

Tisbury Motors, High Street, Tisbury, Wiltshire

Design & Access Statement

(A) Understanding the impact of the works on the significance of the heritage asset

1. For applications for development in a conservation area, explain what impact the proposal will have on the character and appearance of the area;

The site of Tisbury Motors is encompassed within the Tisbury Conservation Area, where it is located towards the upper end of the High Street, on its west side. In this position there is a steep slope down from the west to the east, with a cross fall from the north to the south along which the High Street follows. Because of the topography the workshop building on the frontage to the back edge of the pavement is cut back in to the ground slope behind. Above the front part of the garage and the reception area is a large residential unit in the form of a flat, with an external staircase on the north end. Further back, behind the garage and flat, and higher-up the west side slope there is an associated car parking and storage area that is approached by a private lane on the north side, which is owned by the garage.

Tisbury Motors' site is a fairly large commercial / industrial type development that is within a primarily residential area of this part of the village, but where there are some community buildings such as meeting halls, chapel and doctor's surgery. As such the industrial nature of this site is busy everyday with vehicle noise and many movements in and out of the site, as well as spill-over parking on to the adjoining roads, which makes it completely at odds with the character of this part of the village.

To the west, up the ground slope behind the Tisbury Motors site there are a group of houses with associated garages, which are accessed over a private lane that is part of the garage ownership and which primarily services the associate parking area. Whilst they are approached over this lane, none have direct views over the site, although some do have peripheral views over the parking area and the back of the garage and workshop building.

The form and style of the property are also alien next to the adjacent buildings, where this large and bulky looking two storey that is of mid – late 20th C concrete and steel construction with rendered and painted walls and a flat roof. This is very out of character with the domestic architectural style and form of the surrounding buildings that are predominantly of stone, brick or rendered walls under pitched roofed covered with slates, tiles or thatch.

The proposed development involves the demolition of the garage, flat and workshop with the erection of eight houses and associated gardens over the plot, including the car parking area. The large and monolithic looking, tall two building to the High Street frontage will be replaced with a smaller terrace of three houses with courtyard gardens. To the rear of the site, where there is presently the car storage area, will be built two

blocks of house, where one will contain a semi-detached pair and the other a short terrace of three cottages. This will result in the removal of an intrusive industrial business from a primarily residential area and the creation of seven additional housing units on what can be considered as a brown-field site within an established population centre.

The setting and visual significance of the adjacent Methodist Chapel on the south side, which is presently somewhat overshadowed by the bulk and mass of existing building, will not be adversely affected by the new housing on the adjoining street frontage. It will remain as a visually dominant building, where the facades and roof lines of the new frontage block respect its established neighbour and ensures that existing sight lines are maintained. Between the two sites existing and the stepped boundary wall will be retained.

To the front of the new houses to the back edge of the pavement there will be an area of stepped pavement that will reflect a similar arrangement to the front of houses to the north of this on this side of the street. These will have metal railings and matching gates on the front boundaries to ensure privacy to each unit. At the north end of this group the end house will be of a mews type where it is situated over the entrance to the underground parking in the former garage workshop behind, and above which will be courtyard gardens at upper ground floor level. This parking provision will be solely for the front houses with additional visitor provision.

The street and main elevations to the front block are intended to echo design elements that are used and incorporated in other houses both adjacent and then further to the north along the west side of the High Street. The arrangements of the roofs lines where these drop down with the ground slope and combine return gable ends and dormer windows are features identified within the Tisbury design guide for this part of the conservation area.

Then to the rear of the site the new houses are also designed to consider the suggestions of the Tisbury design guide in their massing and external appearance, in its use of materials, architectural styles and details, as well as setting and visual bulk. The proposed houses have been designed to replicate the style and form of other adjoining buildings by its shape, scale, and material selection. The result will be a setting and land use that will be more appropriate for the residential within which it is situated.

On the north side of the site the private access lane will not be altered to any great extent apart from landscape improvements at the High Street junction. The amount of traffic using this will be reduced as it will only be for the new houses that face on to it, and not the many movements of vehicles in and out of the workshop from this area. The existing residential traffic will not be altered or adversely affected by the new houses.

The proposed development will enhance the Tisbury conservation area by removing the large and visually unsympathetic garage building, together with the associated noise and parking problems that this industrial enterprise brings to this location and will result a much improved character to village. The frontage across this will become more in harmony with the remainder of the High Street, particularly on the west side, and so will be positive contribution to this area. Similarly the new houses to back part of the house will remove a further commercial / industrial element where these will retain the main landscape features to the area and indirectly, with the removal of the existing business use, will remove ancillary parking problems and reduce traffic movements in the vicinity.

2. For applications for listed building consent, explain what impact the proposal will have on the special architectural or historic importance of the building. Where any part of the fabric of the building is being removed or altered, explain the significance of that part of the fabric in relation to the special interest of the building and why it is necessary to remove or alter it.

There are no listed buildings on this site.

However, there are several listed properties within the north half of Tisbury High Street, with the closest one being the grade II* listed Gaston Manor on the east side of High Street. This house sits approximately 25.0 m from the Tisbury Motors' site, in a large garden, behind the screen of a tall stone boundary wall and a clump of mature trees. These two buildings cannot be clearly seen together, where that is only from along Park Road where the north gable end is adjacent to the boundary wall at that point. From High Street the two buildings cannot be readily seen in the same view angle and so do not readily relate. However, the proposed redeveloped front part of the site will have a more traditional residential appearance and improve the overall setting of this part of the village, which can be considered as a positive impact to the conservation area.

There are other smaller lower status listed houses to the north and south of this site, but are at such distances and positions that there is no visual connection between them and the site. Therefore, this proposal will not adversely impact them or their settings.

3. For applications for development in the World Heritage Site, explain what impact the proposal will have on the setting and appearance of the World Heritage Site and on any archaeology likely to be disturbed by the works.

N/A

(B) The approach to the design of the works

4. Please explain the principles behind the design of the proposal -what are you trying to achieve and how does the layout, floor space and scale of the development relate to the site and its surroundings?

As mentioned above in A(1), the proposed development will involve the demolition of a large garage / workshop building, with a residential unit over it, and the subsequent redevelopment of the site along with the associated car parking and storage area to the rear. Every house will have outdoor amenity space and parking spaces to Wiltshire planning standards, either to the fronts of the houses to the rear of the site or in the underground parking hall behind the front houses.

The lower block will be behind the back edge of the pavement to the High Street on the building line of the existing garage building and will comprise two two-and-a-half storey houses and one one-and-a-half storey house. Behind that, the middle block will run between with the north side access lane and the south side chapel boundary wall will be a pair of two storey semi-detached houses. The upper block will be a short terrace of three dwellings, aligned as the middle block and located at the west end of the plot, on the current rear parking area.

The proposed dwellings are of varying size and layouts and are intended to provide properties of size range for which there is a market demand in Tisbury. In designing these

focus has been given to maintaining the character and style of the type and form of properties of the upper part of the High Street. Particular attention has been given to the architectural details common to this locality and which have been applied to the frontages of the High Street block. The new houses to the rear of the site will have an appearance that is less formal than the High Street façades and slightly more cottage-like to reflect those others in this locality at the west end of the site.

The lower block, facing onto the High Street, will have an elevation that will contain common features of the properties to the north of this. The ridge and eaves line will step down to echoes the slope on which it sits and will contain a mixture of gable ends and dormer windows that are in cooperation in this area.

There will be a raised area of paving between the front of units 1 & 2, and the back edge of the pavement to the edge of High Street, which will be supported by a stone wall that then will be topped with a simple metal railing. The raised pavement will provide private gated access to both these houses, with a step down between them to follow the general slope in the ground in this location. This arrangement will be similar to other stepped areas in this area of the High Street. The front of the new block will be approximately in line with the front part of the existing building on the site and so will not reduce the oblique view of the chapel from the corner of Park Road. This will ensure, when combined with the lower eaves and roof line to this part of the block, that the dominant appearance of the chapel in this part of the street is not diminished.

Parking bays for the front block will be provided within an underground garage, which will utilise the existing workshop space where this cuts back into the ground slope, where access to and from this will be on the north side of the front elevation, in approximately where the current garage entrance is. Over this parking area will be the rear courtyard gardens at upper ground floor level to the frontage block as well as pedestrian access to these from the north side access lane.

Each house within the middle and upper blocks will be of two storeys and their bulks will follow the ground slope, and so, their roof will have a stepped ridge line. They will have private gardens to the rear with access to the front for the end units, where these will be divided up with timber fences on each side and the existing stone boundary wall to the south (rear). Where there is a change in ground level, as the site steps down, there will be stone retaining walls between them and fences to the top. At the fronts there will be low stone walls between each plot. Each house will have an appropriate number of parking spaces to the front as required by planning standards.

5. What materials and design features are proposed and how do these relate to those used on the existing property and its surroundings?

The materials and architectural features of the houses in the proposed development are intended to reflect those within other properties that are seen in the surrounding area of this site, particularly along the west side of the upper High Street. The external wall finishes will be locally sourced stone and clay brickwork of an appropriate colour, with details around doors and windows, and quoining at corners. The exemption to this will be of the south elevation on the frontage block, which will be lime rendered of a colour to reflect Chilmark stone and scribed out to resemble ashlar stonework. This elevation will only be partially visible as it will stand closely behind the bulk of the Methodist chapel. The upper block will be stone faced, without the quoining feature, as will the two houses in the middle block on ground floor, but with horizontal cedar board cladding to the first floor.

All the roofs will be gable ended, with 45° slope to the front block and 30° on the middle and upper blocks, and all will be covered with natural slate, to best match the historic slate seen on nearby buildings. Rainwater goods will be black uPVC half round gutters and round downpipes on every dwelling.

All houses will be timber framed double-glazed sashes. Front entrance doors will be six panelled timber doors with small glazed lights above, where the rear doors will be timber framed double-glazed sliding units.

These materials have been carefully considered and are identified within the Tisbury Conservation Area Appraisal and Management Plan as being prevalent within the local area. Full regard has been given to the Tisbury design statement and the wider county design guidance (formerly the district design guidance). Great consideration has been given to the scale of the design, its shape, and the proportion of the surrounding buildings. The proposal is to build sympathy with the natural landscape, stepping the structure to follow the slope line on which the plot sits.

6. Are any landscaping features (walls, hedges, fences) being removed, altered or provided? If so, please provide details (and ensure that these are shown on the plans submitted with the application)

N° 1 & 2 within the lower block will have a direct pedestrian access off the High Street with tiered forecourts in front of them, to maintain the stepped character of the pavement of this part of the upper High Street. These areas will be enclosed with metal railings to provide safety and privacy for the occupants of these houses.

At the north side of the lower block, adjacent to house N° 3, a simple metal railing will sit on top of the stone faced garage wall, to guard the path type access in this position. The rear courtyards adjacent to the lower block will be separated by tall timber fences.

The boundary wall between the chapel and the eastern half of the south boundary line of the site will be retrained, where the new front block will butt against is as does the existing building.

The boundary treatment along the south side of the present rear parking and vehicle storage area it to be retained and the existing large Leylandii on site also will be kept. Due to the new layout and change in function more green surfaces will be provided than presently found on the site, where the areas to the back and sides of the upper and middle houses will be used as back gardens instead of hardcore and gravel surfaces.

Where there is a change in ground level, as the site steps down, there will be stone retaining walls between them and fences to the top. At the fronts there will be low stone walls between each plot.

The area at the bottom of the north side access lane, which is currently used for parking, against the high curved stone boundary wall, will be transformed into a landscape area to prevent it continuing to be used to ad-hoc parking. On the south side of the bottom of the north access lane, at the northeast corner of the lower block, a safety kerb will be formed. From there a sloping pavement will run up along the north side wall of the block.

At the front of the site, the existing pavement width to the front of the present garage forecourt will be maintained with a new raised kerb to the road edge to replaced the current dropped version.

(C) Consultation

7. Have you consulted any of your neighbours or any other interested parties about your proposals? If so, please give their details and a summary of their comments and how you have addressed these in the final design of the proposal

A Pre-Application Planning Submission was undertaken (ref: 19/07607/PREAPP) and considered favourably by the local authority, where the principal idea of the re-development, from a noisy, busy, eye-sore building to residential properties was warmly welcomed, so later a full planning application (ref: PL/2021/04262) was made.

However, after receiving several negative comments regarding the design, building shape and layout, followed by an unsupportive Parish Council meeting, the application was withdrawn by the client to avoid refusal.

The development has subsequently be reviewed and revised in line with the range of comments and observations that have been received during all these processes. In doing this both in size and form and the number of dwelling units has been reduced from 10 to 8 and changed them from flats to houses. Further consideration has been given to the materials to be used in this development as well as setting and landscaping.

(D) Access

8. What changes to the existing access arrangements to the property are proposed and will these facilitate access for the disabled? Where the works affect the exterior of a listed building, please explain how the special architectural or historic importance of the building has been taken into account in the design of any alterations to the access to the building.

The lane to the north side of the site will be remain as a private road within the curtilage of the new development to provide access to the new houses as well the existing residential properties further up the slope as they currently do. From the lane the houses will have direct and level access from the lane and the front block will have similar provision to their lower floors from the High Street pavement.

N°1 and N°2 in the lower block will have two pedestrian entrances, one at lower ground floor level, entering from the private forecourts on the High Street, and the other one is on upper ground floor level leading through the courtyard gardens. House N° 3, because it is an upper ground floor unit, will have its entrance door on the west side with a garden path type approach from a gate off of the north side access lane.

The houses in the middle and upper blocks will be easily approachable from the north side lane, both by pedestrians and by vehicles. These houses will have private drives or garages for parking purposes.

The underground parking area of the lower block will have vehicle access through a new entrance in approximately the same position as the entry into the existing workshop building. This will be guarded by a remote controlled roller-shutter door in a position that allows a car to stop clear of the road while it operates.