

PITT VALE
VISION
DOCUMENT
WINCHESTER

April 2021



DREW SMITH

C O N T E N T S

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Image (right): View looking south east towards Romsey Road from the centre of the site



SUMMARY OF KEY WINCHESTER PLANNING PRIORITIES

Winchester City Council has set the target of achieving a zero-carbon district by 2030. This is a bold commitment which will require a fundamental shift in how we locate, design and build the new homes we need and is rightly the overarching objective of the 2018 – 2038 Local Plan ‘Strategic Issues and Priorities’ consultation document.

The City Council has also identified as a priority creating places for people to live which will enable them to walk, cycle and use public transport as much as possible for their everyday needs, reducing car dependency and changing the balance between the way space is allocated for the better. The Town Forum has endorsed this principle as a key element of its recently adopted Vision for Winchester.

Drew Smith fully supports this ambitious agenda.

To achieve these outcomes the choice of sites to be allocated in the next Local Plan will be critical. Only by choosing those sites which have the greatest opportunity to meet its zero carbon objectives and working with those who are sympathetic to them can the City Council meet its targets.

Development of the Land at Pitt Vale is promoted by Drew Smith, a home builder with local roots and the resources provided by being part of larger group. It has the potential to make a significant contribution to the number of the new homes which are required in the next Local Plan period and to do so using a best practice approach which ‘designs in’ a low carbon approach to both connectivity and building design.

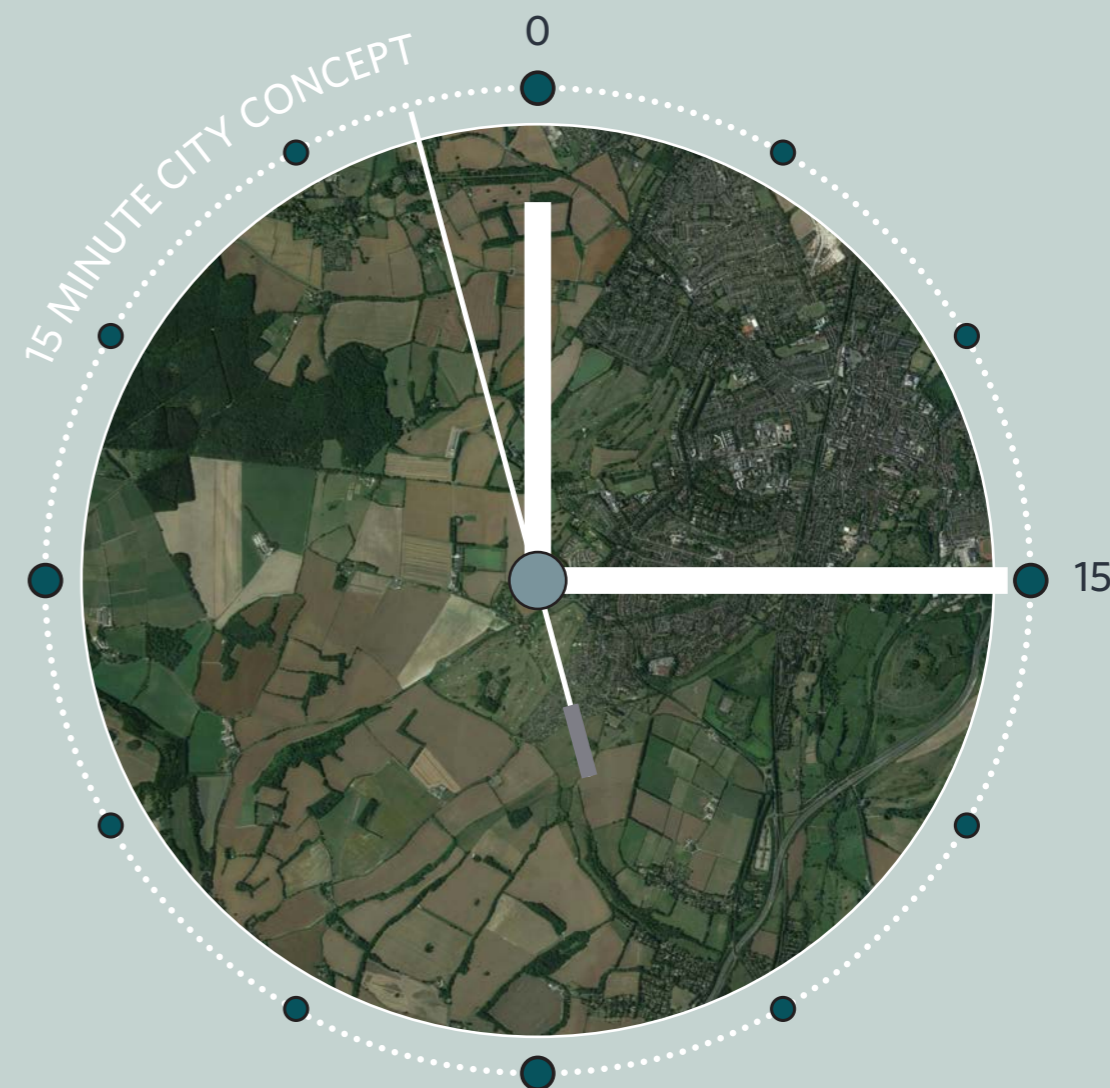
In this document, we will explain how Pitt Vale can provide a well-connected and walkable place to live. Its new residents will have attractive options to reach day-to-day destinations without car use. We will also demonstrate how this will be a place where new ways of working and interacting are an integral part of the environment. This will be a community with a mix of land uses, extensive green spaces, housing types and easy access to public transport which embodies the principle of the 15 minute city.

We confirm our support for the principle of testing sustainable energy options as an integral part of the design process, not an afterthought, following the tiered approach of reducing demand for energy; improving energy efficiency; and sourcing energy from low carbon and renewable sources.

We also explore how it will be possible to deliver nutrient neutrality and biodiversity net gain on land within our control.

Development at Pitt Vale is deliverable and can be provided promptly to meet a wide range of housing needs, crucially including for affordable homes across a range of tenure options. Drew Smith has an excellent track record of working with registered providers and with the City Council’s own housing team to meet its commitments and can take a flexible approach to providing homes which address specific time of life requirements.

We invite the City Council to consider the site as an allocation for up to 350 homes, carefully laid out to minimise landscape impacts and fully integrated into the most sustainable settlement in the District. We would welcome constructive engagement with you now so that we can refine our ideas and provide the best possible contribution to achieving the stated aims of the new Local Plan.



VISION STATEMENT

“

On the south western edge of Winchester Town, Pitt Vale will be a gentle extension of the city. Closely linked to the existing neighbourhood, the new homes will be within 15 minutes of a large number of existing local facilities and services. It will be structured around a network of high-quality streets and open spaces which provide a new, but appropriately designed urban edge and offer a variety of up to 350 new homes which will suit housing requirements.

Public open space on the higher ground will knit into the wider footpath network, including the Clarendon Way providing excellent access to the countryside whilst maintaining important views to the city and wider landscape. ”

DREW SMITH

From its office in Durley, Winchester Drew Smith is a leading residential developer and Partnerships business that has operated across the South of England for over 30 years.

With a strong emphasis on design, sustainability and build quality, our new homes will make a positive and long-lasting impact to both new and existing communities.

Our commitment to delivering exceptional new homes and revitalising communities is strengthened through collaboration with a wide range of partners including Registered Providers, Local Authorities, retirement living specialists, extra-care providers, retailers and institutional investors.

Whilst at our core, we are a regional business with strong local connections, we benefit from the strength of our parent company, Vistry Partnerships; a business that shares in our values of passion, integrity and collaboration.

Vistry Partnerships is the UK's largest provider of affordable housing in the private sector, an accomplishment achieved through developing and maintaining long-term, robust and sustainable relationships built on strong foundations of trust.



2.0

PLANNING CONTEXT & HISTORY

PLANNING CONTEXT & HISTORY

The Local Plan Part 1 comprises the Joint Core Strategy which sets the vision for Winchester up until 2031. The Local Plan Review sets a new vision for 2031 – 2038. The ‘Strategic Priorities and Issues Consultation’ introduces the proposed priorities for the Local Plan and seeks comments upon them. Subject to the outcome of the consultation, it is likely the priorities set out within the Consultation document will be carried forward in the next iteration of the Local Plan.

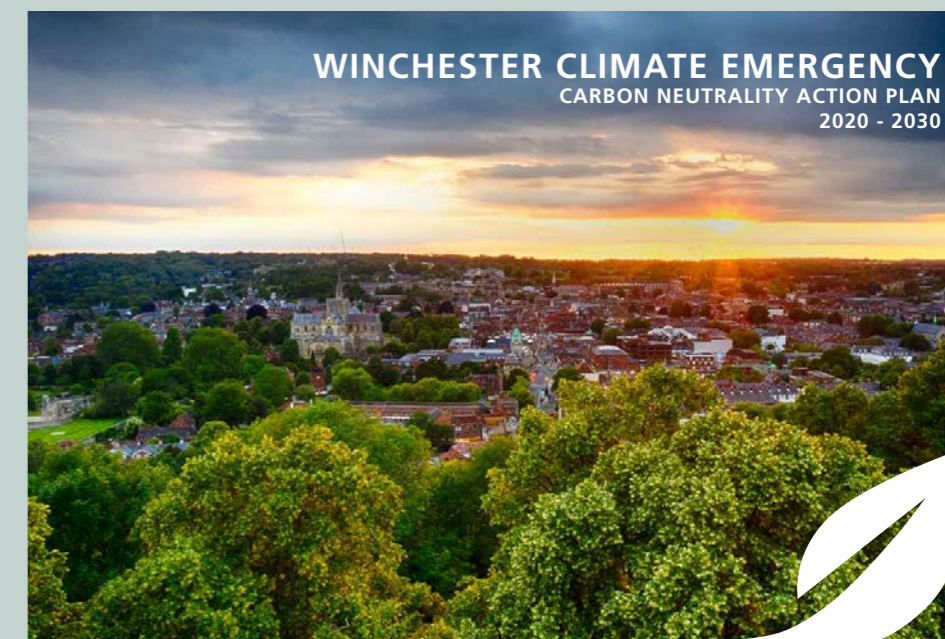
The key theme running through the Strategic Priorities and Issues consultation is that of the climate emergency and how the Local Plan will respond to this. Nine key areas of focus are set out within the Consultation document:

1. Carbon neutrality
2. Biodiversity and the natural environment
3. Homes for all (including the future distribution of housing around Winchester)
4. Conserving and enhancing the historic environment
5. Promoting sustainable transport and active travel
6. Creating a vibrant economy
7. Living well (which includes the concepts of the 15 minute city)
8. Low carbon infrastructure
9. Local plan viability and delivery and success of the local plan.

The City Council makes clear that the emphasis within the Local Plan Review will be on addressing the climate emergency, which is essential to make progress towards the target to be a carbon neutral District by 2030. With so much development already committed and on site, the next allocations will have to go much further in their commitment to local carbon development than ever before.

National policy supports the emphasis of changing practices to improve sustainability and the environment. The NPPF environmental ambition supports a transition to the low carbon economy, by encouraging energy reduction, with the Government intending that the UK should become net zero by 2050. Furthermore, the Government’s Future Homes Standard will be applied nationally which aims to improve the energy performance of new homes.

We agree that there is a national appetite for those improvements, which should be reflected in the new Local Plan.



The climate crisis is the biggest challenge all of us face in the coming years and decades. Winchester must play its part in tackling the crisis and hand our district to our children and grandchildren in a better state than it is now.



3.0

SITE & WINCHESTER CITY CONTEXT

THREE SCALES OF CONTEXT

We have considered the context to the site and emerging development proposals at three broad scales in this document; the city; the district; and the local-doorstep.

City: the concept design considers how it fits into the wider city context and major influences of growth.

District: the concept design needs to contribute to creating or improving the district or neighbourhood landscape, block and street network.

Doorstep: at the finer scale, the development must fully understand the implications of design choices at the local level and how people get around, live, work and play.



CITY



DISTRICT



DOORSTEP















CITY CONTEXT

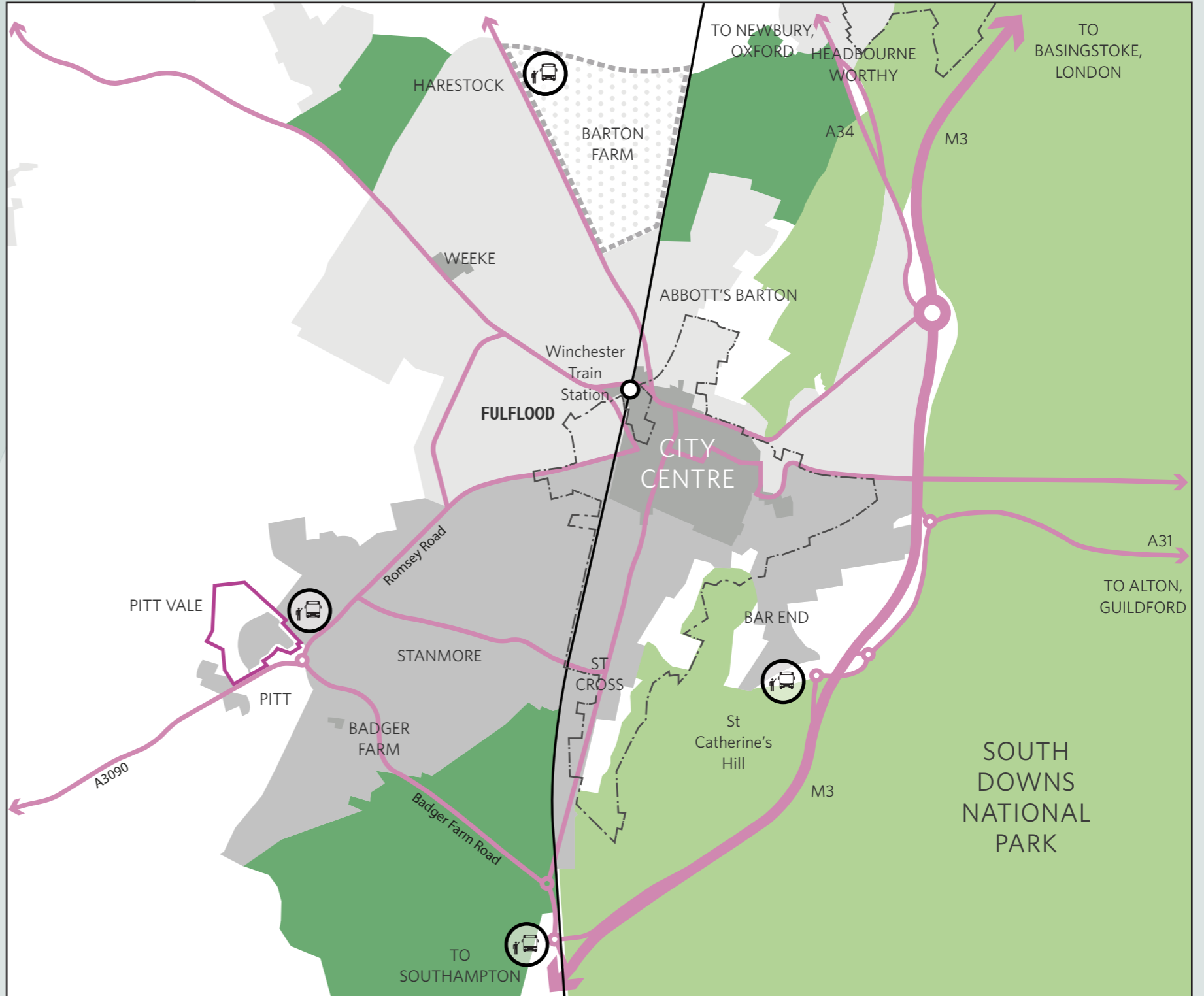
City Scale

Pitt Vale lies on the south western edge of Winchester Town with a frontage to Romsey Road. Romsey Road is one of the city's strategic routes which provides a direct route into the city centre and towards Winchester Train Station. It forms part of the network of bus routes connecting the centre with its surrounding residential areas and wider hinterland as well as other areas.

A major advantage to Pitt Vale is the neighbouring Pitt Park and Ride. This is one of four facilities within the city, developed as a way of reducing traffic volumes and the impact of traffic in the city centre: South Winchester, Pitt, and the East Winchester car parks - Barfield and St Catherine's. A total of 1,861 parking spaces are now available at these locations.

The Park & Ride car parks are available for use 7 days a week with the bus service currently operating Monday to Saturday.

- | | | | |
|---|--|---|--|
|  | Pitt Vale Site & Developable Area |  | M3 Motorway |
|  | City Centre / Local Centre |  | City Strategic Route |
|  | South Winchester |  | Conservation Area (Settlement/Countryside) |
|  | North Winchester |  | Settlement Gap |
|  | South Downs National Park |  | City Park & Ride |
|  | Housing Development Under Construction |  | Railway & Station |















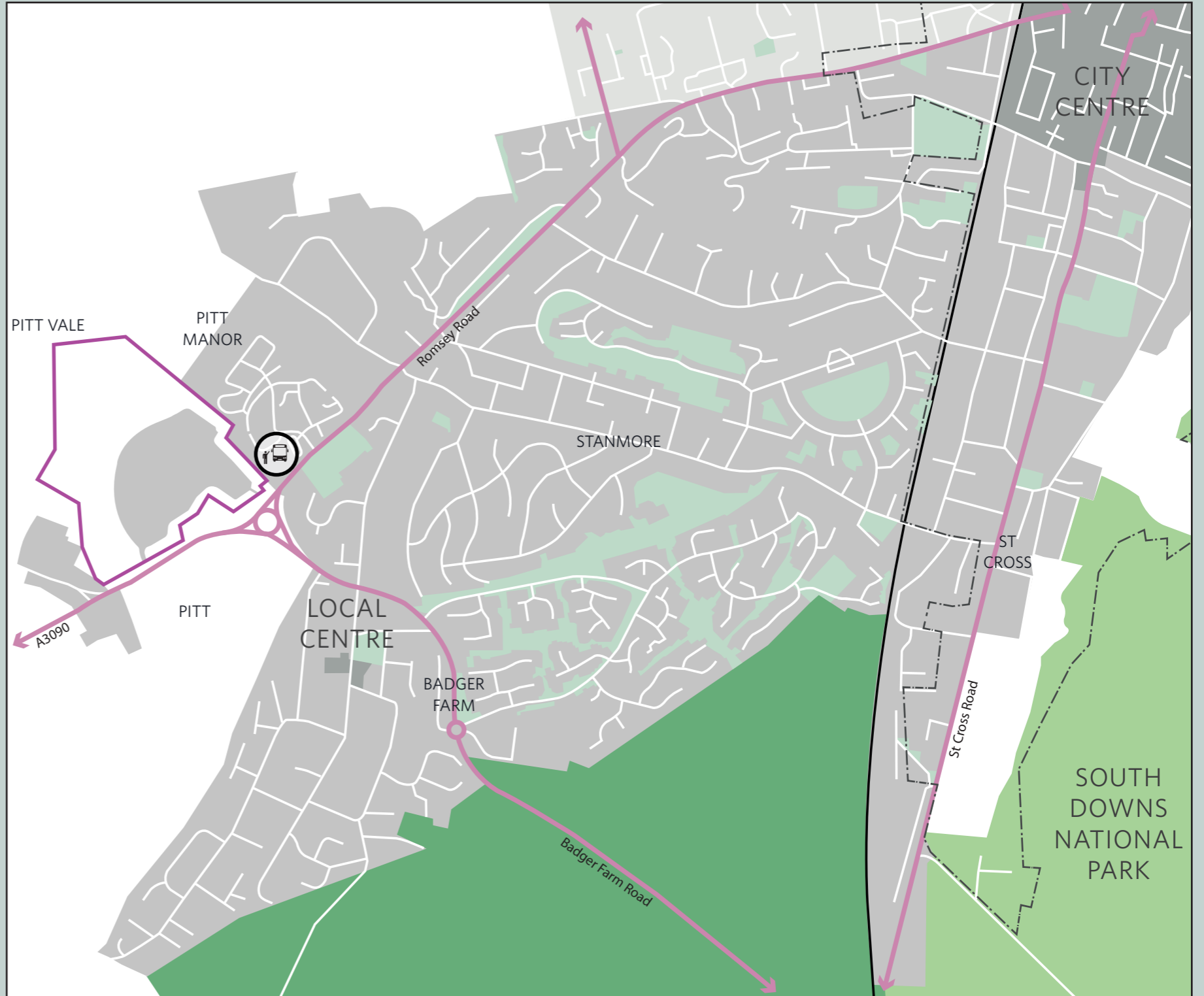
DISTRICT CONTEXT

District Scale

Being on the south western edge of Winchester, Pitt Vale is surrounded by a number of both urban and rural land use influences. To the east of the site are the residential districts of Stanmore and Badger Farm. Immediately to the west of the site is the village of Pitt. To the west and north of Pitt Vale is open countryside.

The nearest local shopping centre to Pitt Vale is at Olivers Battery Road South to the south east. The local centre comprises a post office, bicycle shop, cafe, hairdressers, pet and sports store. Further to the south east there is more housing and a Sainsbury's supermarket. Beyond this Badger Farm Road provides links onto the M3.

- | | | | |
|---|-----------------------------------|---|--|
|  | Pitt Vale Site & Developable Area |  | City Strategic Route |
|  | City Centre / Local Centre |  | City Route |
|  | South Winchester |  | Conservation Area (Settlement/Countryside) |
|  | North Winchester |  | Settlement Gap |
|  | South Downs National Park |  | City ParK & Ride |
|  | Protected Open Areas |  | Railway & Station |



DOORSTEP CONTEXT

Doorstep Scale

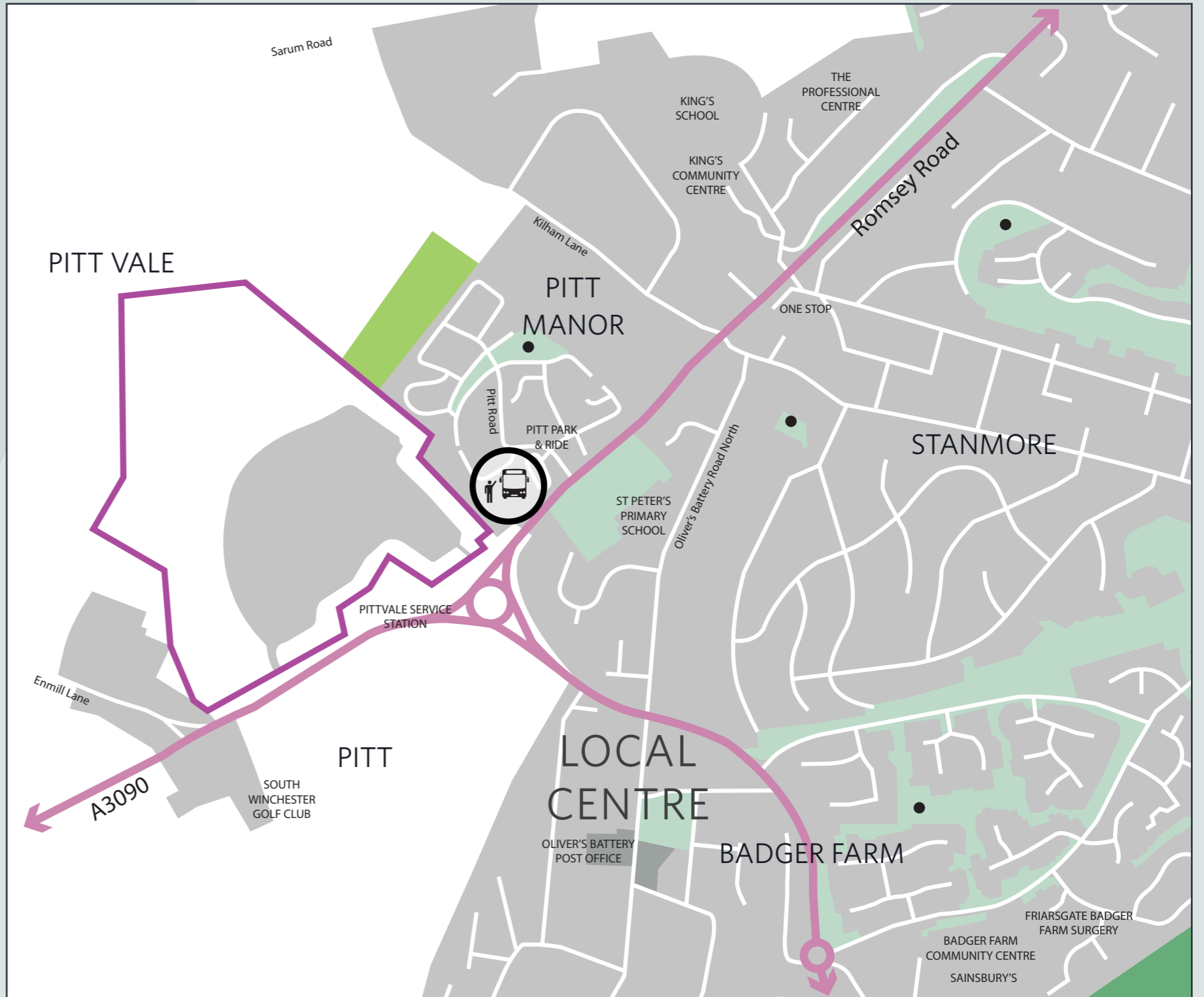
At a more detailed level, Pitt Vale is located close to a number of key community facilities, including primary schools, community centres, equipped play spaces and healthcare provision. The adjacent plan shows these (also refer to Section 4.0 Access & Connectivity).

Near the frontage of the site at Romsey Road is Pitt Vale Service Station. On the south side of Romsey Road and Pitt Roundabout there is South Winchester Golf Club.

To the immediate east of Pitt Vale is Pitt Manor, a mixed-use development comprising new homes, a Park & Ride facility, playground and open space accessed from Romsey Road. The development is nearing completion.

On the north eastern edge of Pitt Vale is the protected downland meadow of Pitt Manor. This is designated as a Site of Importance for Nature Conservation (SINC).

- | | | | |
|---|--|---|--------------------------|
|  | Pitt Vale Site & Developable Area |  | City Strategic Route |
|  | City Centre / Local Centre |  | Settlement Gap |
|  | South Winchester |  | Local Equipped Playspace |
|  | North Winchester |  | City Park & Ride |
|  | Site of Importance for Nature Conservation |  | Railway & Station |
|  | Protected Open Areas | | |



SITE DESCRIPTION

Pitt Vale comprises an irregular land parcel of 23.7ha to the north of Romsey Road at the south western edge of Winchester. The buildings associated with Pitt Vale Service Station, and two residential dwellings are indented into the south eastern corner of the site. To the immediate east are Pitt Park and Ride and the residential development of Pitt Manor which is nearing completion. The small settlement at Pitt extends along the route of Enmill Lane to the west of the site.

Pitt Vale occupies an extensive arable field, part of a second field, and an area of paddocks associated with the properties to the south east. It contains few notable landscape features and has a relatively open character. There is a line of recently planted ash trees which mark the boundary between the northern and southern fields.

An established hedgerow marks the boundary with Romsey Road, continuing to the east to enclose the rear of the service station and the adjoining property. The eastern boundary is defined by a hedgerow and by a dense band of woodland, approximately 15 - 20m in depth alongside the new housing development. To the north east the boundary is undefined, whilst to the north west it broadly follows another line of young ash trees. A block of mixed woodland lies a short distance beyond the northern edge of the site. To the west, the boundary with the rear of the properties in Pitt is defined by a mature, native hedgerow, 4 to 5m in height.

The ground level falls several metres from Romsey Road, to a shallow valley which crosses the southern part of the site in an east - west direction. Beyond this, the ground form rises steadily within the central and northern part of the site, continuing to rise beyond the northern site boundary to a local high point in the vicinity of Sarum Farm.

The settlement at Pitt follows the route of Enmill Lane, with housing in the village located within a localised depression. The rising landform to the east and west of the lane provides a strong degree of enclosure to the hamlet. There are a number of Grade II listed properties located within the settlement (refer to Constraints Plan).

PITT VALE TODAY



4.0

ACCESS & CONNECTIVITY

APPLYING THE 15 MINUTE CITY

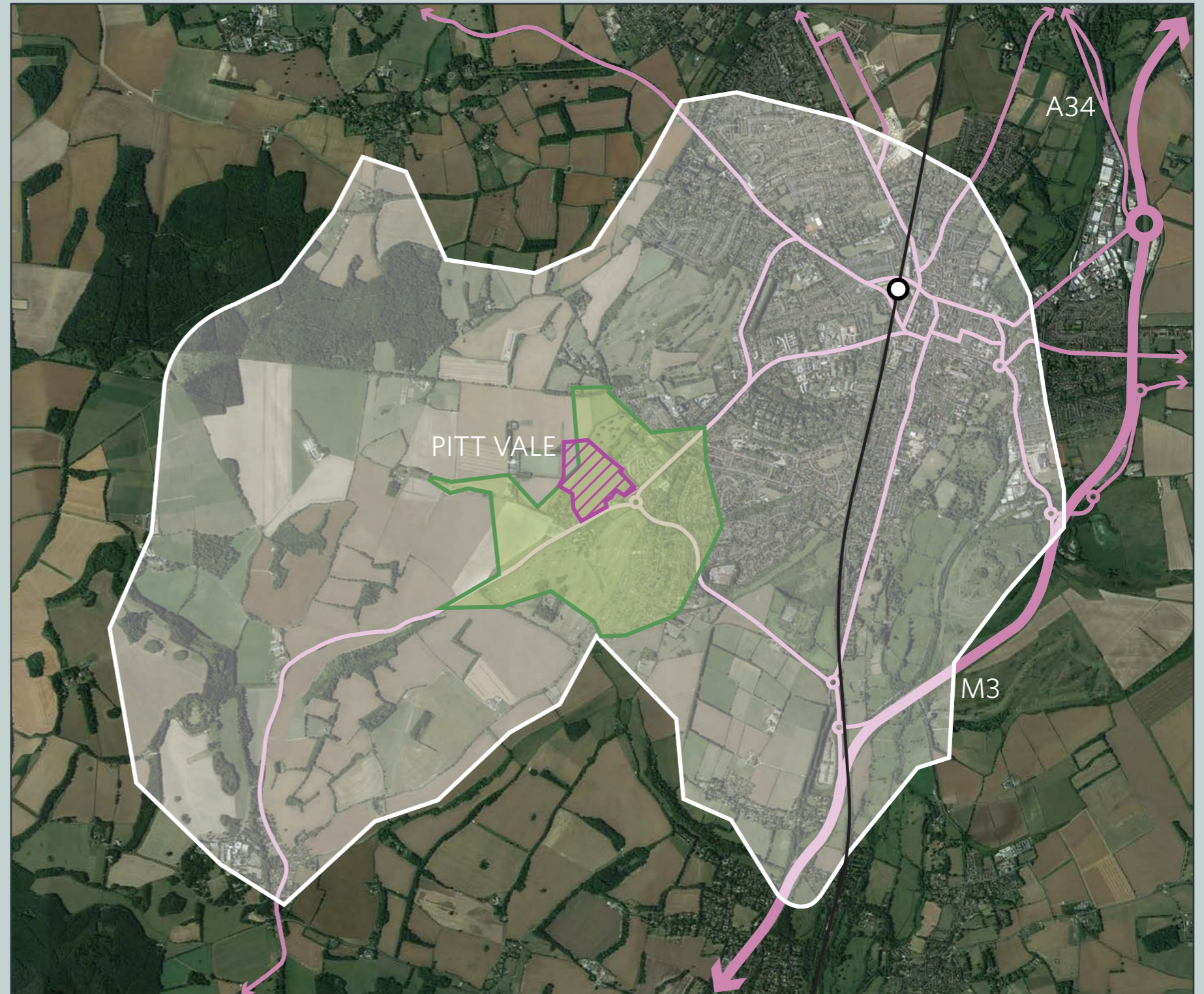
As highlighted in this document the Winchester Town Forum, in developing the Winchester 2030 Vision, has identified the idea of the '15 Minute City' as a model for future urban development. As described in Handbook 3 of its new Vision, the basic premise of the '15 Minute City' is that everyone should have access to essential services within a fifteen minute walk or bike ride from their front door.







New development should be located so that this can be achieved through integration with what Winchester already provides, without disturbing the balance which already exists. In this context, essential services will include shops, medical facilities, open space and leisure destinations, as well as places to meet up and socialise.

Our design team has modelled current city facilities and services within 15 minutes of Pitt Vale on foot and by bicycle and this shows the positive relationship for development at Pitt Vale.

The plan on this page (right) shows the 15 minute walk and cycle distances taken from the centre of the site.

15 MINUTE WALK & CYCLE DISTANCES



- | | | | |
|---|--------------------------|---|----------------------|
|  | Pitt Vale |  | M3 Motorway |
|  | 15 Minute Walk Distance |  | City Strategic Route |
|  | 15 Minute Cycle Distance |  | Railway & Station |



15 Minute City: Walk

The site is situated within a 15 minute walk from a wide range of facilities including St Peter's Primary School, a dental surgery and hairdressers, several convenience stores, a post office, butchers and several places for leisure and recreation.

The site has excellent connections to key transport facilities including the Pitt Village Bus Stops, Pitt Roundabout Bus Stop and the Pitt Park & Ride situated adjacent to the site. The park and ride bus service operates every 10 minutes providing frequent and convenient connections between the site and Winchester city centre which brings all of its activities and services into easy reach.

Local Facilities & Services

Transport

- 1. Pitt Park & Ride
- 2. Pitt Park & Ride Bus Stops
- 3. Pitt Village Bus Stops
- 4. Pitt Roundabout Bus Stop

Education

- 5. St Peter's Primary School

Health

- 6. Oliver Battery Dental Surgery
- 7. The Priory Hair Lounge

Retail

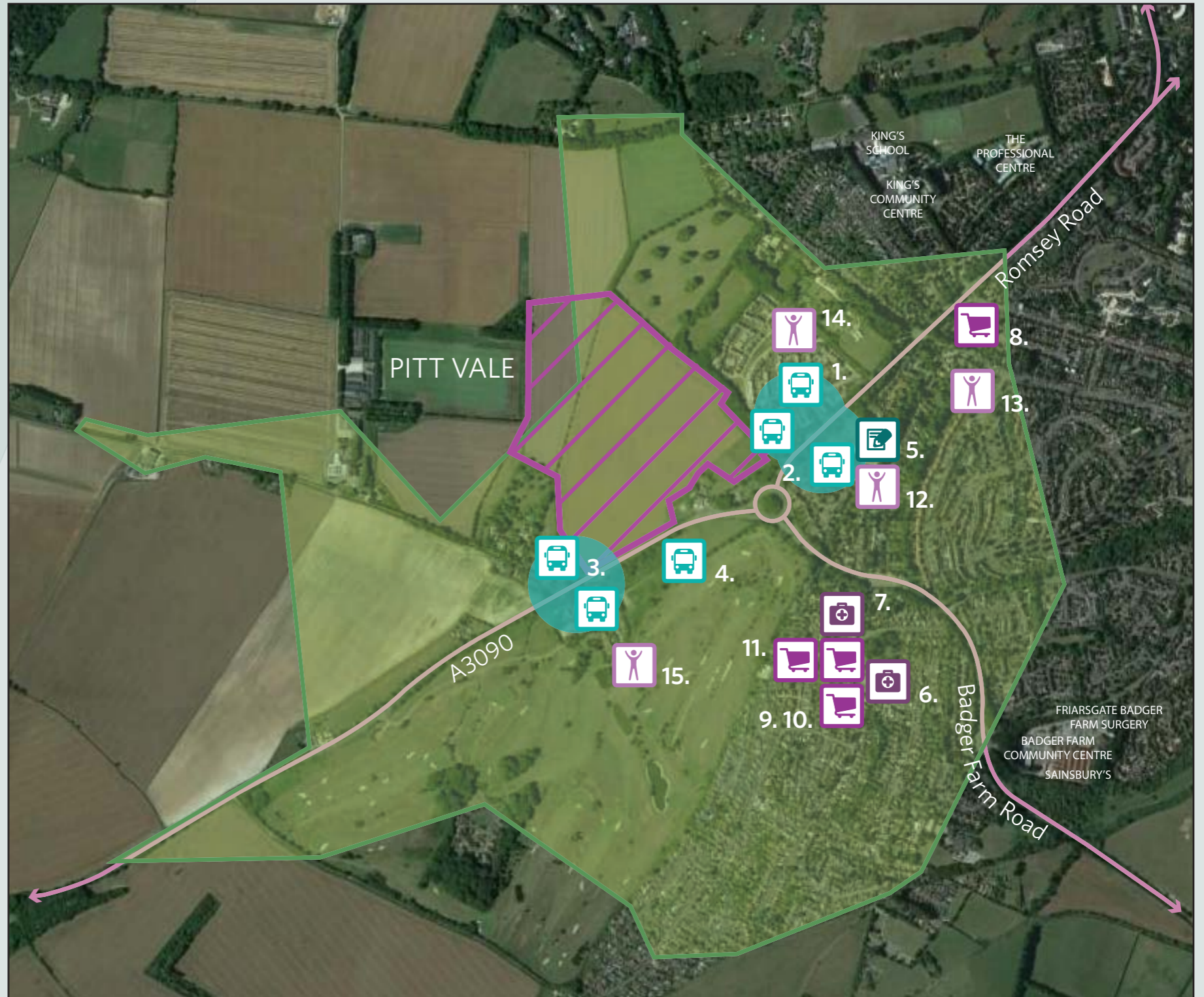
- 8. One Stop Convenience Store
- 9. Londis Convenience Store
- 10. Oliver Battery Post Office
- 11. Barlow's Butchers

Leisure / Recreation

- 12. St Stephen's Catholic Church
- 13. Walpole Road Playground
- 14. Manor Road Playground
- 15. South Winchester Golf Course

| | | | |
|---|-------------------------|---|----------------------|
|  | Pitt Vale |  | City Strategic Route |
|  | 15 Minute Walk Distance |  | Transport Hub |

15 MINUTE: WALK





15 Minute City: Cycle

Similarly, within a 15-minute cycle of Winchester City Centre there are a whole host of education, healthcare, leisure and recreation, employment and transport services and amenities.

These are mapped over the following pages.

Education

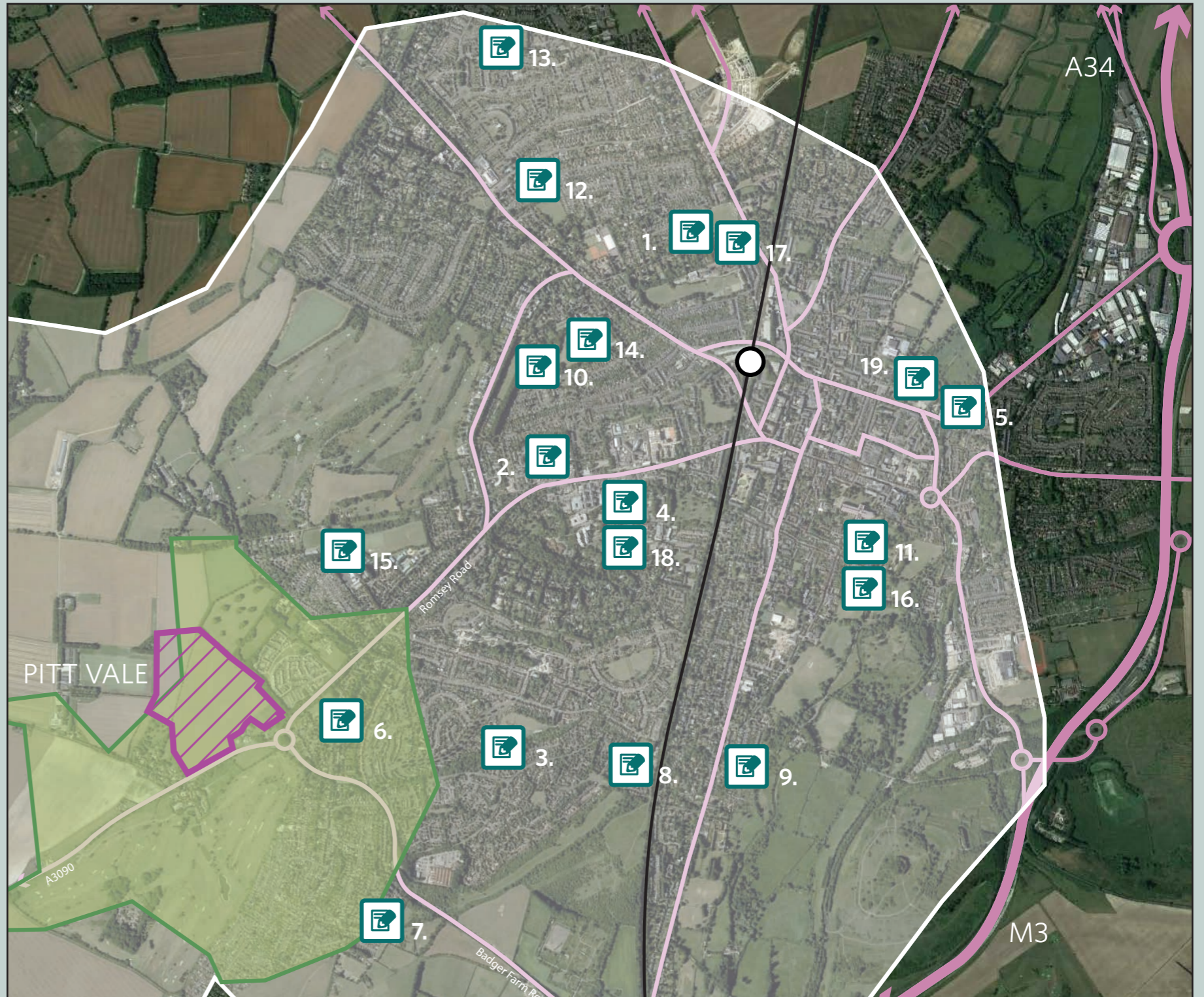
In terms of education provision, there is a long list of nursery, primary, other schools, colleges and the University within a 15 minute cycle ride of Pitt Vale:

Local Education Facilities

- | | |
|--|------------------------------|
| 1. Lanterns Nursery School | 12. Weeke Primary School |
| 2. West Downs Day Nursery | 13. Harestock Primary School |
| 3. Poppins Nursery | 14. The Westgate School |
| 4. Winchester Nursery | 15. King's School |
| 5. Bright Horizons Winchester Day Nursery | 16. Winchester College |
| 6. St Peter's Primary School | 17. Peter Symonds College |
| 7. Oliver's Battery Primary School | 18. University of Winchester |
| 8. Stanmore Primary School | 19. Winchester School of Art |
| 9. St Faith's Church of England Primary School | |
| 10. Western Church of England Primary School | |
| 11. The Pilgrims School | |

| | | | |
|--|--------------------------|--|----------------------|
| | Pitt Vale | | City Strategic Route |
| | 15 Minute Walk Distance | | M3 Motorway |
| | 15 Minute Cycle Distance | | Railway & Station |

15 MINUTE: EDUCATION





Healthcare

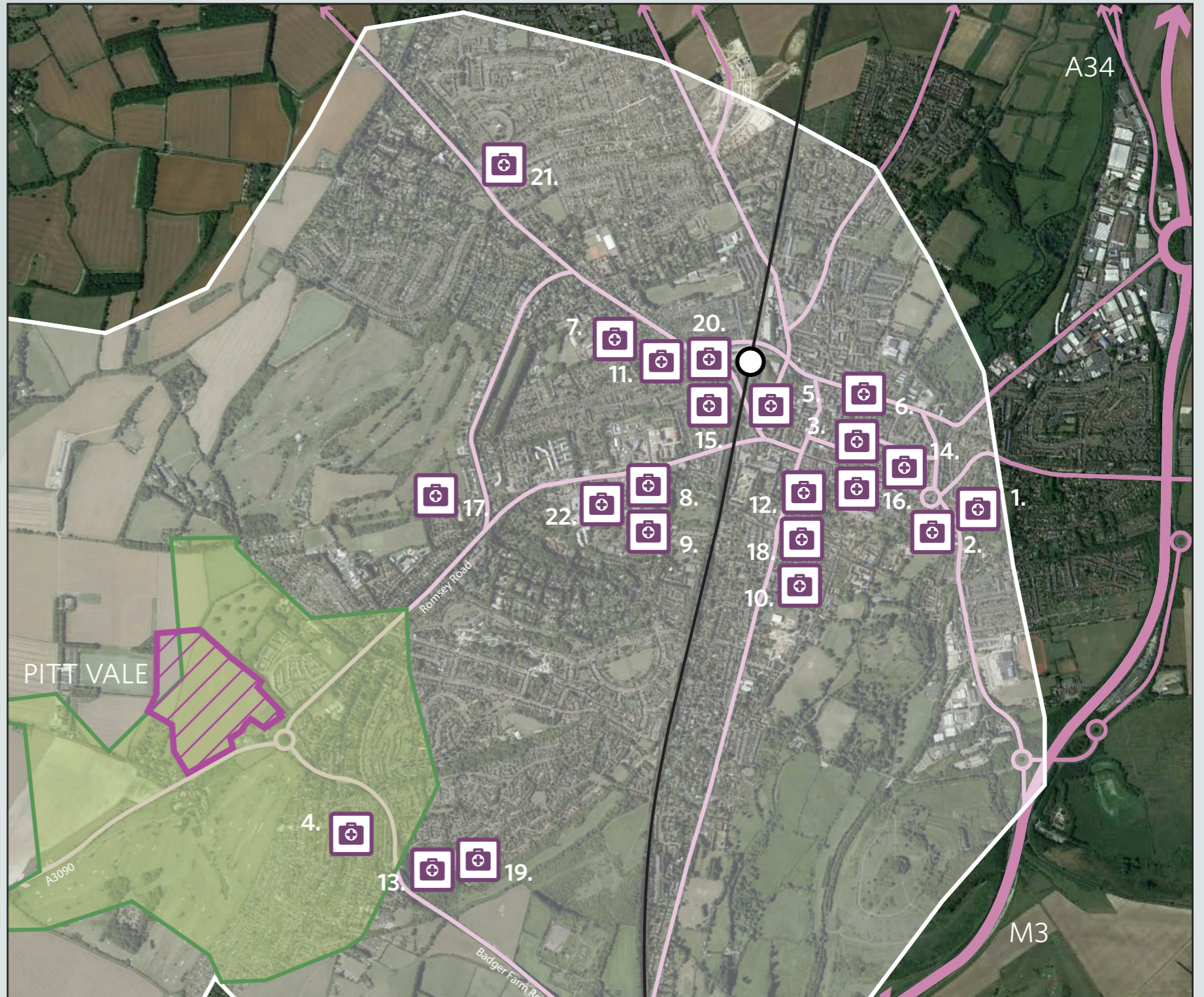
The range of healthcare facilities within a 15 minute cycle ride of Pitt Vale are listed below:

- Local Healthcare Facilities**
- 1. Chesil Dental Practice
 - 2. City Bridge Dental
 - 3. Gentle Dental Care
 - 4. Oliver Battery Dental Surgery
 - 5. Westgate Dental Clinic
 - 6. Parchment Street Dental
 - 7. Solutions Dental Clinic
 - 8. St Pauls Dental Centre
 - 9. Bupa Dental Care Winchester
 - 10. St Cross Road Dental Practice
 - 11. The Arbour Dental Practice
 - 12. Winchester Dental Practice
 - 13. Lloyds Pharmacy (Badger Farm Rd)
 - 14. Lloyd Pharmacy (High Street)

- 15. Lloyds Pharmacy (Clifton Terrace)
- 16. Boots Pharmacy
- 17. Winchester GP
- 18. The Walcote Practice
- 19. Friarsgate Badger Farm Surgery
- 20. St Pauls Surgery
- 21. Friarsgate Medical Centre
- 22. Royal Hampshire County Hospital

| | | | |
|--|--------------------------|--|----------------------|
| | Pitt Vale | | City Strategic Route |
| | 15 Minute Walk Distance | | M3 Motorway |
| | 15 Minute Cycle Distance | | Railway & Station |

15 MINUTE: HEALTHCARE











Leisure & Recreation

The range of healthcare facilities within a 15 minute cycle ride of Pitt Vale are listed below:

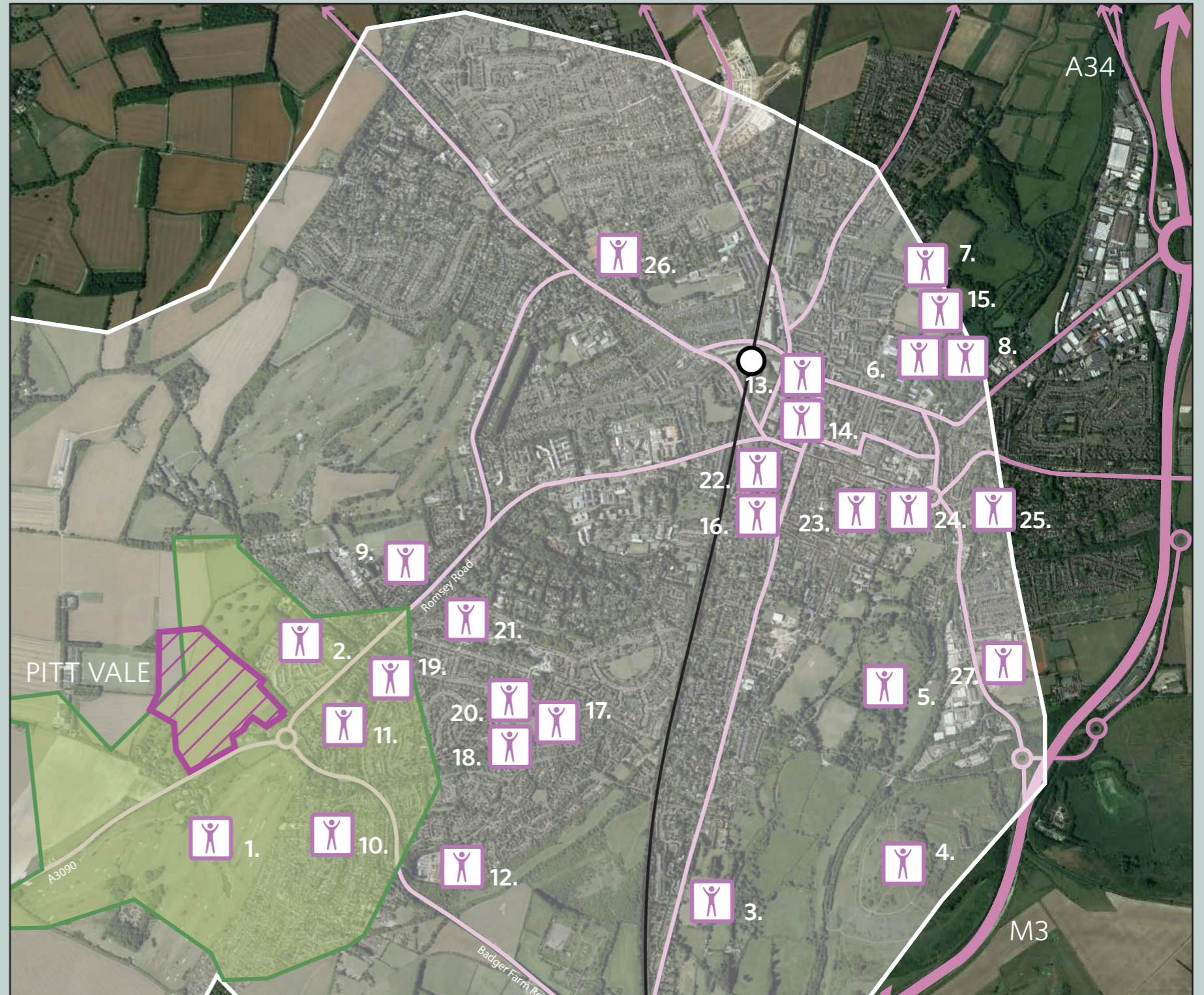
Local Leisure/Recreation Facilities



- 1. South Winchester Golf Club
- 2. Manor Road Playground
- 3. St Cross Cricket Club
- 4. Saint Catherine's Hill
- 5. Fallodon Nature Reserve
- 6. Winchester & District Canoe Club
- 7. Winnall Moors Nature Reserve
- 8. Winchester Rugby / Football Club
- 9. The Tower Arts Centre
- 10. Saint Mark's C of E Church
- 11. Saint Stephens Catholic Church
- 12. Badger Farm Community Centre
- 13. Theatre Royal Winchester
- 14. Winchester Discovery Centre
- 15. North Walls Playing Fields
- 16. Everyman Cinema
- 17. Stanmore Recreation Ground
- 18. Qube Soft Play
- 19. Walpole Road Playground
- 20. Stanmore Library
- 21. Thurmond Crescent Playground
- 22. The Great Hall
- 23. Winchester Cathedral
- 24. Abbey Gardens
- 25. St Giles Viewpoint
- 26. Winchester Racquets & Fitness
- 27. Bar End Sports Stadium

-  Pitt Vale
-  City Strategic Route
-  15 Minute Walk Distance
-  M3 Motorway
-  15 Minute Cycle Distance
-  Railway & Station

15 MINUTE: LEISURE & RECREATION



Key Employment Hubs



The range of key employment hubs facilities within a 15 minute cycle ride of Pitt Vale are listed below:

Local Employment Hub Facilities

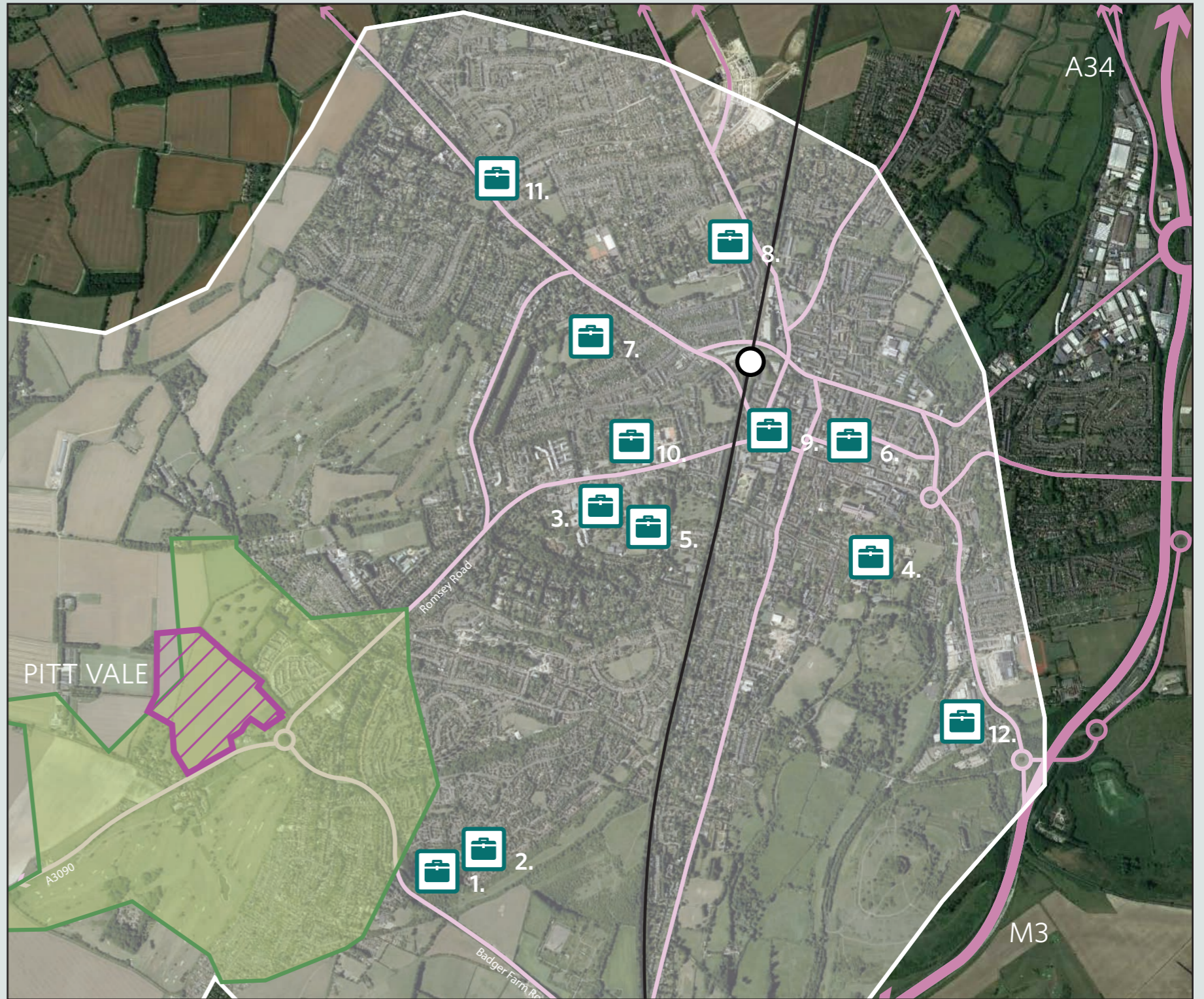


1. Sainsbury's Superstore
2. Badger Farm Surgery
3. University of Winchester
4. Winchester College
5. Royal Hampshire County Hospital
6. Winchester City Centre
7. Westgate School
8. Peter Symonds College
9. Hampshire County Council
10. HM Prison Winchester
11. Stoney Lane Retail Quarter
12. Bar End Industrial Estate

- Pitt Vale
- 15 Minute Walk Distance
- 15 Minute Cycle Distance

- City Strategic Route
- M3 Motorway
- Railway & Station

15 MINUTE: KEY EMPLOYMENT HUBS





Transport Hubs

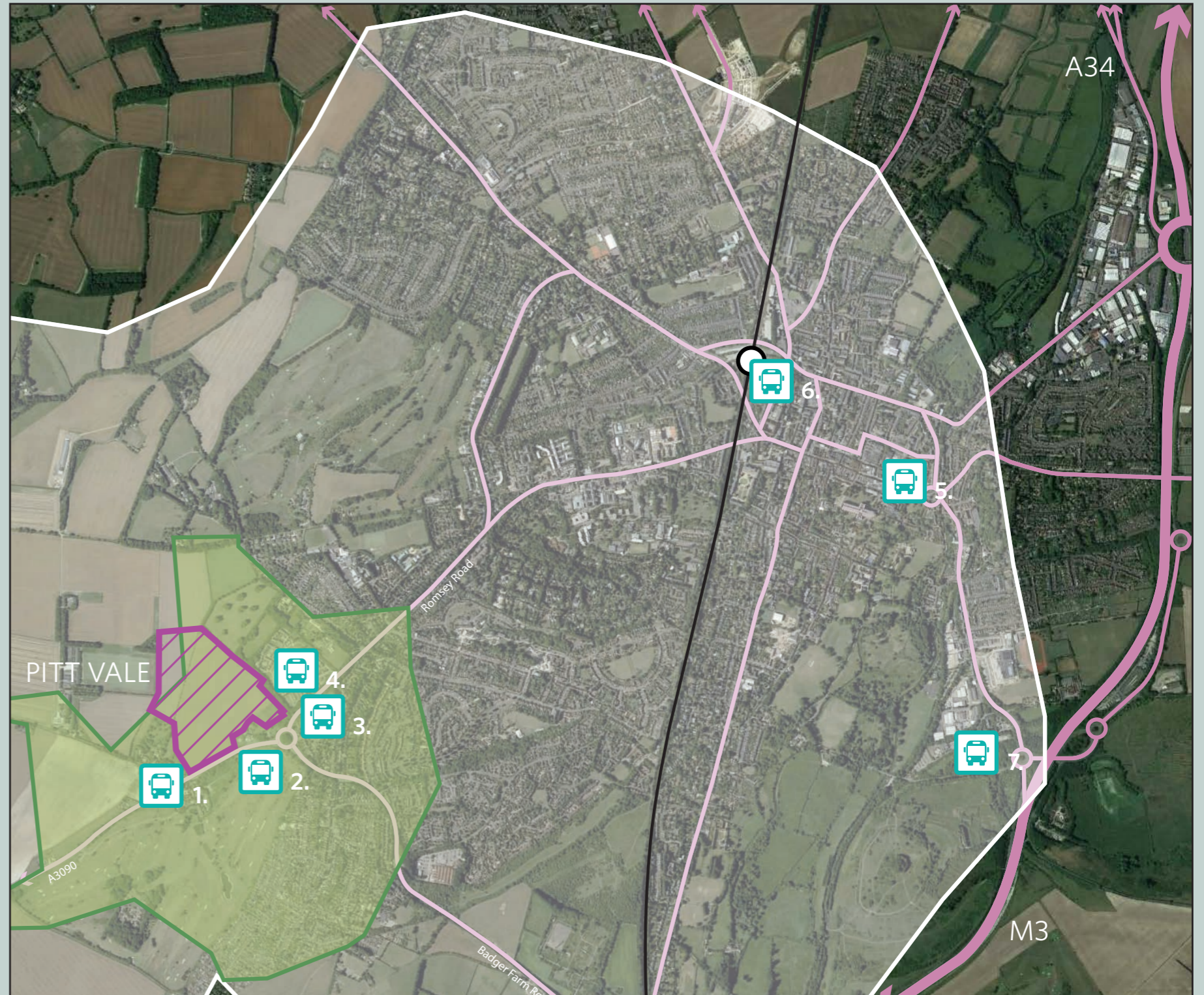
The range of key transport hubs within a 15 minute cycle ride of Pitt Vale are listed below:

Local Transport Hub Facilities



1. Pitt Village Bus Stops
2. Pitt Roundabout Bus Stop
3. Pitt Park and Ride Bus Stops
4. Pitt Park and Ride
5. Winchester Bus Station
6. Winchester Railway Station
7. St Catherine's Park and Ride

15 MINUTE: TRANSPORT HUBS



5.0

LANDSCAPE SETTING & TOPOGRAPHY

LANDSCAPE CHARACTER & FEATURES

The site and surrounding farmland are not covered by any designations for landscape character or value, nor do they form part of a strategic or local gap.

The site lies within the 'Western Downslands' Area of Influence, as defined in the landscape and townscape assessment undertaken by the Winchester City Council (Winchester City and its setting, December 1998). It forms part of a much wider area defined as a supportive landscape, which contributes to the '...setting of the city and extends the rural landscape up to the edge of the built area.'

The site does not feature in any of the significant views described in this assessment, and there is no visual connection between the site and historic landmarks within the city. The assessment identifies Romsey Road roundabout to the south east of the site as a significant 'arrival' point signifying the transition from 'rural' to 'urban'. We recognise this and propose to take it into account in detailed design so that Winchester retains its firm edge at this point. Development at Pitt Vale would not make it any more likely that any other site would be brought forward in the future.

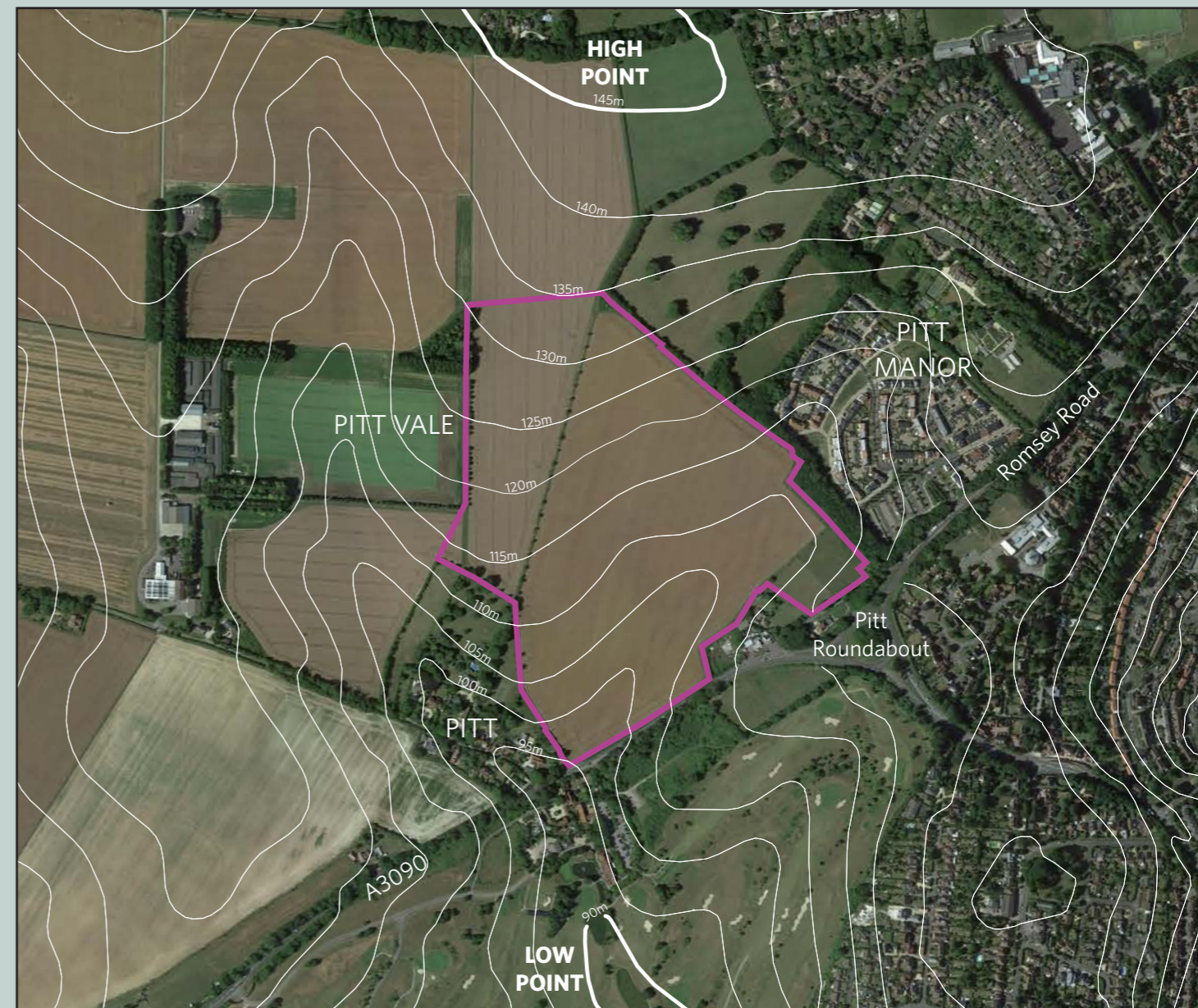
The site occupies an area of pleasant, predominately large scale, arable land on rising ground at the edge of Winchester. It forms part of a wider area of undulating farmland which extends eastward in the direction of Pitt Down. It has a relatively open character owing to field amalgamation in the 20th century. There are no notable landscape features contained within the body of the site. A dense woodland belt separates the site from the recent development at Pitt Manor and from the Park and Ride site to the east. The buildings associated with Pitt Vale Service Station, and two residential dwellings lie alongside a section of the southern site boundary.

The landform within the site falls several metres from Romsey Road, to a shallow valley which crosses the southern part of the site in an east - west direction. Beyond this, the ground form rises steadily within the central and northern part of the site, continuing to rise beyond the northern site boundary to a local high point in the vicinity of Sarum Farm, at approximately 155m above ordnance datum ('AOD').

The wider topography to the north of the site is characterised by distinctly undulating chalk downland. Blocks of woodland on the higher ground lend some enclosure to what is generally open, large scale farmland. To the south, the landform continues to fall for a short distance within South Winchester Golf Course, before rising to the housing area at Oliver's Battery which occupies an elevated location above the golf course. The high ground at Yew Hill to the south west of Winchester is a prominent local landmark, visible in views from the higher parts of the site.

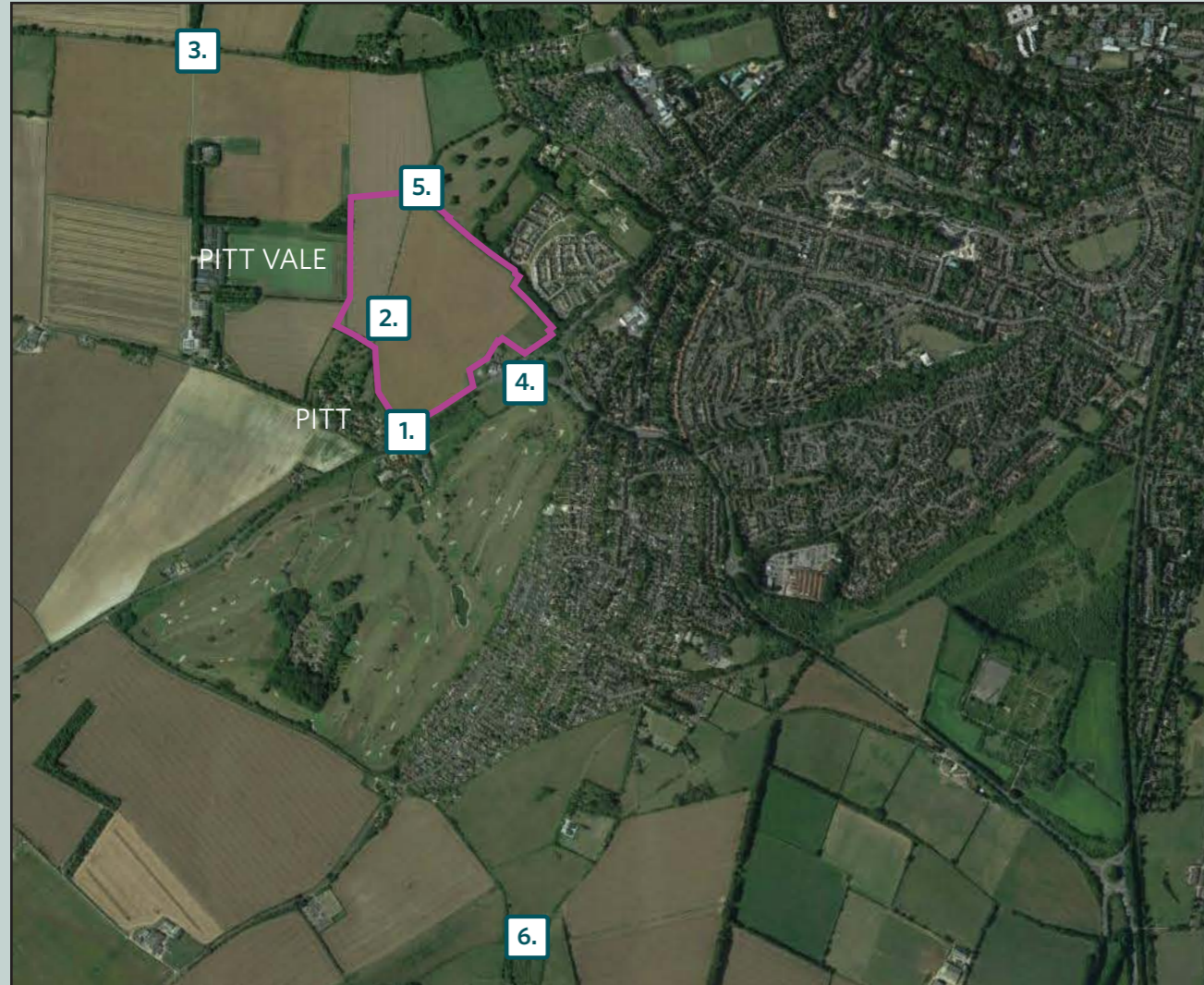
The site is visible on the approach to Winchester from a section of Romsey Road, and from a small number of vantage points on higher ground to the south, in the vicinity of Yew Hill and Oliver's Battery. There are also views from the Clarendon Way National Trail and from the permissive rights of way which cross the site. Views from the hamlet at Pitt are limited by the sharp change in level at the eastern site boundary. The extent of visibility is also limited by the varied topography of the surrounding area, with the lower and central parts of the site generally much better contained in the majority of views.

SHAPE OF THE LAND

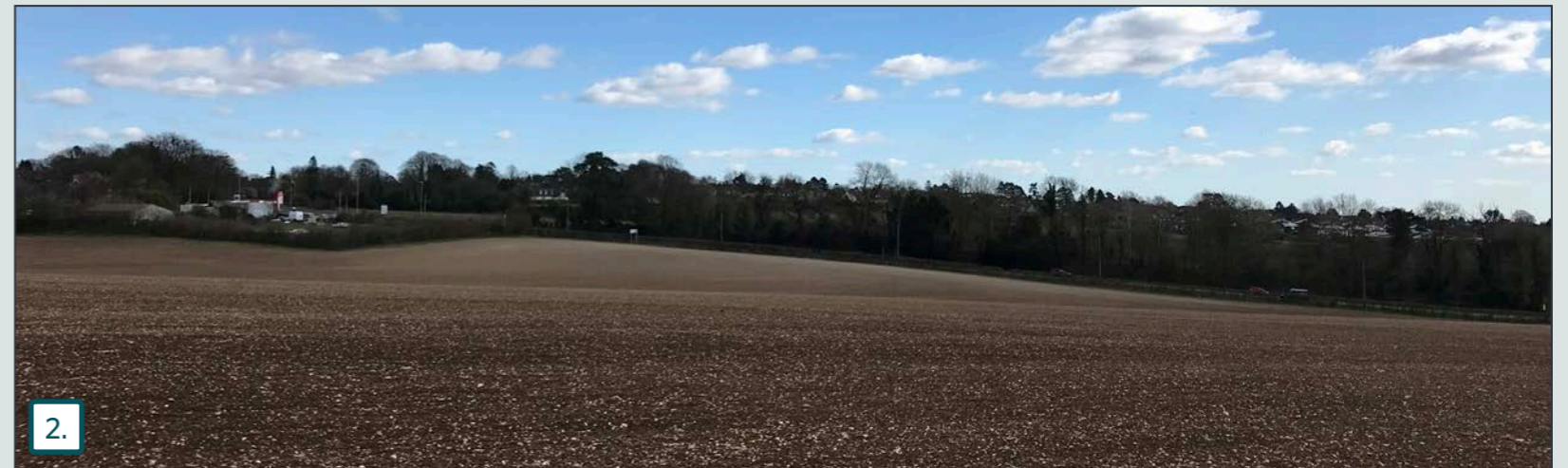


Pitt Vale
 Contours at 5m Intervals

VIEWS



1. South western corner of Pitt Vale looking north-east across the site (housing at Pitt Manor in the distance).



2. Mid-point along the western boundary looking back towards Romsey Road (petrol filling station on left).



3. Break in vegetation along Sarum Road to the north of Pitt Vale looking south.

Exiting Pitt Roundabout (west) with Pitt Vale visible above/ behind the petrol filling station.



Panoramic view available from the north-east corner of Pitt Vale to the south and west.



Panoramic view from the higher ground at Yew Hill to the south of Pitt Vale.



BIODIVERSITY

Ecological surveys have found a potential for foraging and commuting bats, badgers, dormice and breeding birds.

All species would be protected and any proposals for development on the site will be supported by a detailed ecological mitigation strategy. Mitigation will include a large areas of open space with suitable planting including a wildflower meadow and scattered trees. This area of open space will be suitably managed to ensure that it provides suitable foraging and commuting habitat for brown hare, dormice, hedgehog, badger and bats as well as basking opportunities for reptiles and habitat for nesting birds.



Line of trees within the site reinforced with recent planting

FLOODING AND DRAINAGE

The entire site is located within Flood Zone 1; being an area of Low Probability of flooding, outside both the 1 in 100 (1% AEP) year and 1 in 1,000 (0.1% AEP) year flood events.

A range of Sustainable urban Drainage Systems (SuDS) will be utilised within the site to effectively manage surface water run-off. Source control measures which could be used on the site include permeable paving, filter strips, ditches, swales and attenuation drainage systems.

The SuDS and source control measures that will be used will reduce runoff compared the current greenfield rates. The proposed drainage strategy could reduce peak discharges from the site which will be of benefit to properties and residents 'downstream', including homes in Pitt Hamlet, as it will help to remove any current build-up of storm water that may be present during excessive storm events.



Boundary vegetation provides for wildlife connectivity

HERITAGE

There are no listed buildings within the development site. Beyond the site to the South West are 12 Grade II listed buildings and one listed milestone. 6 of the listed buildings and the listed milestone are located along Enmill Lane, to the south of the site. The other 6 listed buildings are located in the former Pitt Manor Farm (on the southern side of the Romsey Road).

The setting of the listed buildings along Enmill Lane would not be changed to the extent that the significance of the buildings would be harmed. Furthermore, the character of the existing settings are not dependant on wide or expansive views of the development site as the existing trees and hedgerows in the area limit views beyond the curtilage of the houses.

The listed buildings that form the former Manor Farm do not have a traditional quiet or tranquil rural location that would be compromised by the development of the site. The wider setting of these buildings are largely to the south east and relate more logically to the edge of the city to the east. The existing setting of these listed buildings has already changed because of the proximity to this built edge and the clear views of Oliver's Battery from within the settings of the listed buildings. Therefore, the development of the site to the north of the former Manor Farm would not affect the significance of the listed buildings.

There is a garden of local significance at Pitt Manor, on Kilham Road to the north east of the site. However, this is not a national designation and the garden is a sufficient distance away not to be affected by any proposals on the site.



There are a number of listed buildings along Enmill Lane