



COLLINGBOURNE DUCIS CONSERVATION AREA STATEMENT

September 2002

Planning Services



Development Control & Conservation

Forward Planning & Transportation

Building Control & Property Management



COLLINGBOURNE DUCIS CONSERVATION AREA STATEMENT

PURPOSE OF THE DOCUMENT

The purpose of this Statement is to identify and record those special qualities of Collingbourne Ducis that make up its architectural and historic character. This is important in providing a sound basis for the Local Plan policies and development decisions, as well as for the formulation of proposals for the preservation and enhancement of the character or appearance of the area. The Statement is an assessment of the Collingbourne Ducis Conservation Area and is intended therefore for all those with an interest in the village, or undertaking work on its buildings, landscape, roads or public spaces. It is also essential reading for anyone contemplating development within the area. By drawing attention to the distinctive features of Collingbourne Ducis it is intended that its character will be protected and enhanced for the benefit of this and future generations.

The Conservation Area was first designated in 1974 and the Statement then included reference to its situation in the North Wessex Downs AONB that is still relevant.

This Statement is intended to update and replace the 1974 Statement.

Contents	page
Location	1
Origins and Development of the village	1, 2.
Maps	3, 4, 5.
The Landscape Setting	6.
Architectural and Historic Character	6, 7, 8, 9
Building materials, existing and proposed buildings	10
Problems and Eyesores	11
Local Plan and Areas of Potential Change	11
Summary and Conclusion	12
Bibliography, Consultations and Acknowledgements	13, 14

INTRODUCTION

Location of the village

Collingbourne Ducis is situated on the Bourne, a stream usually dry in summer but the source of the river that joins the Avon and the Nadder in Salisbury. The village is in a shallow valley on the exposed north eastern part of Salisbury Plain 10 miles south of Marlborough and 3 miles north of Tidworth. Devizes is about 15 and Salisbury 17 miles distant. The main A338 road passes through the village and the A346 road leads south east to Ludgershall about 4 miles.

Geology

The village lies on gravels of the Bourne valley and the upper chalk of Salisbury Plain.

Archaeology

Archeology indicates settlement of the region from Neolithic times. There is evidence of farming activity on the downland in the late Bronze Age and in the Romano-British period. In 1974 important artifacts were found during excavation for house building in Cadley of a burial ground dated from AD 400-450.

ORIGINS AND DEVELOPMENT OF THE VILLAGE

In a Royal charter of AD 903 a distinction was made between the villages of Colengaburn Major(C. Kingston) and Colengaburn Minor (C Ducis). However in 1086 the Domesday Book referred to the valley including both villages as the demesne of a Saxon tribe known as Cola's people under the single title of Coleburne. This possibly meant the stream of Cola's followers. Coleburne was actually a group of small settlements. Some were in Kingston and others in Ducis. Of those in the Collingbourne Ducis Conservation Area there were three:- St Andrews Church with Church Street, Sunton and the High Street area. Sunton was infact within Collingbourne Kingston Parish until 1934.

In 1272 under the Earl of Lancaster the name evolved to Colyburne Earl's or Comitis and to Colingburne Ducis in the 1400s when the earldom became the Duchy of Lancaster. In 1353 Colingburne was granted the right to hold a weekly market and two annual fairs. However from the 16th century only once a year did a market or fair take place. The last annual market/fair was held in the meadows at the southern end of the village during the early 19th century.

In 1536 Henry VIII granted the Lancaster estates to The Protector of Somerset, Edward Seymour who he later executed in 1554. However Elizabeth I restored the estates to his son the Earl of Hertford, Duke of Somerset. From him the lands passed by descent to Charles Lord Bruce through his mother the Countess of Ailesbury. In 1929 part of the Ailesbury Estate in and around the village was largely broken up and sold.

The village economy relied, until the 20th century, almost entirely upon agriculture and forestry. At the Inclosures in 1773 there were recorded 1,878 acres of fields and 1,313 acres of downland in addition to a further 1000 acres of the village that had previously been inclosed, allotments and roads.

From the early 17th century a small area of pasture south beside the Bourne could be flooded by way of sluice gates to a shallow depth in winter to form small water meadows or ‘ropes’ to grow early spring grass for sheep and lambs. In the same area there was a large pond, Great Mere, a widening of the Bourne for watering animals crossed by a ford along the Ludgershall Road. In 1969 this was drained and filled. Until 1773 a windmill stood south east of the village in Mill Lane.

Chute Forest extended almost as far west as Collingbourne, where swine herding, nut harvesting, coppicing, cutting and hewing wood were all major activities. Hunting in the forest too was popular with the nobility. For centuries buildings in the village, with the few exceptions such as the church, rectory and school were all agricultural or forest workers’ dwellings, farmhouses, workshops, barns, granaries, stock sheds or stabling.

Allied to the businesses of agriculture a small foundry on the east side of the High Street manufactured implements from 1860 -1939. In 1958 a group of local farmers used the site at the Bourne Works for making milking machines but this activity has since ceased. However PJR Engineering and one or two smaller firms continue employment uses on the site.

The Railway

The village was for many years served by rail. In 1882 The Midland and South-Western Junction Railway Company opened a single track line, passenger station, goods sidings and a weighbridge at Collingbourne Ducis.

In 1901 and 1902 the line was improved to double track and much used by the military. The company’s route connected Cheltenham to Southampton via Swindon, Marlborough, Ludgershall, Andover and the smaller intermediate stations including the Collingbournes. In 1961 the line was closed and the track removed. Of the railway only a few installations remain; the station house with a large level former yard reached by a ramped approach off the Cadley Road. The continuous embankment and bridge abutments define the eastern boundary of the Conservation Area. However any development much above ground on the track-bed appears prominently on the skyline in views from the village in the valley below. Industry and householders adjoining the embankment along the western side are encroaching on the track-bed.



*Collingbourne Ducis Station 1950s
View towards Ludgershall.
The Station Master's House to the right
survives within the Conservation Area*

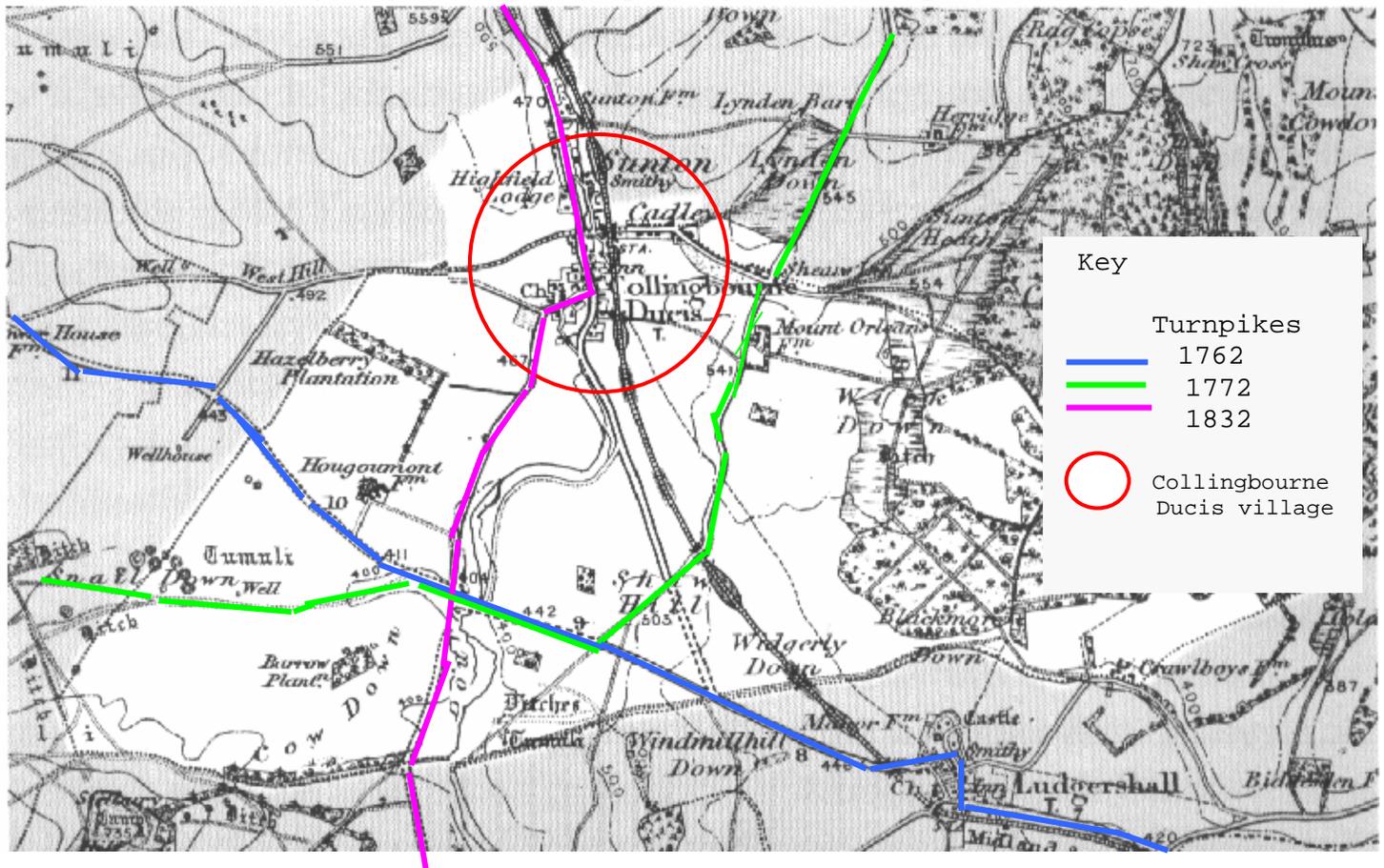
The Roads

Most of the local lanes and roads originated as un-metalled droveways for sheep and cattle. Chicks Lane /West Hill was a droveway from the western downland. Ludgershall Road was known as Cow Drive. As for the main roads in the parish before 1831 the two principal routes leading south towards Andover and Salisbury passed the village by some distance to the east and west .

The Hungerford to Ludgershall drove road passed the village half a mile to the east and its connection to the village was by Cadley lane at the nearby Shears Inn. To the west the old road from Marlborough to Salisbury was via Easton Royal to Everleigh and across Haxton Down and Bulford. After 1762 this route was abandoned when a new road was constructed between Everleigh and Ludgershall. In 1772 the Hungerford Road was also turnpiked.

At that time most north-south traffic went by way of Shaw Hill and Sunny Hill Down. Only after the Turn pike Act of 1831 was the main route south made via High Street, Church Street and Knap Hill to Southly Bridge and Tidworth. Before that Church Street was peaceful with local traffic only for West Hill and Smallway to outlying farms.

(1893-1896 Ordnance Survey) Map of the Area showing Development of the village and roads etc. as described above.



MARLBOROUGH ROAD A338
To Collingbourne Kingston

Sunton House

Barn

Cart track

Caudreys Farm

Glen Cottage

Cobblers Cottage

The Bourne

Former railway embankment

North

Island House

Victoria House

Ford

Old Forge

Key

Conservation Area Boundary

Listed Buildings

Significant Unlisted Buildings and walls

Significant Trees

Key Buildings

SUNTON

Highfield House

Wren Cottage

West Farm

CADLEY

BOURNE RISE

CADLEY ROAD

CHICKS LANE

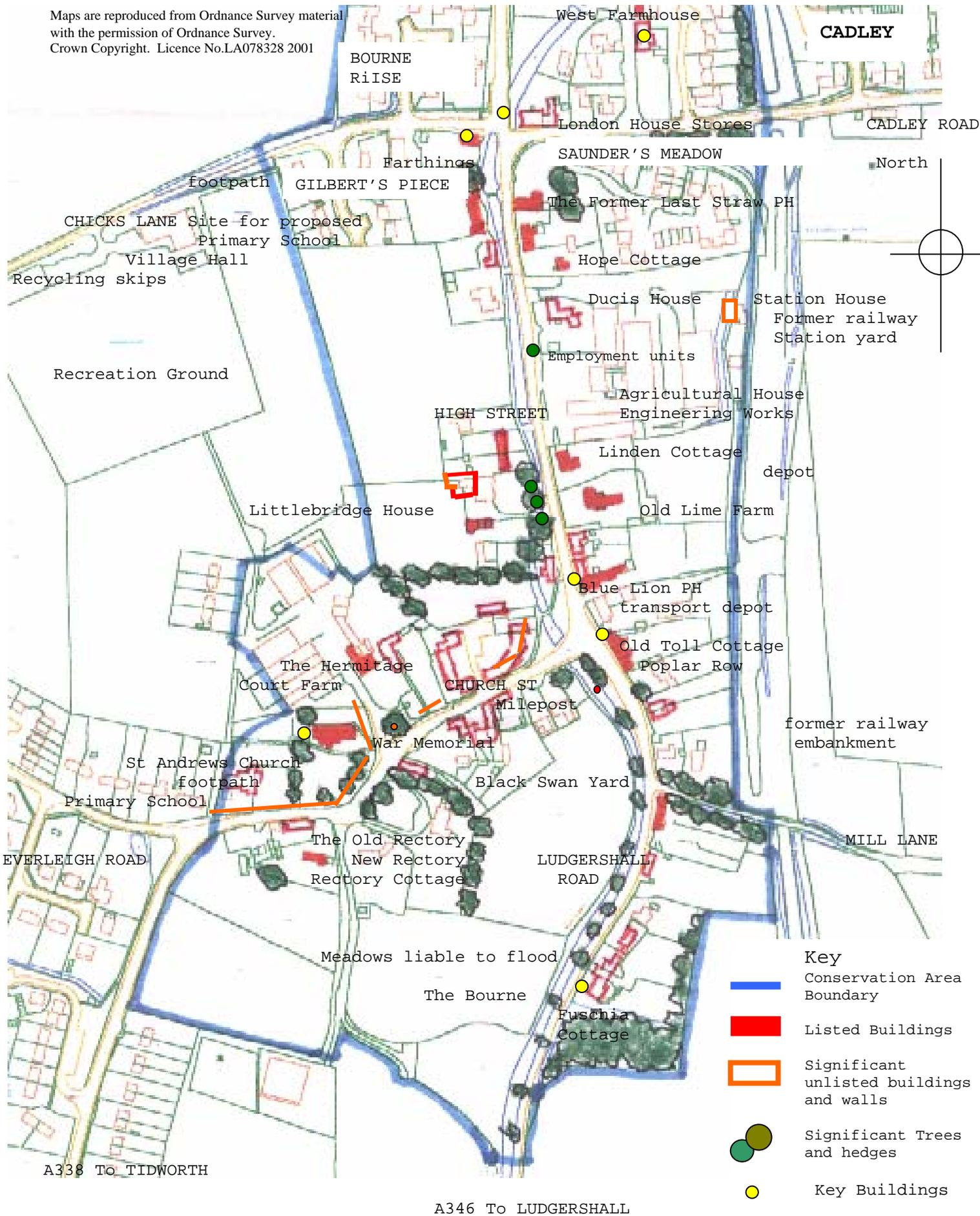
Farthings

London House Stores

GILBERTS PIECE

COLLINGBOURNE DUCIS CONSERVATION AREA North

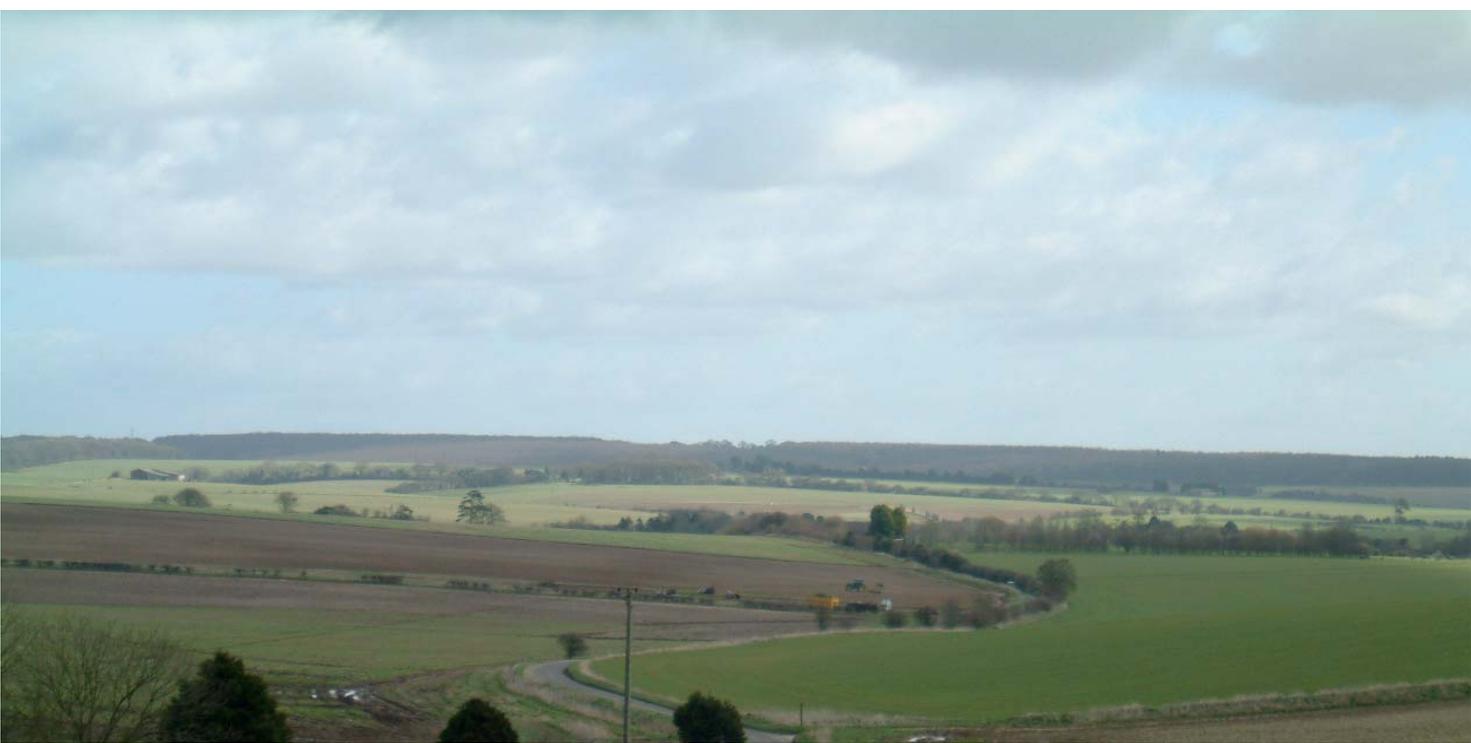
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A338 TO TIDWORTH

A346 TO LUDGERSHALL

COLLINGBOURNE DUCIS CONSERVATION AREA South



View from West Hill across Collingbourne Woods towards Chute Forest beyond.. The village is concealed in the valley.

THE LANDSCAPE SETTING



Cottages below the Marlborough Road back on to the green valley of the Bourne in the north.

The village is generally linear and lies north and south along the shallow valley of the Bourne that defines the eastern edge of Salisbury Plain and the western fringe of Chute Forest. Within the broader landscape the ground rises to over 150m above sea level at Wick Down to the east. The village is defined along the eastern slope by the wooded embankment of the former railway line. The straight main road enters from the north high up the western slope and descends southwards to a central cross roads in the bottom of the valley. In the north the cottages of Sunton follow the eastern bank of the Bourne and their gardens slope up with the valley side to the embankment. To the west the limits of the village are more or less defined by the bare lip of the valley. From the central cross roads Chicks Lane is a sharp climb up to the recreation ground before the dip slope towards West Hill.

South from the crossroads the High Street follows the course of the Bourne to the junction of the Ludgershall Road. From there the A338 turns and climbs Church Street or Penny Hill to St Andrews Parish Church sited on a wooded knoll of the western slope. The church looks southward over wooded grounds opposite and beyond to the widening valley meadows of the Bourne.

ARCHITECTURAL AND HISTORIC CHARACTER

Marlborough Road

In the north part of the village several pairs of thatched cottages lie just east and below the level of Marlborough Road. These form an introduction to the strongest architectural and historic characteristic of the village that of 17th and 18th century thatched, flint and timber framed building construction. The valley meadows behind are green open space vital to the rural character of the better parts of the Conservation Area.



The valley meadows south of the village



Open rural character south of Sunton House in the green valley of the Bourne.



Special character of thatched Cottages and footpath beside the Bourne at Sunton



The A338 bridges the Bourne that flows beside the High Street. Chestnut tree, soft grass banks and thatched roofs.



Desolate 'Cadley Road' corner. Overhead cables predominate. Tree planting would enhance the space and conceal the cables

West of the Marlborough Road mature trees are more significant to the quality of the Conservation Area than most of the buildings. Only the 18th century Cawdreys Farmhouse and the 1872 Highfield House with its prominent coach-house are buildings of particular architectural merit. The mature trees fronting the former are worthy of particularly care and preservation. However listed historic buildings on the east side begin with the most northerly Sunton House. This is a fine grade II star 7 bay sash windowed mansion of the early 18th century of brick and flint with stone quoins and a tiled roof. Within a group of outhouses and farm buildings it is situated towards the top of the valley but low lying and concealed by a bank and a grove of trees from the main road. The house has a prospect southwards down the valley meadows to Island House. The latter is a much enlarged thatched roof cottage lying in the bottom of the valley with the Bourne passing on each side. It is prominent against a background of trees thickening southward towards Sunton cottages that are hidden from view.

Sunton

Sunton was a settlement on the early road into the village from the north. It extended from Sunton House in the north to the Cadley Road in the south. Sunton now refers to a row of cottages beside a footpath for much of its length situated along the east bank of the Bourne. Because of the narrowness of the access and the proximity of the stream to the cottages it retains much of its historic character. Wren Cottage west of the Bourne also contributes to this special character. Almost all the cottages are thatched, timber frame nogged or underbuilt in brick in the vernacular style. Black and white painting is unfortunately becoming a trend that conceals interesting detail and original material colour. Trees overhang the Bourne along its west bank and together with hedges, footpath, bridge and ford contribute to the special rural character that is worthy of preservation. Alterations to improve vehicular access should be resisted particularly encroachment on the Bourne for roadway or parking space. There is limited general parking space opposite West Farmhouse and this should be maintained. The paddocks to the west of the Bourne up to the A338 and extending to the rear of existing houses near The Cadley Road are vital to the rural character of that part of the Conservation Area and defined in the Local Plan as an area of minimum change.

The vehicular access from Sunton is via the Cadley Road. This road passes eastwards out of the Conservation Area into Cadley through a former bridge abutments in the railway embankment. Mature trees are a strong feature of the boundary here and very pleasant. In the road however there are speed reducing traffic islands and a confusion of accesses in the approach to the former railway station yard with a recent residential development. To the west the London House village stores stands out in brightly painted render near to the junction of Cadley Road with Marlborough Road and High Street. The shop still retains its hipped slate roof but original sash windows have been replaced by casements and the shop window is very recent. The quality of the environment in this area is generally only mediocre.



The meadow gap on the west side of High Street should remain undeveloped.



The old flint and brick wall enclosing Penny Hill flats at the foot of Church Street. Significant trees in the churchyard show on the brow of the hill.



The Church Street Bridge over the Bourne and the bank to the Ludgershall Road. Harsh white horizontal rails to the parapet guide traffic across on the A338



Thatched flint and timber frame cottages in the Ludgershall Road

High Street

Opposite the village stores and set well back from the Cadley Road is the listed 'Last Straw Inn' now restored to a house. It is timber framed with brick nogging and thatched with a rendered gable facing the High Street.

Its former car park was until recently something of a 'no-mans land' but now with a development adjacent the Cadley Road the old building only relates to the High Street. It is one of several listed historic buildings among the uninteresting 20th century development along the east side. Of the few worthy buildings in the vernacular style and materials there are also Hope Cottage and Ducis House (unlisted), Linden Cottage, Bourne Cottage - a shop up until the 1960s, and Old Lime Farm where most of the significant trees on the east side of the street are to be found.

The interesting Blue Lion Inn is a five bay sash windowed façade of formal 18th century design of vitrified brick with a slate hip roof. This survives together with a short 18th century wing attached at the rear. On the west side of High Street there are comparatively few buildings and a meadow reaches down to the roadside hedge. The Bourne and a pleasant stream-side footpath separate the houses and cottages from the main road. These are reached by a variety of bridges. Several buildings in the vernacular style and materials are listed:- 'Farthings' a cottage on the south west of the crossroads is a key building marking the corner. Next to it and beneath a significant chestnut tree is Chestnut Cottage and beyond No.54 High Street and No.53 Crown Cottage.

Tudor House is a late 20th century house in a livid red brick adjacent the meadow gap. No.s 38 (painted) and 39 in the vernacular brick. Both thatched, these cottages are set back from the Bourne. To the south is the 19th century Littlebridge House. Unlisted it is of 17-18th century origins and concealed by a significant group of mature trees. Its stables and carriage house however are listed. This is a 19th century conversion of a 17th century barn. Beyond its pleasant bridge the Bourne diverges in its course away from the roadside and forms an island. Of bridges across the Bourne only that of Littlebridge House has interesting 19th century style iron balustrade rails but was built in the 1950's. The bridge at the junction with Church Street has been widened and restructured for the increasing traffic.

Slate roofed Cooven Cottage the last building on the west side of High Street is a survivor from an original three that once stood here. It is important to local character that this cottage is preserved.

Ludgershall Road

On one side only of the Ludgershall Road beside the Bourne is a row of mixed dwellings. Road traffic passes close to the frontage walls which suffer from splash, dust and fumes. There are several listed terraced cottages of traditional design and materials commencing with Old Toll Cottage in Poplar Row, Whitebait and Lima Cottage. Several are timber framed or flint and brick with thatched roofs. The most southerly building in the village is the modernized Fuschia Cottage much extended but still showing some late 19th century chimneys and roof details.



Church Street is part of the main A338 road through the village.

Church Street

Once a large barn stood near the foot of Church Street and its site is still defined by a continuous curved early 19th century traditional brick and flint wall following the roadside. The site is now occupied by a group of late 20th century brick and tile flats. These are well sited to maintain the frontage of the street. The inward facing courtyard layout is appropriate in the context of the noisy main road.

Further up the hill on the south side Black Swan Yard is a mixed but interesting group of 18 -19th century vernacular buildings, a former Inn, built around an open fronted yard. A single storey outbuilding of flint with red brick bands extends to the road edge. To the up-hill side a thatched white painted brick cottage also on the road edge is important in defining the street. Its gable roof and a neighbouring gable together form a harmonious composition in the view down the hill.



St Andrew's Parish Church

Most worthy of preservation is the setting of St Andrew's Church with its flint walled, sloping graveyard and mature chestnut trees.

The church has a 12th century nave with 14th and 15th century features including an inner doorway and some windows. Much restored by G E Street in 1856 and Arthur Blomfield in 1877 and 1902 the aisles and porch are of that period. Materials are flint and brick with limestone dressings. The perpendicular west tower is interesting for its belfry partially converted to a dovecote.

Also pleasant is the War Memorial green. A group including Court Farmhouse, The Hermitage, the trees in the Old Rectory grounds with thatched Rectory Cottage and the School make a special contribution to the Conservation Area. Roadside walls and trees here are important along the winding and narrow main road and seem to reduce the impact and noise of the traffic.



*The Old Rectory trees and outbuilding
The public seat and war memorial*

The Old rectory is a gaunt and unremarkable mansion in banded brick and tile having replaced a timber framed predecessor on the same site in 1863. However a roadside outbuilding remains from the earlier house and contributes to the character of the street. The present rectory house was built in the 1960s. The group of mixed mature trees in the grounds of the Old Rectory are important to the whole of the southern part of the Conservation Area. To the south the lower lying meadows are at risk from flood.

Court Farmhouse and the Hermitage are substantial houses in a close relationship separated only by a narrow gap. Apparently much of the original Hermitage once extended west of the present building to where the farmhouse now stands. In the mid 19th century a fire demolished much of the timber framed building. On the site Court Farmhouse was built in 1860 of limestone with a slate roof and cast iron window frames. The latter usually rare are common on the Ailesbury Estate. Some of the original Hermitage is incorporated in to the present mid 19th century brick and tile house also built soon after the fire. Both houses have front gardens extending south towards Church Street behind brick garden walls. The Hermitage is unlisted but incorporates parts of early 17th century close studding walls with knapped flint infill.



The 1861 Village School

Also important in the roadside view from the south is the School built in buff brick, stone and slate by the Ailesbury Estate in 1861. The school is planned for replacement with a new building on a vacant meadow site adjoining the west side of High Street. When no longer in school use the present building could be much enhanced by the removal of the high wire fence and the 20th century block from the playground.

BUILDING MATERIALS



*Timber frame close studding with knapped flint panels
16th- early 17th century*



*Timber frame and wattle and daub
Late 17th –18th century. Thatched roof
(today in combed wheat reed).*



*Brick and flint walls. Long straw thatch
Casement windows with glazing bars.
Late 18th - early 19th century*

Use of local materials in vernacular buildings



*Court Farmhouse. Mid 19th century
Limestone Ashlar walls
Slate Roof. Diagonally set chimney shafts
Casements of hexagonal cast iron glazing.
of the Ailesbury Estate.*

Walls : Red /orange brick, flint, chalk. Lime and renders.
Brick in English and Flemish bond.
Timber frame with wattle and daub panels
Greensand stone
Non vernacular : Lime stone for dressings and random rubble.
Brick banding in buffs and reds. Flemish Bond
Vitreous blue bricks in header bond.

Roofs: Thatch – Long straw preferred. Combed wheat reed
Welsh slates.
Handmade plain clay tiles.

Chimney stacks and shafts Red /orange brick
Non vernacular Buff brick, shafts set on the diagonal.

Windows Timber casements for most cottages and small houses
Non vernacular : Vertically sliding Sash windows for large houses and mansions. Rare cast iron glazing.



*Highfield House 1872.
Limestone, buff and red brick walls
Plain clay tile roof. Diagonal set chimney shafts.
Stone mullioned sash windows.*



*An example of modern vernacular cottages incorporating traditional materials: flint with brick plinth and dressings.
Steep plain tile roof, chimneys and glazing bar casements.*

Materials used in listed and significant unlisted non vernacular and architect designed buildings.



Traffic at the crossroads and parking at the Shop. Bus stop and pedestrian crossing point

PROBLEMS AND EYESORES

There is traffic noise, pollution and danger to pedestrians in Marlborough Road, High Street and Church Street. Cottages on the edge of the carriageway of the A342 Ludgershall Road also suffer similarly. The A338 divides the village. East and west sides are separated by the road.

Newer developments served in depth by new estate roads have no local identity and their layout, design and materials are out of keeping with the traditional.

The proposed new primary school is likely to generate more pedestrian traffic across the main road in the area of the central crossroads. The route along Cadley Road from the shop to Cadley is also hazardous for pedestrians. The western traffic calming island is poorly sited to assist pedestrians negotiate the route from Sunton and Cadley to the Shop.

There is particular traffic noise and fumes on Penny Hill but where the carriageway passes the churchyard and School walls it is narrow and insufficient for two heavy vehicles to pass. This has a major calming effect on traffic speed.

It is hazardous to cross the main road on or near the bends and the footpath diminishes to a kerb's width. However pedestrians are able to use a pleasant path through the churchyard and avoid the noise and danger.



The narrow part of Church Street is a bottleneck for traffic on the A338.

AREAS OF POTENTIAL CHANGE

a) The former railway embankment.

Although outside the Conservation Area development above ground on the former track-bed is prominent in views from all parts of the village. Acquisition of various lengths by adjoining owners is in progress. Insensitive depot developments strongly detract from its rural character. It is suggested that tree planting with native species would reinforce the evolving natural character and reflect the historic forest origin of the landscape to the east of the village.

b) Site to the west of High Street for a new primary school. The meadow is larger than is currently required for the school. Surplus land should primarily be reserved for future school or community use. Speculative residential development would be appropriate only when the needs of the community have been met.



The prominence of the former railway embankment on the skyline from Church Street. Development and storage on this skyline should be avoided.

THE LOCAL PLAN

Collingbourne Ducis is regarded as having a range of facilities and suitable for additional limited residential development including small groups of houses. However the limits of development are tightly drawn and exclude areas of meadow liable to flood, to the north and south within the Conservation Area. The village is within a groundwater protection zone.

There are various employment uses within the village that should be encouraged. However it is most important to ensure that any industrial development within the village does not further undermine its rural character.



Distant houses in Knap Hill, foreground houses in Ludgershall Road, wet pasture and trees at the Old Rectory.



Development in depth is anonymous and out-of-keeping.



The west side of High Street with its frontage of trees and hedges and the simple private bridges over the Bourne.

THE VILLAGE DESIGN STATEMENT

A local group have prepared a Village Design Statement that refers to several of the same subjects as the Conservation Area Statement but also includes references to economic and commercial activity and future prospects that are beyond the scope of the Conservation Area Statement.

PROPOSALS

Bridges crossing the Bourne should be limited to no more than the existing. Replacement bridges should be of a clear shallow flat span with a simple open rail balustrade design. It should allow the maximum unobstructed flow of the flooding Bourne beneath. Bridges should not exceed more than one carriageway width.

Traditional buildings harmonize with the landscape from which their materials come. Thatch, timber frame and flint are particular materials characteristic of the area. All buildings incorporating these should be specially protected from demolition and unsympathetic alteration if not already listed.

Any new housing might be better disposed along the roadsides of the existing network and not concentrated in new development enclaves. Infilling however should be minor so as not to disturb the spacing or setting of existing significant buildings.

PROPOSALS continued



Traditional form and materials applied to modern housing

New housing should be designed to harmonize with the local tradition in scale, form and materials. Floor to ceiling heights should be the minimum to comply with the regulations. Eaves should be as low as possible over the first floor. Windows could be dormered to allow it. The basic plan form should be of wide frontage and shallow, not to exceed one room and a passage deep, so that roof span is limited. Roof pitch should be steep (40+ degrees) on either side of a central ridge with at least one chimney stack per dwelling. Materials: brick to match the traditional red brick, flint, lime or cement render, dark plain tiles with timber doors and windows should be the basis of a limited palette of building materials.

Mature trees, particularly around the church, should be retained and managed to ensure their continued safety.

The recent introduction of vehicle reactive lights has brought down the speed of traffic and the police consider mobile cameras should be used in combination with these to maintain this improvement in safety.

There would seem to be no immediate prospect of a bypass for the village. Heavy traffic and industrial installations are alien elements that intrude upon the scene. To improve safety concurrent with the growth in traffic, attention should be given to improving pedestrian amenities, footpaths and road crossings particularly in the area of the High Street central crossroads at Cadley Road.

A lights-controlled pedestrian crossing is suggested for the central crossroads which is already hazardous. This would however be physically incompatible with the Bus Stop lay-by already at the site. To re-site the Bus Stop further north is not acceptable to residents of Bourne Rise, whose property backs on to the site, because of public nuisance associated with Bus shelters.

ENHANCEMENT

Along the east side of High Street there should be more care and attention of frontage fences and walls. Additional native trees should be planted on the A338 roadside on the east side of High Street and along the Bourne Rise boundary.

THE PLANNING CONTEXT

The Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on local planning authorities to determine which parts of their area are "Areas of Special Architectural or Historic Interest, the character or appearance of which it is desirable to preserve or enhance" and to designate them as Conservation Areas. The Act, and advice given in Planning Policy Guidance Note 15 - Planning and the Historic Environment, states that the local planning authority should formulate and publish proposals for the preservation and enhancement of all Conservation Areas and this assessment, published as the Collingbourne Ducis Conservation Area is part of the process.

This Conservation Area Statement was adopted by the Council as Supplementary Planning Guidance (SPG) on 17th September 2002. SPG provides guidance on the interpretation and implementation of policies and proposals contained in the Local Plan.



Junction of Cadley Road and Marlborough Road. There is a requirement here for a safe pedestrian crossing.

The Planning Context continued

Consultation procedures, consistent with advice contained at paragraph 4.7 of PPG15 – *Planning and the Historic Environment*, have been undertaken during the preparation of this Statement. Paragraph 3.16 of PPG12 – *Development Plans*, also states that adequate consultation is a requirement for adoption of SPG. The Council considers that the consultation undertaken meets with obligations set out in PPG12.

The Replacement Kennet Local Plan (March 2001) is at an advanced stage of preparation having been subject to two stages of Deposit and Public Inquiry. This SPG provides detailed background information for the interpretation of policies contained in the Replacement Local Plan, particularly Policies PD1, HC5, HC22, HC32a, ED9, ED11, HH8, HH9 and HH12.

SUMMARY AND CONCLUSION

The Bourne and its valley landscape of meadows and trees endow the village with a special rural character. Most of its buildings are harmoniously sited among trees and along the established network of old roads.

Two particular places are however of very special character: **Sunton** is strongly rural and residential while **St Andrew's Church** in its setting is a typical English village blend of ecclesiastical, agricultural and residential. Between the two the **High Street** with its path beside the Bourne is unusual and should be protected from change. The frontage of the semi-industrialised east side of High Street however detracts from the natural features of the more residential west side and should be enhanced.

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Consultations

The Councillors of Collingbourne Ducis Parish Council.
The Council for the Protection of Rural England
English Heritage
Wiltshire County Council
 Planning Department
 The County Archaeologist
Wiltshire Buildings Record

Bibliography

Wiltshire Victoria County History
'Marlborough and East Wiltshire' Dr J Chandler
'Collingbourne Remembered' Mrs P C V Codgell

Copies of the Plan, and a summary of the consultations undertaken in the preparation of this Statement, are available at the address given below. This leaflet and www. pages is one of a series of Conservation Area Statements and Guidance Notes. If you require any further advice or information please contact:-



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