.12]
- LW3.** Any attempt to increase the number of chalet units or convert them to permanent occupancy is likely to adversely impact the areas of ancient woodland, and should be resisted. [CE.5, RT.12]

2.3 Settlement Pattern Character

The Parish of Oliver's Battery is relatively compact, with an area of less than a square mile. Approximately one third of this area is countryside, while the rest is developed. The overall shape of the settlement is triangular, extending southwards from Badger Farm Road along a prominent ridge to an apex at a thatched cottage on the corner of Port Lane and Millers Lane known as The Old Kennels (which originally housed the Hursley hunt), located at the head of dry valley containing the single track Port Lane which leads to Hursley village. The only through route is provided by the combination of Oliver's Battery Road, the main spinal route along the ridge, with Old Kennels Lane which leads directly to The Old kennels.

The overall street plan within Oliver's Battery is a grid based on the roadways of the First World War army camp. Oliver's Battery Road itself extends southwards for approximately half a mile until it reaches open countryside and includes the remnants of a long avenue of Columbian Pines, which is an attractive feature of the settlement. The main public buildings are situated on this road in prominent positions next to the Ancient Monument. These include St Mark's Church and two groups of shops, on either side of Oliver's Battery Road, which effectively form the village centre.

By virtue of its hilltop location, the settlement is clearly visible from other high points in the vicinity including Romsey Road near the Yew Tree Garage, Sarum Road, Yew Hill and St Catherines Hill across the Itchen Valley. It presents a low profile of buildings but includes distinctive features such as the area of white timber clad dwellings known as Treble Close. Significant shelter belts, highway trees and mature trees within private gardens serve to soften the outline of the settlement when seen from outside, while the existing pattern of development gives it a "stepped" appearance which follows the contours of the hill top. These are regarded as a highly desirable aspects which should be preserved and strengthened.

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Much of the settled area formerly consisted of small holdings which were relatively self sufficient. However, with the subdivision of these plots and significant building activity during the 1960s and 1970s, the overall character of the settlement became primarily residential with detached dwellings at a average density of around eight per acre (20 per hectare). The overall pattern of settlement consists of a central core of two storey dwellings with surrounding areas of single storey housing, at relatively low density. Street scenes include a number of fine views which are particularly valued, while a majority of properties enjoy full or partial views of the surrounding countryside. Among the most important views are those of:

- St Catherines Hill and Twyford Down, seen from Downlands Road and Oliver's Battery Crescent
- Compton Down, seen from Compton Way
- Yew Hill, seen from Oliver's Battery Road and Old Kennels Lane,
- Nan Trodd's Hill and South Winchester Golf Course, seen from Old Kennels Lane and Sunnydown Road.

Other important aspects of the settlement are the relatively wide streets with few road signs, grassed verges, large well-planted front gardens and significant areas of open plan garden, which give an open, uncrowded feel and enable broad views of surrounding countryside. These contribute to making Oliver's Battery an attractive, safe and low crime area, and are among those most valued by the local community.

The changing nature of the local population has led to an growing demand for larger properties, resulting in a number of single storey dwellings being converted to two storeys. However, conversion of bungalows around the periphery of Oliver's Battery should normally be resisted since it would restrict street scene views and harm the external profile of the settlement, creating a much more intrusive skyline. Building heights should conform to those existing and, where living accomodation is proposed in roof space, Velux or similar roof windows should be required. Flat roofs, extensive dormer windows and balconies can be particularly intrusive to the street scene and should be discouraged, even at the rear of properties where they may create problems of overlooking neighbouring properties.

Conversely, within the central core, the tradition of two storey housing should be maintained and conversion of bungalows to two storey dwellings should be permitted, providing it is sensitive to the character of its immediate location. Successful conversions will provide both a distinctive and internally consistent style to the resulting dwelling. However, the creation of buildings with three or more storeys should generally be resisted even within this central area, in order to maintain the external appearance of a low profile settlement. Where three storey dwellings already exist, in Keats Close and Parliament Place, they are sited well below the hilltop level and therefore do not affect the overall profile of the settlement.

The developed character of Oliver's Battery includes both commercial and residential buildings in a wide variety of materials and architectural styles. Some of these were seen as innovative both in style (for example, the use of monopitch roofs) and materials (for example, the use of weatherboard cladding which is not traditionally associated with Hampshire) at the time of their development, but it is unlikely that such experiments would be repeated today. However, where development originally occurred as a unit using a particular style, it is important to maintain consistency of

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this style when dwellings are renovated or extended. Permitted development rights have been withdrawn in much of Oliver's Battery, in most cases with the aim of maintaining the style of a particular unit and its setting, for example with open plan front gardens. These considerations extend to the materials used for the exterior of each dwelling, which should be in keeping with that used in neighbouring dwellings.

The diversity of styles in the parish can be seen as a strength, permitting new styles to be used in the future where appropriate. However, highly contemporary architectural styles using extensive concrete, steel or glass elements are likely to be less successful since they may not be in sympathy with neighbouring buildings. Architectural innovation, particularly in the context of the need to create successful low cost housing, need not be out of place within the overall character of Oliver's Battery, but it is important that new or converted buildings be of high quality and respect the character of the area in which they are situated. They should also be constructed to the latest technical standards for insulation and resource use. Improvements bringing existing dwellings up to these standards are encouraged.

The Winchester District Local Plan treats Oliver's Battery as part of the settlement of Winchester. The main policies applying to this area are Housing policies, which are intended to meet the housing targets defined by the strategic plan¹. The relevant policy is Policy H.3 which applies to development in built-up areas and states that:

"Residential development or redevelopment will be permitted within the defined policy boundary of [named settlements including] Winchester."

This policy presumes in favour of development and is intended to concentrate development in those areas where public services, transport infrastructure and commercial facilities already exist. It anticipates densities of 30 to 50 dwellings per hectare (12 to 20 per acre), as recommended by Government planning policy guidance². Development proposals are subject to the other requirements and provisions of the Local Plan including an emphasis on providing small/affordable dwellings and the Design & Development Principles. These require any developer to submit a design statement which relates their proposal to its immediate environment. This must provide protection for important public views, trees and hedgerows, open areas and landscape, and seek to protect the character of the surrounding environment.

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Other policies of the Winchester District Local Plan which are relevant to Oliver's Battery include those relating to the Historic Environment and to Shopping & Facilities.

Settlement Design Guidelines

S1. Any development should respect the hilltop situation and seek to maintain the external appearance of Oliver's Battery as a low rise settlement with a stepped profile, concentrating two storey buildings in the central area. Buildings higher

¹For the Winchester District Local Plan 2006, this was the Hampshire County Council Structure Plan 2001. For the Winchester District Local development Framework, this will be the South East Plan .

²For the Winchester District Local Plan 2006, this was Planning Policy Guidance Note 3. For the Winchester District Local Development Framework and this VDS, this will be Planning Policy Statement 3.

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than two storeys should not generally be permitted. [DP.1, DP.4, H.3, W.1]

- S2.** Important trees, including highway trees, shelter belts and mature trees in private gardens should be managed and protected to soften the external profile. [DP.4]
- S3.** Outward views, especially those listed above and shown on Map 3, are important features of the Parish, and should not be restricted by over-large building profiles or raised rooflines. [DP.4]
- S4.** The open, uncluttered nature of the street scene, including grassed verges and open front gardens, should be managed to preserve the spacious feel, outward views and safe, low crime nature of the area. [DP.5]
- S5.** Archaeological and historic sites should be maintained or enhanced. [HE.1]
- S6.** Building designs should respect the character of their immediate neighbourhood, as further described in the detailed guidelines below. [DP.5]
- S7.** Walking and cycling are important modes of travel within the settlement. Where possible, developers should consider the provision of additional routes within their plans. [DP.9]

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Map 3: Oliver's Battery Settlement and Views

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Settlement Character Areas

For the purposes of describing its character, the settled area has been divided into a number of subareas, each having dwellings which share similar design or other characteristics. These areas are as follows:

<i>Character Area - Built</i>	<i>Brief Description of Character</i>
Village Centre (Ancient Monument, Church, Shopping/Commercial area)	An area of public access land and buildings forming the main focus of the settlement. Some housing, e.g. flats over shops
Oliver's Battery Road South (entire length), Mount View Road, Seldon Close	The earliest area of settlement. Mainly two storey houses dating from the first half of the twentieth century, with later additions. Primary access to the parish is through Oliver's Battery Road.
Downlands Road, Oliver's Battery Crescent, Crescent Close	Mainly bungalow development dating from 1960s/70s, enjoying easterly views over Winchester and Itchen Valley
Compton Way, Austen Avenue, Keats Close, Parliament Place, Compton Close, Oliver's Battery Gardens, South View Road	A mixed area of mainly two storey housing, with some bungalows and a three storey block of flats. Several bungalows have been converted to two storey dwellings.
Priors Way, Plovers Down, Partridge Down, Beech Close	An area of mainly two storey 1970s housing built on a small number of basic plans. Elevations tile hung, weather boarded, and rendered. A significant proportion has been extended on the second floor using loft conversion style construction.

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<i>Character Area - Built</i>	<i>Brief Description of Character</i>
Old Kennels Lane, Farley Close, Shepherds Close, Momford Road, Beyne Road, Braeside Close, Sunnydown Road, Old Kennels Close, The Bridleway, Lisle Close, Wedmore Close, Broadview Lane, Pine Close	An area of almost exclusively bungalow development in a number of different styles, some with second storey extensions, enjoying views to the south over Port Lane and west over South Winchester Golf Course.
Treble Close, Lake Drive	A distinctive area of single storey dwellings characterised by mono-pitch roofs and white weather board elevations, enjoying westerly views over South Winchester Golf Course. Clearly and distinctively visible from Hursley-to-Winchester Road.
Oliver's Battery County Primary School (partially in Countryside Policy Area)	1970s style brick/flat roof primary school building for 200+ pupils plus ancilliary timber outbuildings including preschool. Extensive grounds including playing fields and woodland – countryside policy applies to much of this.

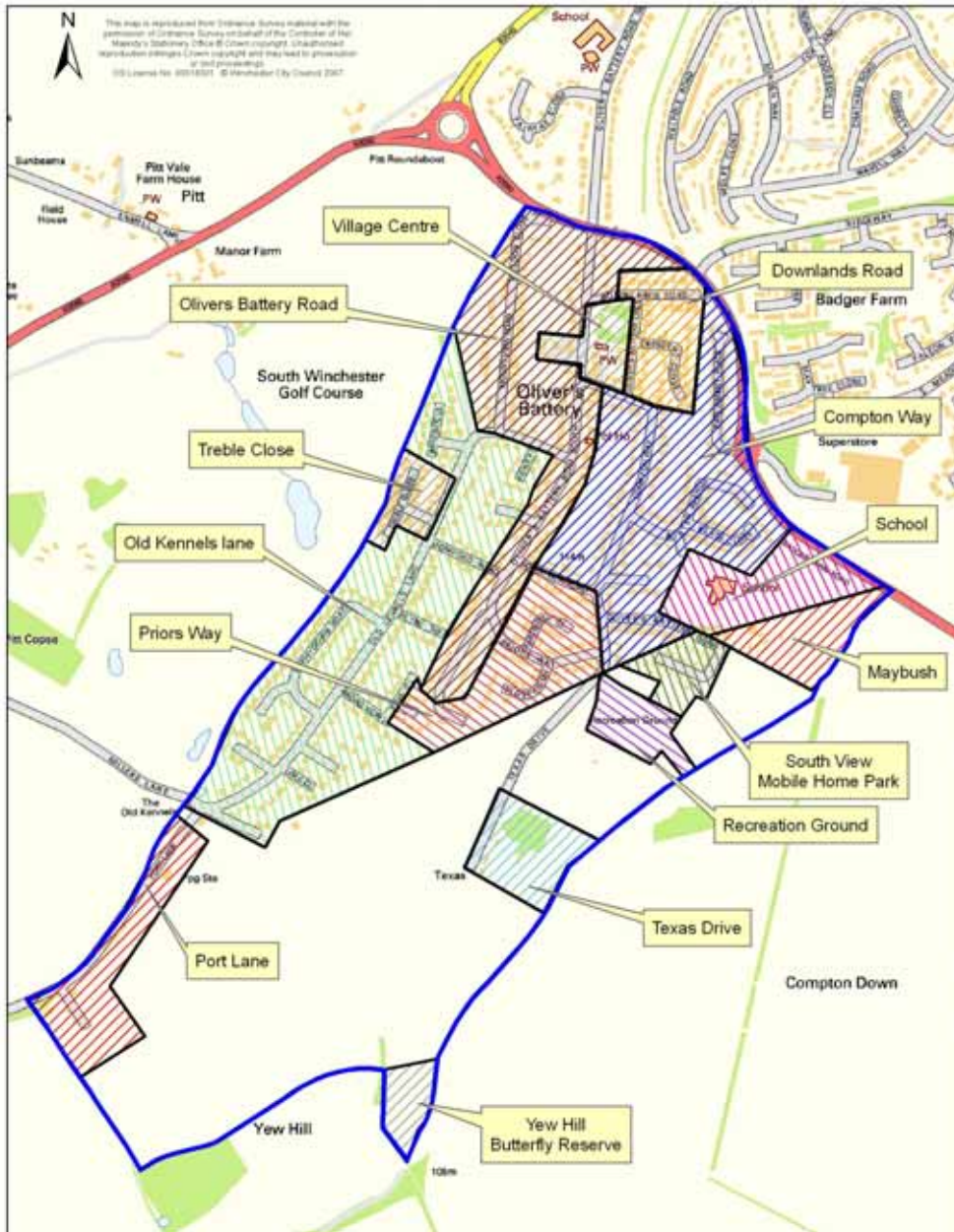
Village Centre

This area, including the Ancient Monument, St Mark's Church and two groups of shops situated on Oliver's Battery Road provides the main focus of communal activities. The commercial area incorporates some parking space and is well used by both local residents and customers from outside the immediate area. It includes a modern dental surgery which accepts NHS patients, specialist baby, pet and cycle shops, a unisex hairdresser and a well-regarded independent butcher/delicatessen. The 'general store' includes a newsagent, Post Office and cash machine, and provides convenience shopping for local residents and others. Behind the shops on the north side is a considerable site that is currently home to a garden centre/hardware shop. The Ancient Monument provides a vital open space which is managed as a "village green" and is well used for informal recreation.

St Mark's Church is situated adjacent to the Ancient Monument, on what is considered to be the prime site in the parish, and has long held an important place in the life of the community. As the only facility in Oliver's Battery which is generally available for public social use, St. Marks makes a vital contribution to the community. There is also latent demand for additional social provision, such as a cafe style meeting area, which is unlikely to be accommodated elsewhere. Therefore, the

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facility should be protected and any attempt to convert the site to commercial use should not be permitted.



Map 4: Landscape and Settlement Character Areas

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The shops are arranged in two main groups on either side of Oliver's Battery Road, both of which include first floor residential accommodation in self contained flats. The design of these buildings is typical of the 1960s and 70s, with flat roofs and brick and tile hung elevations. The arrangement of shops on either side the main route through the village also creates a number of hazards for traffic and pedestrians. In addition, there is a single storey residential property situated between the church and the shops on the eastern side of Oliver's Battery Road. It is essential that the vitality of this area be maintained by promoting a lively commercial sector and, where appropriate, permitting changes of use to enable retail units to evolve with market trends. The mixed residential and commercial use of this area should be retained since it contributes to the pool of low cost housing. Conversion or replacement of single storey buildings with two storey buildings should also be permitted.

A significant proportion of shoppers are local residents who arrive on foot from nearby streets. However, some residents of the southern parts of the parish find this too difficult, and other shoppers arrive from outside the parish, creating a demand for car parking. They also compete with users of St Mark's Church which has no parking of its own. The area is served by an hourly bus service and has some provision for parking, both of which make an essential contributions to the commercial viability of this area and to the social use of St Mark's Church. Additional on-street parking is available in Downlands Road and Oliver's Battery Road.

The Parish Council owns part of the parking area on the eastern side and has devoted some of this land to a paved area planted with a "Millennium Tree" and surrounding seat, funded via an Environmental Improvement Grant from Winchester City Council. The tree is a slow growing ornamental pear, which will require several more years to achieve maturity. Although a welcome feature, this tree alone is not sufficient to soften the impact of the developed area. Opportunities for improving the quality of buildings, softening hard outlines with planting, and improving paving should be seized as and when they become available.

The garden centre/hardware store at the rear of the shops on the western side of Oliver's Battery Road, together with a number of lock up garages, occupies a significant area which is currently under utilised. Whilst the garden centre provides a valuable service for residents, redevelopment of this area to provide mixed commercial and residential units should be permitted if it could provide affordable or sheltered housing. This would meet an identified local need for such housing where elderly persons wish to move from larger properties but remain within their own community and close to local services. However, any such development should provide an acceptable quality of design, with sufficient provision for parking and public open space, and should be limited to two storeys.

Design Guidelines

SV1. The village centre occupies a key location next to the Ancient Monument, but the built environment does not live up to this setting. Opportunities to improve its appearance and amenity via new or refurbished buildings, improved open space and appropriate planting should be welcomed whenever they arise and be integrated with other parts of the Village Centre. [DP.3, DP.4, DP.5]

SV2. New development should respect its setting and have appropriate scale, with heights generally limited to two storeys in order to maintain views and the low

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profile of the settlement when seen from outside the parish. [DP.3, DP.4]

- SV3.** The current mix of social, commercial and housing uses should continue to be supported and each element of this mix should be maintained. [DP.9, SF.1, SF.4]
- SV4.** Development of affordable or sheltered dwelling units should be permitted to meet an identified local need for retired persons who wish to remain within the community. [DP.5, H6, H.8]
- SV5.** Change of use of commercial premises ~~may be permitted, but operators should be encouraged to address local needs within the parish and neighbouring areas, and discouraged from converting employment premises or local facilities/services to purely residential use.~~ [SF.1, SF.7] Deleted: should
- SV6.** Existing car parking provision should be maintained and small scale expansion of parking should be permitted, if and when opportunities arise, to protect the commercial viability of this area. [SF.1]

Oliver's Battery Road

Although formally called Oliver's Battery Road South, this street is often known by the shortened form of the name. It provides the main access to the parish and is one of the oldest areas of the main settlement. Near to Badger Farm Road it has mainly two storey detached houses built from the 1940s to the 1960s, although the lower section has open plan gardens and significant grassed areas of highway land which contain the remnants of an avenue of Columbian Pines. Running parallel and to the west of Oliver's Battery Road, are Seldon Close and Mount View Road. Seldon Close has both detached houses and bungalows. Mount View Road, which adjoins Seldon Close, has detached two storey houses, semi-detached pair of houses, bungalows, and chalet bungalows dating from the 1930s through to the current decade.

The age range and mixture of existing styles includes a variety of elevations, with rendered, tile hung and slate hung examples, although with an emphasis on traditional brickwork. Roofs are predominantly tiled and hipped. This, and the fact that a significant proportion of properties in the area were individually designed, gives it a diverse character. Regular modernisation and extension has taken place over a long period leading to further variation, even between properties erected in the same period. This diversity provides further scope for future design innovation within the prevailing idiom, although the opportunities for development are limited.

Most of the properties have large gardens in this area giving a feeling of spaciousness, with a wide space separating properties in Oliver's Battery Road from those in Seldon Close and Mount View Road. These gardens contain a variety of established trees, shrubs and hedges providing an ideal environment for various forms of wildlife including nesting birds, hedgehogs, field mice, slow worms and even the occasional fox. A secluded area with a copse adjacent to South Winchester Golf Club is home to variety of nesting birds.

Design Guidelines

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- SB1.** This mature area sets expectations for the overall character of Oliver's Battery, with an emphasis on traditional brick and tile design. New development should respect this character. [DP.3, DP.4]
- SB2.** Two storey side extensions and conversion of single storey dwellings to two storeys should be permitted, providing that the overall bulk and appearance of the resulting dwelling does not restrict views between properties or have a detrimental effect on neighbouring properties. [DP.3, DP.4,]
- SB3.** Special attention should be paid to the design of rooflines, with a preference for tiled roofs and dormers, and a presumption against flat roofs. [DP.3]
- SB4.** Open plan gardens and highway verges should be maintained to preserve a spacious feeling. [DP.4]
- SB5.** Owners should be encouraged to maintain mature trees and the biodiversity of this area. [DP.4]

Downlands Road

Downlands Road, and the neighbouring Oliver's Battery Crescent and Crescent Close, is an area of mature bungalow development dating from the 1950s to 1970s which enjoys fine views of St Catherines Hill and the Itchen Valley to the east. Dwellings are exclusively of brick with pitched tiled roofs, either hip-roofed or gable ended, with some tile-hung elevations.

Design Guidelines

- SD1.** Conversion or replacement of single storey dwellings with two storey dwellings should only be permitted where the roof height and overall bulk of the resulting building would not dominate the street scene, adversely affect neighbouring properties, or restrict outward views and the low profile of the settlement when seen from outside the parish. [DP.4]

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Compton Way

Compton Way, with the neighbouring Austen Avenue, Keats Close, Parliament Place, Compton Close, Oliver's Battery Gardens and South View Road is an area of mixed housing types, with a majority of two storey dwellings.

Compton Way was developed as an area of mainly single storey dwellings in the 1950s and 1960s. However, a significant proportion of properties have since been extended, with some converted to two storey buildings in a variety of styles including brick, tile hung and timberclad elevations. The neighbouring Austen Avenue and Keats Close contain a development of two storey dwellings in a small number of styles featuring gabled roofs and tile hung elevations. A three storey block of flats in Keats Close, formerly owned by Hampshire County Council, was acquired by a housing association in the 1980s and refurbished with the addition of a pitched roof.

Parliament Place, lying between Compton Way, Austen Avenue and Badger Farm Road, was developed as Cell 22 of the Badger Farm development area in the late

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1980s and has a mixture of distinctive two storey and three storey dwellings on a steeply sloping site. It can be accessed from other streets on foot, but has vehicle access only from the Sainsbury roundabout on Badger Farm Road.

Compton Close, a small private road, and South View Road both consist of mainly single storey dwellings in a number of individual styles, while the neighbouring Oliver's Battery Gardens is also a private road giving access to South View Mobile Home site, with mainly two storey houses featuring both conventional and monopitch roofs with a variety of elevations including timberclad and brick.

Conversion of single storey dwellings to two storey should be permitted within this area, although careful attention should be paid to ensuring good design of the resulting properties.

Design Guidelines

- SC1.** Where dwellings were originally developed with a single design, as in Austen Avenue, Keats Close and Parliament Place, it is important that development respects this style and remains in sympathy with its surroundings. [DP.3]
- SC2.** Two storey side extensions and conversion of single storey dwellings to two storeys should be permitted, providing that the overall bulk and appearance of the resulting dwelling does not restrict views between properties or have a detrimental effect on neighbouring properties. [DP.3]
- SC3.** Development of new three storey dwellings should generally not be permitted in this area in order to maintain views and the low profile of the settlement when seen from outside the parish. [DP.4]
- SC4.** Special attention should be paid to the design of rooflines, with a preference for tiled roofs and dormers, and a presumption against flat roofs. [DP.3]
- SC5.** Open plan gardens and highway verges should be maintained to preserve a spacious feeling. [DP.4]

Priors Way

Priors Way and the neighbouring Plovers Down, Partridge Down and Beech Close were developed as a unit in the late 1960s, using a few basic styles but with a variety of external finishes. This area has both detached houses and small terraces of three to four houses. The detached houses feature deep chalet-style roofs with rear dormer windows, and have rendered walls with tile hung dormer windows. Many of these have now been extended to include rear extensions and additional first floor accommodation using front dormer windows with a flat-roofed chalet style construction. The terraced dwellings have a mixture of elevations including tile hung, timber cladding and rendering.

The street scene incorporates grassed verges and open views to the south. A significant number of dwellings also have open rear views over the neighbouring farmland. These aspects of the location are highly valued.

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Design Guidelines

- SP1.** First floor extensions to detached houses should be permitted, using chalet style construction, providing that the overall bulk and appearance of the resulting dwelling does not restrict views between properties or have a detrimental effect on neighbouring properties. [DP.3, DP.4]
- SP2.** Raised roof lines should not be permitted where they would restrict the street scene and outward views. [DP.4]
- SP3.** Open plan gardens and highway verges should be maintained to preserve a spacious feeling. [DP.4]

Old Kennels Lane

Old Kennels Lane and most of the southern and western parts of the settlement is a large area predominantly of bungalows in a number of different styles built during the 1970s. These streets include Farley Close, Shepherds Close, Momford Road, Beyne Road, Braeside Close, Sunnydown Road, Old Kennels Close, Broadview Lane, Pine Close, Lisle Close, Wedmore Close, and a single track bridleway known as The Bridleway. Most properties in this area use brick and tiled roof designs, apart from those in Pine Close which have an unusual design linking two modular single storey units. Permitted development rights have been withdrawn in much of this area to maintain an open and uncluttered appearance.

Many of the dwellings are set in relatively large gardens which contribute to the spacious character of the area and, combined with its elevated position, enable views of the surrounding landscape to be glimpsed between the dwellings, providing a strong linkage with the countryside area. Development of additional dwellings within these gardens (sometimes referred to as "backland development") would restrict these views and have a negative impact on the character of the area, and should therefore be resisted.

Exceptions to the predominantly single storey construction exist in Momford Road, Beyne Road, Sunnydown Road and Lisle Close, where there are a number of two storey dwellings. In Sunnydown Road a number of bungalows have recently been extended to provide first floor accommodation by raising the pitch of the roof some 1.5 metres, enabling the conversion of roof space. These properties are on a steeply sloping site and use a split-level design to maximise living space. They present a distinctive gabled appearance when their rear elevations are viewed from South Winchester Golf Course, whilst retaining a single storey appearance at street level. While the design may be judged acceptable in this location, it is important that a precedent for two storey extensions should not be extended to the entire area, since this would materially alter its character.

Design Guidelines

- SK1.** Development in this area should respect street scenes which offer rural views over or between properties, as shown on Map 3. In consequence, roof lines should remain low to avoid dominating the street scene, with a preference for

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Velux roof lights or small dormers. [DP.4]

SK2. The creation of additional dwellings within the boundaries of existing properties should only be permitted where it would not harm the character of the area or restrict important views. [DP.3, DP.4]

SK3. Conversion or replacement of single storey dwellings with two storey dwellings should only be permitted where the roof height and overall bulk of the resulting dwelling would not dominate the street scene, adversely affect neighbouring properties, or restrict outward views and the low profile of the settlement when seen from outside the parish. [DP.3, DP.4]

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Treble Close

Treble Close also lies within the southwestern part of the settlement and has single storey dwellings. It was developed together with a part of Old Kennels Lane to an unusual design which employs monopitch roofs with white weatherboard cladding on all elevations. As a result, this block of dwellings presents a highly visible appearance when viewed from within the parish and from many points to the west, including South Winchester Golf Course and Romsey Road in the vicinity of the petrol station at Pitt Down. Opinions are sharply divided on the merits of this particular design, which is distinctively different from the majority of dwellings in the settlement and clearly stands out when viewed from outside the parish. The area is well established and its character should be respected.

The neighbouring Lake Drive is a recent development of land to the rear of 30-32 Old Kennels Lane, incorporating two storey dwellings of brick construction with tiled roofs and dormer windows. These take advantage of the sloping hillside and therefore do not intrude on street scenes or the profile of the settlement.

Design Guidelines

ST1. Development in Treble Close should be sympathetic to the original style. Conversion to two storeys or replacement of the weatherboarding with other materials should not be permitted. [DP.3, DP.4]

ST2. Further extension of Lake Drive using land at the rear of 34-40 Old Kennels Lane should be permitted providing it is sympathetic with the existing dwellings. [DP.3]

Oliver's Battery County Primary School

Oliver's Battery County Primary School occupies a large site bounded by Keats Close, Compton Way, Compton Close, Oliver's Battery Gardens and Badger Farm Road. The site has extensive and attractive grounds which include a sports fields, a well equipped play area and a landscaped area. These fall within the countryside policy area defined by the Local Plan Review 2006. In recent years, a timber building housing the pre-school unit was added with the intention of strengthening the links between pre-school and primary school education.

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The school was erected to serve an expanding local population in the 1970s and has always played an important role in the community. It now serves Badger Farm as well as Oliver's Battery, with approximately 75% of pupils being drawn from Badger Farm. It also incorporates a hall which is used for a number of community activities including dancing classes, aerobics/pilates, and a children's group. School management should be encouraged to expand the dual use of this valuable facility. The building is single storey with flat roofed modular construction designed by Hampshire County Council architects. Its low profile complements the surroundings but the flat-roofed style is somewhat unsympathetic and appears to require regular maintenance. It has significant problems of traffic and parking at peak times, due to the high proportion of pupils who live outside the parish. There is inadequate parking and turning provision onsite, causing parking to spill over into neighbouring streets.

Design Guidelines

- SS1.** Major expansion of educational activities on this site should only be permitted if accompanied by measures which would relieve the existing problems of traffic congestion, parking, and safety. [DP.2, DP.3, DP.4, DP.11]
- SS2.** Minor development should seek to soften the flat roofed modular construction by provision of pitched roofs, planting, or other measures. [DP.3]
- SS3.** The majority of the site should continue to fall within the countryside policy area, with built development restricted accordingly. [DP.4, RT.1]]

2.4 Significant Buildings and Features

Ancient Monument

Without doubt, the most significant feature of Oliver's Battery is the Scheduled Ancient Monument (National Ref SM 24330) from which the parish takes its name. It is situated on the highest point at approximately 130 metres above sea level and makes an immediate visual impact on visitors entering the parish. The monument consists of a roughly square earthwork of approximately 0.6 hectares given over mainly to grass, and planted with mature beech and pine trees plus some more recent ornamental cherry trees. It is protected by English Heritage, in common with other monuments, but owned and managed by Hampshire County Council which is responsible for both the trees and the grassed area.

It is certainly ancient - probably Iron Age or Romano-British – and is also known to be the burial site of a Saxon warrior dating to the 7th-8th centuries. A very fine bronze hanging bowl from this burial, previously held in the British Museum, is now permanently housed at Winchester City Museum (June 2007) following a temporary exhibition in Winchester Guildhall during 2006. Historical research, study of existing collections, and excavations on the neighbouring St Mark's site enabled much new information about the prehistory and history of Oliver's Battery to be gathered during the Community Heritage Project conducted by local residents with the support of Winchester Museums Service from 2004-2006.

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Given its setting, Oliver's Battery Parish Council has long held the view that this area merits a higher standard of management than is typically provided for other comparable sites, such as Stockbridge Down and Danebury Hill. Accordingly, Oliver's Battery Parish Council reached agreement with Hampshire County Council in 2005 for regular grass cutting to achieve a "village green" like appearance and supports this with additional funding. This has enabled greater use for social activities, such as the open air church service and fete which formed part of the OB 50th anniversary celebrations in 2006, as well as informal activities. Uncut grass areas on the periphery, including the earthwork banks, have been provided as a contribution to biodiversity.

Ancient Burial Mounds

A Bronze Age burial mound (or tumulus) is sited close to the ancient monument in the front garden of No. 84 Oliver's Battery Road (National Ref. SM 12141). This is protected but hardly visible to the public since it lies behind a fence. Two other Bronze Age burial mounds are found in the large field bounded by Texas Drive and the southern edge of the settlement (National Ref. SM 12145). These are prominently sited on the col linking Oliver's Battery with Yew Hill, and enjoy views southeast towards Compton and southwest towards Hursley. Although overgrown and poorly maintained, these mounds are nevertheless clear markers of an ancient landscape. They are also inaccessible to the public, since they are sited on privately owned land, but are visible from a number of locations in the parish.

St Mark's Church

St Mark's Church occupies the premier site in Oliver's Battery, adjacent to the Ancient Monument, and makes an important visual statement announcing the village centre. It is housed in a prefabricated concrete building produced by Reema and dating from 1956 when it replaced a former timber building, and has a single storey with a barrel-vault style integral timber roof. This construction is robust but does not meet current technical standards which limits its use. Internally, it provides a single room which acts as a nave plus a stepped chancel, with ancillary toilets and a small food service area. The space is partitioned so that the nave can be made available for community use when church services are not taking place, and is used by a wide range of groups. The practice of dual use was carried over from the prior building on this site.

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St Mark's Church is the only building in the parish available for general community use. It makes a vital contribution to the well-being of the community and, therefore, its use for community and social activities should be protected from conversion to other uses. However, the building is rather small in relation to the neighbouring beech trees, which blunts its visual impact, and its appearance is antiquated but without the historical interest of a genuinely ancient building. The facilities provided fall short of those appropriate to a community of approximately 1500. Its prefabricated concrete construction does not meet current standards for energy efficiency, reducing its usefulness to the community and also makes it difficult to modify or enhance the building to meet current needs.

Under these circumstances, the site may be judged to be more significant than the building itself. A contemporary building which makes a greater visual impact, perhaps

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by incorporating two storeys, providing more space and making good use of modern technology, could provide a desirable improvement on this site.

Tree Avenue, Oliver's Battery Road

The tree avenue situated on highway land in Oliver's Battery Road is an important feature which contributes to the overall character of the settlement, both in the street scene and the external profile. It consists mainly of Pines which were planted as a shelter belt in the early part of the 20th Century, with later planting of Sycamores, and was formerly more extensive. Unfortunately, a number of trees have been lost due to storm damage and felling of those situated on private land. The trees that remain should be protected, although there is currently no Tree Preservation Order in place since their status as highway trees is considered sufficient.

The Old Kennels

The Old Kennels is a Grade II Listed thatched cottage situated at the southernmost tip of the settlement and forming a secondary "gateway" for those reaching Oliver's Battery via Port Lane from Hursley. It dates from the 17th Century, using the local vernacular of half timbered construction, and therefore ranks as the oldest dwelling in the parish. It has about one acre of associated land which housed the kennels of the former Hursley Hunt.

Features Design Guidelines

- F1.** The Scheduled Ancient Monument of Oliver's Battery is protected by English Heritage under the Ancient Monuments and Archaeological Areas Act, 1979, as amended. Disturbance of the soil within the protected area is not permitted so as to preserve the archaeological monument, but the current management program should be continued to maintain its amenity value as an open space. Further environmental improvements, such as the erection of an ornamental village sign (which would require Scheduled Monument Consent), should be considered providing the design and materials used are sympathetic to the setting. [HE.1, RT.1, RT.2]
- F2.** The Bronze Age burial mounds are protected by English Heritage under the Ancient Monuments and Archaeological Areas Act, 1979, as amended. Disturbance is not permitted but land owners should be encouraged to manage them actively and provide appropriate access and signage to enhance their amenity value. [HE.1, RT.1]
- F3.** Use of the St Mark's site for religious and community use should be protected. Change of use to commercial activities should not be permitted. Redevelopment of this site should be permitted, subject to conditions on usage and design which respect its role, prime location and the character of the village centre area. [DP.1, DP.3, DP.4, DP.6]
- F4.** The tree avenue should be protected against further felling. Additional planting with appropriate tree species is desirable, to replace those lost and extend the avenue where highway land permits. [DP.4]

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F5. The Old Kennels should be protected from unsympathetic extensions and inappropriate change of use. [DP.3, HE.13, HE.14, HE.15, HE.16]

2.5 Traffic and Transport

The layout of the principal roads that serve Oliver's Battery can be represented by the three parallel prongs of a toasting fork lying on a northeast/southwest axis, the handle of which is the north end of Oliver's Battery Road where it meets Badger Farm Road. Compton Way constitutes the easternmost prong and terminates at the Recreation Ground. The central prong is the continuation of Oliver's Battery Road and runs to the southern edge of the built up area. The third prong is Old Kennels Lane which leads down to the southernmost tip of the settlement. Compton Way is the shortest of the three roads and Old Kennels Lane the longest.

Compton Way is the narrowest as well as having the surface most in need of repair, particularly between Oliver's Battery Road and Austen Avenue. Despite the profusion of side roads that lead off the three main roads there is only one place where it is possible to traverse Oliver's Battery from east to west and that is via South View Road and Momford Road, the route taken by the No. 2 bus. This road layout serves almost 700 properties which, on an average of around two cars per household, suggests a car population of well over 1000. However, since approximately half the residents are retired, there is not a significant amount of commuter traffic except for that generated by daily journeys to and from the primary school.

Access

The principal access to Oliver's Battery is via the junction of Oliver's Battery Road and Badger Farm Road, a main orbital route around Winchester with the highest volume of traffic in the area at 18,000 vehicle movements per day. Consequently, this intersection is often congested at peak times, especially when children are being brought to or collected from the primary school. At these times, queues of up to 20 cars can build up in Oliver's Battery Road. At other times, traffic flows freely on Badger Farm Road but there are significant risks associated with turning right from Oliver's Battery Road into Badger Farm Road, as evidenced by periodic traffic accidents.

Pedestrians using this junction are able to cross Badger Farm Road using the subway but nevertheless experience hazards due to the very narrow pavement on the eastern side of Oliver's Battery Road. This is especially the case for children walking to Kings School. A number of people who commute to and from Winchester by cycle also use this junction, and have expressed dissatisfaction with its safety aspects. The subway has recently been equipped with a cycle ramp, making it somewhat more useful to this group.

Oliver's Battery Parish Council has identified the risk of a major traffic accident at this junction as significant, and concluded that it would have an impact on the whole community by preventing access to and from the parish and, for example, preventing the movement of emergency vehicles.

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At present, the only low cost alternative to re-engineering this junction would be the implementation of a "No Right Turn" protocol on vehicles leaving Oliver's Battery Road which should reduce queueing and accident hazards by avoiding traffic streams crossing. However, this would not work as well as the current arrangement during peak times, when traffic is slow moving on Badger Farm Road and respects the "Give Way" road markings. Therefore, it is not clear what level of support such a protocol would have. Proposals for a signalised junction were brought forward by Hampshire County Council in 2001-2003 but later placed on hold for budgetary reasons.

The future implementation of the southern Park & Ride scheme at a site near the M3 is expected to have a significant effect in lowering the traffic volume on Badger Farm Road. However, it is likely that congestion will still occur at peak periods and the full benefit of the P&R scheme may not be achieved unless additional bus lanes are created on Badger Farm Road, enabling P&R buses to bypass other traffic. In the event that these lanes are planned, it would be right to re-examine safety and traffic flow at the intersection of Oliver's Battery Road and Badger Farm Road. Should the opportunity to re-engineer this junction arise, consideration should also be given to widening the pavement on the eastern side of Oliver's Battery Road to improve pedestrian safety.

Two other minor routes providing access to the parish are Port Lane (from Hursley) and Millers Lane (from Romsey Road), both of which lead to the southern end of Old Kennels Lane. These roads are used by some residents and by vehicles needing access to utility services and the farm in Port Lane, but are both single track with few passing places so that the volume of traffic that can be carried is a few vehicles per hour. They are unsuitable, and indeed unsafe, for high traffic volumes. Occasional accidents have caused them to be closed for significant periods, underlining this point.

Road Safety

There is a tendency for some local residents and delivery drivers to drive fast, especially along Oliver's Battery Road and Old Kennels Lane which have relatively long straight sections. This can be particularly dangerous at night and, on one occasion, led to a fatal accident with a pedestrian crossing Oliver's Battery Road. Another near fatality occurred in the shopping area when a child crossed between cars parked on-street, and was not observed by a passing driver. The installation of yellow lines on Oliver's Battery Road, together with the careful location of four on-street parking spaces away from the shopping area, has had the effect of controlling the areas where parking is permitted whilst still providing an element of traffic calming which limits vehicle speeds in this area. As a result, there have been no accidents in recent years and there appears to be little need for additional measures such as more restrictive speed limits. However, speeding still occurs in Old Kennels Lane except where it is limited by parked vehicles, and should be kept under review.

Bus Services

Survey data has shown that approximately 10% of residents do not own a car and are dependent on bus services for travel beyond the parish. In addition, a growing

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number of senior citizens choose to make use of the free bus pass scheme for travel to destinations in Winchester. It is also well understood that greater use of public transport would relieve traffic and pollution problems in other areas. These needs are adequately met via the No. 5 bus service for those residents within walking distance of Badger Farm road, where there is a convenient bus stop. However, residents in the southern part of the parish have only the No. 2 bus service which operates hourly and typically uses smaller, older vehicles which cause particular difficulties for elderly or disabled passengers. This service is therefore much less convenient but the alternative is relatively long and steep walk to the village centre, even for local shopping needs. It has been apparent for some years that an element of subsidy is needed to provide a better and more frequent No. 2 service although this has not been forthcoming. The physical infrastructure of bus stops, shelters and information systems has been enhanced over the years and is probably adequate but service provision remains problematic.

School Travel

Compton Way provides the main route for access to Oliver's Battery County Primary School in Austen Avenue and experiences a significant volume of daily journeys, creating problems of uncontrolled parking and traffic congestion in the vicinity of the school. These problems are exacerbated by periodic deliveries of mobile homes to the South View Mobile Home park located off Oliver's Battery Gardens. The long vehicles used for delivery are unable to access the mobile home park, and consequently unloading takes place in Compton Way or South View Road.

In recent years, approximately 75% of children attending the school have travelled from Badger Farm and a good proportion of these travel on foot. This is to be encouraged but the key hazard on this journey is crossing Badger Farm Road. The most direct route for most children is by crossing near the Sainsbury roundabout. This has no signaling or pedestrian crossing and, as a result, some parents are unwilling to let their children travel on foot. A crossing patrol was provided some years ago and proved effective but, unfortunately, it has been impossible to recruit anyone to this post in recent time. Alternative routes, via the subway at the Oliver's Battery Road junction and the footbridge at Whiteshute ridge are longer and less used. (The subway route also presents some hazards as previously noted.) It is not clear what measures can be taken to solve this problem, but it appears that some physical implementation of an improved crossing point is needed. However, any reduction in traffic volume on Badger Farm Road, deriving from the implementation of the southern Park & Ride facility, would also have the welcome effect of reducing these hazards.

Pavements

For pedestrians, the single worst feature of the highways around Oliver's Battery is its pavements. Many were poorly laid in the first instance and since then have suffered from being repeatedly dug up to lay television cables, install water meters, and other services. The surface of all the pavements are uneven, of different textures and generally unattractive, although some areas are better than others, for example the southern end of Old Kennels Lane and Downlands Road. A more significant concern is the existence of a number of trip hazards, where manhole covers have not been laid flush with the surrounding pavement, which have caused injury on several occasions.

3. **Evidence**

Survey

Primary evidence gathered to support this design statement is derived from a questionnaire delivered to all 700 households in Oliver's Battery. 113 completed forms were received in response, giving a return rate of approximately 17%. The questionnaire was constructed after studying examples used to support design statements in other parishes, and contained eight questions. These included questions related to demographic information, enabling the results to be compared with those obtained from a survey conducted for the Parish Appraisal in 1999-2001, which received a response rate of almost 50%. The questionnaire is reproduced in Appendix C for reference and the results of this survey are presented in the following sections. In some questions, respondents were asked to name two choices and hence these percentages do not add up to 100%.

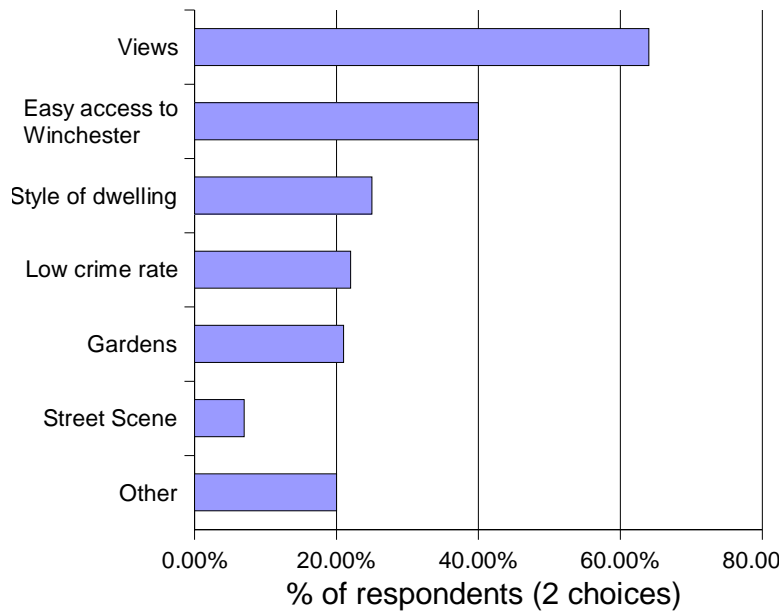
Opinions on the Existing Settlement

Q1. What do you like most about the street/area where you live?

Ans; 64% views, 40% easy access to Winchester, 25% style of dwelling, 22% low crime rate, 21% gardens, 20% other

This result shows that residents have a greater sensitivity to their location, in terms of proximity to the countryside and access to the road network, than to the specific street or type of dwelling in which they live. It is supported by individual comments listed under the "other" option, which included "peace & quiet", "village community atmosphere", and "sense of everything well spaced out".

What do you like most?

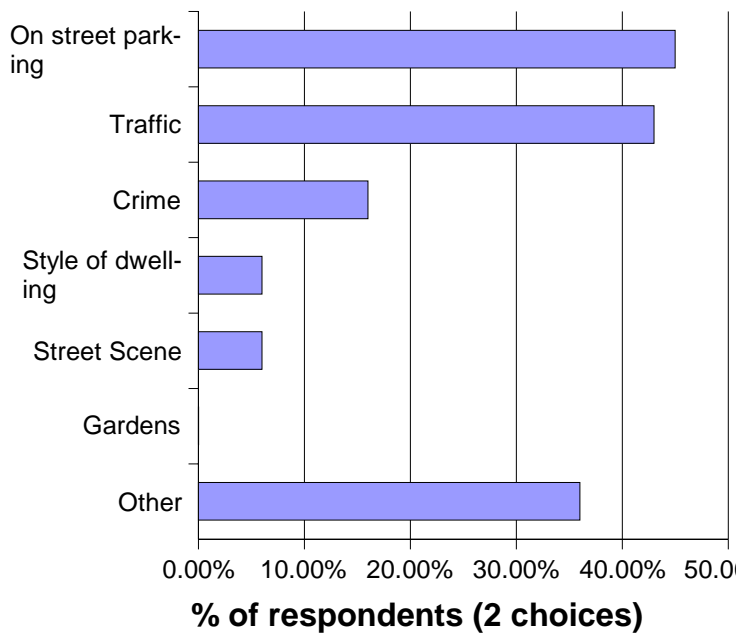


Q2. What do you like least about the street/area where you live?

Ans: 45% on street parking, 43% traffic, 36% other, 16% crime

This result highlights a general desire for a quiet, visually uncluttered and safe environment. Supporting comments listed under the "other" option included "traffic congestion", "aircraft noise", and a number of comments about maintenance of streets, pavements, and footpaths.

What do you like least?



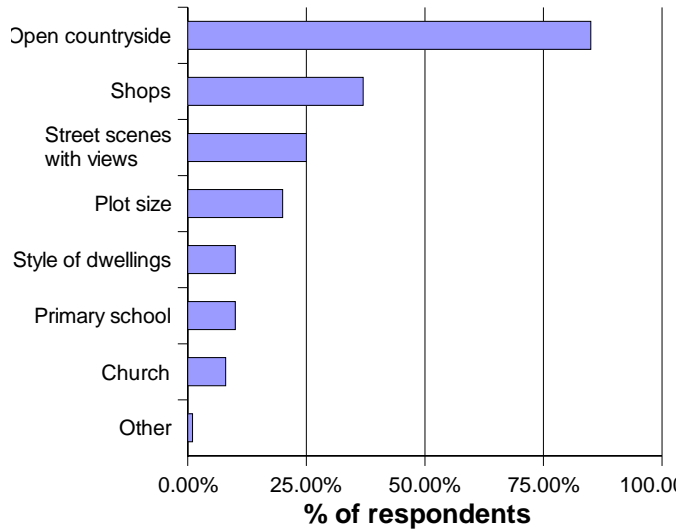
Opinions on Change

Q3. What are the most important aspects of Oliver's Battery which should be preserved in the future?

Ans: 85% open countryside, 37% shops, 25% street scene views, 20% plot size

This result gives the clearest possible indication of a desire to preserve the rural aspects of Oliver's Battery, and is entirely consistent with previously expressed opposition to development in the countryside area of the parish. The relatively high importance given to the preservation of local shops suggests a desire to maintain a strong and vibrant village centre.

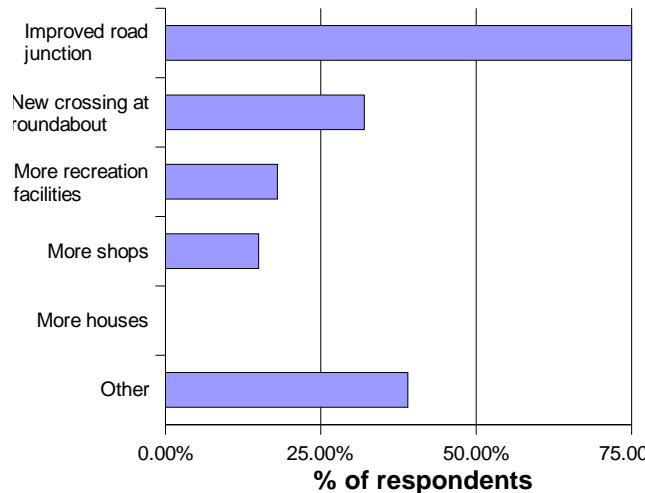
What should be preserved?



Q4. What aspects of Oliver's Battery would you like to see changed in future?

Ans: 75% improved junction with Badger Farm Road, 32% new crossing at Sainsbury roundabout, 29% other, 18% more recreation facilities, 15% more shops

What should be changed?



This question was designed to elicit information about what change would be desirable, in the context of a question asked in the 1999-2001 Parish Appraisal which received overwhelming support for "no change". From this and other evidence, it is clear that a majority of local residents are strongly opposed to major development in the area. Perhaps surprisingly, the result indicates a higher level of concern with

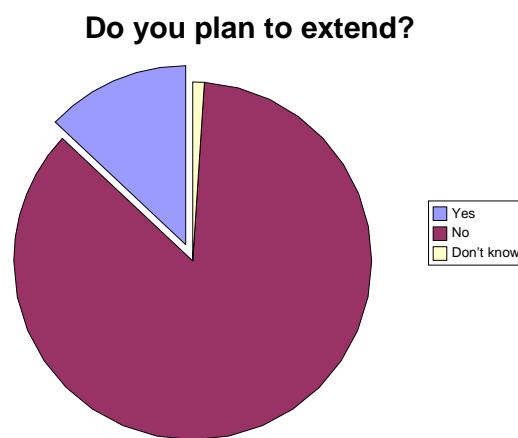
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questions of access to Oliver's Battery rather than facilities or activities within the parish. Of those facilities specifically requested, recreation and shopping are clearly seen as important, with this being amplified by individual comments requesting a "pub or cafe", a "wider range of shops", and a "new church".

Q5. Do you plan to extend your property in the next five years?

Ans: 86% no, 13% yes

This result suggests that approximately 2-3% of dwellings in the parish will be extended each year for the foreseeable future, which is roughly consistent with the rate of extension seen in the last few years. Correlation with the age profile of respondents shows that the 35-44 age group includes the greatest number of those planning to extend. This trend will provide opportunities for improving the design and energy performance of the housing stock, and it's important that maximum benefit be derived from these opportunities.



Demographic Information

Q6. Which street/area do you live in?

This question was included to enable correlation of other results with specific areas of the parish. No significant correlation was found with the major issues identified by questions 1, 3 and 4. However, some problems reported as individual comments in response to question 2 were clearly correlated with their street location. These problems will be addressed as part of normal Parish Council business.

Q7. How old are you?

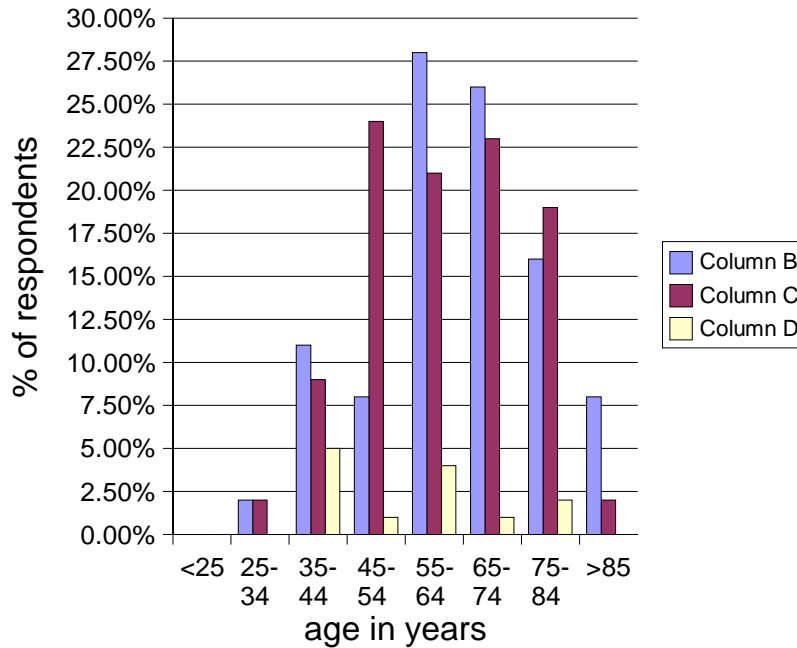
Ans: 28% 55 to 64, 26% 65 to 74, 16% 75 to 84, 11% 35 to 44

This result suggests that the median age of respondents is around 65 years. This is consistent with the result obtained from the Parish Appraisal of 1999-2001 and is a remarkable feature of Oliver's Battery, clearly distinguishing it from the relatively young and more transient population of the neighbouring Badger Farm. Whilst it does not appear that age profile absolutely determines the answers given to other

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questions, it seems likely that they are linked. For example, the result suggests a growing number of residents in the 35-44 years age group and is probably indicative of parents with young families moving into the parish. The greatest number of respondents indicating an intention to extend their property occurs in this age group, which is consistent with this observation.

Age Profile

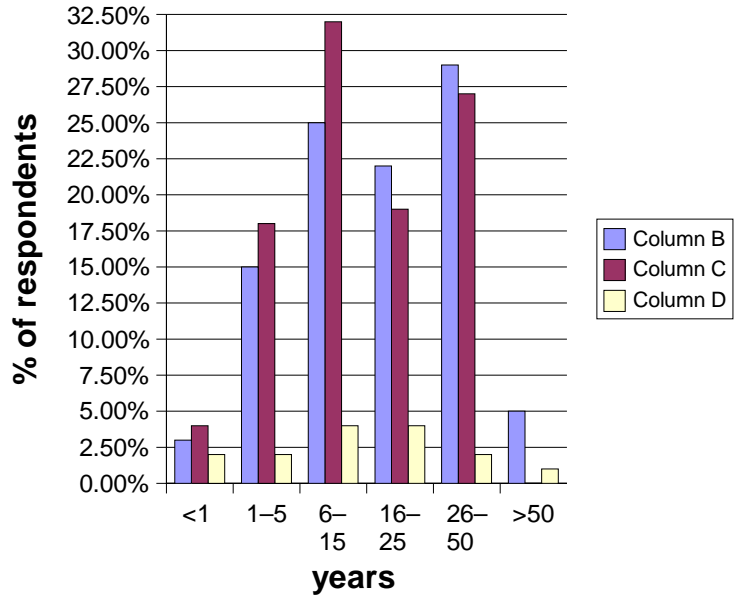


Q8. How long have you lived in Oliver's Battery?

Ans: 29% 26 to 50 years, 25% 6 to 15 years, 22% 16 to 25 years, 15% 1 to 5 years

This result suggests that a median length of residence is somewhat greater than the 25 year median length obtained from the Parish Appraisal of 1999-2001. It shows continuing migration into the parish over the intervening years but, overall, a population which is continuing to age. The greatest number of respondents indicating an intention to extend occurs in those having resided in the parish for around 15 years, which again suggests a correlation with maturing families.

Length of Residence



Appendix A: Sustainability Appraisal

Sustainability is commonly defined as the capability to meet present needs without compromising the capability of future generations to meet their own needs. In the context of this design statement, the question to be considered is whether the stated guidelines, in conjunction with existing Local Plan policies, will enhance or detract from the local community's capability to achieve this.

The standard methodology for assessing this is to score each guideline against a set of 13 Local Government Key Themes for a Sustainable Community, further augmented as 28 criteria given in Appendix 3 of the Local Development Plan, and then develop an overall score for each guideline, showing whether its effects are positive or negative. This analysis is presented in three parts, addressing the overall landscape, settlement and feature guidelines, plus the detailed guidelines for character areas within the landscape and settlement.

The design guidelines for landscape, settlement pattern and feature have been scored using a subset of the standard criteria, and are presented below.

<i>Criterion</i>	<i>L1</i>	<i>L2</i>	<i>L3</i>	<i>L4</i>	<i>L5</i>	<i>L6</i>	<i>S1</i>	<i>S2</i>	<i>S3</i>	<i>S4</i>	<i>S5</i>	<i>S6</i>	<i>SZ</i>	<i>F1</i>	<i>F2</i>	<i>F3</i>	<i>F4</i>	<i>F5</i>
1.Resource use/ land use	+	+		-			+			-				+	+	+	+	+
2.Pollution/traffic		+	+			+		+		+			<u>+</u>			+		
3.Biodiversity/ access to nature	+	+	+			+		+	+		+			+			+	
4.Local needs	+					+	+			+		+	<u>+</u>	+	+	+	+	+
5.Basic needs/ housing	-						+		-			+						+
6.Satisfying work																		
7.Health/wellbeing	+	+	+	+	+	+	+	+	+	+	+	+	<u>+</u>	+	+	+	+	+
8.Access/transport	+					+							<u>+</u>	+	+	+		
9.Safety/crime/fear										+				+				
10.Knowledge			+	+	+	+	+				+			+	+	+	+	
11.Empowerment			+			+								+	+	+		
12.Leisure	+	+	+	+	+	+				+	+		<u>+</u>	+	+	+	+	

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<i>Criterion</i>	<i>L1</i>	<i>L2</i>	<i>L3</i>	<i>L4</i>	<i>L5</i>	<i>L6</i>	<i>S1</i>	<i>S2</i>	<i>S3</i>	<i>S4</i>	<i>S5</i>	<i>S6</i>	<i>SZ</i>	<i>F1</i>	<i>F2</i>	<i>F3</i>	<i>F4</i>	<i>F5</i>	
13. Distinctiveness/ local identity	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
"+"	guideline provides a benefit for this criterion																		
"-"	guideline is detrimental to this criterion																		
" "	guideline has no effect on this criterion																		

Guidelines L1 and S3 could be seen as limiting the opportunities for further housing development in the parish and therefore having a possible negative effect on criterion of providing for housing need. However, their clear positive effects on the criteria of health/wellbeing and local identity more than compensate for these negatives, giving these guidelines an overall positive benefit.

Guidelines L4 and S4 could be seen as restricting the uses of land and thereby having a possible negative impact on the overall use of resources. However, their positive effects on health/wellbeing, safety, leisure and local identity give these guidelines an overall positive effect and one which is valued by the local community.

Other guidelines appear to have few possible negative consequences. The criterion relating to satisfying work has low relevance since there is little employment within the parish. Please see specific design guidelines for relevant parts of the landscape and settlement.

<i>Criterion</i>	<i>LM 1</i>	<i>LV 1</i>	<i>LV 2</i>	<i>LR 1</i>	<i>LR 2</i>	<i>LR 3</i>	<i>LT 1</i>	<i>LT 2</i>	<i>LPI</i>	<i>LY 1</i>	<i>LY2</i>	<i>LW 1</i>	<i>LW 2</i>	<i>LW 3</i>
1. Resource use/ land use	+	+		+		+	+		+	+		+	+	+
2. Pollution/traffic		+		+		+					+	+		
3. Biodiversity/ access to nature			+		+	+				+	+	+	+	+
4. Local needs	+			+	+	+			+	+		+		
5. Basic needs/ housing		-					-							
6. Satisfying work													-	
7. Health/wellbeing	+	+		+	+	+	+		+	+	+	+	+	+
8. Access/transport				+								+		

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<i>Criterion</i>	<i>LM 1</i>	<i>LV 1</i>	<i>LV 2</i>	<i>LR 1</i>	<i>LR 2</i>	<i>LR 3</i>	<i>LT 1</i>	<i>LT 2</i>	<i>LPI</i>	<i>LY 1</i>	<i>LY2</i>	<i>LW 1</i>	<i>LW 2</i>	<i>LW 3</i>
9.Safety/crime/fear				+										
10.Knowledge							+			+				
11.Empowerment				+										
12.Leisure				+		+	+			+	+	+	-	
13.Distinctiveness/ local identity		+	+	+	+	+	+	+	+	+	+	+	+	+

Guidelines LV1 and LT1 seek to limit the development of additional dwelling units and could therefore be seen as having a negative effect on the basic needs/housing criterion. However, they have significant positive effects on resource usage and health/wellbeing which justify these limitations.

Guideline LW2 seeks to limit further development of the South Winchester Golf Club, which could have a negative effect on the expansion of employment and leisure activities on this site. However, the benefits of this guideline for biodiversity, wellbeing and local identity justify this limitation.

<i>Criterion</i>	<i>SV1</i>	<i>SV2</i>	<i>SV3</i>	<i>SV4</i>	<i>SV5</i>	<i>SV6</i>	<i>SB1</i>	<i>SB2</i>	<i>SB3</i>	<i>SB4</i>	<i>SB5</i>	<i>SD1</i>
1.Resource use/ land use	+		+	+	+	+		+				
2.Pollution/traffic			+			+				+	+	
3.Biodiversity/ access to nature											+	
4.Local needs	+	+	+	+	+	+						
5.Basic needs/ housing		+	+	+				+				
6.Satisfying work			+		+							
7.Health/wellbeing		+	+	+			+	+	+		+	+
8.Access/transport	+		+	+	+	+						
9.Safety/crime/fear			+							+		
10.Knowledge	+											

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<i>Criterion</i>	<i>SV1</i>	<i>SV2</i>	<i>SV3</i>	<i>SV4</i>	<i>SV5</i>	<i>SV6</i>	<i>SB1</i>	<i>SB2</i>	<i>SB3</i>	<i>SB4</i>	<i>SB5</i>	<i>SD1</i>
11. Empowerment	+			+			+					
12. Leisure	+		+							+		
13. Distinctiveness/ local identity	+	+	+	+			+	+	+	+	+	+

<i>Criterion</i>	<i>SC 1</i>	<i>SC 2</i>	<i>SC 3</i>	<i>SC 4</i>	<i>SC 5</i>	<i>SP 1</i>	<i>SP 2</i>	<i>SP 3</i>	<i>SK 1</i>	<i>SK 2</i>	<i>SK 3</i>	<i>ST 1</i>	<i>ST 2</i>	<i>SSI</i>	<i>SS 2</i>	<i>SS 3</i>
1. Resource use/ land use		+					+					+				
2. Pollution/traffic								+				+		+		+
3. Biodiversity/ access to nature		+	+						+	-	+			+		+
4. Local needs	+					-	+		+					+		+
5. Basic needs/ housing		+					+			+			+			
6. Satisfying work														+		
7. Health/wellbeing	+	+	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8. Access/transport													+	+		
9. Safety/crime/fear					+			+					+	+		+
10. Knowledge														+		
11. Empowerment																
12. Leisure																
13. Distinctiveness/ local identity	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

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Appendix B: Community Participation

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The intention to produce a Village Design Statement was announced via the Spring 2005 Edition of the Badger Farm & Oliver's Battery Community News, distributed to all households in the area. Following this, Ruth Bishop of Atkins Consultancy provided a briefing for local residents at the Annual Parish Meeting on April 25th 2005 and volunteers for a working group were sought. Regular updates on progress have also been provided via Community News.

Local opinion was surveyed by means of a questionnaire containing eight questions distributed to almost 700 households in the parish during autumn 2005. In response, 112 completed forms were received giving a return rate of approximately 17%. This questionnaire included demographic information which enabled the results to be compared with those obtained from a much longer questionnaire used in the Parish Appraisal of 1999-2001, which yielded a return rate close to 50%. The evidence gathered from the questionnaire is presented in Section 3 of this document.

This draft consultation document was prepared by a working group of twelve local residents, including four parish councillors, with logistical and editorial support from Oliver's Battery Parish Council. The members of this group are:

Lynda Banister (Parish Councillor)
Dorothy Bardon
Peter Bardon
Hilary Cope (Parish Councillor)
David Farmer
Angela Housden
Jeannette Lloyd
Graham Mackay
Ian Millar
Terry Morris (Vice-Chairman of Parish Council)
Geoff Sharman (Chairman of Parish Council)
Peter Shaw

The Working Group met in May, June, July, August, September and November 2005, and April 2007. It received guidance from Ruth Bishop of Atkins consultancy, under contract from Winchester City Council, and Steve Opacic, Head of Strategic Planning at Winchester City Council. It distributed the survey questionnaire in September 2005 and produced the first draft of this document in October 2005.

The views expressed are the consensus of that team, based on the evidence gathered during this process and each individual's knowledge of the area and of the local community. The document has been placed on the Oliver's Battery Parish Council web site for public comment and hard copies have been distributed to businesses and other interested parties within the parish.

Appendix C: Transport Objectives

Transport and travel remain critical to residents of Oliver's Battery in terms of access to public facilities and employment opportunities in Winchester and beyond. They are also important to safety and the enjoyment of facilities within the parish. These objectives represent the most important desires expressed by the local community.

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T1. Access to Oliver's Battery from Badger Farm Road presents ongoing problems of congestion and road safety. An opportunity to re-engineer this junction may arise following the implementation of the Southern Park & Ride facility and should be welcomed providing it adequately considers all road users.

T2. In the interests of safety, it is important that traffic travels below the 30 mph speed limit which is in force throughout the parish. Recent use of a portable flashing speed limit sign provided evidence of speeding, although at a lower level than in comparable areas. Overall, there appears to be little need for additional speed restrictions or traffic calming measures, except in the vicinity of Oliver's Battery School. Parking restrictions help to improve safety near important junctions. This should be reviewed periodically.

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T3. Improved bus services, especially for those living in the southern part of Oliver's Battery, are needed for access to local shops and services in Winchester. The current provision of bus stops, shelters and information systems is adequate.

T4. The volume of traffic associated with daily journeys to and from Oliver's Battery School, mainly from Badger Farm, continues to be a concern. This can only be reduced by the implementation of a physical crossing point on Badger Farm Road in the vicinity of the Sainsbury roundabout. Any opportunity to provide this should be welcomed. The school management is recommended to develop an effective School Travel Plan.

T5. Pavements are a vital resource for many residents who travel on foot within the parish. Most provide adequate space for pedestrians, except in Oliver's Battery Road near the junction with Badger Farm Road, but maintenance is needed.

T6. There is potential to increase the use of cycling within the settlement. Consideration should be given for signage for cycle routes, creation of new cycle routes and provision of cycle racks in the Village Centre, to encourage this.

For completeness, a sustainability appraisal of these objectives is presented below. It will be seen that each would have significant beneficial effects on the community and, therefore, achieving transport improvements remains an important priority for the community.

<i>Criterion</i>	<i>T1</i>	<i>T2</i>	<i>T3</i>	<i>T4</i>	<i>T5</i>	<i>T6</i>
1.Resource use/ land use	+	+	+			
2.Pollution/traffic	+	+	+	+	+	<u>+</u>
3.Biodiversity/ access to nature						
4.Local needs	+		+	+	+	<u>+</u>
5.Basic needs/ housing						
6.Satisfying work						

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<i>Criterion</i>	<i>T1</i>	<i>T2</i>	<i>T3</i>	<i>T4</i>	<i>T5</i>	<i>T6</i>
7.Health/wellbeing	+			+	+	<u>+</u>
8.Access/transport	+	+	+	+	+	<u>+</u>
9.Safety/crime/fear	+	+	+	+	+	
10.Knowledge						
11.Empowerment						
12.Leisure						<u>+</u>
13.Distinctiveness/ local identity					+	

Appendix D: Bibliography

South East Regional Plan 2006

Winchester District Local Development Scheme 2007

Winchester District Local Plan Review 2006

Winchester District Local Plan Review: Landscape Character Assessment

Winchester District Open Space Strategy 2006-2007

Winchester District Affordable Housing: Draft Supplementary Planning Document
May 2007

Hampshire Wildlife Trust Guide to Local Conservation Plans 1998

Olivers Battery Parish Appraisal 2001

Olivers Battery Hedgerow Survey 2005

Oliver's Battery Parish Village Design Statement Questionnaire

Appendix E: VDS Questionnaire

We would be very grateful if you could take the time to answer these questions and return this sheet to the address overleaf. Your answers will be very helpful to us in creating a Village Design Statement: *a set of documented guidelines for planners and developers, enabling us to maintain and enhance the distinctive character of Olivers Battery.*

The survey is completely anonymous and your answers will be recorded only as a statistical summary. Please add further comments on the reverse side if you wish. If you need additional copies for members of your family, please photocopy this sheet and return it with your original.

1. What do you like **most** about the street/area of Olivers Battery where you live? choose two from: A) style of dwelling, B) gardens, C) street scene, D) views, E) easy access to Winchester, F) low crime rate, G) other (please specify in your own words) []

2. What do you like **least** about the street/area of Olivers Battery where you live? choose two from: A) style of dwelling, B) gardens, C) street scene, D) on street parking, E) traffic, F) crime, G) other []

3. What are the **most** important aspects of Olivers Battery which should be preserved in the future? choose two from: A) style of dwellings, B) plot size, C) street scenes with views, E) open countryside, F) shops, G) primary school, H) church, I) other []

4. What aspects of Olivers Battery would you like to see **changed** in future? choose two from: A) more shops, b) more houses, C) improved junction with Badger Farm Road, D) new crossing at Sainsbury roundabout, E) more recreation facilities, F) other []

5. Do you plan to extend your property in the next five years? Y) yes, N) no []

6. Which street/area do you live in? _____

7. How old are you? choose from: A) under 25, B) 25-34, C) 35-44, D) 45-54, E) 55-64, F) 65-74, G) 75-84, H) over 85 []

8. How long have you lived in Olivers Battery? choose from: A) less than 1 year, B) 1 – 5 years, C) 6 – 15 years, D) 16 – 25 years, E) 26 – 50 years, F) over 50 years []

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Village Design Statement
Questionnaire

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Appendix F: Aerial Photograph

