

Curdrige and Curbridge

VILLAGE DESIGN STATEMENT



*This Village Design Statement has been researched and written by the villagers of Curdrige and Curbridge, published by Curdrige Parish Council, and printed by Ashford Overload Services Ltd, Curdrige.
March 2002*

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THE CIVIL PARISH

In 1953 Curbridge officially joined the Civil Parish of Curdridge. Therefore for the purposes of this document, Curbridge will be deemed to include Curbridge unless otherwise stated.

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What is a Design Statement ?

Who's it for?

How will it work?

In making its recommendations (expressed as *Planning Guidelines*), the project team has taken into account the wishes of the community, concluded from a survey, and the character, size and shape of the village.

The rural setting and landscape of Curdridge have also been considered. So, too, the pattern and type of existing housing and business premises.

The Statement is as important to individual residents (considering small alterations or ambitious planning applications) as it is to architects and developers.

It's a *positive* document which sets out to encourage tasteful and sympathetic planning and development. Its job is not to dictate or create barriers, but to provide a source of "acceptabilities" which have been carefully considered by the residents.

A copy is being made available to every household in the village.

Because the Design Statement has been prepared in accordance with guidelines laid down by the Countryside Agency and approved by the planning authorities, it has been adopted as *supplementary planning guidance* that will be considered by Winchester City Council in all planning applications within the village.



Building work in progress at Curdridge Lane

PLANNING GUIDELINE - 1

Development should be sensitive to the character of the village and in sympathy with the style of existing adjacent properties.

A message from the villagers of Curdrige and Curbridge



The village pond in Calcot Lane



The bridge at Curbridge

Our Village Design Statement is a declaration of how we – the villagers – wish to see Curdrige and Curbridge develop in the years ahead.

A VDS is a government initiative and, once approved by the local planning authority, is fully considered in all planning applications.

It's been prepared voluntarily by a group of independent villagers including four members of Curdrige Parish Council, all interested in planning issues and the future prosperity and development of the place where we live and work.

It has taken over two years to prepare. In that time we've produced a video to generate local interest, held public meetings and conducted a comprehensive survey of every household and business in the village.

Numerous discussions and workshops have taken place with everyone from local authority planners to local interest groups. It's therefore been a positive exercise.

Recommendations are expressed in this document as *Planning Guidelines* and are cross-referenced to a resumé on page 28.

In some way or other everyone who lives in Curdrige has probably been involved. Certainly it represents the many local views and opinions expressed.

Its conclusions are supported by findings from the survey which drew 454 responses (73% of those surveyed).

The early years

There's been a settlement in the area since the ninth century. In the Parish Magazine dated February 1996 ¹Elizabeth Stevenson wrote:

"... the Saxon Charter of 900 AD claims that the southern half of the present village of Curdrige used to belong to an estate at Micheldever."

The original settlement was in the south east of the present parish with its Hethe (Common) stretching north east along "Cuthred's Ridge." Back in 1464, Curdrige was a hamlet lying along the north west side of the "royal road from Bottelie to Waltham" with a number of farmsteads surrounding the heathland which formed the centre of the area.

Rent was paid to the Manor of Bishops Waltham. The total from the villagers amounted to £12 3s 8d, mostly paid by just four tenants; presumably the others were too poor to contribute!

The people of Durley drove their cattle on to the wooded hills between Curdrige and Bishops Waltham to find summer pasture. The pattern of fields surrounding the *Hethe* remained unchanged for almost four hundred years.



An early postcard depicting the village pond, Pond House and Toll Gate House (on the right).



The original Reading Room with the old Post Office just visible on the left in the background.

Three "royal roads" passed through the area – to Wickham, Curbridge and Waltham Chase.

The road to Wickham started at King's Corner and ran over the high ground to Outlands Lane, a little north of where the railway bridge now stands. It then ran south of the present A334 road.

The "royal road" from Curbridge to Waltham Chase followed the line of Vicarage Lane, crossing Wangfield Lane and running behind Church Lane to the Hollies. It then ran straight across the Common to join *Courdriggelane* where the Cricketers' Inn now stands.

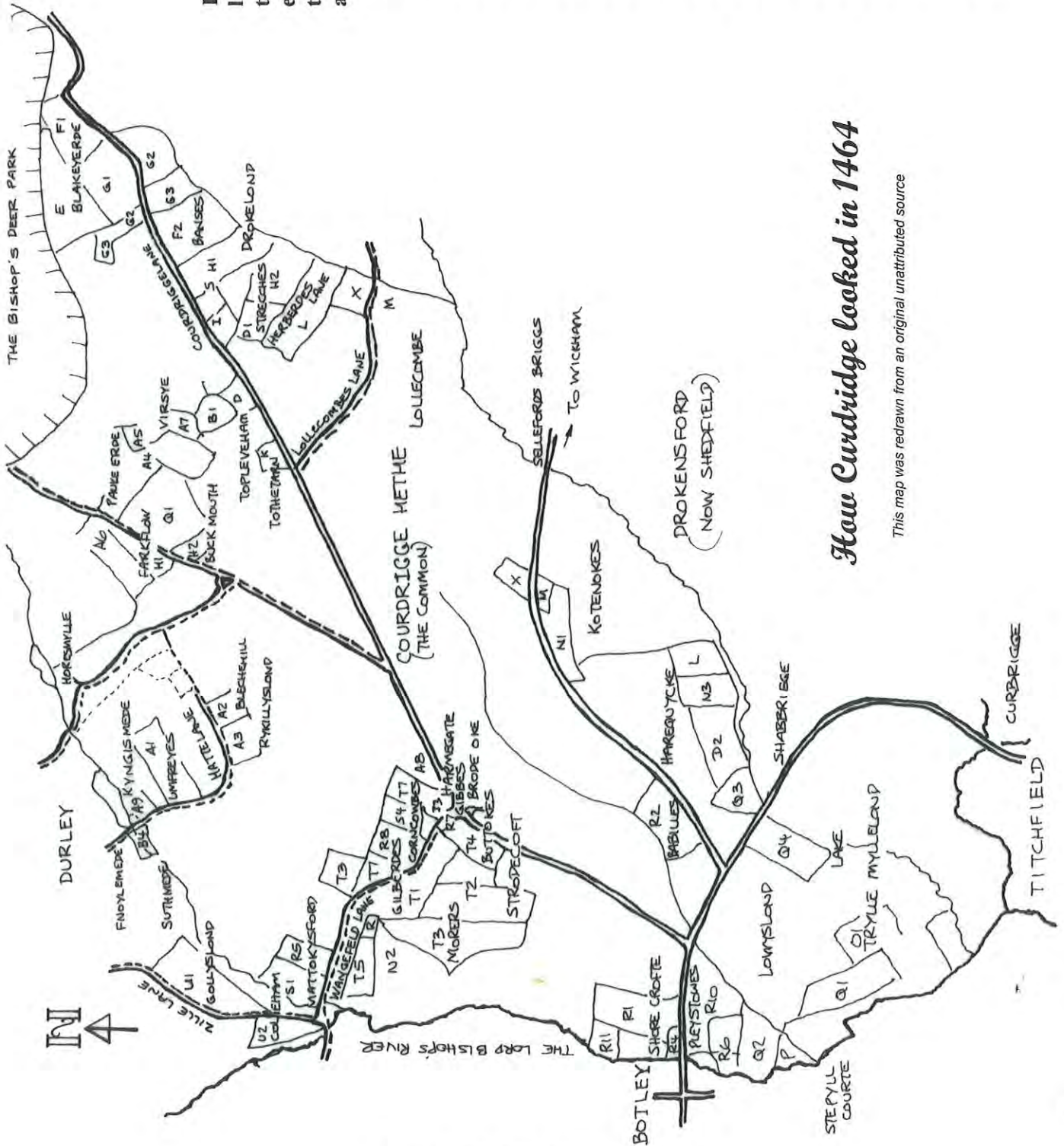
The road to Bishops Waltham was just a track called *Parkestretelane* linking the bishop's land with Curdrige Common. The current form of Curdrige dates only from the middle of the nineteenth century, when the land was enclosed, the Victorian lanes laid out, and more houses were built.

The area remained a tithing in the parish of Bishops Waltham until 1894, when it was created a parish in its own right in the Local Government Reorganisation Act.

In *Hampshire Within Living Memory*, Curdrige was described as "a small village made up of scattered cottages, Victorian villas and a certain amount of more modern building."

By the start of the twentieth century, it was Hampshire's "strawberry mecca," sending huge supplies to urban centres through the railway station.

¹ Elizabeth Stevenson – *The Hampshire Field Club and Archaeological Society*



INDEX - The 1464 tenants are listed in the order given in the 1464 rental. On the map each tenancy is numbered in the same way and the acreages are drawn to scale.

- A. Richard Frende
- B. John Frenshe
- C. Robert Adam
- D. Nicholas Voke
- E. John of Heye
- F. Phiip Buryman
- G. Robert Goseye
- H. John Markes
- I. John Hore sen
- J. John Herberd
- K. Nicholas Belle
- L. Thomas Appylford
- M. Alice at Mere
- N. Thomas Wylkyn
- O. Robert Tauke Esq
- P. Thomas Faucone Gent
- Q. Isolda at Parke
- R. Edward Froste
- S. Richard Mulward
- T. Philip Bykebroke
- U. Isabella Chilterne
- V. Thomas Wexham
- W. Mem of Botteleyghe
- X. Geoffrey King

Haw Curdrige looked in 1464

This map was redrawn from an original unattributed source

About the village



The Quay at Curbridge



Curbridge Reading Room



The Cricketers pub, Curbridge

Curbridge has a population of 1400. There are 500 private dwellings and 80 businesses.

The village is eight miles from Southampton, 16 from Portsmouth and 14 from Winchester. It is typified by small pockets of population contained within farmland and wooded areas.

Set between two principal roads linking Botley to Wickham and Bishops Waltham, Curbridge is perhaps more accurately described as a "district" rather than a village.

Curbridge is to the south, on the road to Park Gate, Segensworth and Whiteley.

The village boasts two shops (one of which complements a garage), a sub-Post Office, three pubs, two churches, one chapel, two schools and three rest homes. There's also a railway station, named after nearby Botley!

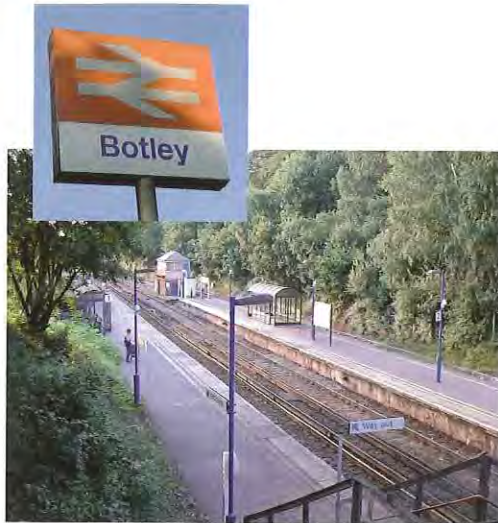
Curbridge is perceived as the first rural area to the east of a seemingly ever-sprawling Southampton and Hedge End.

The western boundary is the River Hamble, which flows from Durley Mill in the north, past Botley Mill and Fairthorne Manor to Curbridge in the south. The village extends into the Botley Conservation Area, including Botley Hill House and Sherecroft.

It's also a gateway to the Meon Valley, and is valued by its population as a desirable area in which to live and work.

Agriculture and associated industries have predominated since Anglo-Saxon times, and have now been joined by a variety of other businesses ranging from a heavy vehicle testing station to the YMCA's National Recreation Centre. Many smaller industries have been set up in former agricultural buildings.

Today the village retains its "district" feel, with houses laid out in an uncluttered way.



Despite its official name of Botley, the station is situated inside the Curdridge boundary!

The housing stock is mixed, with varying styles and sizes. A handful of older properties date from the fifteenth century. Most of these are thatched and were built by farm workers.

There are also many well-maintained Victorian and Edwardian houses, characterised by the reasonably large plots upon which they stand.

Together these features give the village an air of openness, geniality, substance and history. It's not opulent, crass or boorish; just a pleasant place to live and work.



The Hamble in Wangfield Lane, Curdridge

Who does what in the village

The survey suggests that about a third of the population is retired. Of the working population, three quarters travel away from the area, some making a daily trek to London, the South East or the Midlands.

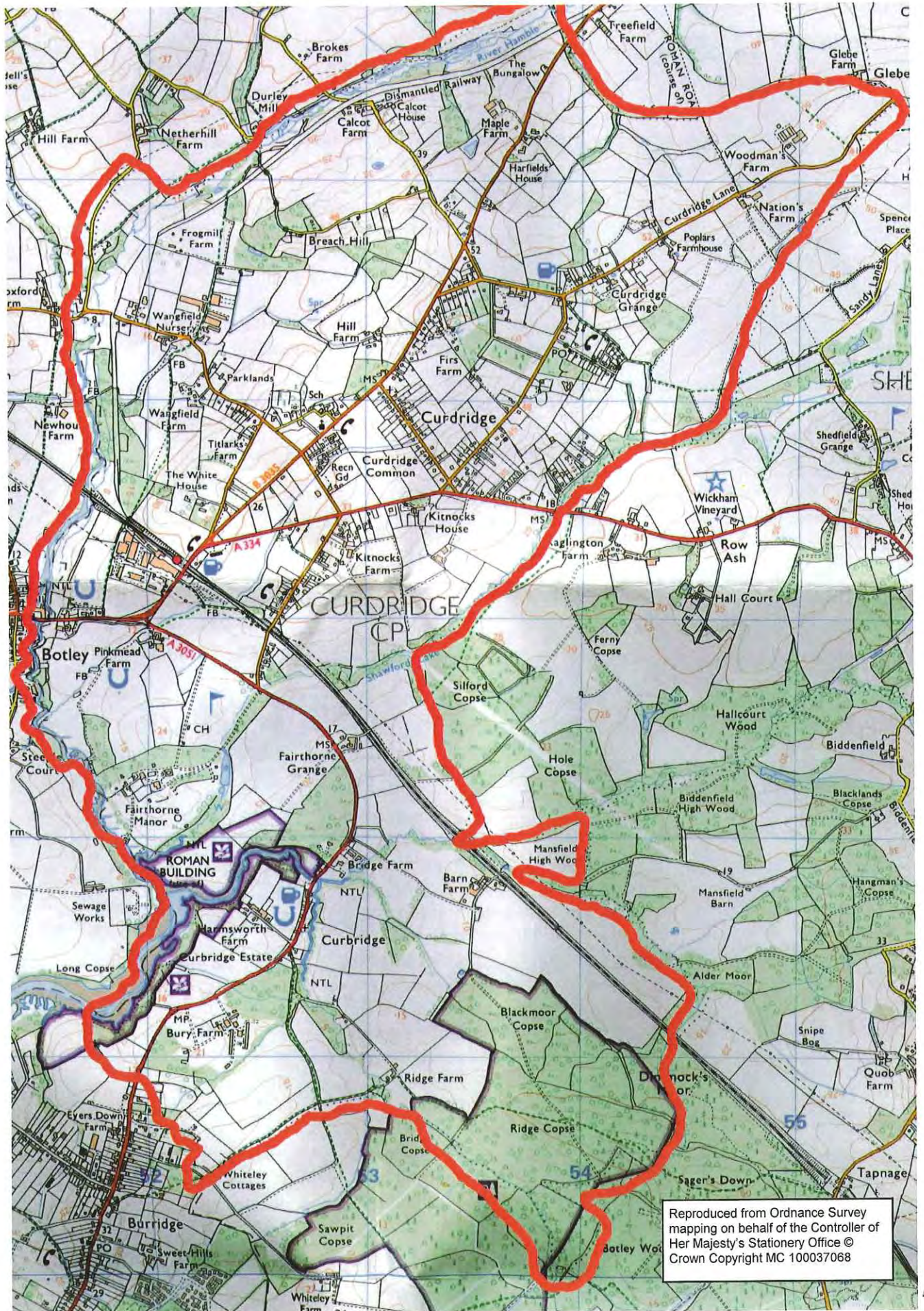
The remaining quarter of the working population is employed locally or at home.

Of those surveyed, 68% were against the provision of more jobs within the village and 87% were against an increase of industrial units.

The survey shows a wide age range and suggests a village of some vibrancy with a good economic future, making it a desirable place to live.



The County Primary School



Curdridge today

The overall pattern of the village



Leading to the Recreation Ground in Curdridge



The 18-hole golf course at the YMCA



Horse riding is popular, but the village doesn't have any bridle paths

The village of Curdridge is spread over an area of six square miles. So dispersed is the development, that the casual visitor would be hard-pressed to recognise a village centre!

Three main roads pass through the village and form a natural structure for the network of interconnecting lanes and minor roads on which much of the development has taken place.

The lanes and side roads vary in character and type from narrow high-banked lanes dropping down to the river valley, such as Calcot and Wangfield, to roads running along the ridges. Lockhams and Outlands are good examples and offer views over rolling farmland and as far as Portsmouth and the Isle of Wight.

To the north of the railway lies the majority of the residential development. This includes the church, schools, Reading Rooms (village hall) recreation ground and junior football field.

To the south and next to the railway is Bottings Trading Estate. However, once beyond this development the character of the village returns to open farmland with scattered housing.

The YMCA National Centre at Fairthorne Manor with its activities and training facilities, runs down to tidal stretches of the river Hamble. Within its grounds is an eighteen hole golf course.

Throughout the village are examples of converted farm buildings now used for light industry and housing.

Open spaces and housing, often screened by hedges and set well back from the roads, are the main features which help create the essential rural character of the village. Typical are many large Edwardian and Victorian houses some of which have had developments within their grounds.

The field frontages and gaps in developments along the lanes also contribute to the rural nature of Curdridge.

The survey showed that a large majority of residents wished the village to retain these distinctive characteristics.

Buildings and spaces



Church Lane



Church Lane

All survey respondents said their Curdridge home was their main residence.

No one had members of their family seeking accommodation in the village.

35% were in favour of small groups of new houses, 1% favoured estate houses, 56% preferred infill housing and 7% didn't want any new development.

We all like to think that the place in which we live is unique; that's certainly true of Curdridge which does not fit the mould of a typical English village.

Although Curdridge has its beginnings around common ground, this did not develop into a village green. Its church and pub are almost a mile apart!

Dispersed settlements like Curdridge are in fact characteristic of Hampshire. In 1825 the village consisted of a dozen or so houses and farms located beside tracks leading to Southampton, Portsmouth and Winchester. In the mid-Victorian era large properties were built on large plots, again well scattered.

As the village grew, the residents invested in a school (1844) and saw the need for better communal facilities in the form of the Reading Room (1884). Also in that year the present church replaced a chapel on the same site.

PLANNING GUIDELINE – 2

Whilst period houses, from early thatched cottages to substantial Victorian and Edwardian homes, contribute valued variety to the village, homes of contemporary design should not be excluded.

Edwardian and Victorian houses

The house (photographed above) typifies a number of houses in the village. Their style is truly turn-of-the-century, and most have large secluded gardens set back from the lanes and roads. Some have been divided to provide two or more homes; others have been adapted into care homes of which the village has three.

Although contributing to the character of the village their style is not expected to be repeated in any infill development.

Groups of houses

St Peter's Close

St Peter's Close is a group of houses next to the Reading Rooms in the centre of the village. It was built in the 1950s as a council estate, some are owner – occupied.

The area is bordered by roads on two sides, agricultural land on the third side and the recreation ground on the fourth side. St Peter's Close has pavements and some roadside parking.



The approach to St Peter's Close

PLANNING GUIDELINES – 3

New buildings on plots among existing buildings (infilling), should be designed in sympathy with their immediate surroundings.

More isolated buildings should include the best of modern design and be in sympathy with the surrounding landscape.

Extensions should complement the character and, where practicable, include design features of the principal building.

All services should be placed underground where possible.

Planning submissions should clearly demonstrate how the proposed development will appear in relation to its surroundings. Once approved, the Parish Council would like to be consulted about any amendments.



The bungalows in St Peter's Close

PLANNING GUIDELINE – 4

Where groups of dwellings are built around a central open area, such as already exists in St Peter's Close, that central area should be protected from development.

Woodview Park

Woodview Park (left) is located on the western side of the village and is not subject to planning control. The Park consists of an oval of mobile homes around a green. It is well and attractively maintained with a few homes enjoying some of the best views in the area. There's quite a high turnover of residents and space exists for some additional homes. A unique style in a secluded area which should maintain its open space as an amenity area.



Ribbon housing



Chapel Lane



Outlands Lane



Gordon Road

Outlands Lane and Tebourba Way

Outlands Lane contains a wide range of styles. Here are chalet bungalows, Edwardian houses, mock Tudor houses, modern semi-detached houses and council housing.

The lane has no pavements and generally has a spacious feel, narrowing as the lane approaches the bridge over the Portsmouth to Eastleigh railway line. Although the housing styles vary greatly, they blend well together.

Chapel Lane

This is a pleasant thoroughfare consisting of medium to large detached housing mostly built in the last 35 years.

There are some houses which date back to the last century. Most houses are two storeys, some of red brick, others rendered. In contrast is the Royal British Legion building of corrugated sheet construction. Chapel Lane has no pavements, and no roadside parking facilities.

Lake Road and Hillside

Both are unadopted roads off Kitnocks Hill. Flooding, at Lake Road's junction with the A334, is a problem. Housing is mixed and many properties are set well back from the lane.

Hillside comprises a collection of a dozen or so older cottages which have been extended and modernised.

Blind Lane

Blind Lane off Calcot Lane was once the track to Durley Halt on the dismantled railway between Botley and Bishops Waltham. There are just three houses enjoying some of the best views in the village.

Gordon Road

Gordon Road is a cul de sac, consisting of 1920s detached and semi-detached houses with a handful of more recent housing. As with all the recent development in Curdridge, the most recent houses in Gordon Road are large with 4/5 bedrooms. The road has pavements on both sides with roadside parking. The style of housing is of the twenties and thirties design. Red brick construction dominates. Nearly all the houses are two storeys.



Tebourba Way



Bishops Waltham Road



Calcot Lane



Church Lane

The Plantation

This area of the village includes Curdrige Lane and Lockhams Road. It consists of large and medium detached housing with a few semi-detached houses. A recent development of two larger homes represents a style that suits the general village pattern.



Bishops Waltham Road



Wangfield Lane

Wangfield Lane

This area includes Vicarage and Church Lanes, the latter which borders St Peter's Church on two sides. Wangfield and Vicarage Lanes are sparsely developed and become leafy tunnels in the summer.

The style of housing is mixed with Victorian, Queen Anne, thatched cottage and modern blending well.

These narrow lanes do not have pavements and although popular for walking, their narrowness does mean constant awareness for traffic. As in Church Lane the style of housing is varied.

This map is reproduced from the Winchester District Local Plan. It shows (in yellow) the areas of Curdridge approved for development.





Curbridge

Fairthorne Manor is a large mid-Victorian House standing in 90 acres. For some years it has been the headquarters of the National YMCA Activities and Training Centre. Available on the site, and open to local membership, is an eighteen hole golf course.



Further towards Park Gate are farms, an area of National Trust land and a stretch of water (the Cur) known as Curbridge Creek, a tributary of the river Hamble. Here too is the Parish Quay, next to the Horse and Jockey Inn, making the area a pleasant stop-over for motorists and river users.



Curbridge boasts a small church built in 1892 of red brick, but no Post Office or shop.



There are three light industrial estates, the largest and most diverse being Bury Farm. This has a particularly pleasing frontage, illustrating what is possible and how well light industry can be absorbed into a rural setting.

Industries and their impact on the village



Bury Farm Industrial Estate with the River Hamble in the background



Bottings and Rusdene Garage



Nations Farm – an industrial estate

Over the years a wide range of industries have been set up throughout the village.

Three industrial sites are off the A3051, two off the A334 near the Railway Station, two in Wangfield Lane, two in Curdridge Lane, and one in Calcot Lane. Altogether they account for around 75 businesses.

In addition there are numerous equestrian activities, notably at Pinkmead, Sherecroft, Curdridge and Harmsworth farms and in Wangfield and Curdridge Lanes.

A number of the industries necessitate the use of heavy vehicles. Some, especially delivery vehicles of industrial supplies, create problems and damage to the road surface and verges. The VDS project team would like to see more detailed investigations of these issues prior to the granting of planning permission where industries are being set up or expanded.

Diversification in the use of previous farming operations has also had widespread and, in some cases, unforeseen implications. An example is the need to service some of these industries with heavy and/or long vehicles despite the inadequacy of the lanes leading to them.

The knock-on effect results in the verges and ditches being seriously damaged causing surface water to flood.

Once established such businesses are difficult to change. The need for thorough investigation prior to planning approval is paramount.

What would seem to be a natural use for redundant farmland is equestrian pursuits. However because of an absence of bridle paths in and around the village, there is an ever present potential danger.

The mix of horses and traffic does not work. Without properly constructed bridledways, it's difficult to find a solution.



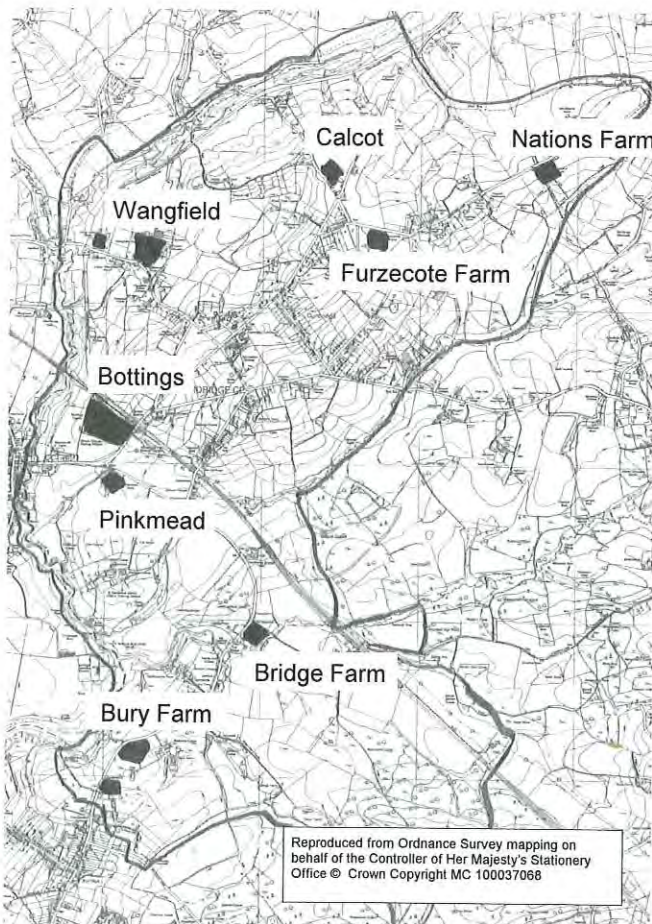
The farming industry still predominates

Despite proposals concerning the development of stables and riding schools contained within the current Winchester District Local Plan (Proposal RT8 – page 83), the lack of any bridleways in Curdridge should be taken into account as the District Plan requires.

The Plan also provides for some development of land for further industrial development at Bottings once the Botley bypass and Whiteley Way have been constructed.

Whilst not opposing such development, the village draws attention to the assurance made in the Plan that only when the completion of the Botley bypass is guaranteed will such development be permitted.

The map shows the locations of the principal business and industrial sites within the village.



PLANNING GUIDELINES – 5

The needs of local industries cannot be disregarded, but the dangers inherent when heavy vehicles use narrow lanes is of serious concern. Industrial developments should strive to provide good or direct access onto the A and B class roads where they exist, and heavy vehicles should be discouraged from using the lanes wherever possible.

Further development at Bottings Industrial Estate should be deferred until completion of the Botley bypass is assured.

No further development of land at Bottings should be permitted beyond that outlined in the Winchester District Local Plan.

Any industrial development within the village should be confined to B1 (Light Industrial)

Public Footpaths



In 1993 when the last village appraisal was carried out, the most-used footpaths were three, five and seven. These remain so today.

Footpaths two and nine are included in a pub walk described in *Country Pub Walks* by John Price published by the News (Portsmouth) and also in *Pub Walks around Southampton and Central Hampshire* by Peter Carne, published by Ensign.

All the paths are well used by dog walkers, although many villagers prefer to use their cars to reach the country parks rather than have to start their walk on a busy road.

All the paths need to be retained for recreational use. Particular note should be taken of paths two and nine in Curbridge, which could come under threat if Whiteley is extended towards Curbridge. So, too, footpath three if Bittings Industrial Estate is extended in accordance with proposals contained within the Winchester District Local Plan (see page 19).



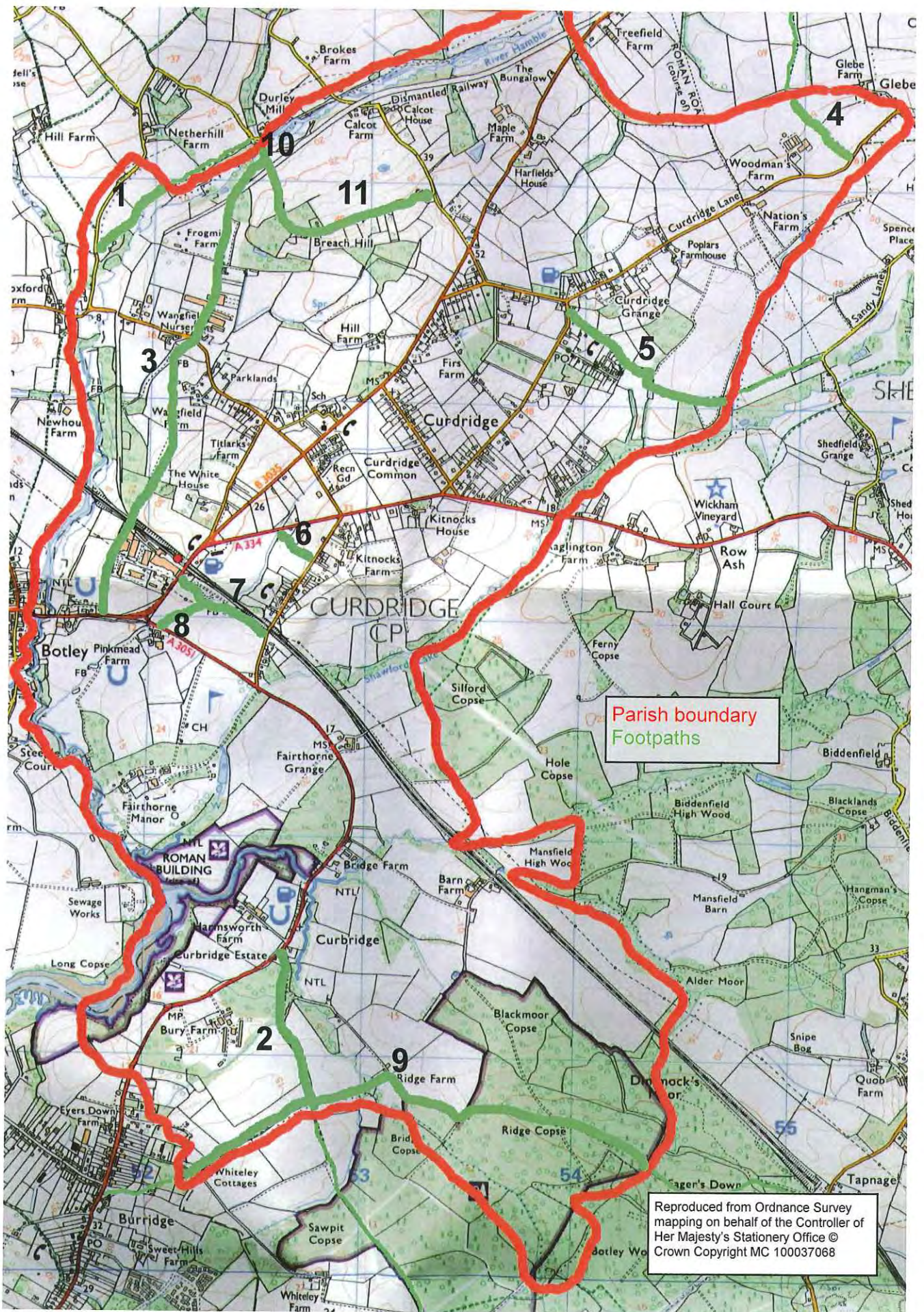
Blind Lane. In the old days the route to Durley Halt on the Botley to Bishops Waltham railway line



En route to Durley Mill

- 1 U198 Netherhill (by Greywood) to Durley Mill. (Wooded length not in Curbridge Parish).
- 2 A3051 Curbridge through Sutton's Copse.
- 3 A334 Sherecroft to Wangfield Lane to footpath 10 leading to Durley Mill.
- 4 C110 Curbridge Lane towards Bishops Waltham (first two fields only in parish)
- 5 C110 Lockhams (Hole Lane) to Sandy Copse
- 6 U198 Outlands to A334
- 7 U198 Outlands to Railway P.H. (on A334, used as short cut to Botley Station).
- 8 A3051 (opp. Pinkmead) to footpath 7.
- 9 Ridge Copse (Curbridge) to Whiteley Cottages.
- 10 U198 Durley Mill to disused railway line.
- 11 U198 Blind Lane is a path only from middle of Breach Hill to disused railway line.





Open spaces and recreation areas



Junior Football now has its own pitch on part of the Common



Summer days and cricket on the recreation ground



The Curdridge Country Show held on the Recreation Ground

PLANNING GUIDELINES – 6

A defining feature of the village character is its abundance of trees, hedgerows and open spaces. The preservation of this valued characteristic is a high priority.

New development comprising groups of buildings should include an area of open space.

Open areas should be carefully guarded and retained in their present form. These areas include Curdridge Common, the Glebe and recreation areas. As with areas of existing woodland and grassland (where new planting of native species should be encouraged), these areas are designated in the District Plan. (Page 207 appendix 4)



Curdridge Common from Reading Room Lane

Hedges and boundaries



Curdrige is a green village. Such is the abundance of trees, hedgerows and open spaces.

Most existing garden boundaries are hedges, some trimmed, some not. Many contain mature trees, especially oaks.

Other boundaries cover a broad spectrum of wooden fence and post, larch lap or picket. Rustic post and rail feature both to bound agricultural land and larger gardens.

Brick-built walls also feature, some quite imposing set aside wrought iron gates. There's no doubting that the maturity of the trees gives Curdrige its *established* look.

Most of the roads and lanes are lined with trees either in the hedges or in front gardens. Oak trees abound. (*Hampshire is full of stiff clay which allows good oaks to grow – William Cobbett*).

The majority of residents (85%) considered that trimmed hedges are characteristic boundaries in Curdrige, with trees (48%) and wooden fences (39%) also being considered characteristic boundaries.

PLANNING GUIDELINES – 7

Boundaries within the village are defined predominantly, but not exclusively, by hedgerows. Property owners are urged to be sensitive in their choice of alternative boundaries. The use of high brick walls and other discordant boundary structures can have a detrimental effect on the character of the locality.

Therefore the planning authorities and other agencies should use their powers where possible to control inappropriate property boundaries.

Highways and traffic



Traffic on Station Hill



King's Corner – start of the Botley bypass



The old railway bridge in Wangfield Lane

The distributed nature of housing and industrial activities within Curdridge inevitably has a significant impact on the volume and nature of local traffic. In addition, the trisection of the village by two A roads (A3051 and A334) and a heavily used B road (B 3035) providing access between Bishops Waltham, Wickham and Whiteley pose a set of problems which deserve careful consideration in future plans. The majority of concerns raised by residents in response to the survey centre around vehicular traffic. However, it is important to view the issues on a wider basis.

The probability is that both the population and traffic will continue to increase in the foreseeable future. It is therefore imperative that a careful balance is struck between the needs and concerns of residents, businesses and those using the roads merely as a throughway to elsewhere.

PLANNING GUIDELINES – 8

The high volume of through traffic using Wangfield Lane, Curdridge Lane, the A334, the A3051 and the B3035 regularly threaten the safety of pedestrians, cyclists and horse riders. Every opportunity should be taken to improve existing footpaths and create new ones, and to develop cycleways and bridle paths.

New developments should include adequate off-road parking and should provide for vehicles to enter and leave the site in a forward gear.

Signs and other street furniture should be carefully sited and kept to a minimum to preserve the rural character of the village.



Rush-hour at Curdridge Primary School

There's probably not a village in the country which doesn't claim to have a traffic problem. Judging by the survey results the residents of Curdridge don't buck the trend.

Three main roads pass through the area linking Botley with Bishops Waltham, Botley with Wickham and Botley with Whiteley and Segensworth. All have high traffic densities, are subject to speed restrictions and, for the most part, lack pavements.

A number of lanes are particularly well used. One (Wangfield Lane) has achieved notoriety as an unofficial bypass for Botley. It has dangerous bends and seems to be in a permanent state of disrepair.

The village has a number of businesses which necessitate the use of heavy and large lorries including a Transport Ministry Heavy Vehicle Testing Station, an international firm of removers, and a road building materials company sited alongside the railway at Station Hill.

The existing road pattern and traffic densities have a tangible effect on housing and development. Arrangements for local traffic should be carefully considered when detailed planning of the Botley bypass at Kings Corner commences.

Concerns about access on to lanes and main roads figure prominently in many planning considerations.

The speed of traffic using the two main roads through Curdridge is a constant cause for concern. Speed restrictions on the roads' long straight stretches are seldom observed. Over the years a number of accident black spots have developed, especially where the narrow lanes join these main roads.

Pedestrians, too, are at risk, especially on the railway bridge at Station Hill. The pavement, which traffic regularly mounts, is badly worn and has almost non-existent curb stones.

The VDS project team is mindful that the most important issues for many villagers are traffic and safety which, they claim, receives scant attention from the highway authorities despite numerous representations from the Parish Council and individual villagers.

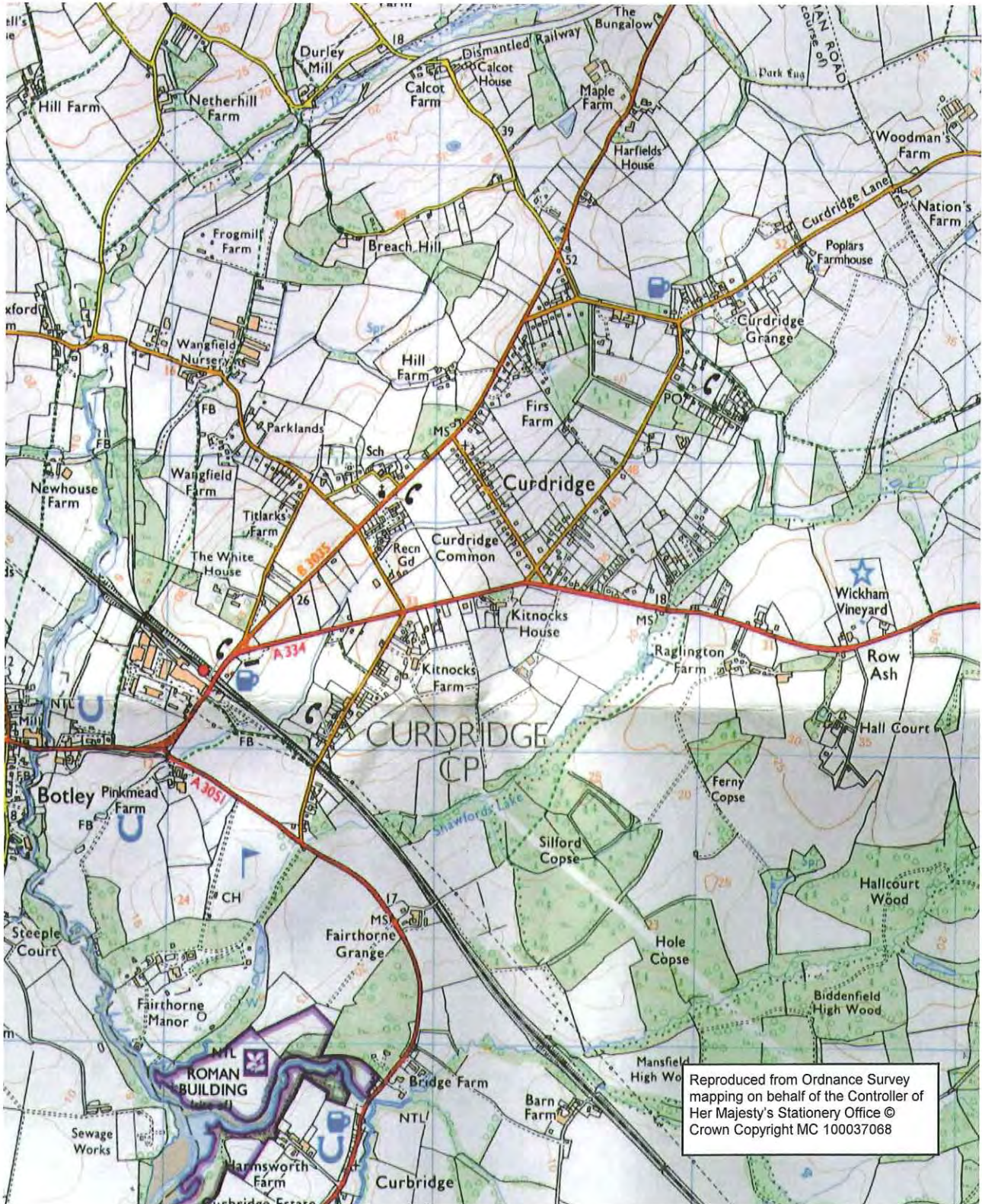


Not the safest of junctions to negotiate as the number of incidents testify.



The junction of Curdridge Lane with the Bishops Waltham road.

The roads and lanes of the Parish



A Village Wish List

During the research and compilation of this Village Design Statement a number of issues were repeatedly brought to the attention of the project team.

These issues combine to create a *Wish List* of projects which villagers want to see actively pursued by the appropriate authorities and agencies.

1 The construction of a footpath at the end of Vicarage Lane at the junction of the B3035 running *inside* the hedge to link with the footbridge over the railway line, thus eliminating the dangerous section of pavement crossing the road bridge on the A334.

2 An extension of the pavement on the B3035 from the junction with The Plantation (where it now ends) to the crossroads by the village pond.

3 The construction of a new footpath from Reading Room Lane to the new Junior Football Ground.

4 The provision of parking bays for the residents of St Peter's Close. Access is often restricted by the need to park on the narrow roads.

5 The creation of bridleways and cycle-routes to remove the danger from the busy roads and narrow lanes through the village.

6 The construction of a roundabout at the junction of the A334, B3035 and Vicarage Lane at the top of Station Hill.

7 If the proposal to close Outlands Lane at its junction with the A 3051 is pursued, then major improvements need to be made to its junction with the A334, the scene of a number of serious accidents.

8 Other accident blackspots where safety improvements are necessary are at the junction of Reading Room Lane with the B3035, Calcot Lane with the B3035 and Chapel Lane with the A334.

9 More car parking space is required to serve the railway station which provides ready access to the major rail routes.

10 The achievement of open space targets for the use of villagers including the recently acquired Glebe land.

11 More effective traffic calming on village roads.

12 The provision of attractive and high quality "Curdridge" and "Curbridge" signs at the village boundaries and an effective rationalisation and "clean-up" of all existing and damaged road signs throughout the village.

Planning Guidelines

Design

PG 1 – page 4 Development should be sensitive to the character of the village and in sympathy with the style of existing adjacent properties.

PG 2 – page 12 Whilst period houses, from early thatched cottages to substantial Victorian and Edwardian homes, contribute valued variety to the village, homes of contemporary design should not be excluded.

PG 3 – page 13 New buildings, on plots among existing buildings (infilling), should be designed in sympathy with their immediate surroundings.

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PG 3 – page 13 Planning submissions should clearly demonstrate how the proposed development will appear in relation to its surroundings. Once approved, the Parish Council would like to be consulted about any amendments.

Industry

PG 5 – page 19 The needs of local industries cannot be disregarded, but the dangers inherent when heavy vehicles use narrow lanes is a serious concern. Industrial developments should strive to provide good or direct access directly onto the A and B class roads where they exist and heavy vehicles should be discouraged from using the lanes wherever possible.

PG 5 – page 19 Further development at Bottings Industrial Estate should be deferred until completion of the Botley bypass is assured.

PG 5 – page 19 No further development of land at Bottings Industrial Estate should be permitted beyond that already outlined in the Winchester District Local Plan.

PG 5 – page 19 Any industrial development within the village should be confined to B1 (Light Industrial).

Planning Guidelines

Landscape

PG 6 – page 22 A defining feature of the village character is its abundance of trees, hedgerows and open spaces. The preservation of this valued characteristic is a high priority.

PG 4 – page 13 Where groups of dwellings are built around a central open area, such as already exists in St Peter's Close, that central area should be protected from development.

PG 6 – page 22 New development comprising groups of buildings should include an area of open space.

PG 6 – page 22 Open areas should be carefully guarded and retained in their present form. These areas include Curdrige Common, the Glebe and recreation areas. As with areas of existing woodland and grassland (where new planting of native species should be encouraged), these areas are designated in the District Plan. (Page 207, appendix 4).

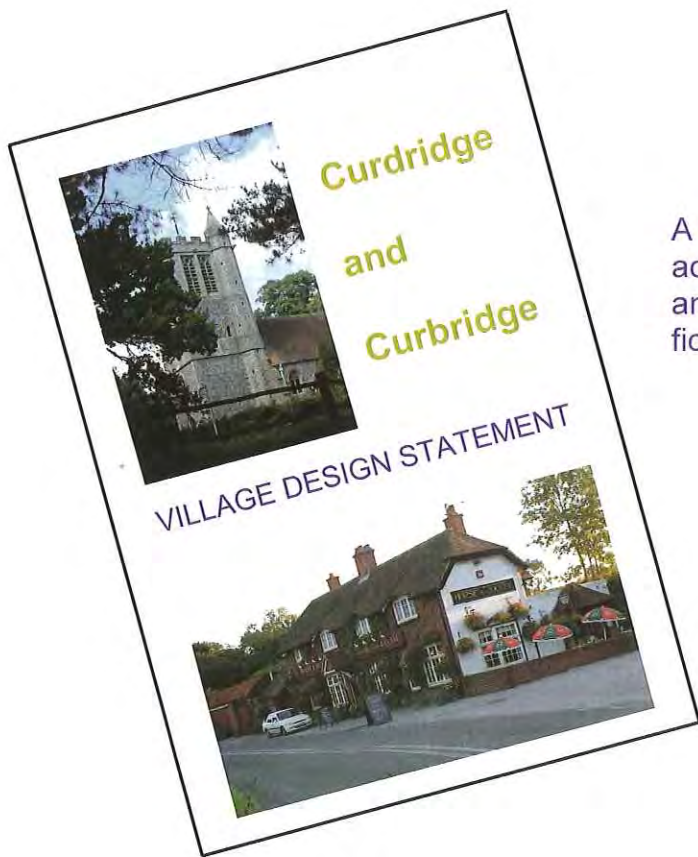
PG 7 – page 23 Boundaries within the village are defined predominantly, but not exclusively, by hedgerows. Property owners are urged to be sensitive in their choice of alternative boundaries. The use of high brick walls and other discordant boundary structures can have a detrimental effect on the character of the locality. Therefore the planning authorities and other agencies should use their powers where possible to control inappropriate property boundaries.

Traffic

PG 8 – page 24 The high volume of through traffic using Wangfield Lane, Curdrige Lane, the A334, the A3051 and the B3035 regularly threaten the safety of pedestrians, cyclists and horse riders. Every opportunity should be taken to improve existing footpaths and create new ones, and to develop cycleways and bridle paths.

PG 8 – page 24 New developments should include adequate off-road parking and should provide for vehicles to enter and leave the site in a forward gear.

PG 8 – page 24 Signs and other street furniture should be carefully sited, maintained and kept to a minimum to preserve the rural character of the village.



A video has been produced to accompany this Design Statement and is available at Curdrige Post Office in Gordon Road, priced £12.50

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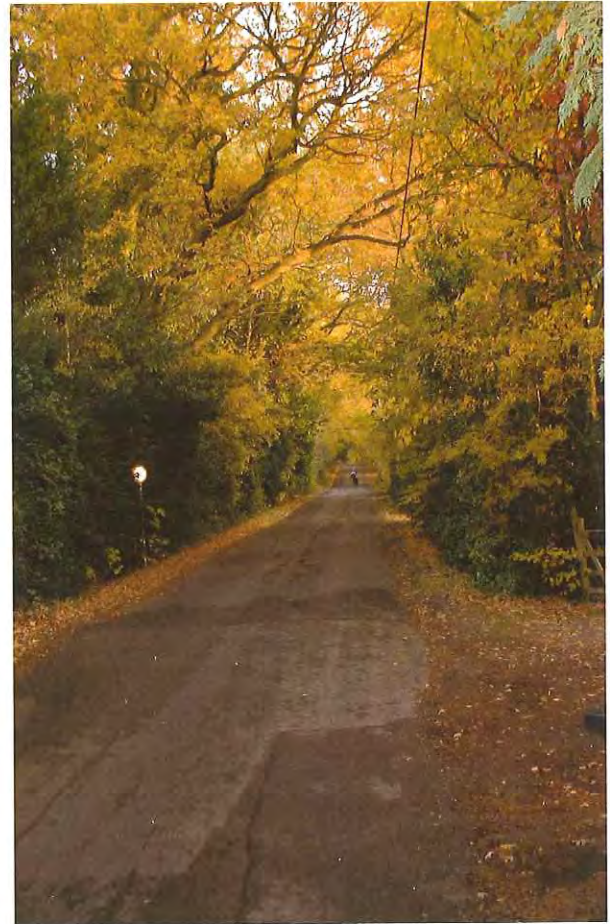
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The Autumn tunnels of Curdrige



Chapel Lane



Wangfield Lane

*“It’s important
to plan for the
future because
that’s where
we’re going to
live for the rest
of our lives.”*

Mark Twain